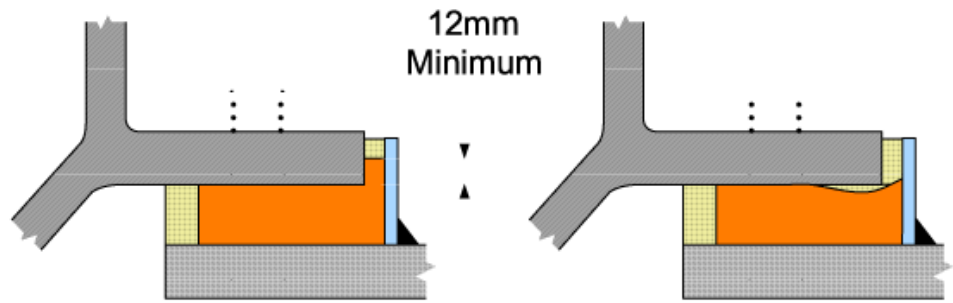


Some Chocking Do's & Don'ts

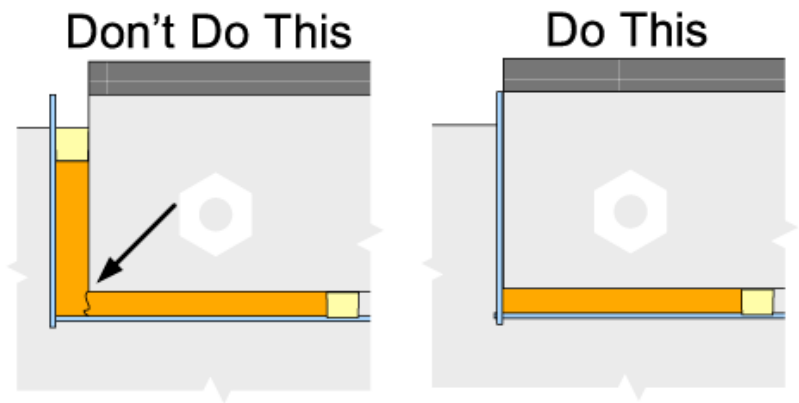
How to be more successful

DO Fill Up the Overpour 12mm Minimum

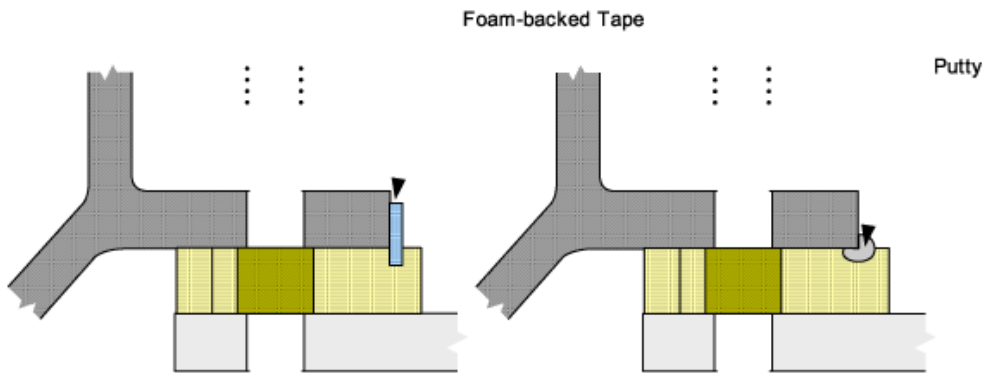


DON'T Chock Around a Corner

Do NOT pour Chockfast around a corner. It will always lead to cracking because the corner acts like a wedge.



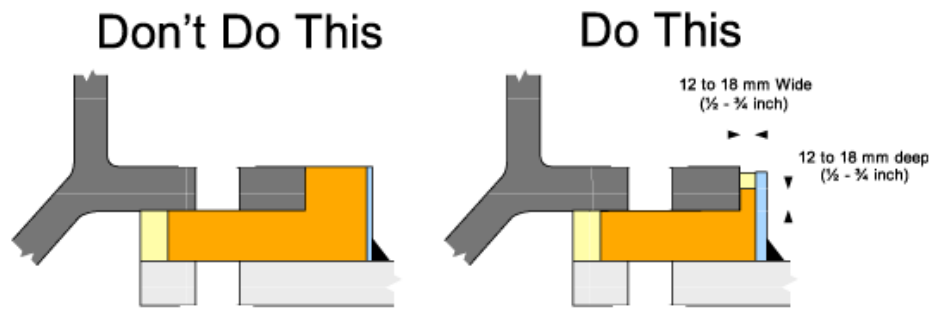
DO Round All Corners & Edges



When creating the chock mold, it is a good idea to round all corners and edges that may protrude into the Chockfast. This lessens the chance of cracking.

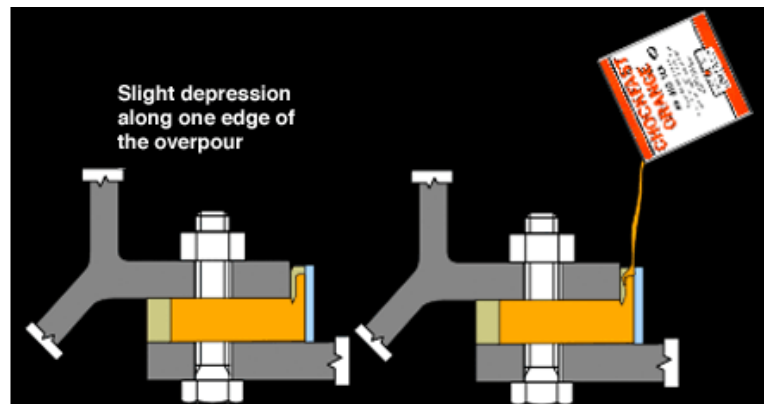
DON'T Make the Overpour Too Large

The Chockfast in the overpour area must remain cool and liquid to feed material back under the engine bed if needed. To do this, the overpour must be small and kept cool with a heavy metal front dam.



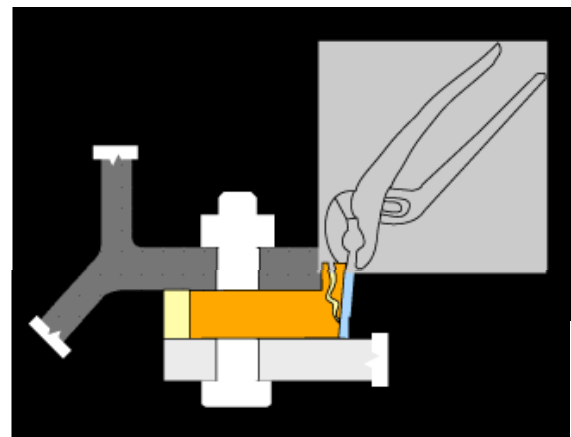
DO Top off All Chocks

Sometimes the inside edge of the overpour will be drawn down slightly. Do not be concerned about this. Just top off the overpour area with some more Chockfast.



DON'T Remove the Dams Until the Chockfast Has Fully Cured

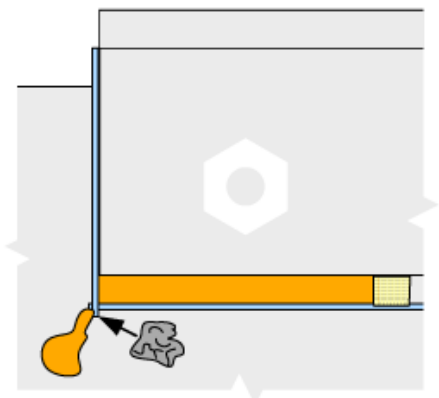
Wait until the Chockfast has cured completely before removing the front metal dam or you could break the chock.



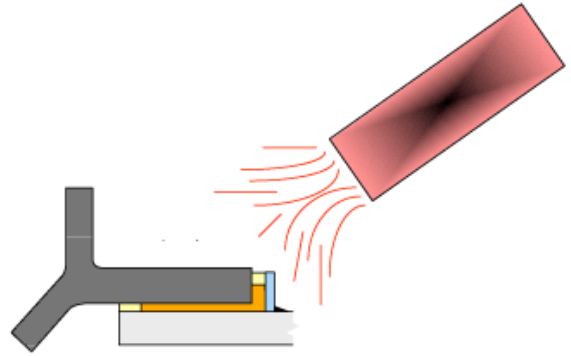
DO Prepare for Leaks

Have non-hardening putty on hand for sealing small leaks that may appear.

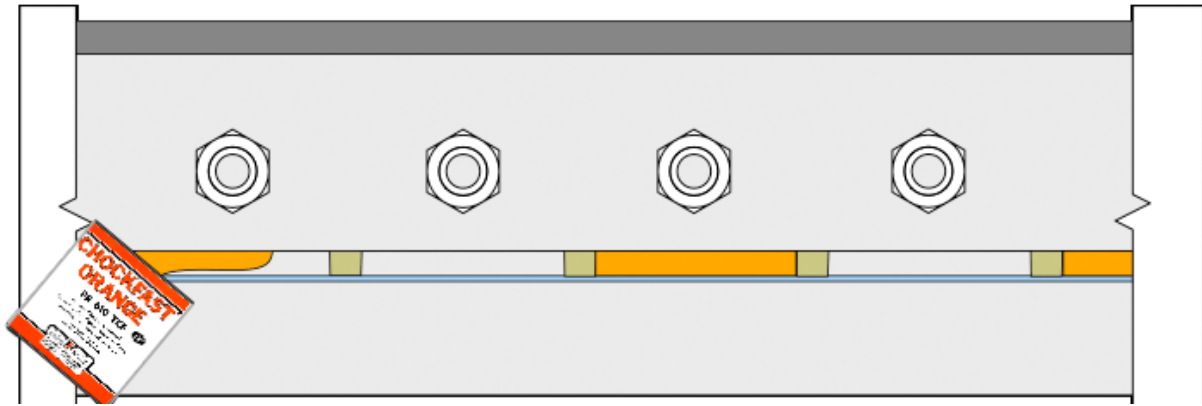
It is also a good idea to spray all areas adjacent to a chock with Release Agent to make clean up easier.



DON'T Add Heat to a Chock
Until the Chockfast Has Gelled

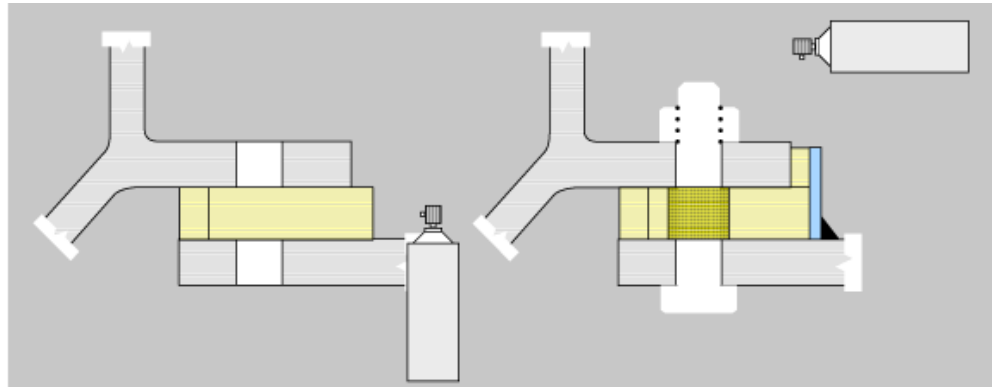


DO Pour Alternate Chocks

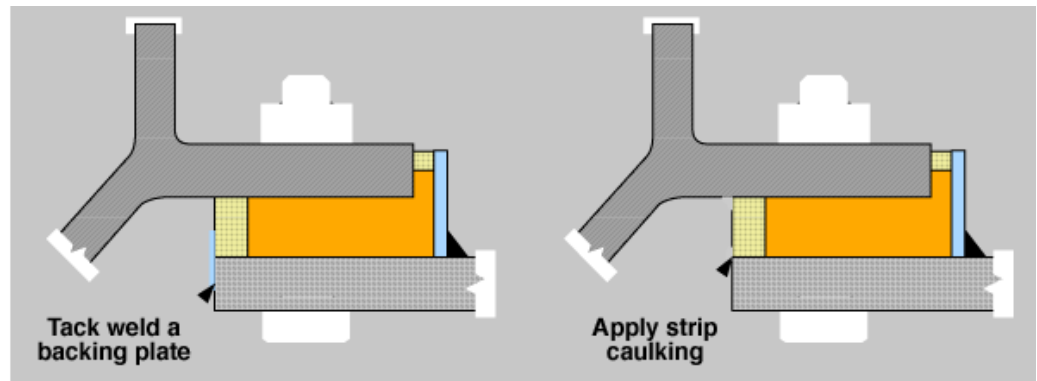


If overheating the Chockfast is a concern, fill every other chock, wait until they are cool then fill the remainder of the chocks.

DON'T
Forget the
Release Agent



DO
Make Sure
the Dams
Will Not Move



Watch Out For
MAN B&W Engines

