



# Service Advisory

CC-390

## LAWN TRACTORS & SERIES 2000

Models: 1315, 1320, 1325, 1330, 1405, 1415, 1420, 1430, 1615, 1620, 1715, 1720, 1730, 2130, 2135, 2150, 2155, 2185

Date: May 19, 1999

Subject: Crankcase Sealant/Sealing Recommendations

This is a reprint of Kohler® Engine Service Bulletin number 252 dated 5/99.

### **Crankcase Sealant/Sealing Recommendations**

Isolated field reports concerning crankcase oil leakage on various engines have been investigated as to cause and origin. From our investigations, it has been determined that lack of adhesion by the sealant to the sealing surfaces has been the primary cause of the subsequent leakage. The type of sealant used and the cleaning/preparation of the sealing surfaces before its application were found to be principal factors for the lack of adhesion.

Increasing stringent emission standards are forcing the use of more closed-loop fuel systems with oxygen sensors. Some of the sealants we recommended in the past are no longer suitable for use because they are acetoxy-based and can contaminate the oxygen sensors.

**Effective immediately**, acetoxy-based sealants **should not** be used. They are not oil resistant, can degrade over time, and contaminate the oxygen sensor in systems so equipped. Only oxime-based, oil resistant RTV (Room Temperature Vulcanizing) sealants, such as those indicated below, are approved for use. Loctite® 598 (Ultra black) is the RTV sealant in the 10 cc syringe under Kohler Part Number 25 597 04.

Whenever resealing components with RTV, it is imperative that the sealing surfaces be absolutely clean and dry; free of any oil, debris, or residue.

1. Use aerosol gasket remover, paint stripper, or lacquer thinner to remove any old sealant. Apply the solvent, allow time for it to work, and then brush the surface with a bass wire brush. After the old sealant is removed, clean the surface with isopropyl alcohol, acetone, lacquer thinner, or aerosol electrical contact cleaner. **Do not** scrape the surfaces, as any scratches, nicks, or burrs can result in leaks.
2. Apply a continuous 1/16" diameter bead of approved sealant to the closure plate or oil pan, as outlined in the applicable service manual. Following is a list of Loctite® brand sealants that are approved for use:

- Loctite® Ultra Blue 587
- Loctite® Ultra Copper
- Loctite® Ultra Black 598
- Loctite® 5900 (Heavy Body)
- Loctite® 5910

3. After the sealing surfaces have been joined and assembly is complete, the sealant must be allowed to cure. Twenty-four hours is recommended to reach full strength. If that is not possible or practical, allow it to cure at least overnight before adding oil and putting the engine into service.

This is being released for informational purposes.

Service Manager	Parts Manager	Sales Manager	Service Tech.	Service Tech.

**Circulate and Initial**