



Secure the car in such a position that , by standing on the roof of it , you can check the ram which moves downwards and work on the cylinder head ; if the installation is a 2:1 installation , then take off the ropes.

Move the piston to its top end stop.

Stand next to the ram and check for unevenness on its surface by moving the ram downwards with the manual lowering device (put some cloth to protect the cylinder head during this procedure).

Any unevenness found must be removed . This is accomplished by grinding with a fine grit emery cloth. Move the emery cloth horizontally over the piston surface.(If the unevenness is large , the emery cloth can be placed over a piece of wood).

When you inspect the top end of the ram , secure the pulley in case of 2:1 installations , so that the ram can be further lowered and detached by at least 50 cm from the car or the pulley. Clean the upper part of the cylinder head thoroughly , inspect and smooth down the end part of the ram , loosen and take off the cylinder head screws , remove the cylinder head plate. Remove the scraper ring and the guide ring from the cylinder head plate.

Install a new gasket set and pay attention not to damage the inner lip of the piston seal.

Place the piston seal in the proper position with a wooden block.

The piston seal should be placed 2 - 3 mm from the edge of the bushing. The seal will be put in proper working position by tightening the cylinder head screws.

Reassemble each piece in the same way as you have disassembled it and put the installation back to work.

**Note: the dynamic leakage of a seal is 1 - 2 litres every month according to the ram diameter and to the working time of the installation.**

**The seal is not supposed to be leaking if the installation is not working.**