

Don't let your car's fasteners seize the day

Here are a few products to help keep fasteners together — and apart. All cost little, but can save you a lot of money in the, long run.

The first is Permatex threadlocker, a glue-like substance that prevents bolt slippage.

Any bolt can slip, but valve-cover, transmission and oil-pan bolts can only be torqued lightly and often work loose from vibration and the presence of oil on the threads.

In fact, many oil leaks can be cured — or at least reduced — by simply tightening the bolts on these components to the manufacturer's specs.

Applying the Permatex product to the threads (after de-greasing both bolt and hole) can prevent headaches later. Look for medium-strength threadlocker, which can be loosened with hand tools; high-strength requires heat or special equipment to remove.

The second product is [Copaslip](#) anti-seize compound,

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which prevents seizing and corrosion of metal parts. It is effective up to 1,093°C, while most others are rated only to 800 °C.

Use anti-seize — or insist your mechanic use it — on items subject to high heat and/or infrequent service, such as brake components, exhaust bolts and spark plugs (particularly long-life units). Otherwise they could become permanent parts of your car. This is especially important with aluminum cylinder heads.

When using anti-seize, reduce bolt torque by 10 per cent (it acts as a lubricant) and don't use it on tire lug nuts or oxygen sensors — which require a special conductive compound (usually included with the sensor).

Use anti-seize sparingly; a lit-

tie goes a long way.

Pennatex threadlocker sells for around \$6 and Copaslip anti-seize compound is about \$8 from auto outlets such as UAP.

Eric Lai is a Toronto-based *freelance* auto writer and paralegal.

E-mail; es_lai@hotmail.com