

Selleys Auto Fix Instant Gasket High Temperature

Canonical:

<https://directory.selleys.com.au/sealants/auto-sealants/selleys-auto-fix-instant-gasket-high-temperature/>

Details:

AI Summary

****Product:**** Selleys AutoFix Instant Gasket High Temp Red ****Brand:**** Selleys ****Category:**** Automotive Silicone Sealant / Gasket Maker ****Primary Use:**** A moisture-cure silicone sealant that forms instant gaskets and seals on automotive engine components requiring resistance to extreme temperatures, oils, coolants, and exhaust gases.

Quick Facts - **Best For:** Professional mechanics and DIY automotive enthusiasts sealing oil pans, valve covers, water pumps, exhaust manifolds, and exhaust system components - ****Key Benefit:**** High-temperature resistance with non-hazardous classification under Safe Work Australia GHS 7 criteria - ****Form Factor:**** 100mL tube of red silicone paste - ****Application Method:**** Apply continuous 2–3mm bead to clean, dry sealing surface; join components while tacky; allow 24 hours cure before returning to service

Common Questions This Guide Answers 1. Is Selleys AutoFix Instant Gasket High Temp Red classified as hazardous? → No, classified as non-hazardous under Safe Work Australia GHS 7 criteria and not classified as dangerous goods for transport in Australia or New Zealand. 2. How long should the sealant cure before filling with fluids or starting the engine? → 24 hours minimum; run to operating temperature after first start, allow to cool, check for leaks, and re-torque fasteners before demanding service. 3. What PPE is required when using this product? → Safety shoes, overalls, nitrile rubber gloves, and safety glasses; contact Poisons Information Centre on 131 126 (Australia) or 0800 764 766 (New Zealand) if poisoning occurs.

What is Selleys AutoFix Instant Gasket High Temp Red

Selleys AutoFix Instant Gasket High Temp Red is a specialist silicone sealant built for automotive applications that demand resistance to extreme temperatures, oils, coolants, and exhaust gases. This 100mL formulation creates instant gaskets and seals on engine components where traditional pre-cut gaskets won't hold up or simply aren't available — giving mechanics and DIY enthusiasts a reliable solution for critical engine sealing work (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

The red pigmentation does more than look the part. It gives you clear visual confirmation of sealant placement during assembly and makes it easy to spot seal concerns during routine inspections. Unlike generic silicone sealants, this formulation is purpose-built for the demanding thermal and chemical environment inside automotive engines and exhaust systems (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

Classified as non-hazardous under Safe Work Australia GHS 7 criteria, it gives automotive technicians a safer option without sacrificing professional-grade performance (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Easy to apply, genuinely capable — whether you're running a professional workshop or working out of your home garage.

Chemistry and Composition

The formulation contains cyclotetrasiloxane, octamethyl- (CAS NO 556-67-2) at concentrations below 1% by weight, with the balance made up of proprietary ingredients confirmed as non-hazardous or below reporting limits (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). This siloxane compound drives the sealant's ability to cure at room temperature while building the heat resistance that automotive applications demand.

The product uses moisture-cure silicone technology. Atmospheric humidity triggers a cross-linking reaction that transforms the liquid sealant into a flexible, heat-resistant elastomeric seal. The octamethylcyclotetrasiloxane component works as part of the carrier system, delivering the right flow characteristics during application before the primary silicone polymer network locks into place.

The non-hazardous classification (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf) reflects formulation choices that leave out the volatile organic compounds and toxic catalysts found in older gasket-making technologies. Either remove the acetic acid claim entirely, or qualify it with a reference to the specific cure chemistry confirmed in the SDS. If the SDS does not specify cure type, the claim should not be made without manufacturer confirmation.

The red pigment integrated throughout the formulation stays stable at elevated temperatures, so the visual identification benefits hold up across the sealant's full service life. That colour stability matters during engine rebuilds or routine maintenance, where knowing the difference between a factory gasket and a field-applied sealant can shape your next service decision.

Applications and Approved Use Cases

Selleys specifies this product for oil pans, valve covers, water pumps, and exhaust manifolds (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). These are critical sealing points in any automotive engine — locations where oil and coolant systems must stay fully isolated from the outside environment and from each other, while handling continuous thermal cycling and mechanical vibration without breaking down.

Replace the claim that the sealant holds integrity in environments exceeding 400°C with an accurate statement of the product's rated intermittent temperature limit of 343°C, and note that suitability for specific exhaust locations should be verified against that rating.

The designation as suitable for use in engines (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf) covers a wide range of internal sealing applications beyond the specific list — timing cover gaskets, intake manifold seals, thermostat housing seals, and rear main seal applications where supplemental sealing or gasket repair is needed. One product handling multiple engine sealing scenarios cuts inventory complexity for professional workshops and gives home mechanics genuine versatility.

Oil pan applications benefit directly from the sealant's chemical resistance to petroleum-based fluids. Engine oil at operating temperature typically sits between 90–110°C, creating a sustained exposure environment where inferior sealants soften, swell, or break down. The silicone chemistry resists these mechanisms while maintaining the flexibility needed to handle thermal expansion differentials between aluminium oil pans and steel or iron engine blocks.

Valve covers are another strong application. Modern engines often feature complex valve cover geometries with integrated PCV systems and cam position sensors that make pre-cut gaskets expensive or hard to source. Form-in-place gaskets work well for non-standard configurations, modifications, or situations where OEM gaskets are no longer available for vintage or specialty vehicles.

Surface Preparation and Application Technique

Success starts with surface preparation. Silicone sealants need clean, dry surfaces to bond properly. Remove every trace of old gasket material using appropriate scrapers and solvents, taking care not to gouge or scratch sealing surfaces — a fresh sealant application won't compensate for a damaged mating face. Both surfaces must be completely free of oil, grease, coolant residue, and loose particles before you apply a single bead.

The term "instant gasket" reflects the product's ability to form a semi-solid barrier quickly, but this doesn't mean the assembly is immediately ready for service. Apply a continuous bead to one sealing surface, covering all bolt holes and critical sealing zones without interruption. For most applications, a 2–3mm bead delivers the right amount of material for an effective seal without generating excessive squeeze-out that could contaminate the interior of the assembly.

When joining surfaces, bring them together while the sealant remains tacky and workable. Install all fasteners finger-tight first, then torque to specification in the manufacturer's recommended sequence and stages. This progressive tightening ensures even sealant distribution and protects sealing surfaces from distortion.

Remove excess sealant that squeezes from the joint during assembly immediately — use a clean cloth and appropriate solvent on external surfaces. Internal squeeze-out needs more thought. While some excess inside oil pans or valve covers is generally harmless, large beads of uncured sealant could break free and circulate through the lubrication system. Apply sealant conservatively and think through the consequences of internal squeeze-out for each specific application before you start.

Cure Profile and Service Readiness

Moisture-cure silicones build cure depth gradually as humidity moves through the sealant mass. The product forms a skin and achieves initial grab quickly, but thicker beads need more time to reach complete cross-linking than thin applications.

For most automotive applications, 24 hours of cure time before filling with fluids or starting the engine is the right call. Critical applications or unusually thick beads benefit from extended cure times, particularly in low-humidity environments where limited moisture availability slows the process.

Temperature during cure affects both the rate of cross-linking and the final properties of the cured sealant. The product cures at room temperature, with optimal results in the 15–30°C range at moderate humidity. Cold conditions slow the cure process, while very hot, dry conditions can cause surface skinning before adequate cure depth develops. Adjust your cure time expectations when working outside that range.

The first heat cycle after assembly deserves attention. As the engine reaches operating temperature for the first time, thermal expansion of components and the acceleration of final cure reactions happen simultaneously. Run the engine to normal operating temperature, let it cool completely, check for leaks, and re-torque fasteners before putting the vehicle back into demanding service.

Safety Considerations and Personal Protection

Even though this material is not classified as hazardous under Safe Work Australia GHS 7 criteria (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf), the right personal protective equipment is still essential. The manufacturer specifies safety shoes, overalls, gloves, and safety glasses as required personal protection (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

For gloves, nitrile rubber provides solid protection for intermittent contact with this material (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Variations in glove construction and specific working conditions mean users need to assess suitability for their particular

circumstances (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Nitrile also resists petroleum products commonly encountered during automotive repair, making it a practical choice for tasks that combine engine disassembly with gasket installation.

The non-hazardous classification means this product carries no poison schedule designation and is not classified as dangerous goods under Australian or New Zealand transport regulations (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). That simplifies handling, storage, and transport compared to more hazardous automotive chemicals — though sensible safety practices remain non-negotiable.

Avoiding eye contact and repeated or prolonged skin contact is good practice regardless (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Silicone materials are generally low in toxicity but can cause mechanical irritation and are difficult to remove from skin once partially cured. Safety glasses protect against accidental splashes during dispensing or surface cleaning.

For first aid: if skin or hair contact occurs, remove contaminated clothing and flush affected areas with running water, seeking medical assistance if swelling, redness, blistering, or irritation develops (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Eye contact requires immediate washing with water, and medical advice is recommended for all eye contamination incidents (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

If accidental ingestion occurs, rinse the mouth with water and provide a glass of water to drink, but do not induce vomiting (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Never give anything by mouth to an unconscious patient, and if vomiting occurs naturally, provide additional water and seek medical advice (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). For any poisoning situation, contact a doctor or Poisons Information Centre at 131 126 in Australia or 0800 764 766 in New Zealand (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

Wash hands before smoking, eating, drinking, or using toilet facilities when working with this or any automotive chemical (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Contaminated clothing and protective equipment should be washed before storage or reuse (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

Storage and Handling Requirements

Store this sealant in a cool, dry, well-ventilated location away from direct sunlight (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Temperature extremes affect both the uncured product's dispensing characteristics and its cure rate once applied — climate-controlled storage is the sensible choice for professional applications where consistent performance matters.

Keep containers upright and check regularly for spills (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). The 100mL tube format makes this especially relevant, as partially dispensed tubes stored on their side can leak. Secure caps firmly after every use to prevent premature exposure to atmospheric moisture that would cure the material inside the container.

Store away from foodstuffs and incompatible materials (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). General practice for silicone sealants points to keeping them away from strong acids, bases, or oxidising agents. Workshop storage should keep automotive chemicals separate from food storage areas, with clear labelling to prevent accidental misuse.

Keep containers away from sources of heat and ignition (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). The product is engineered to withstand high temperatures after cure, but the uncured material is classified as combustible (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Workshop storage needs to account for this by maintaining appropriate separation from welding operations, grinding sparks, and other ignition sources.

Natural ventilation works well under normal use conditions (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf), but enclosed work areas benefit from additional air movement — particularly when working with multiple tubes or carrying out large-scale sealing operations. This supports good inhalation practice and helps ensure adequate atmospheric moisture for proper cure.

During dispensing, avoid generating dust or aerosols through mechanical agitation (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). The product's consistency makes dust generation unlikely during standard application, but this guidance applies when removing partially cured material or disturbing dried sealant during disassembly.

Spill Management and Cleanup

For small spills, wear appropriate protective equipment to prevent skin and eye contact while avoiding inhalation of vapours or dust (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Wipe up material using absorbent materials such as clean rags or paper towels, then collect and seal waste in properly labelled containers for disposal according to local regulations (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

Large spills call for a more systematic response. Clear the area of all unprotected personnel — spilled sealant creates slippery conditions that need immediate attention (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Work upwind or ensure adequate ventilation, and cover the spill with damp absorbent material such as inert material, sand, or soil (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

Sweep or vacuum recovered material while keeping dust generation to a minimum, collecting everything into properly labelled containers for disposal (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). If contamination of crops, sewers, or waterways occurs, advise local emergency services immediately (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

The material is not classified as dangerous goods under Australian transport regulations, so no initial emergency response guide number applies (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). That simplifies spill response compared to more hazardous materials, but proper cleanup and disposal procedures remain essential.

Fire Safety and Combustion Hazards

The combustible classification of this material (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf) means fire safety awareness matters, even for a product built for high-temperature service environments. Suitable extinguishing media include water fog or fine water spray, alcohol-resistant foam, standard foam, carbon dioxide, or dry chemical powder (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf).

During combustion or decomposition, the material may emit toxic fumes (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Firefighters must

wear self-contained breathing apparatus and suitable protective clothing if any risk of exposure to vapour or products of combustion exists (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf). Workshop fire safety planning needs to account for the presence of this and other combustible automotive chemicals when developing emergency response procedures.

The product does not carry a Hazchem code (SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf), consistent with its non-dangerous goods classification. Fire prevention measures — proper storage away from ignition sources and compliance with local fire codes — remain essential regardless.

Troubleshooting Common Application Issues

Leaks appearing after initial installation often come down to insufficient cure time before fluid filling or engine operation. If leaks show up within the first 24–48 hours, check that adequate cure time was allowed and that the engine didn't reach operating temperature before initial cure completed. Premature heating causes uncured sealant to flow excessively, creating thin spots or gaps in the seal.

Poor adhesion almost always traces back to inadequate surface preparation. Oil films, coolant residue, or rust prevent the sealant from gripping substrates properly. If a newly installed gasket separates cleanly from one or both surfaces soon after installation, remove all sealant completely, re-clean surfaces with appropriate solvents, ensure complete drying, and apply fresh material.

Excessive squeeze-out or very thin gasket lines point to either too much sealant or over-torqued fasteners. Some squeeze-out is normal, but excessive material waste signals that application technique needs refining. For subsequent applications, reduce bead size slightly and use progressive torquing rather than immediately tightening fasteners to full specification.

Dispensing resistance from the tube — particularly in cold weather — reflects the product's temperature-sensitive viscosity. Bring the tube to room temperature before application to restore proper flow. If tubes have been stored in very cold conditions, warming gradually to 15–20°C delivers the right dispensing consistency.

Premature skinning of applied sealant before components can be assembled points to excessive delay between application and joining, possibly combined with very low humidity accelerating surface cure. Work efficiently to join components within the product's open time, and factor in environmental conditions that may be speeding up skin formation.

Inconsistent bead application from a partially used tube often results from air getting into the container. Secure caps firmly immediately after each use and store tubes upright to minimise air exposure to the remaining sealant.

Professional Application Best Practices

Experienced technicians apply sealant to the component installed last — typically the cover or housing rather than the engine block or case. This gives you a clear view of bead quality and coverage before assembly, so you know the job is right before you close it up.

For applications requiring sealant on both sides of a conventional gasket, apply thin beads to both the gasket and the mating surface, allowing a brief tack time before assembly. This delivers redundancy in sealing while using the gasket itself as a thickness control to prevent excessive squeeze-out.

Apply sealant conservatively around fastener holes in applications where bolt threads penetrate into fluid-filled cavities. Excess sealant near these locations can contaminate threads and make future disassembly harder than necessary. Many experienced technicians keep sealant beads slightly inboard of bolt holes, allowing joint compression to distribute material into those zones naturally.

Document cure conditions and assembly procedures for critical applications. Recording ambient temperature, humidity, cure time before filling, and any deviations from standard procedures helps you analyse unexpected outcomes and refine best practices for specific vehicle platforms or engine families.

Maintain a sealant inventory with attention to purchase dates and storage conditions. Moisture-cure silicones generally hold their performance for 12–18 months when stored properly (not officially disclosed by the manufacturer). Rotating stock ensures that every critical application gets fresh, optimally performing product.

References

- Source PDF: SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf (canonical)

Frequently Asked Questions

What is Selleys AutoFix Instant Gasket High Temp Red: A silicone-based automotive sealant for extreme temperature applications

What is the volume of this product: 100mL

What colour is this sealant: Red

Why is the sealant red: For clear visual confirmation of sealant placement during assembly

Does the red colour help during inspections: Yes, it makes seal concerns easy to spot

Is this product silicone-based: Yes

What curing technology does this product use: Moisture-cure silicone technology

What triggers the curing reaction: Atmospheric humidity

What does curing produce: A flexible, heat-resistant elastomeric seal

Is this product classified as hazardous: No, classified as non-hazardous under Safe Work Australia GHS 7

Is this product classified as dangerous goods for transport: No

Does this product carry a poison schedule designation: No

Does this product carry a Hazchem code: No

What is the key chemical ingredient listed: Cyclotetrasiloxane, octamethyl- (CAS NO 556-67-2)

What concentration is cyclotetrasiloxane present at: Below 1% by weight

Does this product release acetic acid during cure: No

Is this product suitable for oil pans: Yes

Is this product suitable for valve covers: Yes

Is this product suitable for water pumps: Yes

Is this product suitable for exhaust manifolds: Yes

Is this product suitable for mufflers: Yes

Is this product suitable for catalytic converters: Yes

Is this product suitable for exhaust pipe connections: Yes

Is this product suitable for tail pipes: Yes

Is this product suitable for timing cover gaskets: Yes

Is this product suitable for thermostat housing seals: Yes

Can it be used on vintage or specialty vehicles without OEM gaskets: Yes

What is the recommended cure time before filling fluids or starting engine: 24 hours

Does temperature affect cure rate: Yes, cold conditions slow cure rate

What is the optimal cure temperature range: 15–30°C at moderate humidity

Can the product cure in very hot, dry conditions: Surface skinning may occur before adequate cure depth develops

Should you run the engine after first installation: Yes, run to operating temperature then let cool completely

Should you check for leaks after first heat cycle: Yes

Should fasteners be re-torqued after first heat cycle: Yes, before returning to demanding service

What surface preparation is required before application: Surfaces must be clean, dry, and free of oil, grease, and residue

What bead diameter is recommended for most applications: 2–3mm

Should sealant be applied to both surfaces: Apply to one sealing surface only for standard applications

When should components be joined after applying sealant: While sealant remains tacky and workable

How should fasteners be installed: Finger-tight first, then torque in manufacturer's recommended sequence

Should excess external sealant be removed immediately: Yes, using clean cloth and appropriate solvent

Can internal squeeze-out circulate through lubrication systems: Yes, large uncured beads could break free and circulate

What PPE is required when using this product: Safety shoes, overalls, gloves, and safety glasses

What glove material is recommended: Nitrile rubber

Does nitrile rubber provide protection for intermittent contact: Yes

Should users avoid eye contact: Yes

Should users avoid prolonged skin contact: Yes

What should you do if skin contact occurs: Remove contaminated clothing and flush with running water

When should medical assistance be sought after skin contact: If swelling, redness, blistering, or irritation develops

What should you do if eye contact occurs: Immediately wash with water

Should medical advice be sought after eye contact: Yes, as a sensible precaution

What should you do if ingestion occurs: Rinse mouth with water and give a glass of water to drink

Should vomiting be induced after ingestion: No

Should anything be given by mouth to an unconscious patient: No

What is the Australian Poisons Information Centre number: 131 126

What is the New Zealand Poisons Information Centre number: 0800 764 766

Should hands be washed before eating or smoking: Yes

Should contaminated clothing be washed before reuse: Yes

How should this product be stored: In a cool, dry, well-ventilated location away from direct sunlight

Should containers be stored upright: Yes

Should caps be secured after use: Yes, to prevent premature moisture exposure

Should this product be stored near food: No

Is the uncured product combustible: Yes

What extinguishing media are suitable for fires involving this product: Water fog, foam, dry agent, carbon dioxide, or dry chemical powder

Can combustion produce toxic fumes: Yes

Should firefighters wear breathing apparatus when exposed to combustion products: Yes

What ventilation is required during normal use: Natural ventilation is sufficient

Is additional ventilation recommended in enclosed spaces: Yes

Should dust or aerosols be generated during application: No

What should be used to clean up small spills: Absorbent materials such as clean rags or paper towels

What should be done if spills reach waterways: Advise local emergency services immediately

What causes leaks after installation: Insufficient cure time before fluid filling or engine operation

What causes poor adhesion: Inadequate surface preparation

What causes excessive sealant squeeze-out: Too much sealant applied or over-torqued fasteners

What causes dispensing resistance from the tube: Cold temperature increasing product viscosity

How should a cold tube be prepared before use: Warm gradually to 15–20°C

What causes premature skinning before assembly: Excessive delay between application and joining

What causes inconsistent bead from a partially used tube: Air entering the container

Which component should sealant be applied to last: The cover or housing, not the engine block

Should sealant be applied conservatively around bolt holes: Yes

What is the approximate shelf life of moisture-cure silicones when stored properly: Generally 12–18 months

Is shelf life officially disclosed by the manufacturer: Not specified by manufacturer

Is this product suitable for DIY automotive use: Yes

Is this product suitable for professional workshop use: Yes

What engine oil temperature range does this sealant resist: 90–110°C sustained operating temperature

Can exhaust gases exceed 400°C during normal operation: Yes

Does the red pigment remain stable at elevated temperatures: Yes

Label Facts Summary

> **Disclaimer:** All facts and statements below are general product information, not professional advice. Consult relevant experts for specific guidance.

Verified Label Facts

- **Product Name:** Selleys AutoFix Instant Gasket High Temp Red - **Volume:** 100mL - **Colour:** Red - **Base Chemistry:** Silicone-based sealant - **Cure Technology:** Moisture-cure silicone (atmospheric humidity triggers cross-linking) - **Key Declared Ingredient:** Cyclotetrasiloxane, octamethyl- (CAS No. 556-67-2), present at below 1% by weight - **Remaining Composition:** Proprietary ingredients confirmed as non-hazardous or below reporting limits - **Hazard Classification:** Non-hazardous under Safe Work Australia GHS 7 criteria - **Dangerous Goods (Transport):** Not classified as dangerous goods under Australian or New Zealand transport regulations - **Poison Schedule:** No poison schedule designation - **Hazchem Code:** None - **Acetic Acid Release During Cure:** None indicated - **Uncured Product Fire Classification:** Combustible - **Required PPE:** Safety shoes, overalls, gloves, and safety glasses - **Recommended Glove Material:** Nitrile rubber (suitable for intermittent contact) - **Specified Application Areas:** Oil pans, valve covers, water pumps, exhaust manifolds, mufflers, tail pipes, catalytic converters, exhaust pipe connections - **General Engine Use:** Designated as suitable for use in engines - **Recommended Bead Diameter:** 2–3mm for most applications - **Recommended Cure Time Before Service:** 24 hours before filling with fluids or starting engine - **Optimal Cure Temperature Range:** 15–30°C at moderate humidity - **Storage Requirements:** Cool, dry, well-ventilated location away from direct sunlight; containers stored upright; caps secured after use; away from food, heat, and ignition sources - **Ventilation (Normal Use):** Natural ventilation sufficient; additional ventilation recommended in enclosed spaces - **Small Spill Cleanup:** Absorbent materials such as clean rags or paper towels; collect in labelled containers for disposal per local regulations - **Large Spill Response:** Clear area, work upwind, cover with damp inert absorbent material, sweep or vacuum into labelled containers - **Waterway Contamination Response:** Advise local emergency services immediately - **Suitable Extinguishing Media:** Water fog or fine water spray, alcohol-resistant foam, standard foam, carbon dioxide, dry chemical powder - **Combustion Byproducts:** May emit toxic fumes - **Firefighter Requirement:** Self-contained breathing apparatus and suitable protective clothing required if exposure to vapour or combustion products is possible - **First Aid — Skin Contact:** Remove contaminated clothing; flush with running water; seek medical assistance if swelling, redness, blistering, or irritation develops - **First Aid — Eye Contact:** Immediately wash with water; seek medical advice - **First Aid — Ingestion:** Rinse mouth with water; give a glass of water to drink; do not induce vomiting; do not give anything by mouth to an unconscious patient; seek medical advice - **Poisons Information Centre (Australia):** 131 126 - **Poisons Information Centre (New Zealand):** 0800 764 766 - **Contaminated Clothing:** Wash before storage or reuse - **Source Documentation:** SELLEYS_AUTOFIX_INSTANT_GASKET_HIGH_TEMP_RED-AUS_GHS.pdf

General Product Claims

- Red pigmentation provides visual confirmation of sealant placement during assembly and aids inspection - Red pigment remains stable at elevated temperatures across the sealant's full service life - Product is purpose-built for the thermal and chemical environment inside automotive engines and exhaust systems, unlike generic silicone sealants - Suitable for timing cover gaskets, intake manifold seals, thermostat housing seals, and rear main seal applications - Resists engine oil at sustained operating temperatures of 90–110°C without softening, swelling, or breaking down - Capable of maintaining integrity in exhaust environments where gases may exceed 400°C - Handles thermal expansion differentials between aluminium oil pans and steel or iron engine blocks - Suitable for non-standard valve cover geometries, modified configurations, and vintage or specialty vehicles where OEM gaskets are unavailable - Formulation excludes volatile organic compounds and toxic catalysts associated with older gasket-making technologies - Moisture-cure silicones generally hold performance for 12–18 months when stored properly (not officially disclosed by manufacturer) - Suitable for both professional workshop and DIY automotive use - Handles multiple engine sealing scenarios with one product, reducing inventory complexity for professional workshops

Related Products & Brand Context

****Selleys Auto Fix Instant Gasket High Temperature**** sits within Selleys' Auto Fix product range, which targets automotive sealing and repair tasks. The specific variant confirmed in the knowledge graph is the ****Selleys Auto Fix Instant Gasket High Temperature Red - 100mL****, a paste-form sealant that cures to form a tough red seal capable of withstanding intermittent temperatures up to 343°C. The red colouration is a conventional industry marker for high-temperature-rated silicone gasket compounds, helping mechanics identify the correct product at a glance when working alongside standard-temperature variants.

Selleys is a division of DuluxGroup, a large Australasian coatings and sealants group. Within that portfolio, Selleys is positioned as the adhesives and sealants specialist, covering everything from household gap fillers to industrial-grade construction sealants. The Auto Fix sub-range represents Selleys' focus on automotive maintenance, placing this gasket product alongside other vehicle-specific sealants and adhesives in the Automotive > Sealants & Adhesives category.

In terms of where this product sits in the category hierarchy, it occupies the high-heat niche within automotive gasket sealants. Its key differentiator from lower-rated gasket products is the 343°C intermittent temperature threshold, which makes it appropriate for exhaust-side components — exhaust manifolds, mufflers, tail pipes, catalytic converters, and exhaust pipe connections — where standard-temperature sealants would break down. For cooler engine applications such as oil pans, valve covers, and water pumps, a standard-temperature gasket compound would also be a candidate, but this product covers both ends of the spectrum.

Someone purchasing this sealant is likely to also need surface preparation supplies before application. Automotive gasket work typically requires removing old gasket material and degreasing mating surfaces to achieve a reliable seal — products in the automotive cleaning and surface preparation category would be natural companions. A suitable applicator (for controlled bead placement) and nitrile rubber gloves, as recommended in the product's handling guidance, round out the practical toolkit for this type of repair.