ROPE SEALS: Install seals into grooves of the cap and block by firmly pressing packing into grooves using a "packing tool". Make certain that the ends of the seals protrude above the face of the cap and block.

> **IMPORTANT:** Final interference of the rope packing seals against cranshaft is critical. TIn order to achieve this proper interfere nce, it is strongly reccomended to install the packing using the correct **"Packing Tool"** for your specific engine.

With "packing tool" in position, cut the protruded ends of the seals flush with the cap and block using a sharp cutting tool.

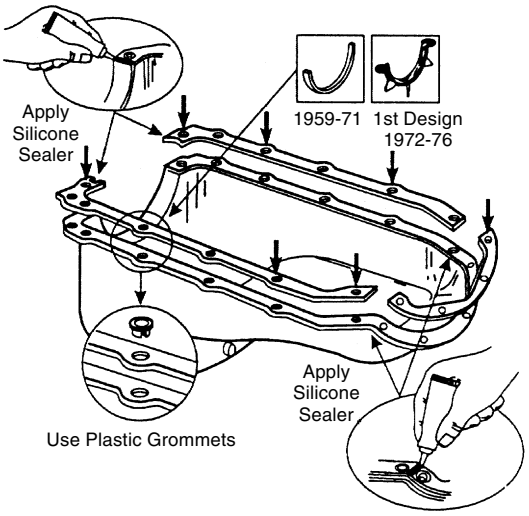
LUBRICATE SURFACE of seal lip and cranshaft by applying a thin coat of motor ooil ore grease. If engine will not be started within several days, greazse its recommended.

> **IMPORTANT:** Never installany seal without break-in lubricant protection.

PRIOR TO INSTALLING THE REAR MAIN BEARING CAP: apply an anaerobic sealant to either the rear main bearing cap or cylinder block mating surfaces. Never apply sealant on the ends of the seals.

REINSTALL CAP TO CYLINDER BLOCK. Torque to OEM specifications.

OIL PAN GASKET



ATTACH AND ALIGN GASKETS(S). Mount gasket on pan. Insert plastic grommets in corresponding holes (see drawing).

PRIOR TO INSTALLING OIL PAN apply a small dabs of silicone sealer where all gaskets and seal(s) meet. **IMMEDIATELY PROCEED** to the next step, as silicone sealant normally sets up in 10-15 minutes.

ATTACH AND ALIGN END SEALS: Nibs of rear seal fit into holes of oil pan.

For 1959-71 applications without nibs, apply a quick-drying adhesive sparingly in several places on the engine casting or oil pan (depending upon engine model). Mount end seal on surface where adhesive was applied. **Allow more time for adhesive to set.** Test for slippage with light pressure. If seal moves, allow more time.

REINSTALL OIL PAN TO ENGINE. Install cap screws, finger tight. Torque cap screws to OEM specifications. Over-torquing can distort pan and cause leakage.

Form No. I-563 (Rev. 11/00)

Printed in U.S.A.

FEL-PRO INSTALLATION TIPS

GENERAL INSTRUCTIONS

CLEAN MATING SURFACES. Use a degreaser.

CLEAN THREADS of bolts/studs; for nuts/threaded holes use a bottoming tap.

BOLT PREPARATION: Those **entering** coolant passages require pliable non-hardening sealer on threads and underside of bolt heads. Those **not entering** coolant passages require oil on threads and underside of bolt heads. **Exhaust Assembly:** Apply a high temperature anti-seize lubricant to threadings.

CHECK CASTINGS for flatness. Straighten, resurface or replace if needed. **CYLINDER HEAD AND BLOCK:** Refer to OEM manual to determine flatness tolerances and resurfacing limitations.

FINAL ASSEMBLY: Torque all fasteners to OEM specifications unless noted. **CYLINDER HEAD** torquing is critical; we recommend that you confirm with OEM.

WATER OUTLET, WATER PUMP, FUEL PUMP AND TIMING COVER GASKETS

If a supplementary sealer is desired, apply a thin coat of gasket sealer to both sides of gasket(s).

ROTATING SHAFT SEALS

PRIOR TO INSTALLING THE ROTATING SHAFT AND/OR SEAL apply a thin coat of lubricant such as grease, on thesealing lip and shaft.

> **IMPORTANT:** Do not install lany seal without break-in lubricant protection.

IMPORTANT: Rubber seals are properly installed when its largest raised sealing lip is closest toward engine.

REAR MAIN BEARING SEAL

This set contains 2 pairs of rope seals. Identify and install as indicated.

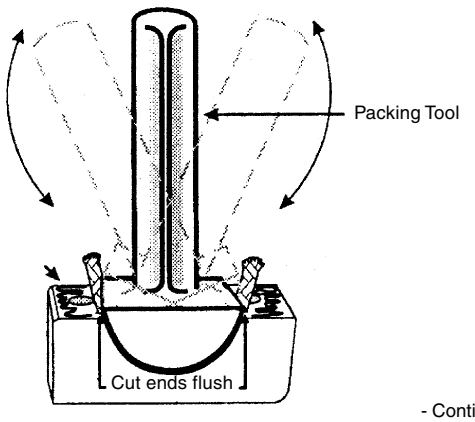
The 6" rope seal is to be installed on the following engines:

301, 326, 389, 400 all years; 265 - 1980-81;
350 - 1968-77 and 428 - 1967

The 7" rope seal is to be installed on the following engines:

421, 425 all years; 428 -1968-69 and

455 - 1970-75



- Continued -

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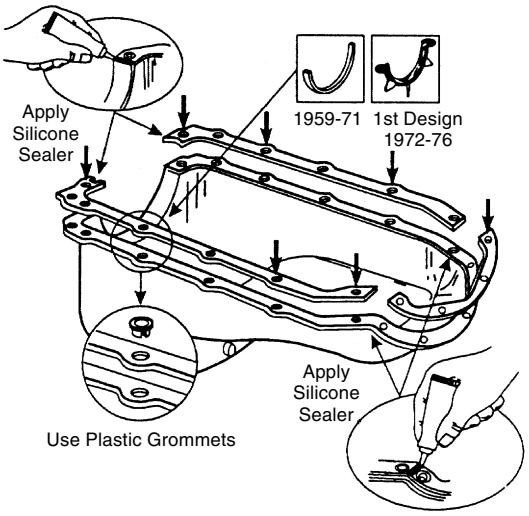

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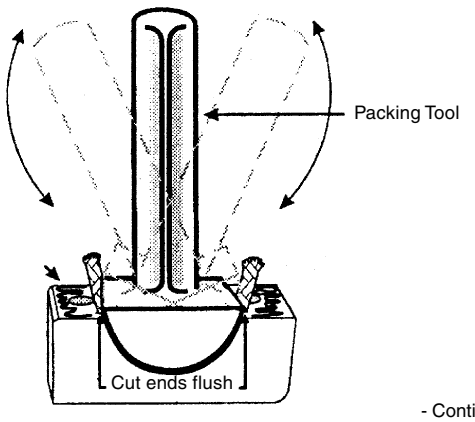

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