



FEL-PRO INSTALLATION TIPS

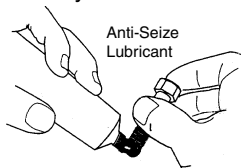
INTAKE AND EXHAUST MANIFOLD GASKETS

Upon disassembly, it is likely to find the absence of an exhaust manifold gasket since none was offered as original equipment. However, this set includes an exhaust manifold gasket to accommodate slight casting distortion or corrosion that may have occurred over the engine's service life. Therefore, we recommend that the included exhaust manifold gasket be installed by the following instructions.

REMOVE MANIFOLDS from cylinder heads. **IMPORTANT:** You must disassemble the intake manifold from the exhaust manifold to allow for corrected realignment of the manifolds to the cylinder head during the reassembly.

CLEAN MATING SURFACES of all foreign material including old gaskets, RTV and oil. You may wish to use a degreaser.

CHECK MANIFOLD CASTINGS for flatness of gasket surface. Resurface or replace if severely distorted.



CLEAN ALL THREADS by using a wire brush for bolts and studs, tap all bolt holes and stud nuts. Apply a high temperature anti-seize lubricant to the bolt and stud threads.

REASSEMBLE MANIFOLDS. Install the intake-to-exhaust gasket between the intake and exhaust manifolds. Only finger tighten the manifolds together.

- Continued -



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ATTACH AND ALIGN GASKET(S) TO CYLINDER HEAD(S). If gasket is steel faced on one side and fiber on the other, install steel faced side toward the manifold.

ATTACH AND ALIGN fiber faced intake manifold gasket over the intake/exhaust gasket.

REINSTALL INTAKE AND EXHAUST MANIFOLD ASSEMBLY to cylinder heads. Torque securely to OEM specifications.

Now torque the intake manifold exhaust connection to OEM specifications. Over-torquing can fracture the manifold or cause the bolts and studs to break.

EXHAUST PIPE FLANGE

CLEAN MATING SURFACES of all foreign material. You may use a degreaser.

CLEAN ALL THREADS by using a wire brush for bolts and/or studs. Apply a high temperature anti-seize lubricant to the bolt and/or stud threads.

ATTACH AND ALIGN GASKET.

REINSTALL EXHAUST PIPE FLANGE AND/OR E.G.R. VALVE GASKET(S) TO ENGINE. Torque securely to OEM specifications. Over-torquing can cause the bolts and studs to break.

TEST RUN ENGINE. Check all mating areas thoroughly to determine that all seals hold during operation.

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