



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 a 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 a gasket sealer to both sides of gasket(s).

ROTATING SHAFT SEALS

RUBBER SEAL(S): Install seal with its **largest raised sealing lip toward the engine**. Two piece rubber seals may be installed using a "shoehorn" installation aid palced underneath seals to protect them from sharp edges.

ROPE SEALS: Install seals into grooves of cap and block be firmly pressing packing into grooves with a "packing tool". Ensure that ends of seals protrude above face of cap and block.

IMPORTANT: Final interference of rope packing seals against crankshaft is critical. To achieve proper interference, it is best to install packings using correct **Packing Tool** for your engine. With "packing tool" in position, cut protruded ends of seals flush with cap and block.

LUBRICATE SEALING LIPS AND CRANKSHAFT with motor oil or grease. If engine will not be started within several days, grease is recommended.

IMPORTANT: Never install any seal without break-in lubricant protection.

REAR MAIN BEARING CAP: Prior to installation, apply an anaerobic sealant to mating surfaces of cap or block. **AVOID** sealant on ends of seals.

OIL PAN GASKET



6-Bolt Design - Replace with 2-bolt design.

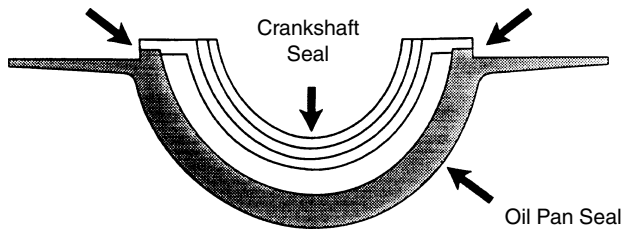


2-Bolt Design - Included in set

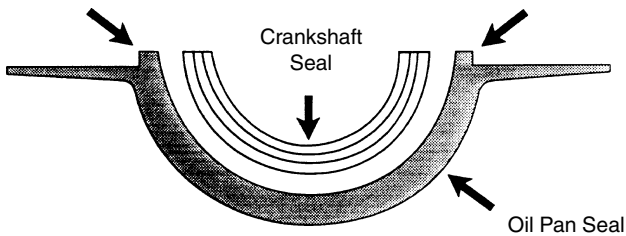
On 1967 and earlier applications, the Chevrolet supplied oil pan front seal was a 6-bolt design. **Chevrolet has made the 6-bolt design obsolete.** The 2-bolt design seal, supplied in this set will effectively replace the 6-bolt design, however, the 4 center bolts will not be used.

- Continued -

You may be removing a rear main seal with tabs (as shown below). Design has been revised to the seal without tabs. Seal rear main cap gaps with RTV.



REAR SEAL: Two different rear main bearing caps were used in this engine. Identify the cap and install the seal as follows:



LATER DESIGN does **NOT** have a groove across the flat face of the cap.

ATTACH AND ALIGN GASKET(S). Apply quick-drying adhesive, sparingly in several places on the engine casting or oil pan (depending upon engine model). Mount gasket (or gaskets and seals, if multipiece) on surface where adhesive was applied. **Allow time for adhesive to set.** Test for slippage with light pressure. If gasket moves, allow more time.

PRIOR TO INSTALLING OIL PAN apply a small dab of silicone sealer, such as RTV Black, where all gaskets and seal(s) meet.



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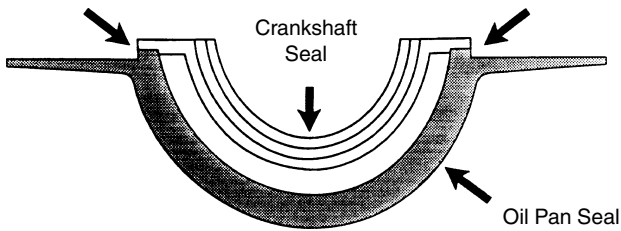


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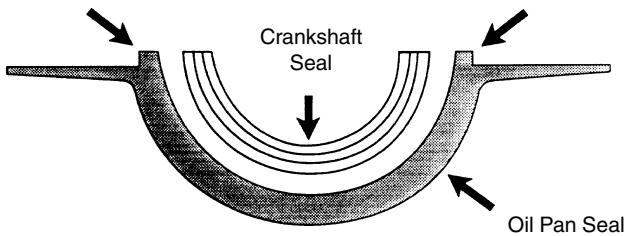
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