# FEL-PRO INSTALLATION TIPS

**Fel-Pro products are the result of exhaustive research and strict quality control. However, no sealing product is better than the quality of its installation.**

## GENERAL INSTRUCTIONS

**CLEAN MATING SURFACES** of all foreign material. Use a degreaser.

**CLEAN THREADS** of all bolts/studs using a wire brush; all nuts/threaded holes use a bottoming tap.

**Determine Which Bolts** extend into the coolant passages. Those **entering** the coolant passages require a pliable non-hardening sealer on the bolt threads and the underside of the bolt head. Those **not entering** the coolant passages require oil on the bolt threads and the underside of the bolt head.

**Exhaust Assembly:** Apply a high temperature anti-seize lubricant to the threadings.

**CHECK ALL CASTINGS** for flatness; straighten, resurface or replace if out of flat conditions exists.

**FINAL ASSEMBLY** always requires torquing of fasteners according to OEM specifications. For certain assemblies we have provided specific torquing specifications.

**Some procedures may be repeated with additional specific information for your application.**

## MISCELLANEOUS FLUID SEALING GASKET(S)/SEAL(S)

**ATTACH AND ALIGN GASKET(S)/SEAL(S**): If supplementary sealer is desired, apply a thin coat of gasket sealer to both sides of gasket(s). However, molded rubber gasket(s) or those with colored sealing beads, install DRY.

## ROTATING SHAFT SEALS

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

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

**OIL PAN GASKET**

Perma-Dry

To effectively seal this sophisticated engine application, Fel-Pro has included molded rubber gasket(s) in this set.

**ATTACH AND ALIGN GASKET TO PAN.**

> **IMPORTANT**: This molded rubber silicone gasket must be installed **DRY** without any chemical adhesive.

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

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


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