

Now apply a 1/8" continuous bead of silicone sealer around each water port on the cylinder heads.

Attach and align gasket(s) to engine. Position gasket(s) by means of stamped protrusions into corresponding bolt holes in the heads.

Apply a thin coat of sealer around the intake ports on the top side of the gasket.

Now apply a 1/8" continuous bead of silicone sealer around each water port on the gasket.

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.

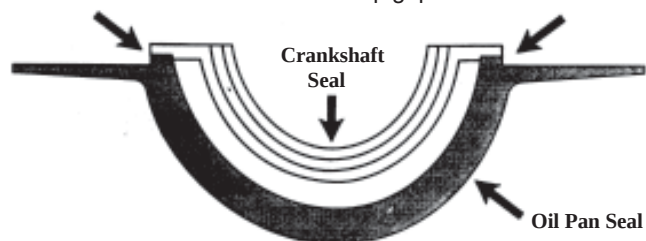
REASSEMBLE MANIFOLDS. Install the intake-to-exhaust gasket between the intake and exhaust manifolds. If gasket is steel faced on one side and fiber on the other, install steel faced side toward the exhaust manifold. Only finger tighten the manifolds together.

OIL PAN GASKET

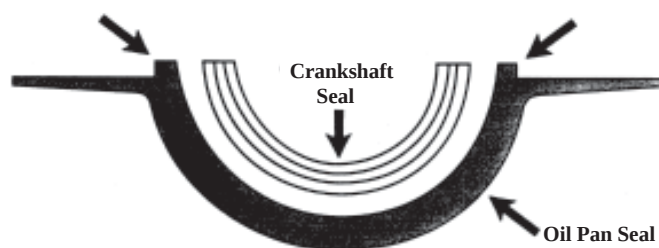
On 1967 and earlier applications, the Chevrolet supplied oil pan front seal was a 6-bolt design. **Chevrolet has made the 6-bolt design obsolete.** The 2-bolt design seal, supplied in this set, will effectively replace the 6-bolt design, however, the 4 center bolts will not be used.

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

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.



EARLY DESIGN has a groove across the flat face of the cap and tabs.



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



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 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.

HEAD GASKET

IMPORTANT: The head gasket contained in this set should **ONLY BE INSTALLED** on engines where the intake manifold and cylinder heads are separate units.

DO NOT INSTALL the head gasket contained in this set on engines where the cylinder head and manifold castings are integral (consult catalog for gasket application).

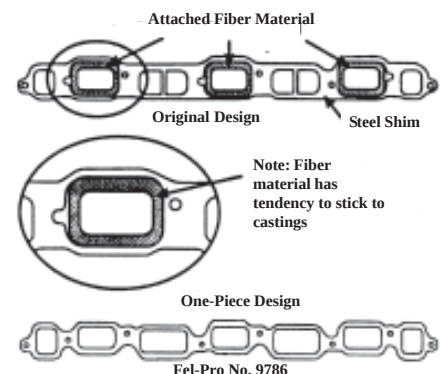
VALVE COVER GASKET



TYPICAL ILLUSTRATION

PRIOR TO INSTALLATION of covers check fit of gasket. If necessary, remove gasket tabs. Cut tabs using a sharp blade.

INTAKE AND EXHAUST MANIFOLD GASKETS



The **Intake/Exhaust manifold gasket** included in this set is a one-piece design which may appear different from the original gasket being removed. The new one-piece gasket has steel faces on both sides with fiber in the center, as well as non-split exhaust ports for multi-year coverage.

STEEL SHIM GASKET: Apply a thin coat of sealer, around the intake ports on the underside of the gasket to prevent vacuum loss.