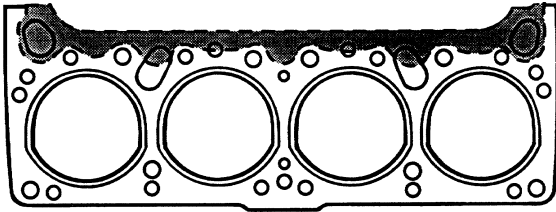


FIT

FEL-PRO INSTALLATION TIPS

HEAD GASKET



IMPORTANT: On 1967 and later engines, the head gasket may hang over the edge of the engine casting (see shaded area of illustration). This will not alter engine performance.

On 1966 and later engines, oil drain back holes no longer exists. Therefore, the partial gasket openings may be visible beyond the edge of the engine casting (see illustration). This will not alter engine performance.

CLEAN MATING SURFACES of all foreign materials. You may wish to use a degreaser.

CHECK HEAD AND BLOCK for flatness. Refer to OEM manual to determine flatness tolerances and resurfacing limitations.

CLEAR ALL THREADED HOLES in the block by using a bottoming tap. Tap below the maximum bolt penetration to prevent bottoming.

- Continued -

CLEAN ALL BOLT THREADS by using a wire brush. Lubricate the underside of **every** bolt head with oil. Determine which bolts extend into the coolant passages. Those **entering** the coolant passages require a pliable non-hardening sealer on the threads. Those bolts **not entering** the coolant passages require oil on the threads.

IMPORTANT: The head gasket provided in this set may not contain the same number or size coolant holes as the gasket it is replacing. These differences reflect revisions made by O.E.M. The Fel-Pro head gasket is engineered to allow adequate coolant passage for all engines covered by this set.

ATTACH AND ALIGN GASKET(S) FOLLOWING ANY DIRECTIONAL MARKINGS SHOWN ON THE GASKET. If no markings exist, simply install the gasket by matching the gasket to engine deck surface.

FIBER FACED GASKET(S) are to be installed dry. **METAL FACED GASKET(S)** require a thin even coat of sealer, to be applied to the metal side(s) of the gasket.

REINSTALL CYLINDER HEAD(S) TO ENGINE. Torque securely to OEM specifications.

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

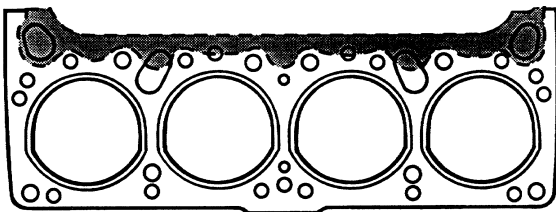
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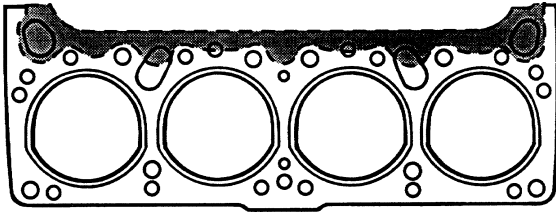
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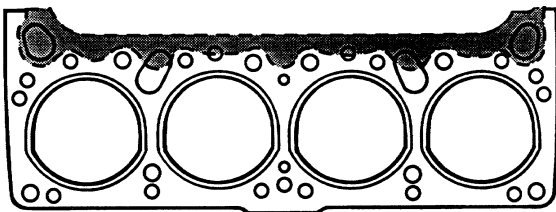
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