FEL-PRO INSTALLATION TIPS

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

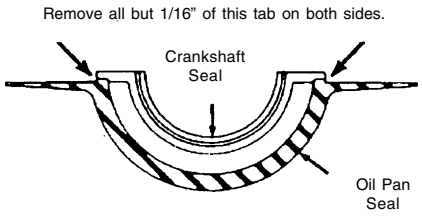
OIL PAN GASKET

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.

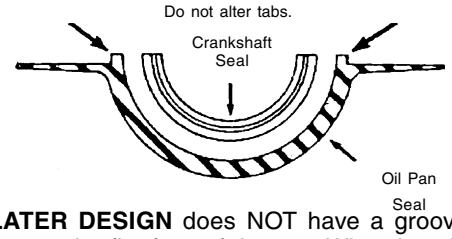
2-Bolt Design - Included in set.

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

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



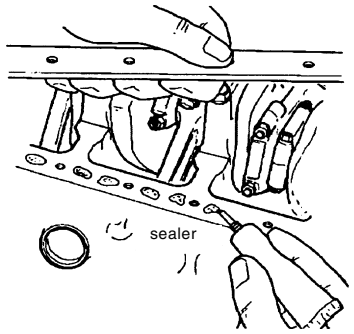
EARLY DESIGN has a groove across the flat face of the cap. When installing the seal, cut away all but 1/16" of the vertical tabs on both sides of the oil pan end seal; this allows for clearance of the extended wings of the crankshaft seal.



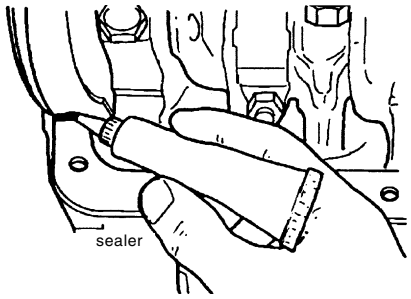
LATER DESIGN does NOT have a groove across the flat face of the cap. When installing the seal, DO NOT cut the vertical tabs on either side of the seal.

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

CHECK PAN FLANGES for flatness. Straighten stamped metal pans. Replace if severely distorted. Distorted cast aluminum or plastic pans are difficult to straighten and should be replaced.



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 where all gaskets and seal (s) meet. **IMMEDIATELY PROCEED** to the next step, as sealer normally sets up in 10-15 minutes.

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 operation.

-Continued-

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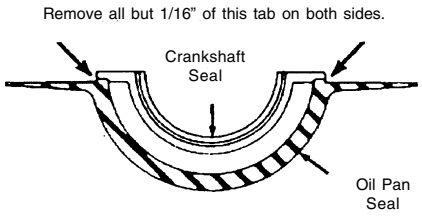

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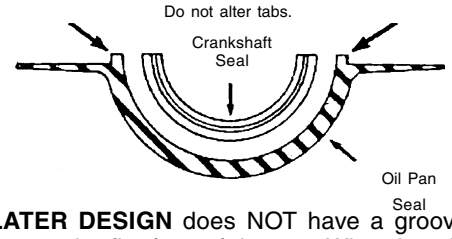

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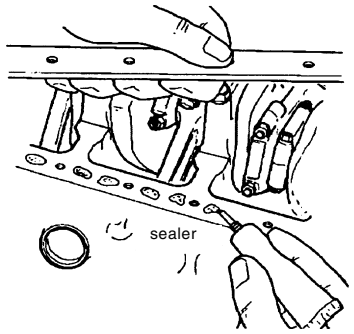

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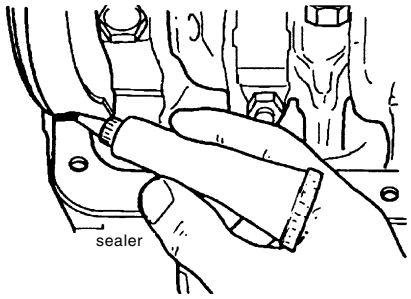

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