

## **Fitting Instructions And Recommendations**

IMPORTANT – These gaskets are made with care from the best quality materials and incorporate features to overcome limitations of the original design.

We believe that they are the best head gaskets available for your classic Ferrari however, they are an engineered product and do not contain any magic ingredients that will overcome bad preparation or machining errors associated with rebuilding and assembling your engine.

### **Before You Start**

The gaskets are designed for installation in engines within original specified tolerances. This means the cylinder head should be surfaced to original tolerances and **MOST** important, the cylinder liners must protrude from the block surface equally and the protrusion must be as originally specified. Failure to ensure this will result in almost certain failure of the compression sealing system. Note that this will not be a gasket failure, but an assembly failure and the responsibility of the engine builder.

NOTE: The gaskets are manufactured with a 2 layer screen printed silicon bead on each side. These surround each oil and water gallery and will ensure the integrity of the sealing system.

### **General Installation Procedures.**

Confirm the cylinder liner protrusions are within spec. – neither more or less. (Even experienced engine builders have been known to miss this vital step.)

If the liners have been removed ensure that o rings are correctly seated and seal faces are true and ready for reinstalment.

The block deck and head should have been checked for cracks, run out, and warping.

Ensure all components are clean and free of any debris etc. Wiping the mating surfaces with a solvent cleaner is good practice to ensure an oil free contact.

Additional sealing preparations (such as Hylomar) are not necessary or recommended as the silicon beads provide sealing integrity.

Install the gasket and cylinder head in accordance with manufacturer's instructions and tighten the head bolts (or nuts) to the factory specified torque figure.

Once all other assembly is completed, we recommend running the engine before filling the cooling system. Monitor the cylinder head temperature with an infrared thermometer and switch off the engine when the temperature reaches 40-50 degrees C (or 120 degrees F). Allow the engine to cool to ambient temperature before charging the cooling system. This procedure will help bed the water pump seal and settle the silicone sealing beads on the head gasket.

Fill the engine with just plain clean water and run the engine to operational temperature. Allow the engine to again cool to ambient temperature before draining and charging the cooling system with coolant.

An initial re-tensioning the cylinder head should not be required, however it is good practice to re-torque the heads at the first service when valve clearances and timing should also be checked after a major rebuild.