

OIL SYSTEM

IMPORTANT NOTICE

PROFESSIONAL INSTALLATION IS STRONGLY ADVISED!

Your replacement engine has been stored without oil in the crankcase and the filter has been drained. Due to the design of certain engines, it is possible the oil pump could lose its prime, resulting in severe bearing damage when the engine is started. In order to prime the engine, follow the instructions below. Failure to do so will void the warranty. Never operate your starter continuously for more than 2 minutes.

- If engine is equipped with an engine cooler it must be replaced and all lines flushed.
- Put engine oil in crankcase and when possible fill the oil filter.
- Disable ignition system and/or fuel injection.
- Crank engine over until you verify oil pressure (oil light turns off or gauge shows pressure building up).

If this fails to build pressure, an external pressure source may be needed.

Once there is pressure, you can start engine by reconnecting the ignition system and/or fuel injection.

SEE OTHER SIDE



INTAKE MANIFOLD

IMPORTANT NOTICE

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If your replacement engine came with an intake manifold on it, and it is correct for your application, you must replace the gaskets and/or o-rings, and inspect the manifold prior to use. Be very careful when using an intake manifold from a faulty engine, as it can be hard to tell if the intake runners are free of debris. When changing the manifold and/or gaskets, please follow these precautions before installation.

- Check inside the manifold for debris (if debris is found, replace manifold).
- Check the manifold for cracks (around EGR ports, vacuum ports, runners, and coolant jackets).
- Check the manifold for warping.
- Check the intake ports of the cylinder head for debris (prior to installing intake manifold).

SEE OTHER SIDE

