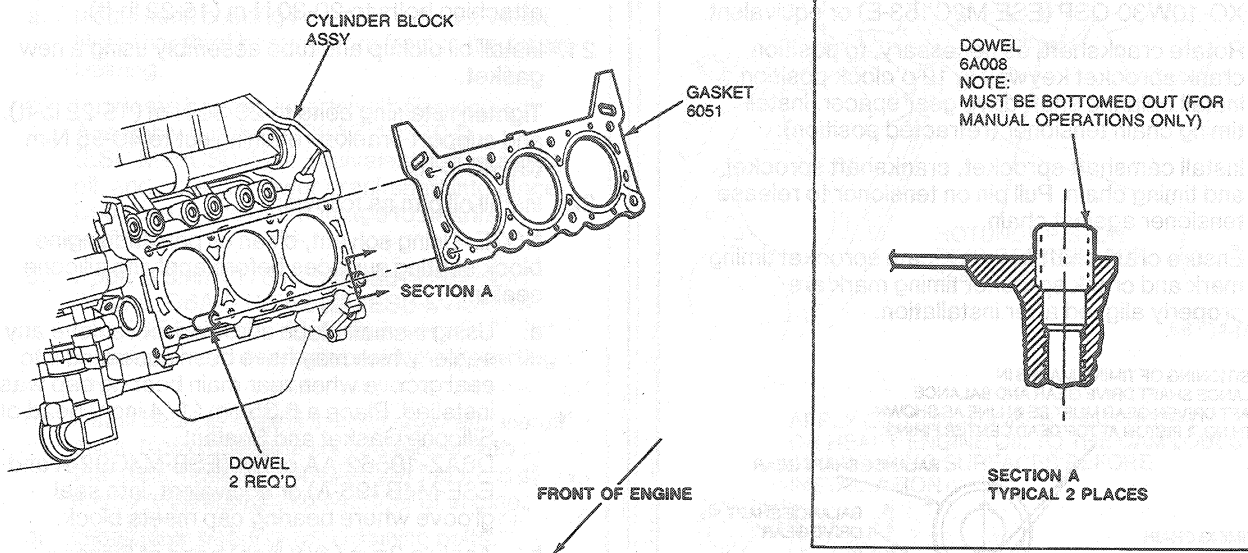


DISASSEMBLY AND ASSEMBLY (Continued)

25. Install new cylinder head gaskets using dowels to align gasket.



A11431-A

CAUTION: Always use new cylinder head bolts to ensure a leak-tight assembly. Torque retention with used bolts can vary, which may result in coolant or compression leakage at the cylinder head mating surface area.

Tighten cylinder head retaining bolts in sequence.

- 50 N·m (37 lb-ft)
- 60 N·m (45 lb-ft)
- 70 N·m (52 lb-ft)
- 80 N·m (59 lb-ft)

In sequence, retighten bolts one at a time in the following manner:

- Long bolts: Loosen bolt and back out two or three revolutions. Retighten long bolt to 15-25 N·m (11-18 lb-ft). Then tighten an additional 85-105 degrees and go to the next bolt in sequence.
- Short bolts: Same as long bolt tightening procedure **EXCEPT** once torque of 15-25 N·m (11-18 lb-ft) is reached, bolt should only be tightened an additional 65-85 degrees.

26. Install push rods, rocker arms, fulcrums and retaining bolts. Lubricate push rod ends and fulcrums with Engine Assembly Lubricant D9AZ-19579-D (ESR-M99C80-A) or equivalent heavy engine oil before installation.

For each valve, rotate crankshaft until tappet rests on heel (base circle) of camshaft lobe. Tighten fulcrum retaining bolt to 7-15 N·m (62-132 lb-in). Final tighten the fulcrum retaining bolts to 25-35 N·m (19-25 lb-ft). For final tightening, camshaft may be in any position.

27. Install lower intake manifold as outlined.
28. Install spark plugs. Tighten to 7-15 N·m (62-132 lb-in).
29. Install rocker arm covers as follows:
- NOTE:** Using solvent, clean valve cover and cylinder head sealing surfaces to remove all gasket material and dirt.
- Install a new gasket onto cylinder head.
 - Install valve cover and retaining bolts. Note location of stud / bolts.
 - Tighten retaining bolts to 9-12 N·m (80-106 lb-in).

30. Install distributor and hold-down clamp. Tighten hold down bolt to 27-40 N·m (20-29 lb-ft).