



Remove stock exhaust manifolds, risers and stock rubber bellows from wishbone assembly. Remove old gasket material and prep for new install.



Remove stock thermostat housing, and stock cooling hoses.



Clean thermostat area for new thermostat housing installation. Note: Main circulating hose stays intact with circulating water pump.



Before manifold installation, we have installed all of the required brass fittings and riser studs. Note: 90 deg. fittings are installed in the front of the manifolds and the plugs in the rear.



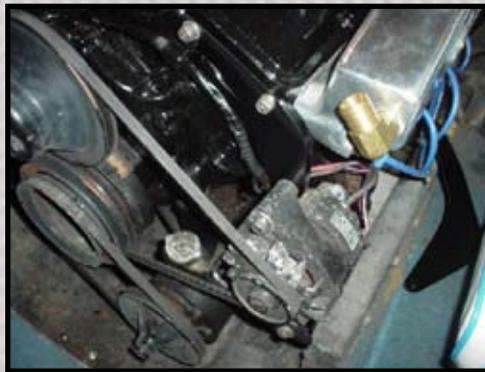
After manifold installation, we installed the new wishbone exhaust hose, 70 deg. elbows and manifold hoses. With the clamps left loose, we installed the riser gaskets and risers. After adjustments tighten all bolts and clamps.



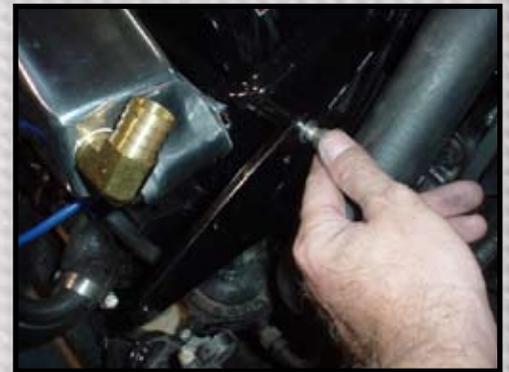
We then installed the new alternator bracket, with supplied stainless fasteners.



With the bracket back in place tighten all hardware.



Using the stock alternator belt and supplied upper alternator bolt, we re-install the alternator and adjust the belt tension using the lower adjustment.



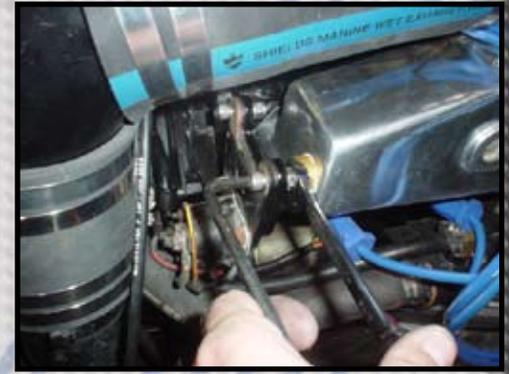
We then install the new water fuel bracket using the supplied stainless hardware and spacers. The 1 1/8" spacer is used on the front of the head, and the 5/8" spacer is used on the engine block next to the balancer.



After the bracket installation on the front of the engine we re-install the water fuel separator with the supplied hardware.



The new relay plate is installed on the starboard side rear of the head.



After the new relay plate is installed we re-install the relay assembly.



Install the new Sierra thermostat housing, and reconnect circulating water pump hose. Tighten the clamp.



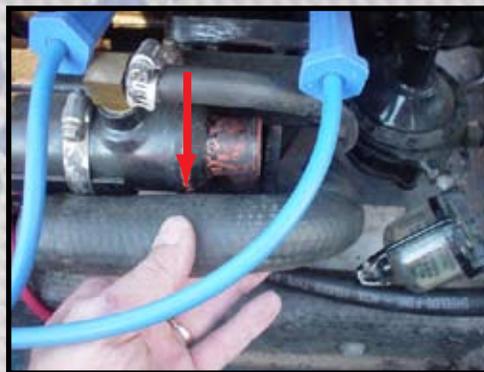
Using the supplied 1" water hoses we reconnected the 90 deg manifold fittings to the Sierra thermostat housing. Tighten all water connection clamps.



Next we removed the 1/4" water hose from the oil cooler.



After the clamp was loose we had to pry the hose away from the cooler. Note: Be sure not to damage the inlet in the process.



Once the hose was removed we had to cut the hose so we could re-route the hose between the oil cooler and the fuel pump.



After the hose was cut, we installed the supplied coupler to the long straight side of the hose.



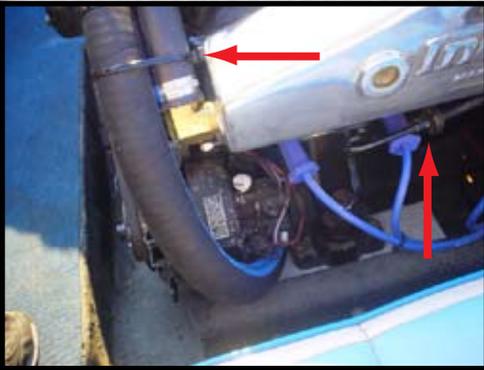
After the coupler was installed on the stock hose we routed it between the oil cooler and the fuel pump.



With the hose cut and routed properly, we re-attached it to the cooler.



We then took the supplied 1 1/4" water hose, and attached it to the hose coupler. This extended piece of hose will now enable us to re-route the 1 1/4" hose to the thermostat housing.



Note that we routed the water hose in between the alternator and the motor mount. We used 2 tie wraps to secure the 1 1/4" hose to the 1" water feed lines to the exhaust. Note: The dipstick was formed to fit the new application.



Be sure to tighten water hose clamps and your installation is now complete.