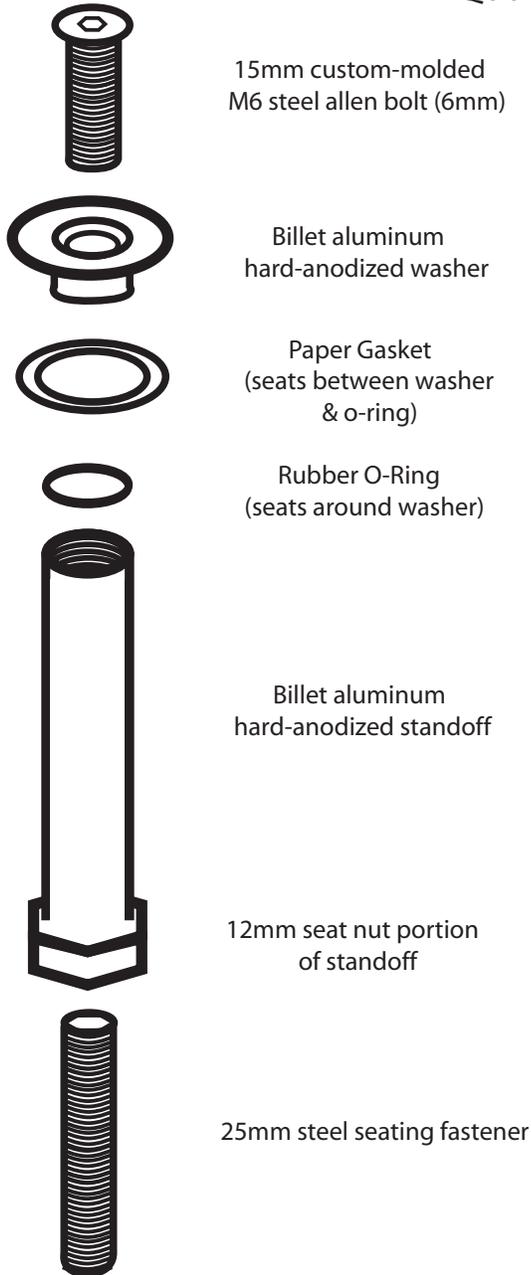


## REAR VALVE COVER STANDOFF ASSEMBLY

QTY 2



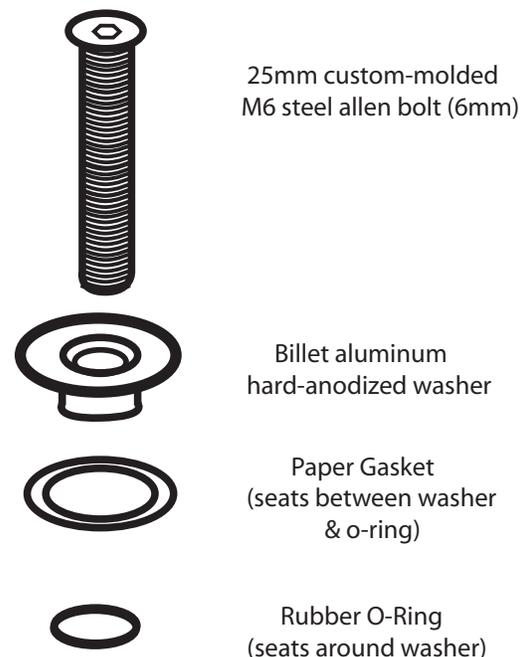
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92-95 Honda Civic/Del Sol D-Series valve cover kit

Installation Guide Sheet

## FRONT VALVE COVER STANDOFF ASSEMBLY

QTY 3



### PRE-INSTALLATION NOTES:

Thank you for purchasing our valver cover fastener kit. Each kit was designed in-house and checked by hand to ensure quality. There are a few items you should take into consideration before the installation of your kit. All of our pieces are machined out of a solid block of material, threaded, and then anodized; in that order. As a result, some of the threads may not be as easy to turn as they would on a raw unfinished piece. This is normal. It is recommended that you thread and un-thread the included bolts into the standoffs to 'clean up' the threads before the installation. Exercise caution when threading allen head bolts with your allen key! The bolts are coated in a material to help inhibit rust and give a shiny chrome-like appearance. This material and the bolts are soft and relatively easy to strip. Be sure to follow proper torque sequence while applying downward pressure on the valve cover. Be patient, and turn each bolt slightly in a criss-cross pattern until complete. A helpful trick to preserve the bolt head, is to simply take the plastic packaging from this kit; and place it between the allen key and your bolt. This should act as a buffer should you over-torque the bolt. Again, a proper installation will require patience; should you strip the bolts, not only will they be unsightly, but they will be prone to rust and will be difficult to extract later.

### INSTALL PROCEDURE:

Remove existing valve cover and hardware using a socket wrench. Take the 25mm steel seating fasteners and install them into the cylinder head by hand. Make sure they are 'good and tight'. Since the standoff shares the fastener, it is not essential to torque the fastener at this point. Next install the standoffs onto these fasteners. Again, ensure they are 'good and tight' using a 12mm open-ended wrench. Ensure the standoffs are seated flush onto the cylinder head casting. At this point, you'll want to lay the washers upside-down out on an empty surface, and place the paper gaskets on the backside of each. You will then take the o-rings and stretch them over the washer body, essentially holding the paper gasket in place. It is now time to re-install the valve cover. First push down the front slightly and line up your spark plug gaskets. Once lined up, press down the front firmly. You may now press the back down. If seated properly, you should hear a small snap as the standoff locks into the valve cover holes. Now you can place the washer assembly into these holes and partially thread the bolts in. Place the remaining washers into the front valve cover holes, and begin to install the bolts. Follow the guidelines outlined in the pre-installation notes. Exercise extreme caution not to strip the bolts. OEM torque spec is 7ft-lbs; though 'good and tight' is more than sufficient to ensure a leak-free installation.