



Bullit Instructions

BULLIT

Thank you for your purchase of the new ProMAXX® Bullit® Exhaust Manifold Repair Kit! We engineered this kit for removal and replacement of broken exhaust manifold mounting bolts in over-the-road, marine, commercial, and agricultural heavy-duty diesel engines. Bullit® has also been certified on older V8 engines such as Chevrolet® 350ci and the Ford® 460ci as well.


Establish the Manifold Mounting Bolt Pattern

1. Mount Bullit® by inserting each of the three PMXPPF010625 stainless steel precision fasteners through each one of the sliding carriages and into the three open tapped holes in the cylinder head.
2. Tighten the fasteners while keeping the carriages loose. Slide the Bullit® ProPlate in either direction to create a nominal amount of space on at least one end of the ProPlate in order to avoid the plate extending beyond the cylinder head envelope.
3. Once you're satisfied with the carriage location in the ProPlate, tighten the carriage lock washer with the included ProWrench. You have effectively recreated an exact duplicate of the exhaust manifold mounting bolt pattern.
4. With the ProWrench inserted into the carriage lock washer, loosen the ProFast fasteners while maintaining pressure on the carriage lock washer so that they maintain their established position.
5. Remove the fasteners and place one of the open carriages over the broken bolt set for removal.
6. Use the remaining two ProFast™ PMXPPF010625 fasteners to mount the Bullit® ProPlate to 15 FT-LBS of torque.
7. Insert the small ProBushing™ PMXPPB3125 into the open carriage and follow with the ProDrill™ PMXSSSC125 (SML) machine grade tooling bit into an electric or air-powered drill.
8. Open the cap on the ProLube™ PMXPPL001 drilling & tapping cutting fluid and insert the mounted PMXSSSC125 tooling bit through the gasket via the hole in the cap to deliver the precise amount necessary for the operation. For larger tooling and subsequent machining, place one drop on the end of the ProDrill™ when necessary. **AVOID PENETRATING OIL/SPRAY OR OTHER LUBRICANTS.**
9. Insert the mounted ProDrill™ into the included ProBushing™ PMXPPB3125 mounted in the ProPlate™ first by slowly and manually turning your drill chuck until the ProDrill™ slips into the bushing and contacts the surface of the damaged stud. This will ensure the cutting edge is not damaged.
TIP: ACTIVATE YOUR DRILL BOTH ON AND OFF TEN TIMES IN ONE SECOND INTERVALS. THIS STEP CREATES A "SEAT" FOR THE TOOLING BIT AND KEEPS IT FROM FOLLOWING THE ANGULAR BROKEN SURFACE OF THE BOLT. MOREOVER, THIS STEP ALLOWS THE SURFACE OF THE STUD TO CONFORM TO THE CUTTING EDGE OF THE BIT EVENLY DISTRIBUTING THE LOAD ACROSS THE ENTIRE CUTTING EDGE OF THE BIT PROVIDING FOR CUTTING EXTREMELY HARD SURFACES AND PROLONGING TOOLING LIFE.
10. After starting as above, drill continuously running your drill at the proper RPM (see below), slowly and progressively applying more pressure. While the bit is turning, extract the bit slightly while maintaining it in the bushing to "clean" or excavate cutting debris from the stud. Repeat this step, exerting more pressure until the drill chuck contacts the bushing mounted in the ProPlate™.
11. Once the machining operation is complete, remove ProBushing™ PMXPPB3125 and PMXSSSC125 tooling and replace with the next drill steps ProBushing/ProDrill included repeating the steps above PMXPPB3188/PMXSSSC188 (MED), large PMXPPB3270/PMXSSSC270 (LRG) , and PMXPPB3340/PMXSSSC340 (XLRG).
12. Lastly, insert the ProBushing™ PMXPPB3395 (TAP) and proceed to chase the threads with the ProTap™ PMXPPT010125 precision machine tooling. Use a drill depth stop collar or a marker to set a stop for all tooling bits.

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Carriage Assembly



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