



K9104 Tech Instructions

- 1** Remove the stock crank case can from the block. (use a pry bar and pop it loose from its press fit into the block) * we recommend cleaning the area around the block as much as possible to insure no debris falls into the engine after removal*
- 2** After factory canister has been removed, place a paper towel or rag into this hole and proceed to clean any carbon build up or excess debris. It is very important that this passage is free of carbon/debris. If it is not you may have trouble getting the fitting in, or risk the adhesive not bonding to the block. After the passage is clean- Carefully remove the rag from the hole.
- 3** Locate the #12 Aluminum Fitting (Part # K9104) and install the provided steel cap. (be sure cap is completely threaded on and snug) Make sure the fitting surface to be installed in block and the block passage itself is clean and dry. Apply a thin layer of the supplied adhesive sealant to the fitting around the thicker portion below the flange. Align the fitting in a position where the two flats spots can be accessed with a wrench, and gently tap the fitting into the block with a hammer. Insure the fitting is going in straight and that you only hammer on the top of the steel cap. It shouldn't pound in with too much effort.
- 4** The adhesive will take 3 hours to cure and 24 hours to reach full strength. You can continue with your instillation, but do so carefully as to not agitate the bond. **When you loosen the cap OR tighten the line being installed- BE SURE TO HOLD THE FITTING IN PLACE WITH A WRENCH! **
- 5** Continue with plumbing this fitting to your Breather Tank (Part # K9085) or Evac Canister (Part # K139)

The Part # K9104 2.3L Ford Crankcase fitting installation should now be complete.



1029 N Main St, Blue Earth, MN 56013

(800) 770-3557

