ICS TITAN TIP SHEET

PLEASE READ BEFORE INSTALLATION!

Thank you for your purchase of the highest quality copper headgasket that you can get on the planet. Just as with any new product put to use out in the field, a few things have been discovered along the way that we can pass along to you.

For those running 12mm 8740 headstuds:

When installing the head, torque ALL NUTS in step increments 30-60-80 (and in sequence of course) up to 80 ft./pnds. Loosen the #1 nut a quarter of a turn and go up to 90 ft./pnds. in one swing. Then proceed to the #2 nut IN SEQUENCE. Repeat for all 10 nuts.

For those running 11mm 8740 headstuds:

When installing the head, torque ALL NUTS in step increments 30-50-70 (and in sequence of course) up to 70 ft./pnds. Loosen the #1 nut a quarter of a turn and go up to 75 ft./pnds. in one swing. Then proceed to the #2 nut IN SEQUENCE. Repeat for all 10 nuts.

TORQUE VALUES

These torque values listed are not torque-to-yield, and if preferred, you *can* increase the torque up to 15% of our suggested torque values as listed above withOUT hitting the stud's yield. ARP torque values have a margin of approx. 30% of yield (to account for friction co-efficiency and torque wrench inaccuracies) so as to assure that the stud will not be "over-stretched".

That said, applying torque right up to the yield value is not very smart as you will lose any sort of "insurance" of maintaining the stud's integrity during its operation!

Furthermore, applying torque past yield will NOT increase the clamping force. The stud will end up turning into a big nasty "spring" instead without even giving it a fighting chance. Junk it.
If this is a new build, it is best to torque the studs to the SAME VALUE used when the block was honed. Your machine shop did use a torque plate didn't they?

These torque values are with using ARP's new Ultra-Torque as lubricant.

STUDS, SURFACE AND HEAD FINISH

Use of NEW studs is mandatory! Do NOT reuse old or questionable studs. Head surface is VERY important as well. The head surface cannot be out of flat more than .002". We

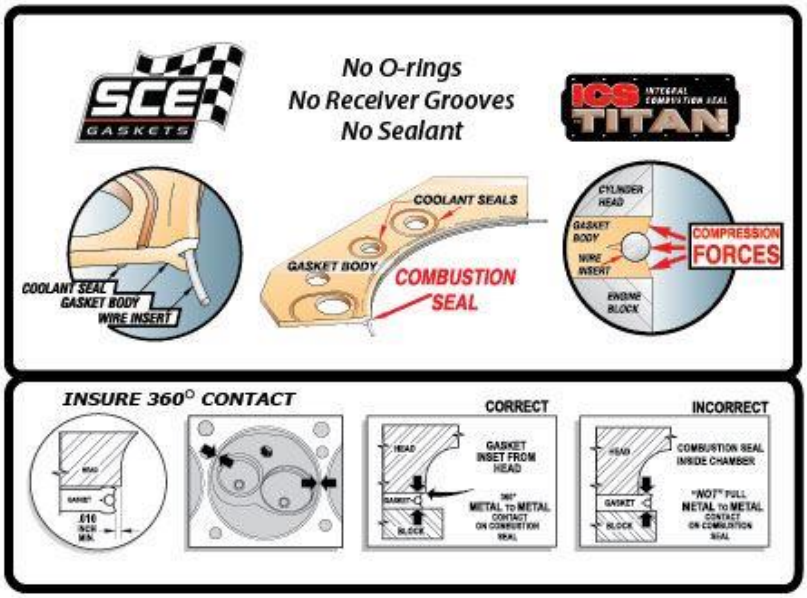
recommend a RA finish of at least 80 or better when using this gasket. You don't need a rough surface finish or any grooves in the surface that can catch the thinnest of fingernails. We are serious about this! These gaskets do have great embedability over an MLS. But as with anything, it does have its limits.

SEALANTS

The ICS Titan gasket does not require sealant however, a light spray coat of Copper Coat may be used use if extra insurance is desired. Position new gasket over locating dowels on block. Position cylinder head over dowel pins without disturbing gasket, tighten bolts and torque in sequence per Mitsu's specifications.

RE-TORQUEING

These gaskets must be re-torqued. Start the engine and allow it to reach operating temperature without placing any load on the motor. Shut down and allow the motor to cool to ambient temperature. With the engine cold and following the recommended torque sequence, one at a time back each fastener off just enough to relieve the friction set, then re-torque to specified torque value.



Take heed to all of these tips, and you'll find that this gasket will take all the abuse you can dish out to it. Boost it up!

Again, thank you for your purchase of this headgasket. I'm sure you will find it to be superior over anything you have ever used.

If you have ANY DOUBT AT ALL with these instructions, then please contact us for help! Seriously! darren@ffwdconnection.com

Warranty Disclaimer: Due to the intended use, there is NO warranty stated or implied to Racing Components, as we have no control over their installation or use.