

# DRY SLEEVE INSTALLATION

Dry sleeves must fit extremely well against the block to assure proper heat transfer.

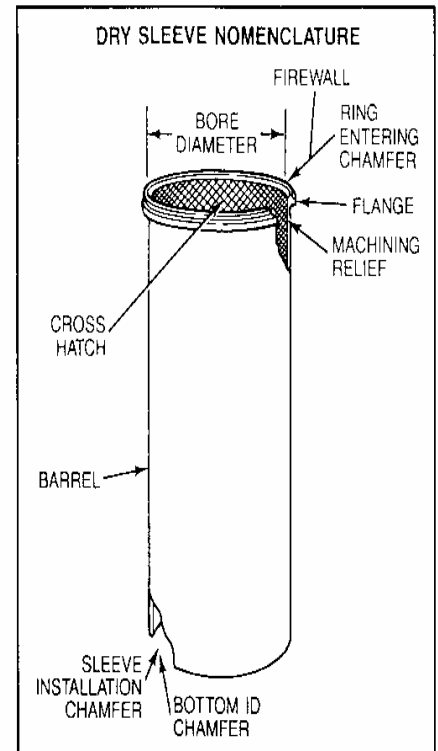
If the close contact between a dry sleeve and the cylinder casting is missing, resistance to heat flow results. As in most cases, preparation is critical. Block counterbores must be **clean** and **square** to avoid flange breakage when the head is properly torqued down.

To avoid piston clearance problems, it is necessary to check the block for roundness, taper, and waviness with a dial bore indicator before and after sleeve is installed.

Slip fit and press fit are the 2 most common methods of installation and both work well. Slip fit sleeves should have .0005" to .0015" clearance honed into the block allowing the sleeve to grow when the engine is started.

Press fit sleeves should press in at more than 300 lbs. and not more than 2,000 lbs. Excessive force used when installing can cause "buckling in" of the sleeve.

Sleeve protrusion should be checked or improper gasket sealing may occur.



Dry Sleeve Installation Diagram