FORD 2.0 DURA-TECH ENGINE KIT

FD1 ENGINE ADAPTER AND CLUTCH KIT
FD2 HEADER KIT
FD3 RADIATOR
FD4 POWER STEERING PULLEY
FD5 GAS PEDAL KIT
FD6 WIRE MOUNTING BRACKET
FD7 ALTERNATOR SHIELD
FD8 WATER NECK FLANGE
FD9 EGR PLATE
FD10 MOTOR MOUNTS
FD11 POWER STEERING MOUNT
FD12 IDLER PULLEY MOUNT
FD13 INTAKE TUBE
FD14 RELAY PLATE
FD15 FAN BELT
FD16 COMPUTER MOUNTING BRACKET
FD17 ACCELERATOR PEDAL
FD18 COMPLETE WIRE HARNESS
FD19 CLUTCH PEDAL POSITION SWITCH
# FORD PARTS NEEDED

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
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<tbody>
<tr>
<td>AS4Z 12A650 BGA</td>
<td>PCM</td>
</tr>
<tr>
<td>8S4Z 12A659 A</td>
<td>PCM BRACKET</td>
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<tr>
<td>3L3Z 12B579 BA</td>
<td>AIR METER</td>
</tr>
<tr>
<td>6S4Z 9448 AA</td>
<td>EXHAUST GASKETS</td>
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<tr>
<td>6E5Z 6A228 B</td>
<td>TENSIONER W/MOUNTING FLANGE</td>
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<tr>
<td>8S4Z 9F836 A</td>
<td>ACCEL PEDAL</td>
</tr>
<tr>
<td>GL934</td>
<td>ALTERNATOR</td>
</tr>
<tr>
<td>(2ea) YS321</td>
<td>IDLER</td>
</tr>
<tr>
<td>(2ea) YS335</td>
<td>IDLER</td>
</tr>
<tr>
<td>(2ea) W703933 S403</td>
<td>EXHAUST MANIFOLD NUTS</td>
</tr>
<tr>
<td>(2ea) W520100 S438</td>
<td>ALT STUDS</td>
</tr>
<tr>
<td>W709489 S439</td>
<td>NUTS FOR ALT STUDS</td>
</tr>
<tr>
<td>1S7G 8255 BD</td>
<td>WATER ADAPTER GASKET</td>
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</tbody>
</table>
CLUTCH AND FLYWHEEL

FLYWHEEL TORQUE
TORQUE IN 3 STAGES:

STAGE 1  37FT LBS
STAGE 2  50FT LBS
STAGE 3  83 FT LBS

PRESSURE PLATE
18-22FT LBS
RADIATOR

1100/CLASS 12 & 1000/CLASS 10
RADIATOR FROM "CBR" PART # CLASS 10
USE 15 – 18 LBS RADIATOR CAP
POWER STEERING PULLEY

6.5” DESERT SERIES 6 RIB PULLEY FROM HOWE
ALTERNATOR SHIELD

USE 3ea 5MM X 10
SCREW PLATE TO ALTERNATOR
WATER PLATE

WELD FRONT SIDE ONLY
USE FACTORY FORD STEEL GASKET. PART # 157G 8255 BD

MUST COUNTER SINK – UPPER LEFT AND BOTTOM RIGHT HOLES IN BLOCK, APROX. 1/8”
FOR EARS ON GASKET TO CLEAR.
WATER PLATE
EGR BLOCK OFF PLATE

WELD FRONT SIDE ONLY
USE FACTORY FORD STEEL GASKET. PART # 1S7G 8255 BD

MUST COUNTER SINK – UPPER LEFT AND BOTTOM RIGHT HOLES IN BLOCK, APROX. 1/8” FOR EARS ON GASKET TO CLEAR.
IDLER PULLEY

USE FORD PART # YS321 ON IDLER MOUNT
MASS AIR TUBE

REMOVE STOCK GASKET. USE SILICONE WHEN INSTALLING AIR METER INTO TUBE.
NEED 2EA 8-32 X 3/4 BUTTON HEAD SCREWS. – SPACE WITH 2EA #10 WASHERS BETWEEN AIR METER AND AIR TUBE
REPLACE PULLEY ON STOCK TENSIONER PULLEY WITH STOCK FORD PART # YS321
INSTALL FORD PART # YS335 IDLER IN STOCK POSITION NEXT TO ALT.
USE BELT # CARQUEST KO60858
FUEL SYSTEM
FUEL SYSTEM INFO

PRE-FILTER
ANY LOW MICRON STYLE FILTER WILL WORK. THIS FILTER REMOVES THE JUNK BEFORE GETTING TO THE FUEL PUMP. A GOOD FILTER IS A WIX #33276

FUEL PUMP
ANY “EFI” INLINE FUEL PUMP. MOTOR NEEDS 55LBS OF FUEL PRESSURE.
WE RECOMMEND A PIERBURG #98156

POST FILTER
ANY STYLE FILTER WILL WORK FOR POST FILTER.
WE RECOMMEND CARQUEST #86008

FUEL REGULATOR
NEEDS A VACUUM REFERENCE BYPASS STYLE FUEL REGULATOR.
WE RECOMMEND A AEROMOTIVE #13A101

FUEL RAIL FITTING
FITTING FOR END OF FUEL RAIL.
USE FRAGOLA # 491-990 BL
THROTTLE PEDAL
WIRE HARNESS
MSD P.N. 8913 Distributorless Tach Driver

- Yellow wire to ignition switch
- Use this stud to + wire
- Put fuse in left side
- 4 - 6 gauge wire
- Battery or switch
- 8 - 10 gauge wire
- Starter
- Alternator
CLUTCH PEDAL POSITION SWITCH

INSTALL FITTING IN CLUTCH LINE BEFORE SLAVE CYLINDER.
BLACK WIRE MUST GO TO CHASSIS GROUND.
ATTACH DARK GREEN WIRE FROM RELAY PLATE TO OPEN POST ON SWITCH.
BLEED CLUTCH.
OIL FILTER ADAPTER

DRILL AND TAP HOLE, INLINE WITH FILTER NIPPLE, A 1/8 npt HOLE FOR ADDITIONAL OIL PRESSURE SENDER.
CLEAN AND REINSTALL
THERMOSTAT HOUSING

REMOVE HOUSING
CUT TUBE FOR THE HEATER OUTLET OFF
TAP HOUSING 1/4npt FROM BACK SIDE
EPOXY OR JB WELD 1/4" PIPE PLUG INTO TAPPED HOLE FROM BOTH SIDES
EPOXY SUPPLIED HEATER BYPASS PLUG IN BLOCK BEHIND THERMOSTAT
REMOVE THERMOSTAT FROM HOUSING AND DISREGARD O-RING FROM THERMOSTAT
GRIND SLIGHT RELIEF IN HOUSING FOR WATER TO BYPASS
SEE PICS