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## INSTRUCTION SHEET FOR TOOL D7001, 2 CAM CYLINDER TORQUE PLATES

These torque plates are designed to fit all stock bolt pattern 2 cam cylinders with up to a 4.00" bore.

It is essential torque plates be used to measure 2 cam cylinders accurately. These torque plates simulate stress conditions as if the cylinder were mounted on the engine.

### **Prepare cylinders for mounting in torque plates.**

- Remove cylinders from engine in accordance with factory manual.
- Remove all gaskets and O-rings from cylinder and clean cylinders thoroughly of all gasket material.
- Check cylinder for any defects, cracks and flatness. See factory manual for specs.

### **Mount Cylinder in torque plate**

- Install bottom plate "1.125" thick" into vice using the supplied vice tab.
- Insert bottom of cylinder "spigot" into bottom plate.
- Install used head gasket on head gasket sealing surface.
- Install top torque plate ".750" thick plate" onto the head gasket.
- Lube the four stretch bolt heads underside and threads.
- Install the four stretch bolts through the bottom plate and thread into the top plate.
- Alternately hand tighten each stretch bolt in a clockwise pattern until snug.
- If using a factory graphite head gasket with a fire ring use the factory torque sequence and torque method 7-9, then 12-14ft-lbs, then a 90degree turn.
- If using an **MLS "Multi Layer Steel"** head gasket use the factory torque sequence, but use these torque specs. Tighten all bolts to 9ft-lbs, then 14ft-lbs, then 22ft-lbs, then 35ft-lbs and a final torque of 42ft-lbs.
- Pull the cylinder out of the vice and you are ready to bore and hone the cylinder.
- Once you have final honed the cylinder with the proper grit stone to match the ring pack you are using. Delkron recommends using a flex brush to give the cylinder a micro finish and also help pull honing grit from the pores of the cylinder liner.
- Once all honing operations are done disassemble the torque plates from the cylinder and thoroughly clean all areas of the cylinder.
- You must clean the cylinder bore in HOT SOAPY water to remove honing grit.
- Use compressed air and a clean dry cloth to dry the cylinder.
- Use another clean dry white cloth and engine oil to check for honing grit. Work the cylinder until the white cloth comes out white. Gray material on the white cloth indicates honing grit is in the pores of the cylinder liner.