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Tips and Tricks:

Apply Loctite® 290 Wicking threadlocker (Breeze Part # 21030) to anchor the threaded shock adjuster sleeve to the shock body. This prevents the sleeve from rotating when you are adjusting the ride height.

Trim, fit, and drill all your aluminum panels first. Then remove them and have them Clear Anodized locally. (look up "Metal Finishing" in your yellow pages). This will prevent corrosion and eliminates the need to polish. Specify type II anodize with minimum etch. The look will be a silvery gray sheen. Expect to pay \$400 – \$600 for this service. There are about 50 pieces of aluminum. You do not need to do the dash because it gets covered by vinyl. You want to have the anodizing done after the holes are drilled because drilling through the anodizing is much more difficult due to the hard layer than drilling the unfinished aluminum.

Do not use the foam backed vinyl dash cover that comes in the kit. The foam makes the vinyl not want to stay glued under the bottom lip of the dash. It also pops out around the indicator lamps. Go to a local auto upholstery shop with one of your seats and purchase a piece of vinyl to match. Glue it directly to the dash. Remember to leave the pie shaped tabs to fold through the gauge holes – otherwise the holes will be too big for your gauges.

Purchase a pair of green turn signal indicator lamps (Part # 21712) so you have a right and left. This is especially important if you do not have self cancelling turn signals.

Invest in self-locking header bolts (Part # 32003 or 32053). Non-locking bolts, especially in aluminum heads, will loosen and remove themselves within a few thousand miles.

Use copper anti-seize (Part # 21036) on stainless steel fasteners when they are used in combination with stainless self-locking nuts to prevent seizing. Stainless is relatively soft and has a tendency to seize.

The correct drill bit for installing 1/8" pop rivets is #30, which is .1285" diameter (Part # 21037).

To attach your engine to the stand, use studs made out of lengths of 7/16-14 threaded rod rather than bolts. This ensures the threads will be fully engaged in the block before they are loaded, and you won't need to waste time trying to find the exact length bolts. Install the engine stand bracket only to the block first, then insert the bracket into the stand. Finally, hoist up your engine and rotate the stand into position under the engine.

Do not use the intake manifold end seals provided with most intake manifold gasket sets. Clean mating surfaces with acetone and apply a 3/8" thick bead of Permatex ultra-black instead (Part # 21079).

Number your intake manifold bolt locations with a piece of masking tape. This allows you to follow the tightening sequence at each torque level without referring to the manual and speeds up the process greatly. We prefer to go in smaller increments than the manuals recommend. You may go around 10 or more times before the manifold is fully seated.