

Supplemental Instructions for Installing Teflon Scrapers

Read these instructions and the accompanying standard scraper instructions for your engine completely before starting!

- First disassemble the scraper by removing the nuts from the retaining studs and carefully pry off the clamping plate and Teflon sheet from the substructure. **Note:** If the Teflon is not within the substructure, the (2) two washers serve as the thickness of the Teflon while trial fitting. Please discard the washers once you are ready to place the Teflon between the substructure and clamp.
- Trial fit the substructure and clamping plate alone on the engine and fully rotate the bottom end. If there is interference you will need to relieve the substructure and clamp in that area – leave a minimum of 1mm or .040” clearance. Use the accompanying installation instructions to do this.
- Replace the Teflon sheet between the substructure and clamp.
- Gently rotate the bottom end and note where it hits the Teflon sheet. Trim the Teflon until “light” contact is made. “Light” contact means that there is some drag when the part slides against the Teflon. It is acceptable if the Teflon deflects (moves) slightly when this happens. **Note: If the counterweight has large drillings for balancing that catch on the edge of the Teflon then you should trim the Teflon in that area back until there is no contact.**
- It may be helpful to smear the crankshaft counterweights and throws as well as the rod big ends with Prussian blue indicating grease. This will leave marks on the Teflon where it is touching.
- The Teflon can be easily trimmed using a single-edged razor, an X-Acto knife, a small file or Dremel tool.
- When you are done trimming the Teflon replace and tighten all the retaining nuts (use a 1/4” socket or small wrench). Once again rotate the bottom end and ensure that only slight drag is present against the Teflon.
- Reinstall any parts per the accompanying instructions for your engine.
- Refill the engine with oil and a fresh filter.
- Start engine and allow it to come to operating temperature. It is normal for a thrumming sound to be present as the bottom end beds into the Teflon.
- Work the clutch in and out if you have a manual transmission and rev the engine gently.
- After approximately 50 miles of normal stop and go driving the scraper should be fully bedded in and achieved a running clearance of about .001”. The thrumming sound, if originally present, should be minimal.

