DP Sleeve Installation Guide

Following these installation instructions for Dynoman sleeves will greatly reduce possible damage upon final assembly of the engine!

- Remove all studs, bolts, dowel pins, gaskets, and o-rings from cylinder.
- The cylinder must be bored to accept the sleeve.
  Cylinder sleeves (liners) are interference fit.
  Sleeves must have proper interference tolerances machined and measured to ensure proper fit and function. Interference fit is calculated by measuring the outside diameter of the sleeve, then boring and honing the cylinder block to a diameter **smaller** than the sleeve by the recommended interference measurement:

  *Cast Iron Sleeve installed into aluminum cylinder = .004" interference fit

  *Ductile Iron Sleeve installed into aluminum cylinder = .003 to .004" interference fit

- Heat the cylinder to 425° F for 1-2 hours in an oven. Do not use torches or hot plates.
- Test with Thermomelt Temperature Indicator Heat Stick.
- Remove from oven and place the sleeves into the bored cylinder.
- Secure the sleeves with press or fixture (jig) to hold sleeves in desired position as cylinder and sleeves return to room temperature.
- Bore and hone inside diameter of cylinder sleeves for your pistons, ensuring correct clearance.
- Follow piston manufacturer's recommended measuring point and piston to cylinder wall clearance.
- Deck top surface of cylinder, removing the minimum amount of material with the goal of creating the proper finish and flat sealing surface for your head gasket to seal upon.

ABOUT CYLINDER BOTTOM TAPER

It is common for the tapered lip that came in the bottom of your cylinders from the factory to be removed when installing larger bore piston kits. If the machine shop doing your boring does not taper the bottom of the sleeves after they are bored there will be a sharp edge at the bottom in place of the factory taper. It will need to be removed to make ring installation easier. You can taper the sleeves by hand with a Dremel tool or porting tool using a small 400 grit or finer sanding drum. It is also very important to wash the bores with hot soapy water to remove any sanding residue and oil them lightly when the tapering job is complete. We recommend lightweight machine oil or engine oil. Following this procedure will greatly reduced the risk of broken rings during installation!

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