



M/T TALL – BIG BLOCK CHEVY VALVE COVERS 241-150, 241-151, & 241-152 INSTALLATION INSTRUCTIONS

To preserve the warranty, these instructions must be read and followed thoroughly BEFORE and DURING installation.

CAUTION! If your engine has non-standard valve train components, such as a high-lift camshaft, roller-tip rocker arm, higher lift ratio rocker arms, stud girdles, etc., there may be insufficient clearance when using Holley M/T aluminum valve covers. You must check all internal clearances according to steps 9-12 below.

WARNING! INSUFFICIENT CLEARANCE TO MOVING VALVE TRAIN COMPONENTS COULD LEAD TO PART BREAKAGE AND RESULT IN SERIOUS ENGINE DAMAGE.

P/N	ITEM DESCRIPTION
241-150	M/T Tall BBC, Cast Aluminum Valve Covers – Natural Finish
241-151	M/T Tall BBC, Cast Aluminum Valve Covers – Polished Finish
241-152	M/T Tall BBC, Cast Aluminum Valve Covers – Satin Black Machined Finish

PARTS INCLUDED:

- Holley M/T Tall BBC cast aluminum valve covers (pair – one solid & one with oil fill cap provision)
- Baffle plates (x2) and required mounting screws (8-32 x 5/16")
- Twist-in oil fill cap (x1)
- PCV grommet (x1) – 0.75" internal diameter
- Installation Instructions

RECOMMENDED TOOLS FOR INSTALLATION:

Flat Head Screwdriver	Phillips Head Screwdriver	Various 3/8" Drive Hex Sockets
Various 3/8" Drive Sockets	Gasket Scraper	Adhesive Gasket Sealant
6" Socket Extension	3/8" Drive Ratchet	Torque Wrench

INSTALLATION INSTRUCTIONS – PLEASE READ CAREFULLY

CAUTION! - Never work on a hot engine. Open the hood and allow all components to cool before installing.

1. Remove any oil fill caps, PCV components, or wires that are attached to the existing valve cover.
2. Remove the existing valve cover hardware and covers, then carefully clean any gasket material that adheres to the head surface. Do not allow any gasket debris to enter the engine.
3. Determine the most convenient location for the oil fill twist lock cap and PCV valve before the removal of any knock-outs on your M/T Tall valve covers.
4. If necessary, knock-out the plugs inward from the cover face with no larger than a 1/4" diameter punch and clean up any remaining burrs with a file. The knock-outs can be fashioned for standard grommets requiring 1" to 1 1/4" holes.

5. Fasten the baffle plates to the underside of each valve cover, as shown in the illustration below, using the supplied 8-32 x 5/16" self-tapping screws. Add thread locking compound to each screw. Make sure the plate is not able to move when the screws are tightened down. See **Figure 1**.

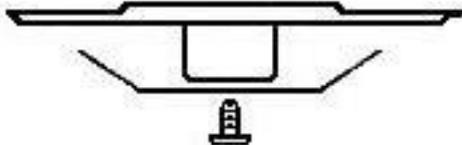


Figure 1

6. Install the baffle plates to the underside of each valve cover using the supplied screws. Install the push-in rubber PCV grommet and twist-in oil fill cap into the holes of the valve covers (if applicable).
7. Install the new valve cover gaskets on the valve covers using an adhesive type gasket sealant (if applicable).
8. If you are using 100% stock valve train components, then install the valve covers. **If any parts of the valve train are aftermarket, see steps 12-15 to ensure proper clearances.**
9. Torque the valve cover retention bolts to 5-6 ft/lbs, making sure the gaskets do not slip out of position. Proper torqueing will help to ensure that your covers do not leak oil.
10. Re-install any applicable items removed in Step 1.
11. Start the engine and carefully check for any signs of oil leakage.

For Engines with Aftermarket Valve Train Components:

12. Place small pieces of modeling clay on any protruding areas of the valve train (both moving and stationary). Include the following: both tips of the rocker arms, the pushrods (closest to the valve cover flange surface), on the rocker arm studs, or on the rocker shaft attachments. In general, check all the points that you are not sure about.
13. Install the valve cover, using the correct gasket and tighten the valve cover hardware to 5-6 ft/lbs of torque. Turn the engine over by hand or with a SHORT lever, at least two full revolutions of the flywheel. Removing the spark plugs is advised.

CAUTION! Be alert for any signs of unusual binding as the engine is turned. If binding occurs, stop turning immediately, remove the valve cover, and check the clay pieces. **DO NOT FORCE THE ENGINE TO TURN.**

14. After two complete revolutions, remove the valve cover and check the clay thickness with a depth micrometer, or suitable instrument. Clay should compress to no thinner than .080" at any point for moving parts, and no thinner than .040" for stationary parts.

NOTE: If the clearance is not acceptable according to Step 14, Holley recommends that you install a spacer to increase clearance to the valve cover.

15. If the valve train clearance is acceptable, carefully remove all traces of the modeling clay from the engine. Return to step 9 and complete the installation.

Any questions?

Please contact Technical Service: **1-866-464-6553** or **270-781-9741**.
For online help, please refer to the website: **www.holley.com**.