

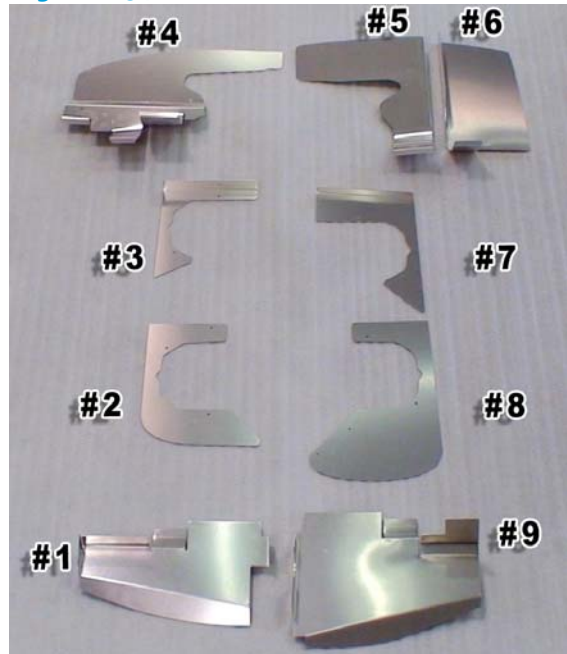
Engine Baffling –Page #1/4

When installing the engine baffling you can either make your own or purchase our engine baffling kit. Our baffling kits will save you a lot of time, frustration & will ensure that you will have a good fit.

Figure #254 shows our baffling kit laid out from front to back. We have laid out our kit in this fashion to give you a good idea in how to install the kit on your engine.

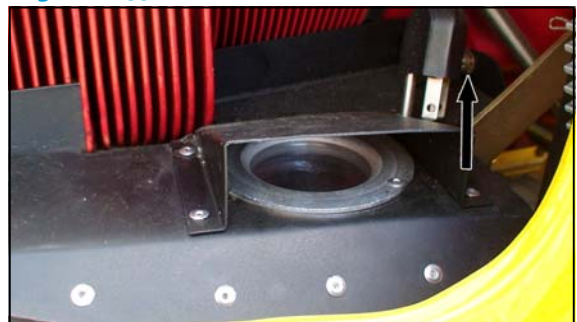
You will need to make slight modifications to the baffling kit to have it mount correctly on your engine.

Figure #254



Start with panel #1. The panel will be placed at the forward front right side of the engine. As you fit the panel in position, you should see a place on the engine where you can mount the plate. **Figure #255** has an arrow pointing to the location where we drilled a hole through the panel and connected it to the engine. Mark the location on the plate and drill the needed hole. Remove the bolt from the engine and place it through the panel and back in to the engine. Leave the bolt finger tight. We will later have to remove all of the baffling panels to place on the rubber deflectors.

Figure #255



Place panel #2 on the front right side of the engine. It will fit around the rocker cover. You will see two spots where you can install screws through the panel and into the engine. At this point, mark the securing points between panel #1 & #2. You may need to drill these locations and place nuts & bolts to hold the two panels together.

Figure #256



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Panel #4 will require the spark plug hole to be drilled out, lockwire hole to be created on the lower tab location and will need to have rivet holes created between Panel #4 and Panel #3. Panel #4 will be attached to #3 panel using 4 or more rivets. Place the panels together as shown in [Figure #257](#). Mark, drill and rivet the locations.

The lockwire will string through the hole and connect to the front #1 panel. This will force the baffling panels to hug the engine tightly to ensure correct airflow.

Place the panels on the engine and secure using the two screw locations around the rocker cover. The screw locations are shown in [Figure #258](#) items 1-4.

Place panel #9 left side forward of the engine. You should see two locations where this panel will be secured to the engine. Mark the two locations and drill out the needed holes. [Figure #259](#) shows the panel secured to the engine.

Place panel #8 over the forward left side rocker cover and secure to the engine using two screws. Mark four securing locations between Panel #9 & #8. Drill and rivet the four locations. The holes you will need to create are shown in [Figure #257](#).

Figure #257



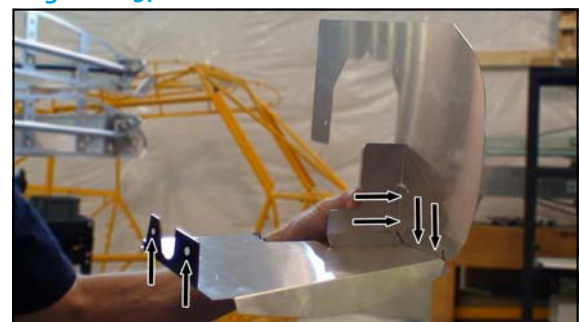
Figure #258



Figure #259



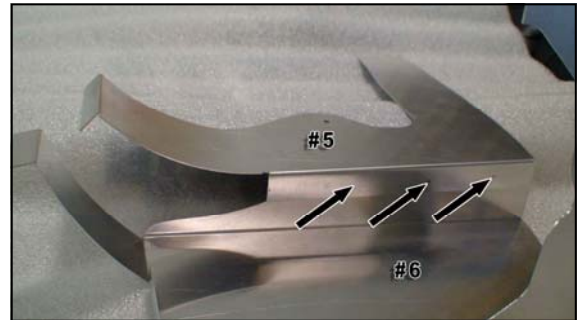
Figure #257



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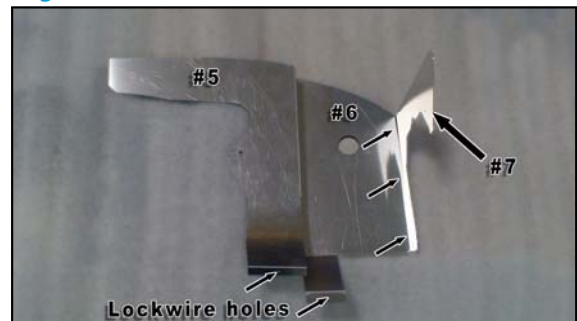
The next step is to sub-assemble panels #5, #6 & #7 together. Drill out a total of 8 holes. **Figure #260** shows three holes evenly spaced between panel #5 and panel #6. Center the holes on the #5 bent edge. Drill through both the #5 panel and through #6 panel. Rivet the 3 locations together.

Figure #260



Place panel #7 under panel #6. Mark 3 evenly spaced location for rivets 1/2" from the edge of panel #6. You may need to drill out a lockwire location in panel #5 & panel #6 & create a hole in panel #6 for the spark plug wires, as shown in **Figure #261**.

Figure #261



Place the panels on the left side of the engine & secure the panels to the engine by placing two screws through panel #7 and around the left side rear rocker cover. The left side assembly will look like **Figure #262**.

Figure #262



The rear panels #4 & #5 will need to be secured together using either a bolt or rivet. Mark and drill through both panels to create a securing point.

At this point the rubber deflector will need to be cut to fit around your baffling. It is suggested you make the rubber baffling in to 5 separate pieces, two for the left & right side top, two for the left & right side lower front & one for the top rear of the engine. **Figure #263** shows the baffling installed all the way around the engine.

Figure #263

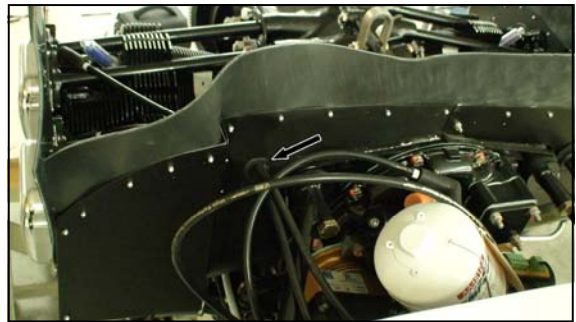


The rubber baffling should be about 3" wide. 1" of the rubber will be mounted on the metal panels and the left over 2" will be hanging over the metal panels. Cut the rubber to fit. When all of the rubber has been created, use spring clamps to hold in place, drill rivet hole locations spaced about 1" apart. Start from one end, drill the hole and place a washer on a rivet. Run the rivet through the rubber & metal baffling, then pop the rivet in place. Repeat the process until all of the baffling is secured.

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Figure #264 shows one of two rubber grommet used to protect the spark plug wires from rubbing the metal baffling. You can use any type of rubber grommet that will keep the wires from rubbing / chaffing on the metal baffling. However, if you use a large grommet that will allow air to go through it, you may have to silicone the opening of the grommet to stop the air from going through it. We suggest you use a solid grommet and cut out the unwanted rubber and fit the spark plug wires into it.

Figure #264



When the rubber baffling has been installed the next step is to run the lockwire between the front metal baffling and the rear baffling. Examples are shown in Figure #265 & #266.

Figure #265



Figure #266

