



## Holley Sniper Fabricated Aluminum Valve Covers Application Specific Fitment (See Chart)

Thank you for making **Sniper** your choice for high-performance valve covers. Extensive dyno, street, and track testing has enabled **Sniper** to offer affordable and lightweight valve covers for your application.

**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 the **Sniper** fabricated aluminum valve cover. You must check all internal clearances according to installation steps 9-12 below.

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

### Application Chart:

P/N	Description
<b>890001</b>	Sniper fabricated aluminum tall valve cover short bolt pair natural, Ford 1958-76 332-428 FE
<b>890001B</b>	Sniper fabricated aluminum tall valve cover short bolt pair black, Ford 1958-76 332-428 FE
<b>890002</b>	Sniper fabricated aluminum valve cover pair natural w/ 1/4" thick billet rail, 1965-2000 BBC 396-454
<b>890002B</b>	Sniper fabricated aluminum valve cover pair black w/ 1/4" thick billet rail, 1965-2000 BBC 396-454
<b>890003</b>	Sniper fabricated aluminum valve cover pair natural, 1964-91 Chrysler 273-360 SB (exc. Magnum)
<b>890003B</b>	Sniper fabricated aluminum valve cover pair black, 1964-91 Chrysler 273-360 SB (exc. Magnum)
<b>890004</b>	Sniper fabricated aluminum tall valve cover pair natural, 1965-2000 BBC 396-454 w/ smooth hole
<b>890004B</b>	Sniper fabricated aluminum tall valve cover pair black, 1965-2000 BBC 396-454 w/ smooth hole
<b>890005</b>	Sniper fabricated aluminum valve cover pair short bolt, natural, 1965-78 Chrysler 383-440 big block
<b>890005B</b>	Sniper fabricated aluminum valve cover pair short bolt, black, 1965-78 Chrysler 383-440 big block
<b>890006</b>	Sniper fabricated aluminum valve cover pair long bolt, natural, 1965-78 Chrysler 383-440 big block
<b>890006B</b>	Sniper fabricated aluminum valve cover pair long bolt, black, 1965-78 Chrysler 383-440 big block
<b>890007</b>	Sniper fabricated aluminum valve cover pair natural, 1968-97 429-460 big block
<b>890007B</b>	Sniper fabricated aluminum valve cover pair black, 1968-97 429-460 big block
<b>890008</b>	Sniper fabricated aluminum valve cover pair w/ 1/4" thick billet rail, natural, 1958-86 SBC 283-400
<b>890008B</b>	Sniper fabricated aluminum valve cover pair w/ 1/4" thick billet rail, black, 1958-86 SBC 283-400
<b>890009</b>	Sniper fabricated aluminum tall valve cover pair center bolt, natural, 1987-97 SBC 305-350, no hole
<b>890009B</b>	Sniper fabricated aluminum tall valve cover pair center bolt, black, 1987-97 SBC 305-350, no hole
<b>890010</b>	Sniper fabricated aluminum valve cover flat top pair, natural, 1958-86 Chevy 283-400 small block
<b>890010B</b>	Sniper fabricated aluminum valve cover flat top pair, black, 1958-86 Chevy 283-400 small block
<b>890011</b>	Sniper fabricated aluminum tall valve cover pair, natural, 1962-85 SBF 260-351W w/ hole
<b>890011B</b>	Sniper fabricated aluminum tall valve cover pair, black, 1962-85 SBF 260-351W w/ hole
<b>890012</b>	Sniper fabricated aluminum valve cover pair w/ 1/4" thick billet rail, natural, 1962-85 SBF 260-351W
<b>890012B</b>	Sniper fabricated aluminum valve cover pair w/ 1/4" thick billet rail, black, 1962-85 SBF 260-351W
<b>890013</b>	Sniper fabricated aluminum tall valve cover pair tapered edge, natural, 1962-85 SBF 260-351W
<b>890013B</b>	Sniper fabricated aluminum tall valve cover pair tapered edge, black, 1962-85 SBF 260-351W
<b>890014</b>	Sniper fabricated aluminum valve cover pair w/OEM coil stands, natural, GM LS
<b>890014B</b>	Sniper fabricated aluminum valve cover pair w/OEM coil stands, black, GM LS

### Parts Included:

Sniper Fabricated Valve Covers (pair)	Mounting Hardware	Installation Instructions
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## Recommended Tools for Installation:

Flat Head Screwdrivers	5/16" Hex Socket	Gasket Scraper
3/8" Drive Ratchet	Various 3/8" Drive Hex Sockets	Various 3/8" Drive Sockets
6" Socket Extension	Torque Wrench	Adhesive Gasket Sealant

## 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. Carefully clean any gasket material that adheres to the head surface. Do not allow any gasket debris to enter the engine.
3. Install the PCV valve rubber grommet and oil fill rubber grommet into the pre-baffled holes of the valve covers (if applicable).
4. Install the new valve cover gaskets on the valve covers using an adhesive type gasket sealant (if applicable).
5. If you are using 100% stock valve train components, then install the valve covers. **If any parts of the valve gear are aftermarket, see steps 9-12 to ensure proper clearances.**
6. Torque the valve cover 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.
7. Re-install any applicable items removed in Step 1.
8. Start the engine and carefully check for any signs of oil leakage.
9. 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.
10. 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.**

11. 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 11, Holley recommends that you install a spacer to increase clearance to the valve cover.
12. If the valve train clearance is acceptable, carefully remove all traces of the modeling clay from the engine. Return to step 6 and complete the installation.