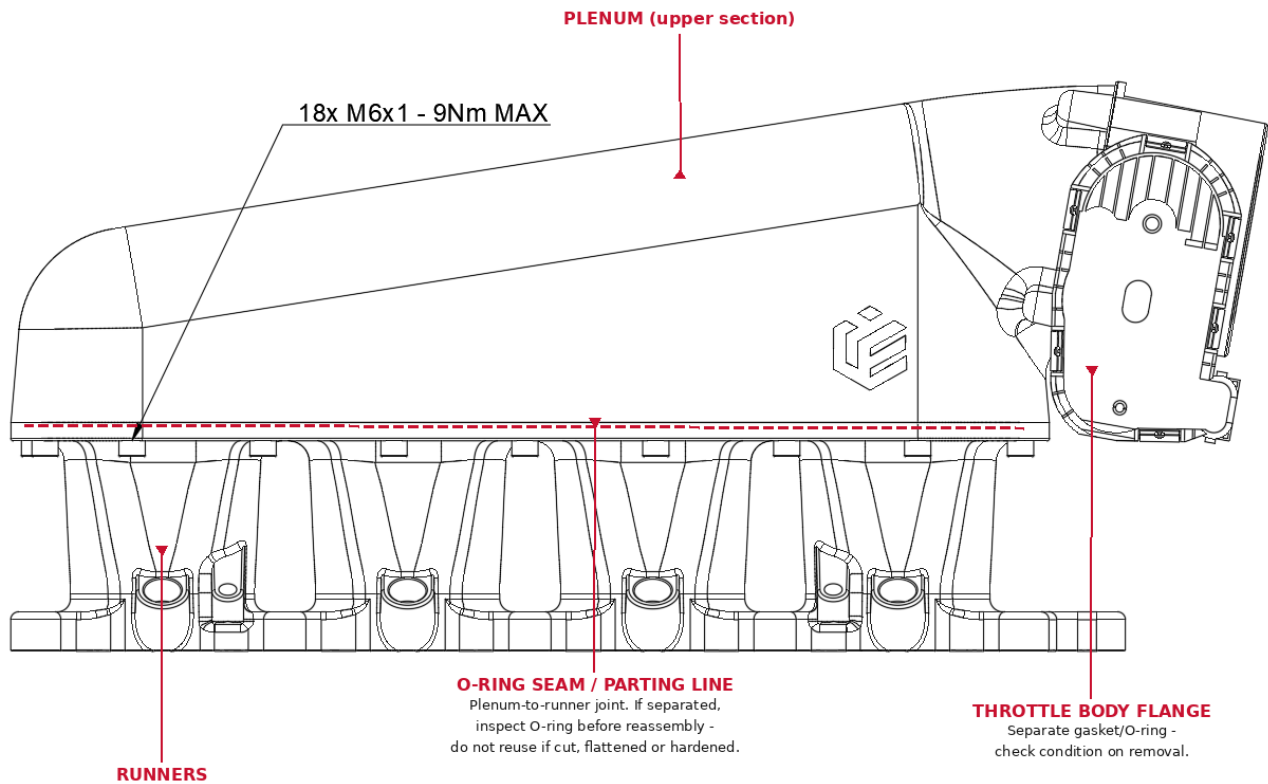


4G63 Billet Intake Manifold

Plenum & Runner Reassembly / O-Ring / Torque Guide



TORQUE SPECIFICATION - PLENUM TO RUNNERS

Fastener	Qty	Joint	Torque	Pattern
M6 x 1.0	18	Plenum-to-Runner (aluminum-to-aluminum)	9 Nm MAX	Center-out star pattern

Tighten in a center-out star pattern in 2-3 gradual passes - do not fully torque one bolt before moving to the next. This spreads clamping load evenly and avoids warping the sealing surface.

O-RING & REASSEMBLY

- Note O-ring position/orientation before separating halves.
- Inspect for cuts, flat spots, pinching or hardening - do not reuse if damaged. Ichiban can supply a custom replacement O-ring.
- Clean both mating surfaces before reassembly.
- Lightly lubricate O-ring (oil or silicone grease) and seat it fully and evenly in the groove - check for pinching or roll-out.
- Bring plenum and runners together squarely - never use bolts to pull the joint closed.
- Hand-thread all 18 M6x1 bolts before torquing any of them.
- Torque to 9 Nm MAX in a center-out star pattern, 2-3 passes.
- Recheck final torque on all 18 bolts once complete.

CAUTION - Do not exceed 9 Nm on the M6x1 plenum-to-runner bolts; they thread into aluminum and will strip or shear if over-torqued. Never reuse a damaged O-ring - a compromised seal here causes a vacuum/boost leak. Always torque in the center-out star pattern shown above.