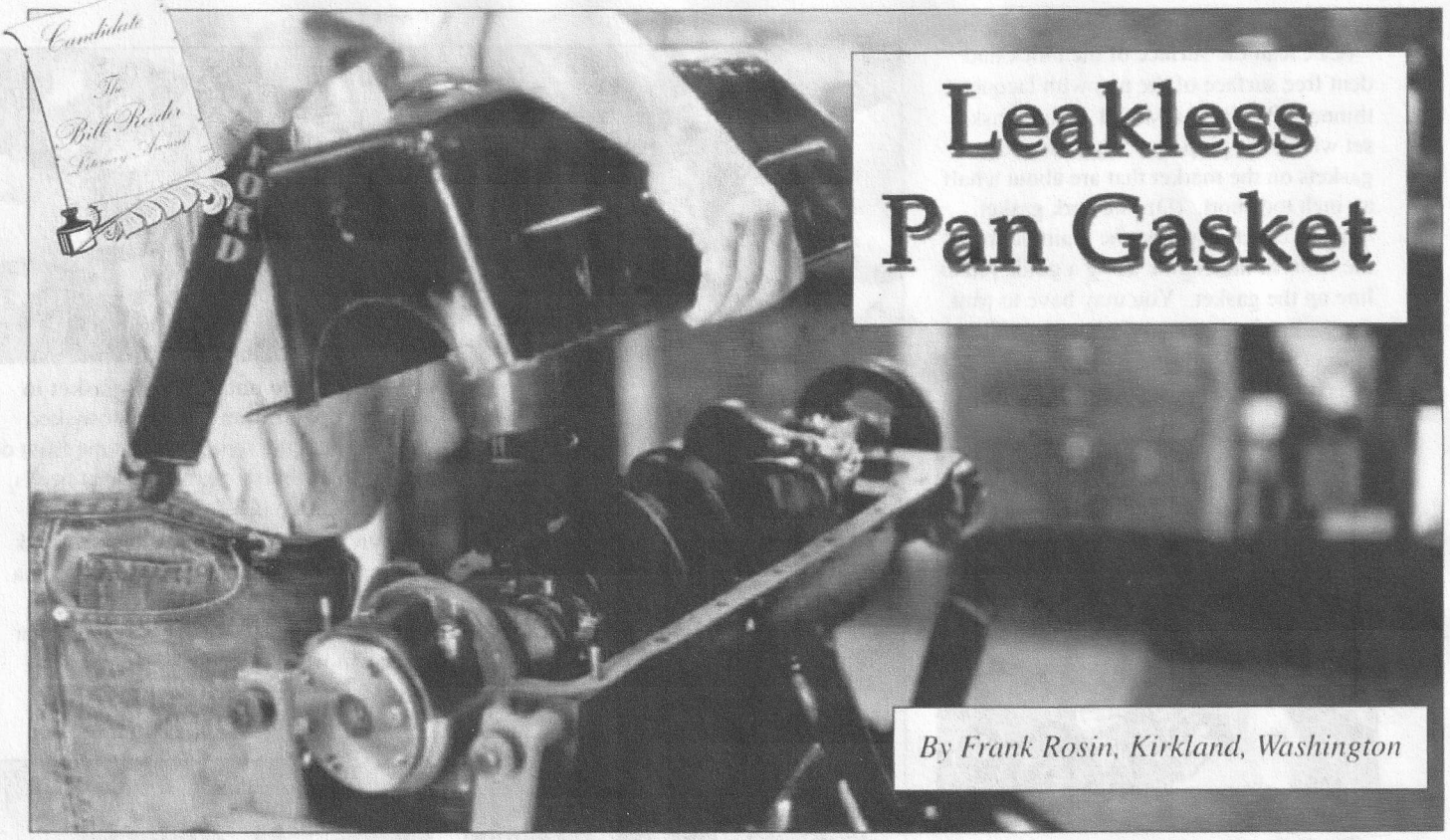


Leakless Pan Gasket

By Frank Rosin, Kirkland, Washington

Leakless pan gasket? You bet! Our Model A Ford engines can be plagued with oil leaks, but it is not necessary to have an Exxon Valdez under our car. There may be a drip now and then no matter what we do, but it need not come from the pan gasket.

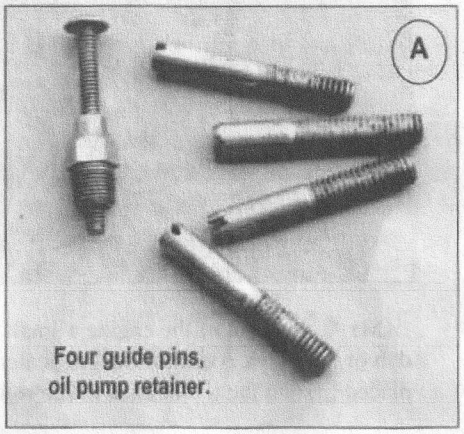
Gary Duff, who belongs to the Evergreen A's in Seattle, a long-time engine re-builder and machinist, was kind enough to share his method of installing the pan gasket. Many cars in our area do indeed have a leakless pan gasket using engines that he has rebuilt. The ones I have done remain leakless also. This procedure will work on an A or B engine, on the engine stand in the shop, or from underneath with the engine still in the car.

(A) You will need to make four guide pins from some 5/16 x 18 bolts about 1 1/2 inches long if you don't already have them in your tool box. They will come in handy when putting on the valve cover as well as the engine pan. Simply cut the heads off the bolts. Bevel the cut edges slightly with a file or grinder. Cut a slot in the top with a hacksaw so they can be removed with a screwdriver after the parts are in place.

If you are doing the pan while the engine is in the car you will need a retainer to fit the 1/8 pipe threaded hole in the side of the engine to hold the oil pump in place. The retainer is a small pipe fitting tapped to hold a machine screw. The retainer is screwed into the threaded hole and then the machine screw inside the retainer is tightened to hold the oil pump in place. This retainer has been the subject of previous articles in *The Restorer* and other publications. Later the retainer is removed and the regular pipe plug is put in the hole.

(B) You will need two kinds of adhesives, three if the engine is in the car, and some lacquer thinner for cleaning. These adhesives are used in very small amounts. This is the key...use very small amounts and only in the places necessary. They are Permatex Aviation Form-A-Gasket Sealant, Permatex Ultra Copper, and some contact cement only if the engine is in the car. DURO is one among many contact cements that seems to work well.

Since I am presently rebuilding a B engine, I have photographed the steps on the B. There is no difference between the A and B engines in doing this gasket installation with two small exceptions. These will be explained as we go along. The same Model A cork gasket set is used for both.



Four guide pins, oil pump retainer.

Adhesives and Lacquer Thinner