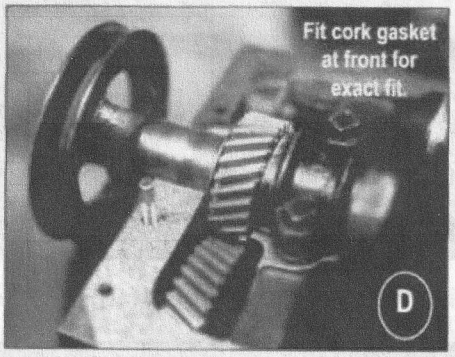
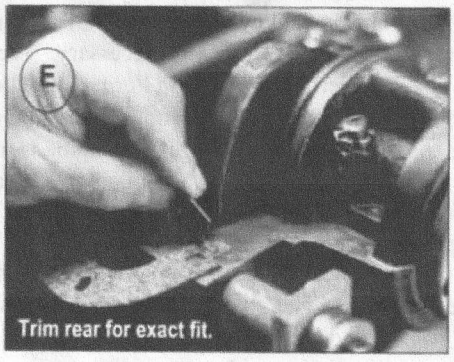
(C) Clean the surface of the block and dent free surface of the pan with lacquer thinner. Purchase a Model A cork gasket set which fits properly. There are pan gaskets on the market that are about a half an inch too short. (D) The cork gasket must fit exactly against the main pulley at the front of the engine using a guide pin to line up the gasket. You may have to trim the gasket for an exact fit, but it usually is correct and no fitting is necessary. This fit is critical to keep the front of the engine leak free.



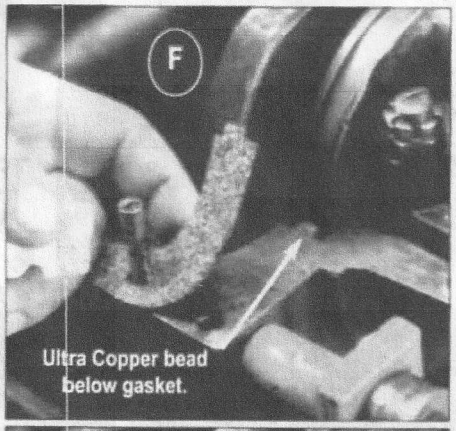
(E) The cork gasket needs to be trimmed at the rear of the engine to fit into the groove of the rear main cap. Use a guide pin to line up the gasket. It will be too long so trimming here is necessary. Take some time with this as the tabs must fit well.

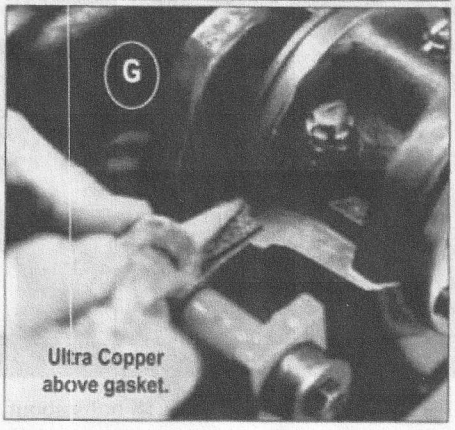


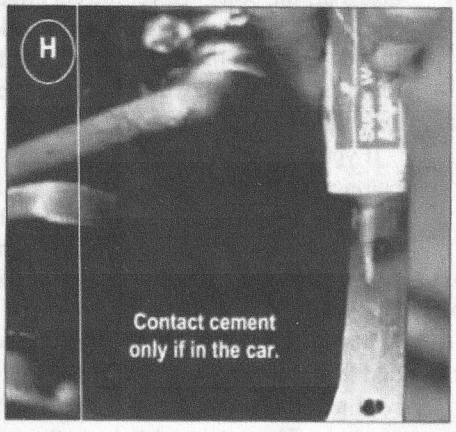
(F) (G) Apply a small bead of Ultra Copper both above and below the tabs on the rear of the cork gasket.

(H) If the engine is in the car, *and only if the engine is in the car*, a small bead of contact cement is applied to the block surface to hold the gasket in place. Use only enough cement to hold the gasket in place. Use guide pins to line the gasket up with the bolt holes because once gasket is in place, it is not going to move.

(I) If you are doing a B engine you will need to cut a small plug for a gasket hole that is not used, one on each side. There will be a small amount of gasket material that was trimmed off when fitting the tabs to make this plug. It is not necessary to plug holes on an A engine.

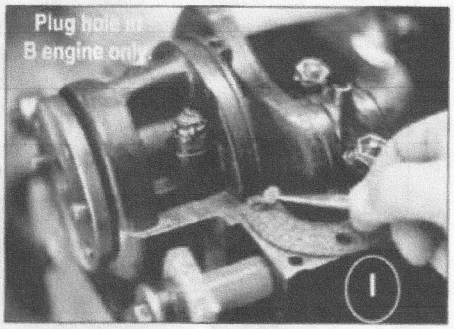




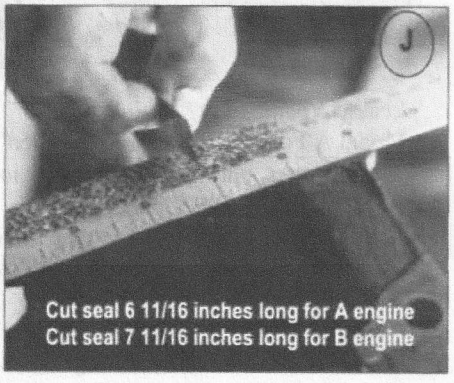


(J) Cut the long rectangular rear cork seal exactly 6 11/16 inches long (7 11/16 if a B engine). If your pan gasket set has a rear seal too short for a B engine rear main, a longer one is available from the suppliers and must be used to do the B.

Sometimes this gasket is a little too thick to fit into the groove. In this case, you can squeeze the cork in your bench vice, first one half and then the other half, as the vice is probably not wide enough to do the entire gasket. The gasket will remain compressed long enough to fit into the groove. **Do not soak this gasket in oil**. We do not want this gasket soaked with oil, it is the rope gasket at the front of the pan and timing gear cover that needs to be soaked in oil.

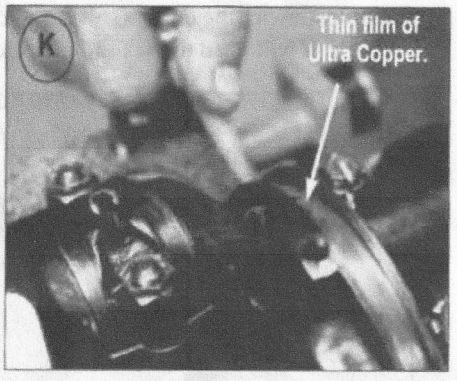


If you wish, you can soak this rear cork seal in water and allow it to dry in a tuna fish can. It will retain a circular shape which conforms to the groove in the rear main cap when dry. This is really not necessary because it is not difficult to make this gasket fit and stay in place.



(K) Apply a very thin film of Ultra Copper in the cap groove and fit the cork gasket. It may seem a tad long, but it will fit.

(L) After the cork is in place put a small final bead of Ultra Copper at the joint between it and the pan gasket.



(M) At the front of the engine a small dab of Permatex Aviation Gasket Sealer is placed first on the top of each of the rope