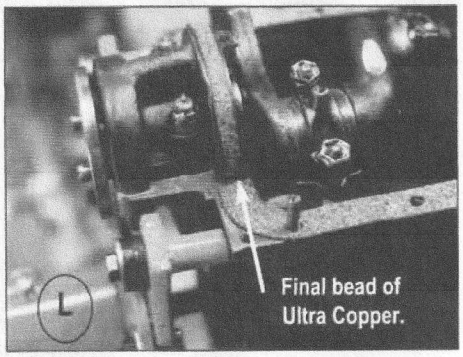
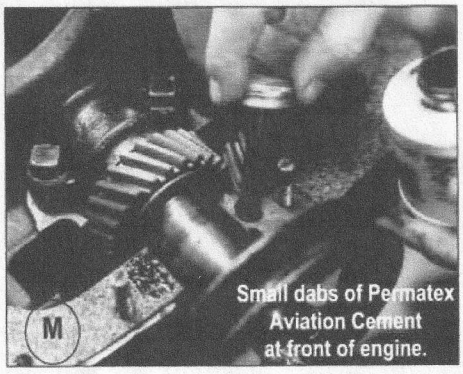
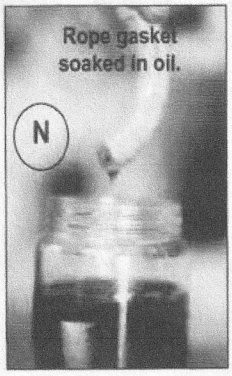


gasket ends and then a dab on the top of the pan gasket.

Notice that no other Ultra Copper or Aviation Gasket material is used. The pan gasket is **put on dry on all** other surfaces.



(N) Take a rope gasket that has been soaking several days in a jar of engine oil and place it in the groove at the front of the pan. It can either be pounded lightly in place with a socket that is about the right size to fit the curve (O) or rolled in with a round bar (P).



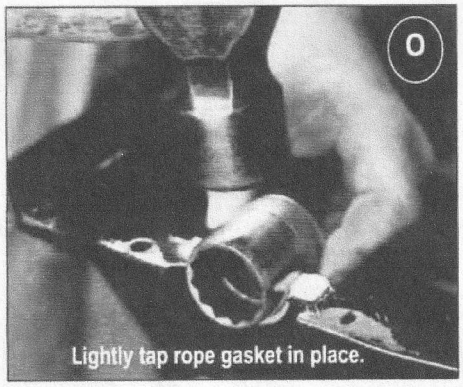
(Q) Trim the rope gasket with a sharp single-edge razor blade about 1/16 inch above the pan surface. The same applies to the timing gear cover rope gasket if you have had the timing gear cover off. If you are just replacing the pan and pan gasket without removing the timing gear cover, it is not necessary to change the timing gear cover rope gasket half, as long as it is in good shape and not leaking.

There is an alternate O ring gasket to replace the rope gasket available. It requires removing the crankshaft for installation and is beyond the scope of this article. Besides, I want to show that a quality leakless installation can be done easily with traditional materials.

(R) Now the oil pump is put in place. Use the retainer made from a pipe fitting tapped to hold a machine screw if the engine is in the car. The oil pump will stay in place if the engine is on an engine stand upside down without the retainer.

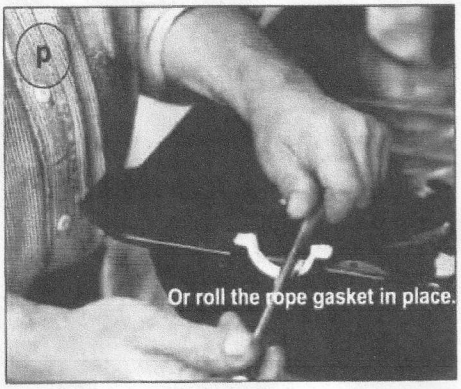
(S) Using the four guide pins in the corners, front and rear of the block, the pan may be eased into place. If your guide pins are longer than 1 1/2 inches it may be difficult to get the pan in place in the car because of the front cross member. In this case get the pan almost in place and then insert the guide pins in front and rear of the block through four pan bolts holes, then slide the pan all the way home.

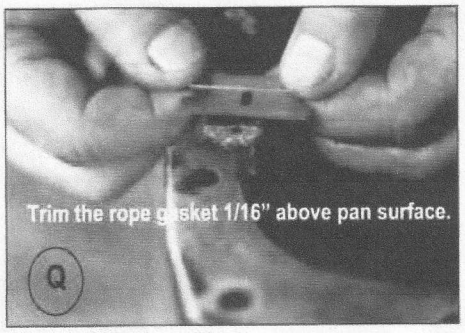
(T) Put in the pan bolts and tighten them evenly. Remove the guide pins and put bolts in those locations. About five or six foot-pounds is enough. It would be wise



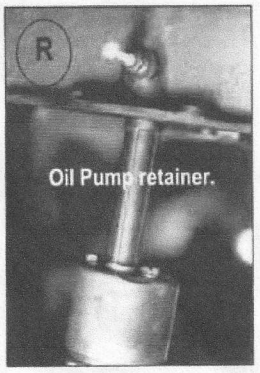
to put the flywheel housing dust cover in place first before inserting pan bolts at the rear of the pan to avoid dropping a bolt into the housing. Any of the pan bolts or timing cover bolts that do not go into blind holes in the oil chamber should have a small amount of Permatex Aviation Gasket Sealer on the threads to prevent oil from seeping out.

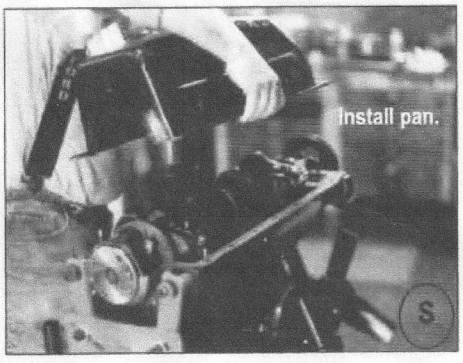
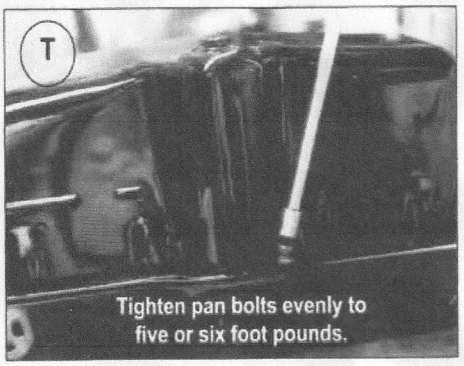
Remember that the rope gaskets at the crank pulley have been soaking in oil. The pressure on these gaskets when the pan is bolted down will force some of that





soaked oil out over the first few miles of driving. From then on, after that small amount of oil is wiped up, you will have a truly leakless pan gasket using regular materials and a minimum amount of adhesives. There is no sticky goo to ooze out and get on your fingers. There is no sticky or hard cement to remove or chip away at some future date when the pan is off once again for some other engine work. Most of all, your pan gasket does not leak oil!





This does work and it is simple. Give it a try next time you remove and replace a pan. You'll be pleased with the leakless result!