Speedway Gasket Set Issues – Graphite ‘Clone’ of ‘Best Gaskets’

Here are the issues in summary:

1) Head Gaskets: The compression rings on your gaskets have very poorly formed areas - which are not close in quality to BestGaskets or anybody else's composite type gaskets. Due to this, I can't risk running them - as a leaking/defective head gasket is a big problem on any engine, let alone a high-performance one.

Yours:



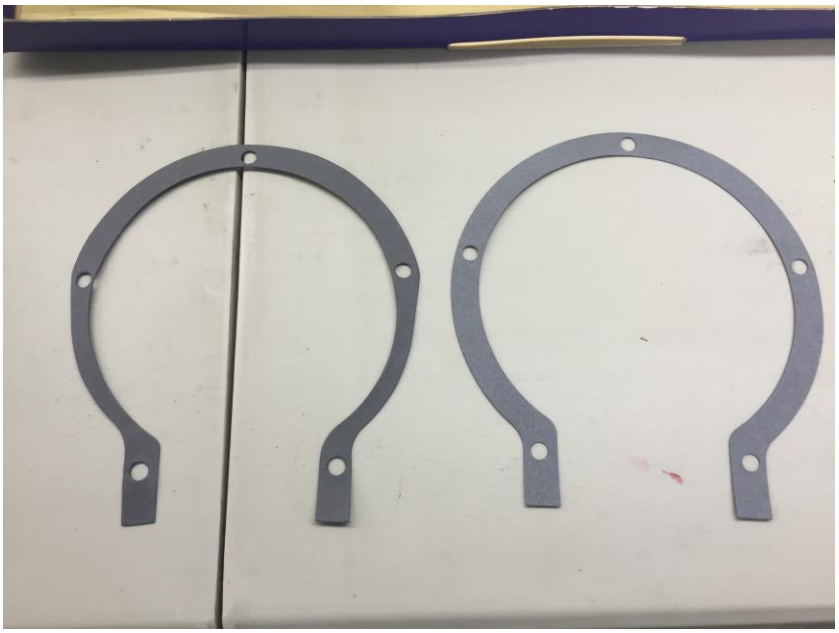


BestGasket:



2) Timing Cover Gasket: The gasket thickness does not match what Ford provided - it is approximately .010 too thick. Due to this, the camshaft "thrust" dimension will be increased - outside of the specification that Ford provides.

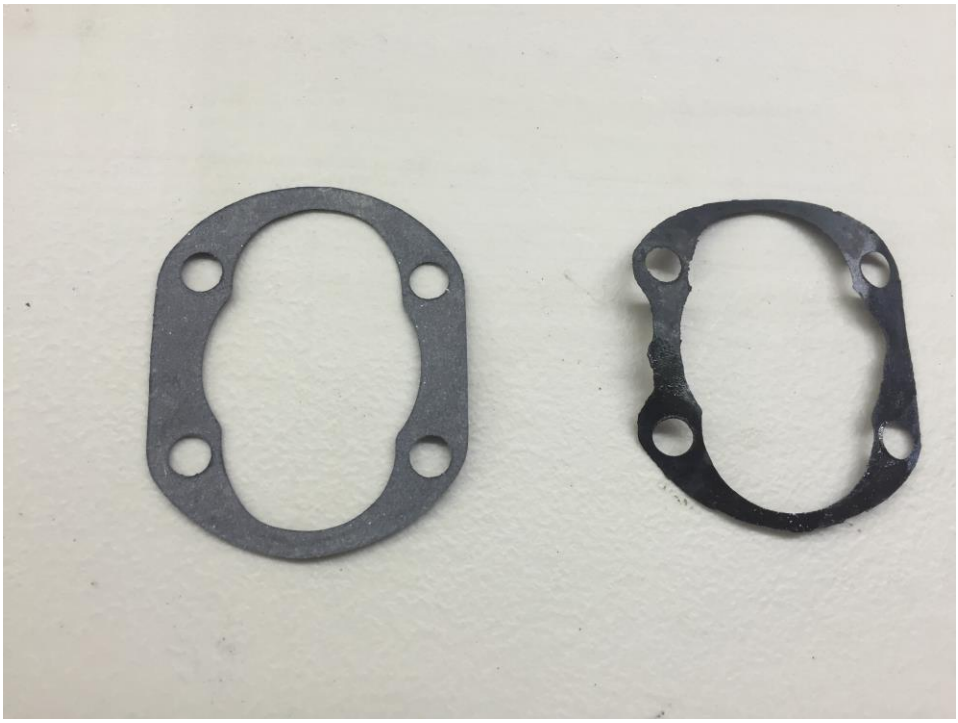
- Your gasket: .0245 thickness
- Correct gasket: .0145 thickness



3) Oil Pump Cover Gasket: Same deal as above - way too thick

- Your gasket: .0245

- Correct gasket: .0075



4) Main Seals: Your suppliers have attempted to copy the GraphTite main bearing crank seals that Best Gasket provides (which are a great improvement over stock). Your seals are made of really poor quality "rope type" material, they squish/deflect upon installation, the graphite powder isn't impregnated as it should be, etc.. I attempted to use one of them - saw the issue that one can't effectively get it into the rear block groove (causing the crankshaft to bind) - so I took it back out and replaced it with a stock rope seal. I highly recommend that you compare your seal to that of BestGasket - you'll see what I mean.