

# PESKY OIL LEAKS

## Front of Engine

By Marshal Daut

Besides an improperly installed pan gasket, four culprits that can contribute to oil loss in the front of the engine are:

- (1) improperly installed or trimmed donut seal inside the front timing gear cover;
- (2) worn crankshaft pulley shaft;
- (3) a crack in the front timing gear cover around a lower bolt hole;
- (4) unsealed right side (passenger's) front engine mount bolt.

I have experienced all of these in a Model A at various times, the most elusive of which is a cracked front timing cover - because nobody expects this to fail. Remove each of the front cover bolts one at a time and FEEL around the hole for a sharp edge indicating a crack. You may have to clean the areas of sludge and heavy paint to do this. People over-tighten these bolts and thereby crack the surprisingly delicate cast iron cover. A crack near the

lower right bolt hole here drove me nuts for two years because after changing all the gaskets, a pesky leak was still present. Yup! There was a crack that opened wider as the engine warmed up, allowing more oil to leak. A new front timing gear cover solved that problem.

Most guys don't know that the right side front motor mount hole goes all the way through the timing gear cover = it's open. If the 3/4" bolt threads are not sealed with goop, oil will leak out and run along the front lip of the pan, leading one to believe the pan gasket is at fault.

A worn pulley shank will allow oil to leak past even new woven donut seals in the front timing gear cover and the pan.

Trimming the woven donut seals too short will also allow oil to slip by. A little stub of the seal needs to stick up, both from the timing gear cover and the oil pan. These ends crush together when the parts are assembled and form a seal.

Check all these out and you'll probably find the cause of your leak.