

Trouble with Head Gasket Installation.

Chris Watters from the WKY Region of MARC submitted this method.

As many of you know, I have had years of trouble keeping a head gasket on my '31 coupe. I have high compression heads on the roadster and the sedan and have no trouble. Not so with the coupe. This engine is the original factory motor with matching serial numbers on engine, frame, and title. I have been talking with James at Dreamwerks Every time I change head gaskets, I have the head checked by machine shop and milled if needed. I even had them check the block and head for cracks. I asked James if I have had too much material removed from my head as I have had it done several times, and it is the Snyder high compression head. He said, No, he has milled them way down with no problem. I have also in all this used both modern gaskets (made for the high compression head) and copper gaskets.

Now after all that said, here is what I learned from James at Dreamwerks. He told me that most people are installing head gaskets wrong. He said he only uses copper gaskets and has good luck. Here is what he told me to do.

After both surfaces are cleaned up spotless, coat the gasket with copper coat spray, install head, and torque to 55.

When everything is assembled, start the motor before adding water and let it run a short time, long enough to where the head is hot to the touch.

Let it cool (cold) and re-torque. Let it cool and do this once more.

After motor is cold, add your water or antifreeze. This is the procedure he uses on all his motors and says they have no problems with gasket failure.

Information provided by: Dreamwerks Model A/B engine rebuilder

<http://model-a-ford-4bangers.com/>