

## **INSTALLING FRONT SEALING BLOCK**

- 1) The front sealing block can be replaced with the engine in the car. A lower engine gasket kit will provide all the gaskets needed. Recommended gasket maker is Permatex Ultra Black.
- 2) Drain the oil then remove all the oil pan bolts noting that the four in the rear are longer than the rest.
- 3) Pry the oil pan away from the engine block, being careful to not bend the flange, then maneuver the oil pan down to clear the oil pump and to the rear to clear the frame. Scrape the old gasket off the block and oil pan. Straighten any bent areas of the flange of the oil pan so the top surface is flat. Clean out the oil pan so it is ready to re-install.
- 4) Remove the two bolts that go up through the sealing block into the engine block and the three bolts that come into it from the front. The center bolt has a screwdriver slot and can be a challenge to remove because the damper is in the way. I use a short, 1/4" hex drive screwdriver bit and turn it with a wrench.
- 5) After all the bolts are out, pry the sealing block out. Hopefully the gasket that is between it and the front plate stays intact because you will not be able to replace that gasket without disassembling the whole front of the engine. If some of it tears away you will just have to fill the gap with gasket maker.
- 6) Note how the two little gaskets that go up against the engine block at the ends of the sealing block are oriented. Remove the old ones if they are still stuck to the engine block and clean the surface. DO NOT remove the remains of the front gasket.
- 7) Coat the front gasket generously with gasket maker. If the gasket has separated from the front engine plate or if layers of the gasket have separated try to work gasket maker in between. Coat the new small gaskets on both sides and stick them in place on the block and coat the vertical surface of the engine block where the ends of the sealing block will be.
- 8) Coat the ends of the sealing block generously with gasket maker and slide it into place moving it forward and upward so it does not wipe the gasket maker off the gaskets as it goes into place.
- 9) Start all the bolts and snug them up before final tightening any because the bolts will pull the sealing block upward and forward as you tighten them. 8 – 10 ft/lb is recommended final torque.
- 10) After all the bolts are tightened, Tap the wood block into the slot at each end of the sealing block with the wood grain aligned vertically. You may trim the width of the block closer to the width of the slot but leave it slightly wider than the slot. The extra will shear off and the gasket maker will extrude out as you tap the block in until it bottoms up against the engine block. Carefully shave the protruding wood off flush with a razor and clean up any extruded gasket maker.
- 11) Coat both sides of the oil pan gasket with a thin layer of gasket maker and stick the gasket onto the oil pan. Maneuver the pan into place and start all the bolts. Note the four longer bolts go in the rear. Also note the front and rear bolts along the distributor side and the two front bolts into the sealing block go up through into the crankcase so coat the bolt threads with gasket maker to keep them from leaking oil. Torque bolts the two rear bolts 8 – 10 ft/lb. and the rest to 16 – 18 ft/lb .



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