

## Restoration News

### A TIGHT SEAL FOR VALVE COVER GASKETS...

# EVERYTIME!

#### INSTRUCTIONS FOR INSTALLING THE NEOPRENE RUBBER FORD VALVE COVER GASKETS

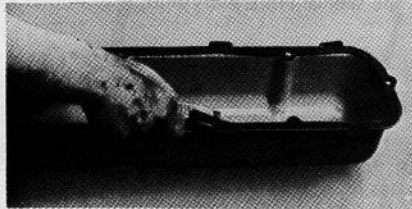
##### WHY A NEOPRENE RUBBER GASKET?

Since 1966, Ford has been using a Neoprene rubber valve cover gasket as replacement on all models, and for production on some medium and heavy trucks. This gasket is easier to handle, and has a longer shelf life than the cork type usually used on Ford vehicles. In addition, it has some better performance characteristics when used as a service replacement for cork.

When installing one of these gaskets in place of the production gasket, there are some steps that should be taken to assure a permanent seal. Observance of these installation instructions should help you avoid service comebacks on valve cover gaskets.

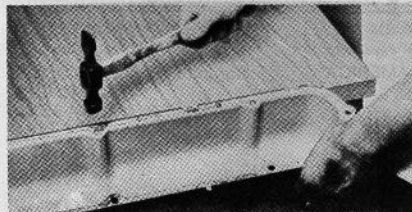
##### REMOVAL OF OLD GASKET

Remove the old cork gasket from the gasket surface of the valve cover, and from the machined surface of the cylinder head. Make sure to remove all particles from both surfaces so that the new gasket will not be deformed and thus cause possible leaks. Also remove all cement that may be found around the gasket sealing surfaces.



##### PREPARING THE SURFACES FOR THE NEW NEOPRENE RUBBER GASKET

The one thing that can prevent you from getting a good seal on the new valve cover gasket is a distorted mounting flange. This distortion is usually caused by the mounting bolts being torqued too tightly during installation. The original cork gasket will be deformed to more or less fit the bent cover, but another gasket cannot be satisfactorily installed to a cover in this condition.

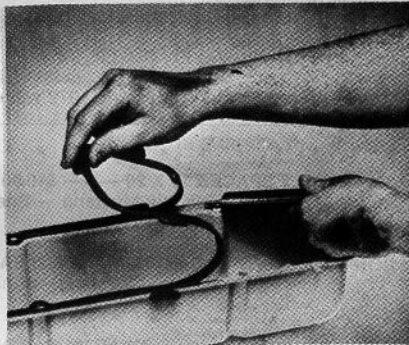


Using a block of wood and a hammer, straighten the flange until it shows true, using a straightedge.

Remove all oil from the gasket flange surface, and from the head surface, using an appropriate solvent. Failure to install the Neoprene rubber gasket to a dry surface may cause the gasket to "squeeze" out during torquing.

##### INSTALLING NEW GASKET

Sheet metal covers on some late models have built-in gasket retaining features such as cut-outs for gasket tabs. Others require the use of a good, firm-setting adhesive like Rotunda Perfect Seal Sealing Compound (R134-A) or Gasket and Seal Contact Adhesive (R112-A). Apply adhesive sparingly to the outer edge of the clean dry surface. Install gasket at the beginning of the job, so that the adhesive will have time to properly set before you reinstall the valve cover.



**NOTE:** Before reinstalling the valve cover, clean all oil return holes in the cylinder head. This will help the oil drain back into the crankcase, and will prevent build-up and undue pressure against the new valve cover gasket.

##### TIGHTENING VALVE COVER

Position the valve cover on the cylinder head, and check to see that all surfaces are properly aligned. Install the attaching bolts (and spacers or washers if required) and tighten slightly. Final-tighten the bolts in the recommended sequence to the following torque: 170-200-250-289-302 & 351 (3-5 ft.-lbs.); 390 & 428 (4-7 ft.-lbs.); 429 & 460 (5-6 ft.-lbs.); and 240 (7-9 ft.-lbs.).

Tightening beyond this limit will only distort the valve cover—thus producing uneven gasket pressures—and may even break the gasket. If you have followed all the instructions, you should have a gasket that will not leak, will protect the engine against dirt build-up, and will give you a happy customer.