



TClinic

SUMP GASKET

The correct sump gasket is made of heavy paper, but the gasket in some gasket sets is made of thick cork. This cork gasket provides a good enough seal between the sump and the engine block, but it holds the sump farther away from the block than normal. This can prevent proper seating of the graphite rope seal around the crankshaft pulley and of the cork seal between the rear main bearing cap and the rear of the sump. A leak at the crankshaft pulley only coats the front of the engine with oil but leakage between the sump and the rear main bearing cap goes straight into the bell housing.

A second problem which can be caused by a thick cork sump gasket is also worth mentioning here. The oil passage running from the oil pickup tube to the oil pump is a drilling in the side of the block. The junction of these drillings at the gasket surface between the sump and the block is sealed by the sump gasket. If the gasket fails at this point, the result will be an immediate loss of all oil pressure, and I need not tell you what damage this can cause. Cork is not an especially reliable gasket material in applications where high pressure or high suction are involved, so for safety's sake, use the original type paper gasket. Fit it carefully according to the instructions found in every XPAG manual, and glue it down with gasket cement.

(Reprinted from TSO)
Printed by TCMG in 1974

2002 Update

Most manufacturers have caught onto the cork sump gasket problem and now supply paper gaskets there. There might be old stock out there though so beware. Most kits also now come with a modern lip seal for the front pulley. The lip seal is siliconed in place.