

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	August 1995 TB 1240
Mfg:	GM
Model:	MONTE CARLO
Liter:	5.0L
V I N:	M
Year:	96-00

Resurfacing Cylinder Heads On
GM 4.3 5.0 & 5.7L Small Block Chevrolet Engines

Beginning in 1977, one of the changes Chevrolet incorporated into its thin wall casted small block cylinder heads was the angle of the spark plug cooling port. A potential leakage problem exists on these lightweight heads, especially when heavy or repeated machining of the surfaces take place.

Gasket manufacturing engineers state that the walls of the cooling port angle towards one another in pre-1977 heads (see Fig. 1). This different angle increases the sealing area between the combustion chamber and the spark plug cooling port whenever any machining takes place.

Figure 2 shows the difference between the newer and older design. The cooling port walls angle towards the combustion chamber on the newer design. Machining the surface of this head reduces the sealing area between the port and the combustion chamber, which can lead to leakage.

It is recommended that AERA members do not remove more stock than is absolutely necessary when working on the newer design head and that a composition type gasket be used in place of a steel shim gasket. A composition gasket offers more sealing area than the protrusion bead on a steel shim gasket, therefore reducing possible leakage.

The AERA Technical Committee

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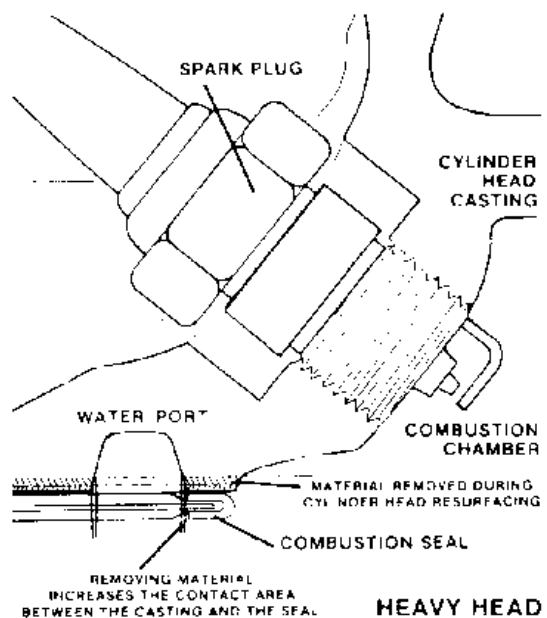
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Bulletin Diagram: Untitled Graphic #2081 for TB 01240

TB1240



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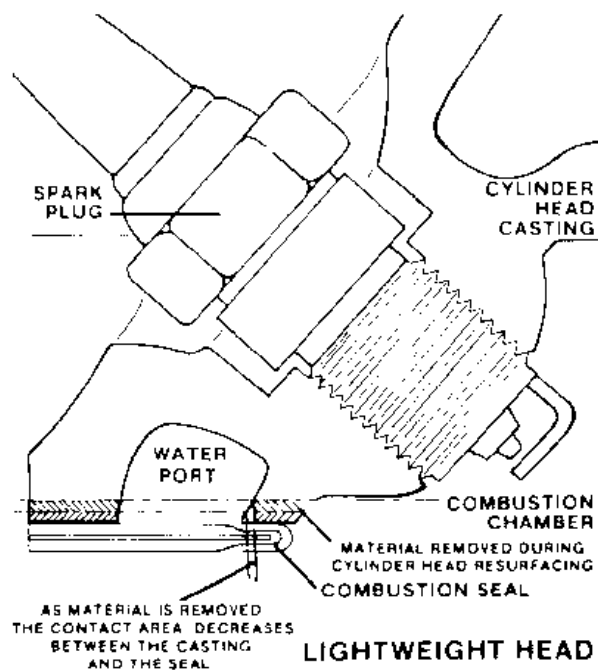
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Bulletin Diagram: Untitled Graphic #2082 for TB 01240

TB1240b



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