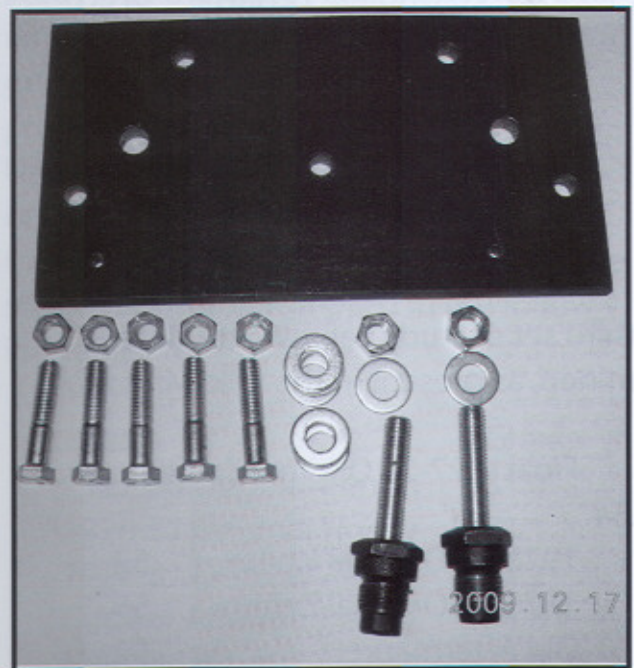


### Don't Let Your Model A Head Give You a HEADACHE

Sometimes a Model A head is difficult to remove. This is particularly true if the engine has been sitting unused for a number of years or if the head gasket has sealant imbedded in it for use with higher compression heads. Rather than take Henry Ford's name or someone else's name in vain there is a relatively easy way to remove a stuck head.

I recently bought a head puller made by fellow Club member Gordon Baverstock and found it to work very well with a head that was really hard to remove. Without it I am not sure I would have been able to get the head off without damage or considerable frustration.

The unit consists of a 6" X 11" X 1/2" steel plate with seven holes drilled in it. Two 1/2" holes correspond with the location of spark plugs number 2 and 3. The other five 7/16" holes correspond to the location of the 5 head studs surrounding spark plugs 2 and 3. Two old spark plugs are modified by removing the insulators and inserting 1/2" bolts. The heads of the bolts are staked to the base of the spark plugs. The five bolts are placed through the five 7/16" holes with nuts run up to the end of the threads. It is important that the ends of these bolts protruding beyond the nuts be an equal length so that the load is equally placed on the head studs. The "dummy" spark plugs are screwed into locations 2 and 3.



The next step is to remove the two front long head studs that hold the water outlet. These studs can be bent if the head does not come up evenly causing a problem that you don't want to have to deal with.

Place the plate over the head and put a washer and nut on the bolts that are through the dummy plugs which will be protruding through the steel plate. It is important to be sure that the 7/16" bolts are resting evenly on the head studs.

Using a 3/4" socket or wrench, proceed to tighten the nuts on the spark plug bolts about a turn at a time. It is very important to tighten the nuts evenly to ensure the head comes up evenly without binding on the head studs.

The next step is to remove the two front long head studs that hold the water outlet.



These studs can be bent if the head does not come up evenly causing a problem that you don't want to have to deal with.

Place the plate over the head and put a washer and nut on the bolts that are through the dummy plugs which will be protruding through the steel plate. It is important to be sure that the 7/16" bolts are resting evenly on the head studs.

Using a 3/4" socket or wrench, proceed to tighten the nuts on the spark plug bolts about a turn at a time. It is very important to tighten the nuts evenly to ensure the head comes up evenly without binding on the head studs.

The head puller works very simply by exerting upward force on the head by tightening the nuts on the dummy spark plugs screwed into the head and

transferring this force down onto the head studs. Gord says that more than 20,000 pounds of upward force can be exerted by using the head puller.

The puller will raise the head about 3/4". The lift is limited by the water tunnel in the head hitting the plate. If you start to run out of thread on the lift bolts you can put washers on the bolts to give you more thread to work with.

If you are doing a lot of engine work you may wish to purchase a puller for your own use or as many Model A Clubs have done is to purchase a unit to be lent to Club members as needed.

Gord Baverstock's contacts are as follows: 180 7th Ave. E., Owen Sound, Ont., N4K 2W7 Canada,  
Tel 1-519/376-5987  
E-mail: gbaverstock@bmts.com

