

Head Gaskets

by Tom Endy

The FelPro Company has for many years manufactured the better quality head gaskets for a Model A Ford. The part number is 7013. Most of the major suppliers carry it under their own part number and don't necessarily tell you in their catalog that the gasket is a FelPro. Bratton's carry it under their part number 8070 (\$19.00) and they do identify it as a FelPro. You can also order one under the FelPro part number from any Napa store.

The FelPro 7013 is copper clad on each side with asbestos looking material sandwiched in between.

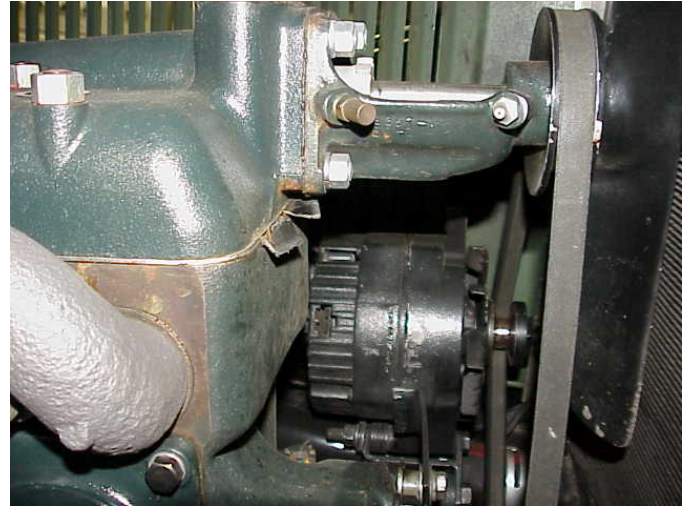
A number of years ago FelPro offered the 7013 with several different dash numbers to accommodate different applications. The 7013-1 was for use with an engine with a standard bore and up to .080 over, I believe. If there was a 7013-2, I do not know what the application was for and I have never seen one. The 7013-3 is for use with an engine bored .100 or more over. The difference is that the gasket has the piston openings at a larger diameter. This feature makes for very narrow gasket material in the area between the #1 and #2 pistons and the #3 and #4 pistons. A blown head gasket is a common occurrence in these two areas.

As the Model A came out of common use there was less demand for head gaskets and suppliers and the manufacturer determined that the FelPro 7013-3 would suffice for any application. Therefore the -3 is all that is available today and they have a -3 stamped in the upper left corner of the gasket.

I recently acquired an old stock FelPro 7013-1 that I intend to use on an engine that is bored .020 over. The area between the cylinders is noticeably wider and hopefully better able to withstand blowing out in these areas.

In recent years another head gasket for the Model A has come on the market and is referred to as a "modern head gasket". Most of the major suppliers carry it. The price however is considerably higher. A number of people have expressed satisfaction with the performance of the new gasket.

However, I had a bad experience with the one I attempted to use. After about 1,000 miles I noticed the front of the gasket had delaminated and migrated out a full inch and was sticking out under the water pump. Surprisingly the gasket had not blown and the car still ran good, but when I removed the head it appeared to be just about ready to go. ☺



A "modern head gasket" delaminated and sticking out under the water pump.



FelPro 7013 head gaskets. The gasket on the left is a -1, the arrow points to the area between #3 and #4 cylinders, note how wide the area is. The gasket in the center is a -3, note the area between #3 and #4 cylinders is very narrow. The number -3 is stamped on the gasket. The gasket on the right is a -3 that blew out between #3 and #4 cylinders.