



Installing Cometic “Solid” Head gaskets

The Solid head gaskets we sell are three layers thick, two outer layers of embossed stainless steel with a center section of aluminum.

Their benefit is that they are less deformable – so they will resist blow-out from high-boost applications. Their detriment is that they are less deformable – so they will also not flow into block or head scratches and seal as easily as stock head gaskets do.

Because of this, they require extra care to install.

1. The block deck must be checked for straightness and may need decking before they can be installed.
2. The deck must be dead straight and without scratches. The heads must be checked for straightness also, of course, and may need planning.
3. After about 3 heat cycles (Start up, light driving, allow to reach full temp, then allow to cool, then repeat 2X more) you **MUST** remove the cam covers and retorque the heads. The aluminum block and heads will expand during the heat cycles and squish the head gasket like no torque wrench ever could. You will find the torque on your center head studs to be at about half of what they are supposed to be after 3 heat cycles as a result.

BTW – this is the same as using O-ringed heads or O-ringed blocks. They need to be retorqued after 3 heat cycles too for the same reasons.

So – who would use these gaskets after all this extra care is needed? They are very nice for high boosted engines where head gasket blow-out is an issue. Low boosted engines (under 9 psi of boost) the stock head gaskets perform just fine.

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