

## Core Plug Replacement

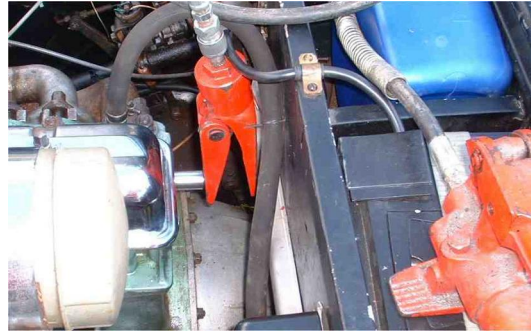
The head core plug, which is situated 4.5 inches in front of the aft bulkhead blew out, reason never discovered. Prior to the last resort of removing the head I decided to take a chance with a hydraulic set of jaws.



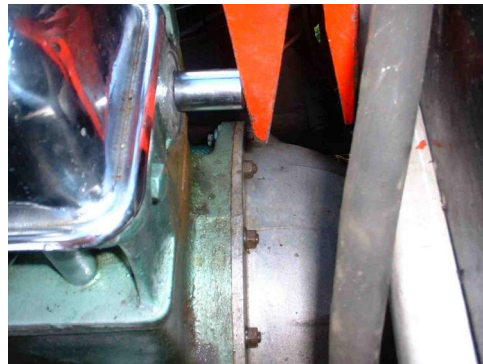
The kit, two lengths of channel steel, 10ton body jack with half ton jaw, plug socket plus short extension, 10mmsocket, (missing stubby masons hammer)



The front stiffener (spark plug socket and short half inch socket extension) was resting between the forward chassis cross member and lower block, to stop forward movement on engine mounts.



The bulkhead stiffeners on the aluminum bulkhead were stainless steel V20, set horizontally at the "curve" level with core plug hole and were sufficient to take the pressure without distorting. The core plug recess was thoroughly cleaned of all rust and dirt, the plug and hole circumference coated with gasket sealant before being inserted. The jaws were then eased into position with the stiffeners and socket. The pressure was then applied watching the effect of the rear bulkhead which moved about 3 mm.



Even with the full half ton pressure to depress the plug inwards it needed the lower forward jaw to be hit with a heavy masons hammer to cause the core plug to indent and open, (short, sharp, and hard) this was done 4 times moving the socket in a circle around the center of the plug, the plug "dome " this way was flattened (reduced) 2mm.



The plug in and sealed.

This operation was carried out 3<sup>rd</sup> December 2007 and since then the car has traveled 5,100 miles.