

Oil Passage Expansion Plug Replacement

I removed expansion plugs before having the head cleaned and am ready to plug them back up. I use 3/8" NPT pipe plugs for the main oil galley plug. No need to drill the block, you just thread the tap in place.

It is also possible to use 8mm x 1.00 pipe plugs. Not cheap but you don't need to drill the holes out, the tap threads right in there. Don't forget to add sealer to the NPT plugs.



For the main gallery, 1/4" NPT works perfectly without drilling out the holes but be aware that you must use either a shorter forward pipe plug OR don't tap the hole as deeply up front. If you go too far in with a plug, you will block the oil flow from the forward cam bearing to the rest of the head, with disastrous results...



I also drill out the plug that's on the face of the head, below the #1 exhaust manifold attachment bolt. It's the intersection passage for the oiling to the head. Lots of grit tends to accumulate there after a trip to the machine shop! This needs to be drilled out oversize, and I use a 1/8" NPT plug there.



Cam bearing oil feed holes are originally fitted with aluminum plugs. Early heads have three of these, while later heads (late 1970/early 1971) have four of these. I tap these for an 8mm x 1.00 metric pipe plug.

Note the difference between a short pipe plug and a long pipe plug here:

