

Lagondaforum: M45 Blown Head Gasket: Welcome advice and guidance, Hints and Tips

M45 Blown Head Gasket: Welcome advice and guidance, Hints and Tips

Written by Andrew Cheyne at Aug 11, 2016 10:01 am

Dear All,

Last weekend the head gasket on my M45 engine blew between cylinder 3 and 4. (And now I have the engine apart, the head gasket between 1 & 2 does not great either!).

The engine has run less than 5000 miles since a new block and a skimmed head were built back into my reconditioned engine.

The cylinder diameters are at 88.9mm.

I plan to skim the head again, as it has been somewhat eroded during this recent episode, but the block looks OK

I would welcome any Advice and Guidance, Hints and Tips, Do's and Don'ts etc. for my rebuild.

For instance: Should I use a copper gasket (as from the LOC), a composite gasket (as from LMB), a solid copper gasket available locally or what? Any jointing material or dry? Torque loading? etc, etc.

Welcome any and all suggestions either via the Forum or please call me direct on + 44 (0) 1590 677 900 and I will return your call. Any time.

Or email me: andrew@cheyne.net

I am looking forward to hearing from you.

Andrew Cheyne

C.75

Re: M45 Blown Head Gasket: Welcome advice and guidance, Hints and Tips

Written by Julian at Aug 12, 2016 5:50 pm

Hi Andrew,

With the thought in mind that I am advertising my own stuff but at the same time trying to help, I would strongly advise fitting one of our composite Graphite / steel gaskets, these were specifically made to combat the typical problem you have just encountered.

240 Euros each and in stock.

Hope this helps,

Best regards,

Julian

Give me a buzz on 0032 489 712 608

Re: M45 Blown Head Gasket: Welcome advice and guidance, Hints and Tips

Written by Andrew Cheyne at Aug 14, 2016 8:02 am

Dear Julian,

Many thanks for you reply and our telephone conversation. I have one other lead to follow and will get back to you as soon as I can.

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All the best,

Andrew Cheyne

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