

## Adapting 59A Style Heads to an 8BA Block

In order to use the 59A style heads with the center water neck on an 8BA block 3 holes must be plugged. There are 2 holes on the engine and 1 on the head that will leak if not plugged. By laying a 59A gasket on the block with a few studs or bolts in place you can see which hole needs to be tapped. Use a good sharp 1/8 NPT pipe tap and light tapping oil. The tap drill size is a "R" letter drill but more than likely the block will not need to be drilled. In fact, first check that the block will accept the tap. If it's too corroded it may need a larger tap. Allen head plugs can be found in good hardware stores but if you have any problems locating some we have them here.

Best time to do this is before assembly. If you do it after it's assembled, make sure you keep the shavings out of the block. Rags and a magnet are



needed. I should be using a tap handle at least or better yet a tap fixture to keep it square and straight.

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**Passengers side hole is partially covered by the gasket but it will leak if not plugged. There is a water passage on the head that almost lines up with this hole which is why it also needs to be plugged.**



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Use sealant rated for water contact and high temperature.



Make certain

you are below the deck with the installed plugs.



## **Adapting 59A Style Heads to an 8BA Block**

**This hole needs to be drilled to the R drill size (.339"). Again use good sealant on it. Pretty simple but don't get in a rush or you could end up with a leaker or worse yet you could break the tap off in the block or the head.**



## **Sharp 24 Stud 59A Style Ford Flathead Cylinder Heads**

**All Sharp heads still incorporate support and directional flow ribs over each dome as well as flow below the bottom row of studs and additional material over the combustion chambers allows up to .375" pop-up domed pistons.**

**Heads are machined to your specifications to match your engine. Combustion chamber volumes from 53 to 80c.c.s, valve pockets from stock to + .500". Special compression ratios, valve clearances, domes, etc. cut on request.**