

## J2 TECHNICAL ARTICLE

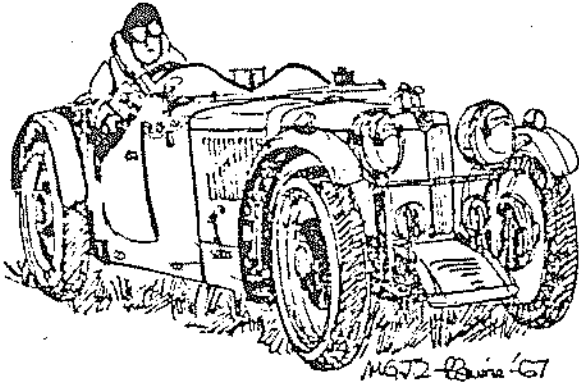
Number 214

July 14, 1984

From Octagon HEaven

Source: Unknown

Thanks Larry Lee



### CRACKED HEADS

Here's an important tip from England :

Apparently the most common cause of cracked cylinder heads is pre-ignition - pinking, pinging, knocking. The cracks usually occur at the valve openings on the surface of the combustion chamber. The heat and pressure are just too much for the cast-iron head.

The sound of pre-ignition in our low-compression cars sounds more like a mild rod clank than the high-pitched ping of modern cars.

Pre-ignition is caused mostly by a too-far advanced ignition timing, and sometimes by heavy carbon deposits. Using too hot a spark plug is another cause.

If your car diesels after cutting off ignition, it can do the same sort of damage to the head. Lower the idle speed to stop it; if you can't lower it enough, the throttle spindles are leaking air at the carburetor bodies.

With T-Series cars, turn the distributor counter-clockwise to retard the spark - clockwise with overhead cam engines.