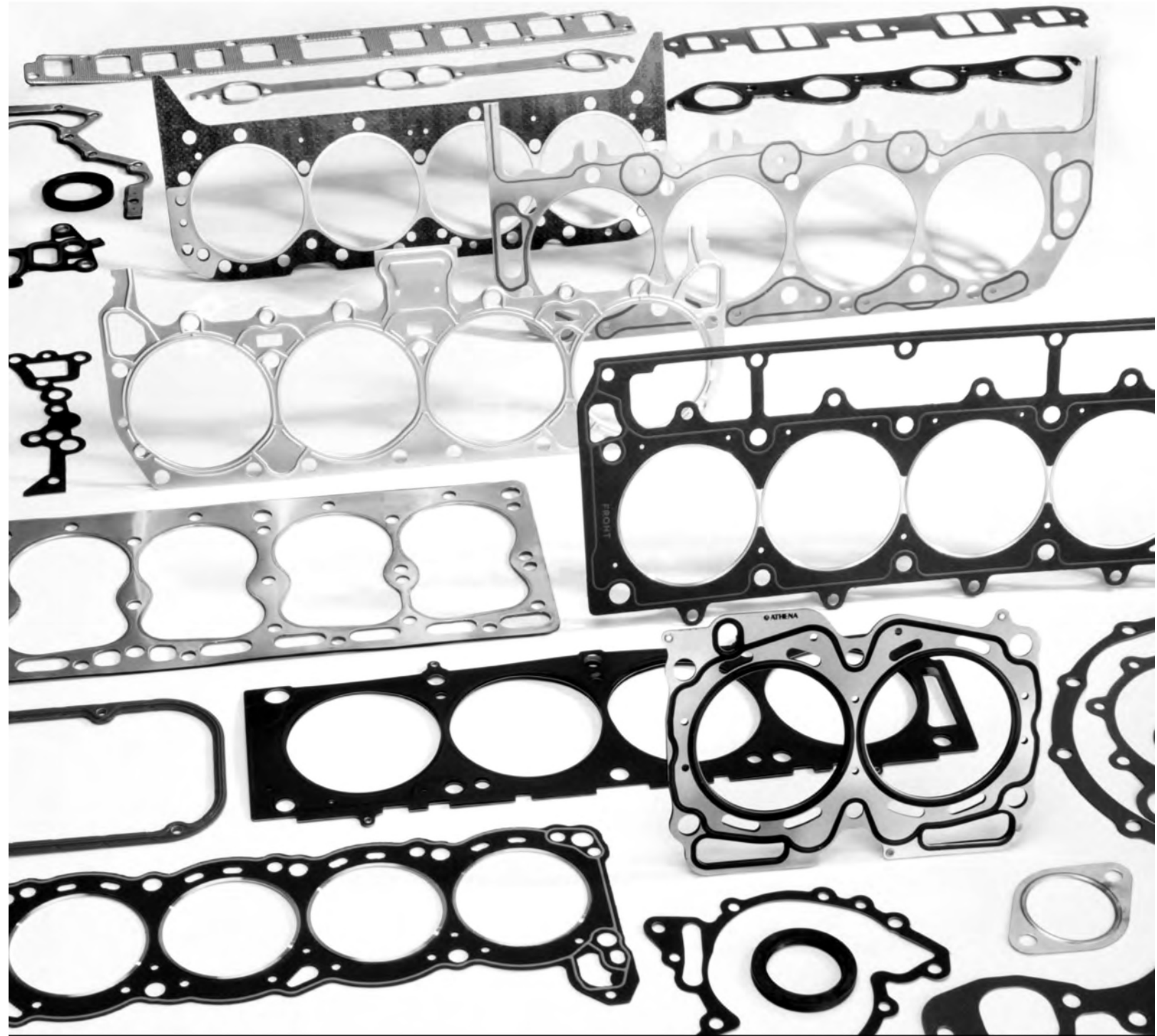




**AUTOMOTIVE  
PERFORMANCE  
CATALOG · 2022 v3**



**DELIVERING HORSEPOWER.**



**Intro & Product Info**

<b>History &amp; New Horizons</b> .....	<b>1</b>	<b>Premium Exhaust Gaskets</b> .....	<b>7</b>
<i>NEW</i> <b>Vulcan Cut-Ring Head Gaskets</b> .....	<b>3</b>	<i>NEW</i> <b>SBBK: Short Block Base Kits</b> .....	<b>8</b>
<i>NEW</i> <b>MLS Spartan Head Gaskets</b> .....	<b>4</b>	<i>NEW</i> <b>Athesil RTV Silicone Sealant</b> .....	<b>9</b>
<b>Pro-Copper, Titan, ICS Head Gaskets</b> .....	<b>5</b>	<b>Accu-Seal Pro Premium Engine Gaskets</b> .....	<b>10</b>
<b>Accu-Seal Pro Head Gaskets</b> .....	<b>6</b>	<b>Dyno-Pak Bulk Sets</b> .....	<b>11</b>

**Engine Tables**

AMC V8 .....	12	Ford Modular & Coyote V8 .....	146
Arias, Fontana, MBR .....	15	Ford FE Medium Block .....	151
Audi .....	18	Ford Big Block .....	156
BMW .....	20	GM Inline 4 .....	164
Buick V6 .....	26	Honda .....	169
Buick V8 .....	31	Mitsubishi .....	177
Cadillac 472-500 V8 .....	35	Nissan .....	183
Chevrolet 90° V6 .....	37	Oldsmobile V8 .....	191
Chevrolet Gen I-II Small Block .....	41	Pontiac V8 .....	196
Chevrolet Gen III-IV LS Small Block .....	59	Porsche .....	201
Chevrolet Gen V LT Small Block .....	67	Subaru .....	202
Chevrolet Big Block .....	68	Toyota .....	207
Chrysler Small Block .....	91	Volkswagen .....	214
Chrysler 331-392 Early Hemi .....	99	Blower & Fuel Systems .....	218
Chrysler Wedge & 426 Hemi .....	103	Collector & Turbo .....	222
Chrysler 4.7 & Gen III Hemi .....	115	Rear Axle .....	224
Chrysler · Other Engines .....	116	Accessories · Sealants .....	225
Ferrari .....	120		
Ford 4-5-6 Cylinder .....	121		
Ford Flathead V8 .....	129		
Ford Model A & B .....	130		
Ford Windsor Small Block .....	131		
Ford Cleveland & Modified V8 .....	142		

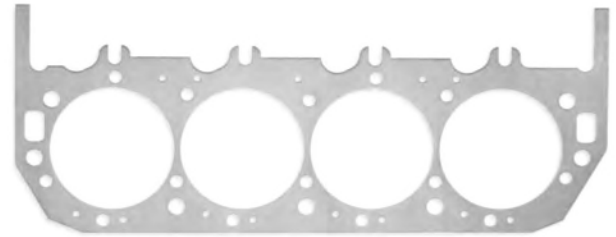
**Tech Tips**

Part Number Guide .....	226
Head Gasket Application Guide .....	227
Installation Instructions .....	228

# SUPERIOR COPPER GASKETS

## **PRO-COPPER** HEAD GASKETS

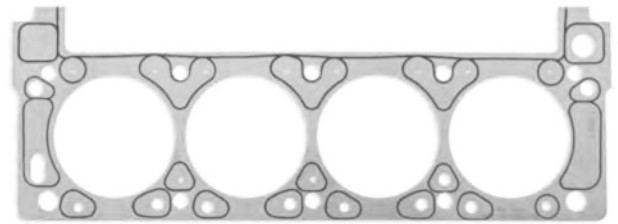
- **O-rings required** in block or cylinder head.
- Premium solid copper gaskets
- Available in 8 popular thicknesses
- 99% pure copper, rolled to our specifications and tested for uniform flatness to assure precise cylinder head-to-block alignment and eliminate uneven loading.
- After processing, head gaskets are annealed to achieve complete material normalization. This ensures optimum mating and provides measurable gains in cylinder sealing, as evidenced by lower leak-down percentages.



**PRO-COPPER** · Exotic Fuels · Unlimited Boost

## **TITAN** HEAD GASKETS

- **O-rings required** in block or cylinder head.
- **Titan = Pro-Copper + bead seals**
- Coolant & oil seals provide effective fluid containment.
- Patented silicone fluid seals are bonded to both sides of the gasket and offset so that when compressed they lie in a single plane with the gasket body thereby "tripping" additional clamp load to the combustion seal, allowing for increased cylinder sealing.
- Available in 7 popular thicknesses.

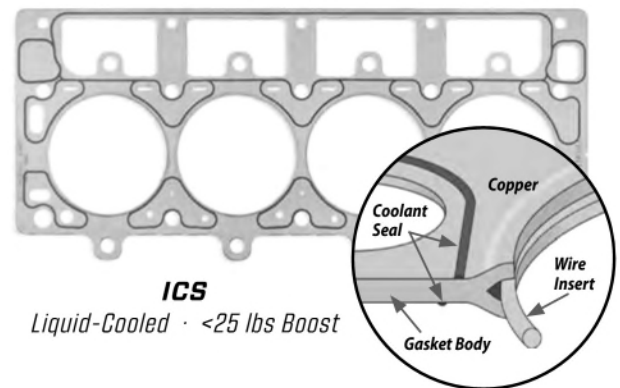


**TITAN** · Liquid-Cooled · Unlimited Boost

## **ICS** HEAD GASKETS

### *Integral Combustion Seal*

- **No O-rings needed** in block or cylinder head.
- **ICS = Pro-Copper + bead seals + o-rings**
- The world's first self-sealing copper head gasket.
- Features stainless steel O-ring wire inserted into the gasket body around the cylinder bore. Combustion pressure forces the flanges against the head and block for a self-energizing seal.
- ICS seal provides dependable combustion sealing in racing classes that prohibit o-ringing.
- Coolant & oil seals included.
- Available in 6 popular thicknesses.



**ICS**  
Liquid-Cooled · <25 lbs Boost

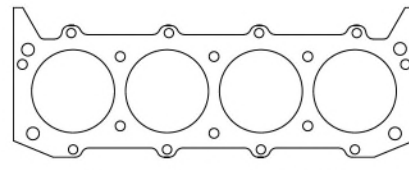
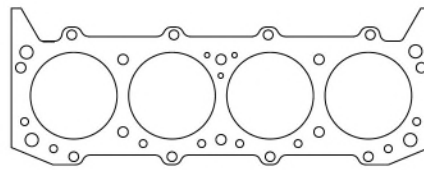
## AMC V8 · MLS Spartan · Performance Head Gaskets

Application	Image	Bore Opening	Compr. Thick.	Part Number	Description	Qty.
1966-78 V8 304-401 ci 5.0-6.6 L		4.250"	.039"	M292539	MLS embossed stainless steel construction.	1
		4.380"	.039"	M293839		1
<b>Marine Use:</b> stainless steel construction, all MLS Spartan head gaskets are suitable for use in marine applications.						

### AMC · 1966-78 · V8 · 304-401 ci · 5.0-6.6 L

#### Pro-Copper Racing Head Gaskets

For use with o-rings & sealant

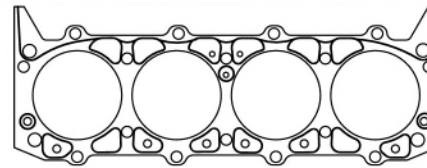


No water holes: use suffix "NW"

Bore Opening	Thickness								Qty.
	.021"	.032"	.043"	.050"	.062"	.072"	.080"	.093"	
4.200" round	P292021	P292032	P292043	P292050	P292062	P292072	P292080	P292093	1
4.250" round	P292521	P292532	P292543	P292550	P292562	P292572	P292580	P292593	1

#### Titan Copper Racing Head Gaskets

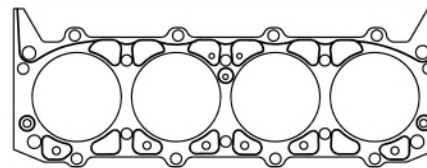
Sealed coolant passages, for use with o-rings



Bore Opening	Thickness								Qty.
	.021"	.032"	.043"	.050"	.062"	.072"	.080"	.093"	
4.200" round	–	T292032	T292043	T292050	T292062	T292072	T292080	T292093	1
4.250" round	–	T292532	T292543	T292550	T292562	T292572	T292580	T292593	1

#### ICS Copper Racing Head Gaskets

Sealed coolant passages, integral combustion o-ring



Bore Opening	Thickness								Qty.
	.021"	.032"	.043"	.050"	.062"	.072"	.080"	.093"	
4.200" round	–	–	S292043	S292050	S292062	S292072	S292080	S292093	1
4.250" round	–	–	S292543	S292550	S292562	S292572	S292580	S292593	1



## **SCE · PART NUMBER LEGEND**

<p><b>STYLE CODE:</b>  <b>CR</b> = Vulcan Cut-Ring  <b>M</b> = MLS Spartan  <b>P</b> = Pro-Copper  <b>S</b> = ICS  <b>T</b> = Titan  <b>5</b> = Accu-Seal Pro</p>	<p><b>ENGINE CODE:</b>  <i>Domestic-Only</i>  <b>13</b> = Big Block Chevrolet</p>	<p><b>BORE:</b>  <i>Domestic-Only</i>  <b>52</b> = 4.520"</p>	<p><b>THICKNESS:</b>  <i>Domestic-Only</i>  <b>43</b> = .043"</p>
<b>P</b>	<b>13</b>	<b>52</b>	<b>43</b>

### ***Unit Terminology Guide***

**Each** = 1 unit of sale • Ea. ea.

**Piece** = a single part piece • Pc. Pcs. pc. pcs.

**Set** = multiple pieces, 1 part number

**Kit** = packaged as a "kit", has its own part number, but contains multiple part numbers

**Dyno-Pak** = 10 sets • "-10" suffix

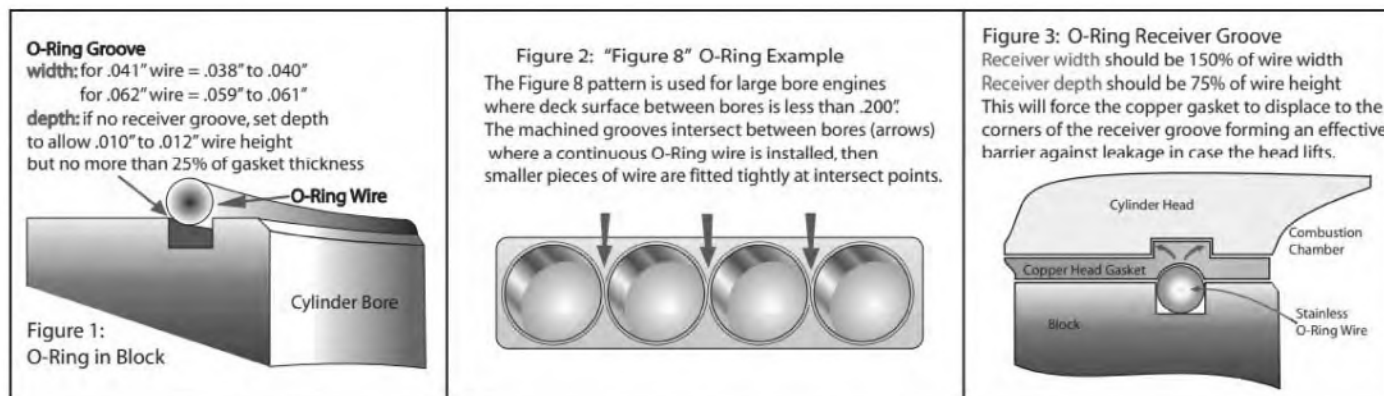
**Hundred-Pak** = 100 sets • "B" suffix

**Master-Pak** = 12 pc. (Athesil) • "-12" suffix

# Titan™ Copper Head Gaskets

**Pro-Copper + bead seals • O-rings required** in block or cylinder head.

**Recommended uses:** Racing Engines with Heavy Boost or Nitrous running liquid coolant.



## INSTALLATION INSTRUCTIONS

**Note:** O-rings are required in the block or head, Sealant may be used if desired (Copper Coat, SCE p/n G1612).

### STEPS:

1. Before installing head gasket, visually inspect for shipment damage. Sealant beads must be continuous without gaps or scratches.
2. Titan series head gaskets ("T" Prefix) require o-ring combustion seals installed in the head or block. (p/n 31542 o-ring kit) Great care has been taken to allow as much room as possible for o-ring placement, if your o-rings are already in the head or block check to see that the sealant beads are clear of the o-ring.
3. When installing o-rings there are two main considerations for placement.
  - a) The o-ring must be clear of the sealant beads on the gasket. This will determine the maximum outer diameter of the o-ring.
  - b) The o-ring diameter and location must accommodate bore opening and combustion chamber size and shape this will determine the minimum inside diameter of the o-ring.
4. Recommended o-ring protrusion is not more than 25% of gasket thickness (SEE FIGURE 1). Example: Gasket thickness .043", o-ring protrusion height is .008" to .010". This standard works with all thicknesses that are .050" and less. Gaskets that are thicker than .050" do not require o-ring height more than .012". NOTE: For extreme boost or heavy nitrous an O-ring-Receiver-Groove arrangement is recommended (SEE FIGURE 3). When using a receiver-groove the wire may be higher than 25%

of gasket thickness; wire height & width determines receiver groove depth & width by maintaining the relationships in the Figure 3 illustration.

5. If the combustion chamber or bore is so large that the o-rings will be placed less than .100" apart between cylinders, it is advisable to use a "figure 8" pattern for o-rings (SEE FIGURE 2 BELOW). This allows for more even clamp load over the entire head surface.
6. New head studs/bolts are recommended for proper gasket sealing. Threads must be in good condition otherwise replace, a die can be used to remove old sealant and/or rust. Use a tap to clean threads in block. If threads are tapped through the deck, use care in sealing threads to prevent coolant migration up the bolt. If studs are to be used check for proper length so nuts do not "bottom out". Always use quality hardened washers and thread lubricant to prevent thread galling.
7. As with any performance application it is strongly recommended that head bolts/studs be re-torqued. Start the engine and allow it to reach operating temperature without placing any load on the motor. Shut down and allow the motor to cool to ambient temperature. With the engine cold and following the recommended torque sequence, one at a time back each fastener off just enough to relieve the friction set, then re-torque to specified torque value.

*Instructions can also be found at [SCEgaskets.com/instructions](http://SCEgaskets.com/instructions)*



## **PRO-COPPER™**

*Solid Copper Head Gaskets for Exotic Fuels & Unlimited Boost.*

*The Original Embossed Copper Exhaust Gaskets.*

## **VULCAN CUT-RING™**

*Stainless Steel Cut-Ring & Composite Head Gaskets. No sealant. No Machining.*

## **MLS SPARTAN™**

*Multi-Layer Stainless Steel Head Gaskets • Bolt-On. No Sealant. Multiple Thicknesses.*

## **ICS™**

*Integral Combustion Seal • The World's First Self-Sealing Copper Head Gasket.*

**NEW!**

## **ATHESIL™**

*RTV Silicone Sealant. Designed specifically for high-performance engines.*

## **ACCU-SEAL PRO™**

*Premium Engine Gaskets, Seals & Sets • Composite & Embossed Steel Shim Head Gaskets*

## **GRAPH-FORM™ EXHAUST**

*Graphite & Kevlar to Take the Heat. Conforms to Irregular Surfaces. .150" Thick*



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