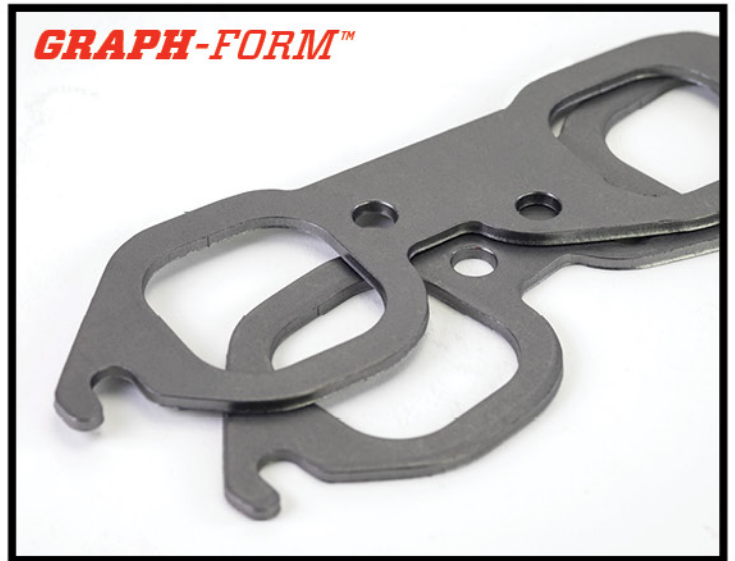
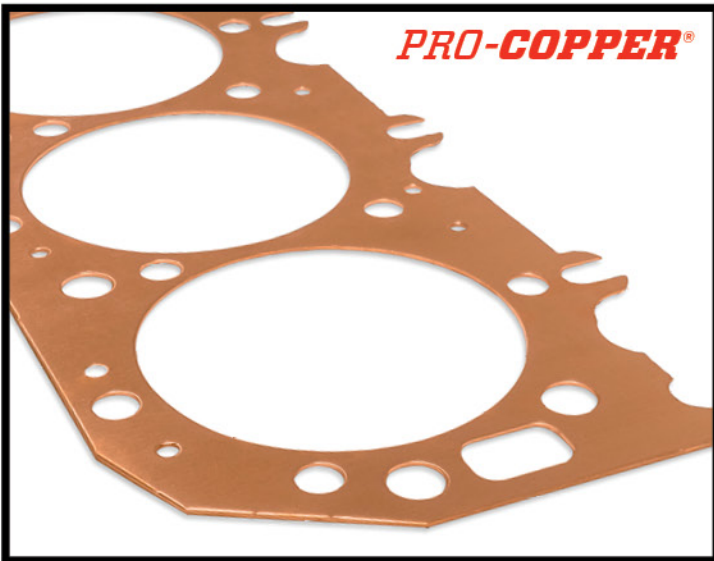
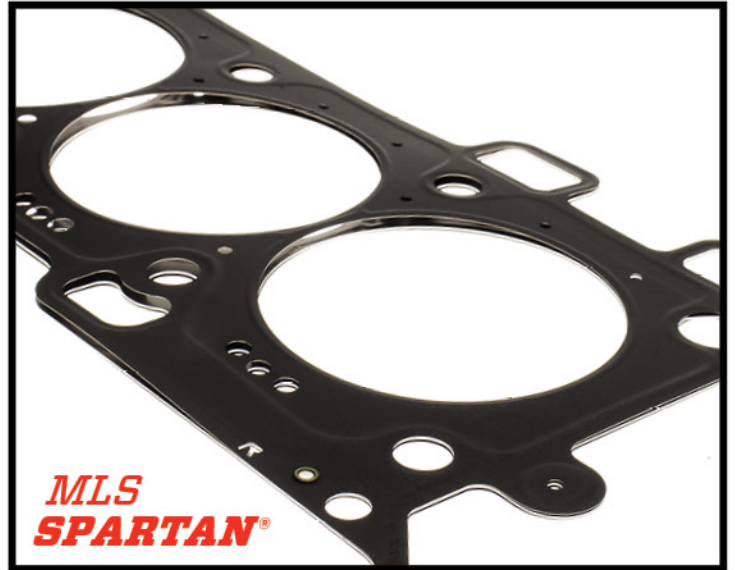
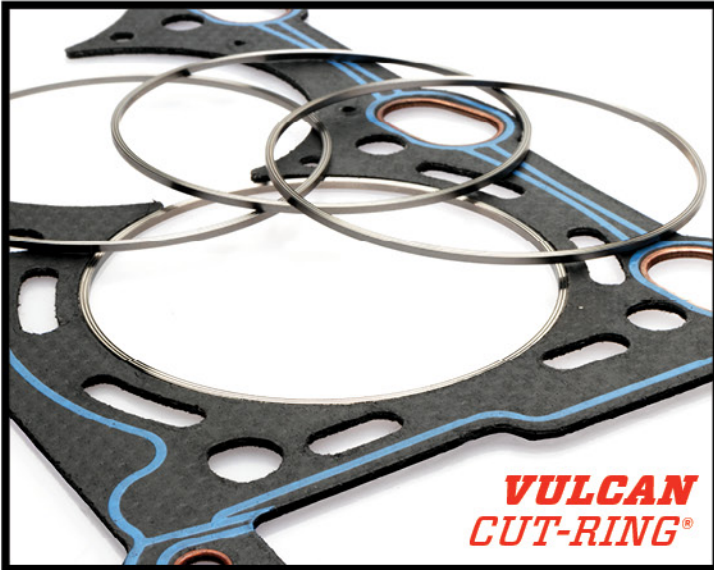




PRODUCT GUIDE · 2024 V1





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SCE Offers Gaskets for These Engine Platforms

- | | |
|-------------------------------------|---|
| AMC | Ford Flathead V8 |
| Arias, Fontana, MBR | Ford Model A & B |
| Audi | Ford Windsor Small Block |
| BMW | Ford Cleveland & Modified V8 |
| Buick V6 | Ford Modular & Coyote V8 |
| Buick V8 | Ford FE Medium Block |
| Cadillac 472-500 V8 | Ford Big Block |
| Chevrolet 90° V6 | GM Inline 4 |
| Chevrolet Gen I-II Small Block | Honda |
| Chevrolet Gen III-IV LS Small Block | Mitsubishi |
| Chevrolet Gen V LT Small Block | Nissan |
| Chevrolet Big Block | Oldsmobile V8 |
| Chrysler Small Block | Pontiac V8 |
| Chrysler 331-392 Early Hemi | Porsche |
| Chrysler Wedge & 426 Hemi | Subaru |
| Chrysler 4.7L & Gen III Hemi | Toyota |
| Chrysler · Other Engines | Volkswagen |
| Ferrari | <i>As well as various accessories & sealants. See</i> |
| Ford 4-5-6 Cylinder | <i>SCEgaskets.com/catalog for all products.</i> |

Revisions For the latest version & to download, go to **SCEgaskets.com/productguide**

2024 V1 updates: pg8 HG QV Guide, Max Boost & Surface Finish clarifications. / pg9 simplified for clarity.

YOUR **DAILY** *is* **BRED** — **FOR THE BEST.** —

For over 30 years, pros have trusted us for setting countless records and winning championships. We bring that same quality and passion to our gaskets for your daily driver!

***Check out our
new catalog.***

300+ new parts. 250 pages.

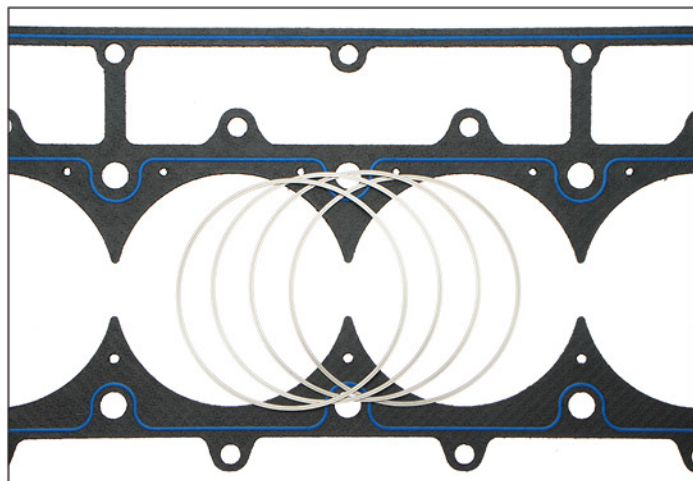
SCEgaskets.com/catalog

***Scan to view
or download.*** ▶



VULCAN CUT-RING®

HEAD GASKETS



A hybrid design forged to harness the best sealing properties of two head gasket types.

COMPOSITE BODY

Pliable, perforated metal-core composite gasket body provides effective sealing of fluids. Polymer coating provides lubricity between gasket and sealing surfaces.

STAINLESS STEEL RINGS

Solid stainless cut-ring 'bites' into the cylinder head forming a positive barrier against combustion pressure leaks. Cut-rings ensure excellent mechanical strength, fixed firmly, in perfect position, on the cylinder head.

SILICONE BEAD SEAL

Silicone bead seal is applied to critical areas. This ensures optimal performance in engine designs, which may be prone to leakage, due to excessive head bolt spacing or deck deflection.

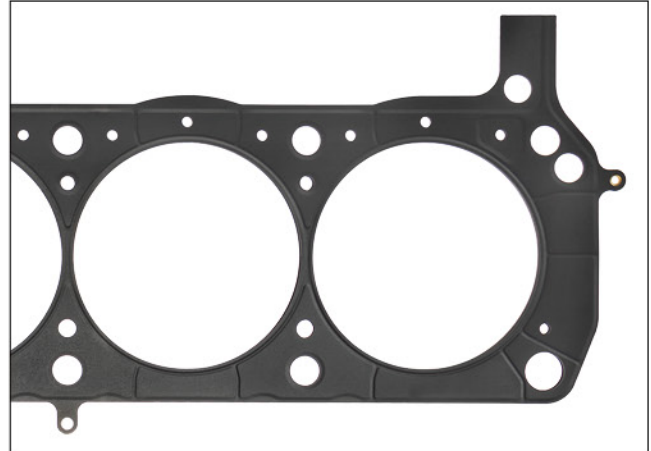
- ▶ ***No Sealant Needed!***
- ▶ ***16:1 Static Compression Ratio***
- ▶ ***No Special Machining Required***
- ▶ ***35 lbs. Forced Induction***



▶ **Videos & Info: [SCEgaskets.com/vulcan](https://www.scegaskets.com/vulcan)**

MLS SPARTAN™

MULTI-LAYER STAINLESS STEEL HEAD GASKETS



Strong, Simple to Use & Ready for Battle.

Advanced manufacturing ensures trouble free, bolt-on performance without extra sealants.

Available in 7 thicknesses ranging from .022" to .077"

No Sealant Required

Constructed of high-grade shape-memory AISI 301 stainless steel. Using state-of-the-art manufacturing processes, the layers maintain optimum flatness. The embossments have uniform molecular grain structure in the radii, which increases spring-contact with the block and head, while reducing stress points within the gasket.

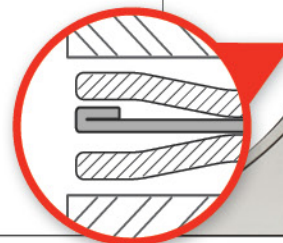


MLS SPARTAN™

WITH GAS-STOPPER™ OPTION

Semi-extra layer around the cylinders with precisely-calculated thickness locating increased clamp-load to seal greater combustion pressures.

Look for part numbers with 'GS' suffix.
Ex: M361051GS

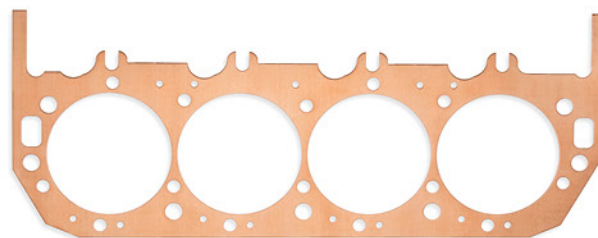


▶ **Videos & Info: [SCEgaskets.com/spartan](https://www.scegaskets.com/spartan)**

SUPERIOR COPPER GASKETS

PRO-COPPER® HEAD GASKETS

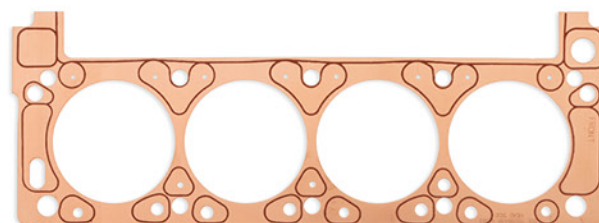
- **O-rings required** in block or cylinder head.
- Premium solid copper gaskets
- Available in 8 popular thicknesses
- 99% pure copper, rolled to our specifications and tested for uniform flatness to assure precise cylinder head-to-block alignment and eliminate uneven loading.
- After processing, head 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.

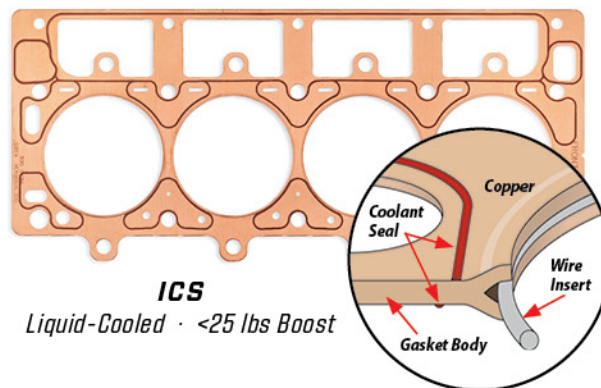


TITAN · Liquid-Cooled · Unlimited Boost

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

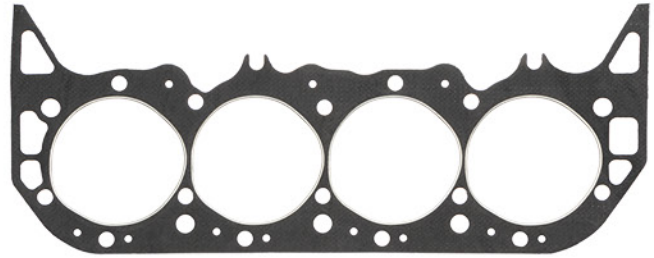
▶ **Videos & Info: [SCEgaskets.com/copper](https://www.scegaskets.com/copper)**

ACCU-SEAL PRO®

for AMC, Chrysler, Ford & GM Muscle Cars

COMPOSITE / STEEL-CORE HEAD GASKETS

SCE Accu-Seal Pro composite head gaskets are the ideal solution for the performance aftermarket. Strong and easy to use, SCE performance head gaskets are manufactured with the right combination of materials and features for easy and dependable use on real-world, high compression, street/strip power plants.



FEATURES

Compressible body construction

Self - Sealing coating

Silicone Bead Seals (where required)

Extra Thick Fire Rings

BENEFITS

Accepts Standard Surface Finish

No need for additional sealants and no leaks

Enhanced coolant sealing

Stronger Combustion Seal

EMBOSSSED STEEL SHIM HEAD GASKETS

SCE re-introduces classic steel shim head gaskets for high compression use. Stock Eliminator and Super Stock class rules do not allow machining to install o-rings for copper head gaskets. Consequently, racers in these classes use steel shim head gaskets for strength and to 'pump up' their compression ratios. Over the last several years embossed steel shim head gaskets have been hard to find, until now. Super thin, super strong OEM style shim steel head gaskets are once again available for select performance applications.



FEATURES

Single-layer steel

Embossments at seal locations

BENEFITS

Accepts Standard Surface Finish

No need for additional sealants and no leaks

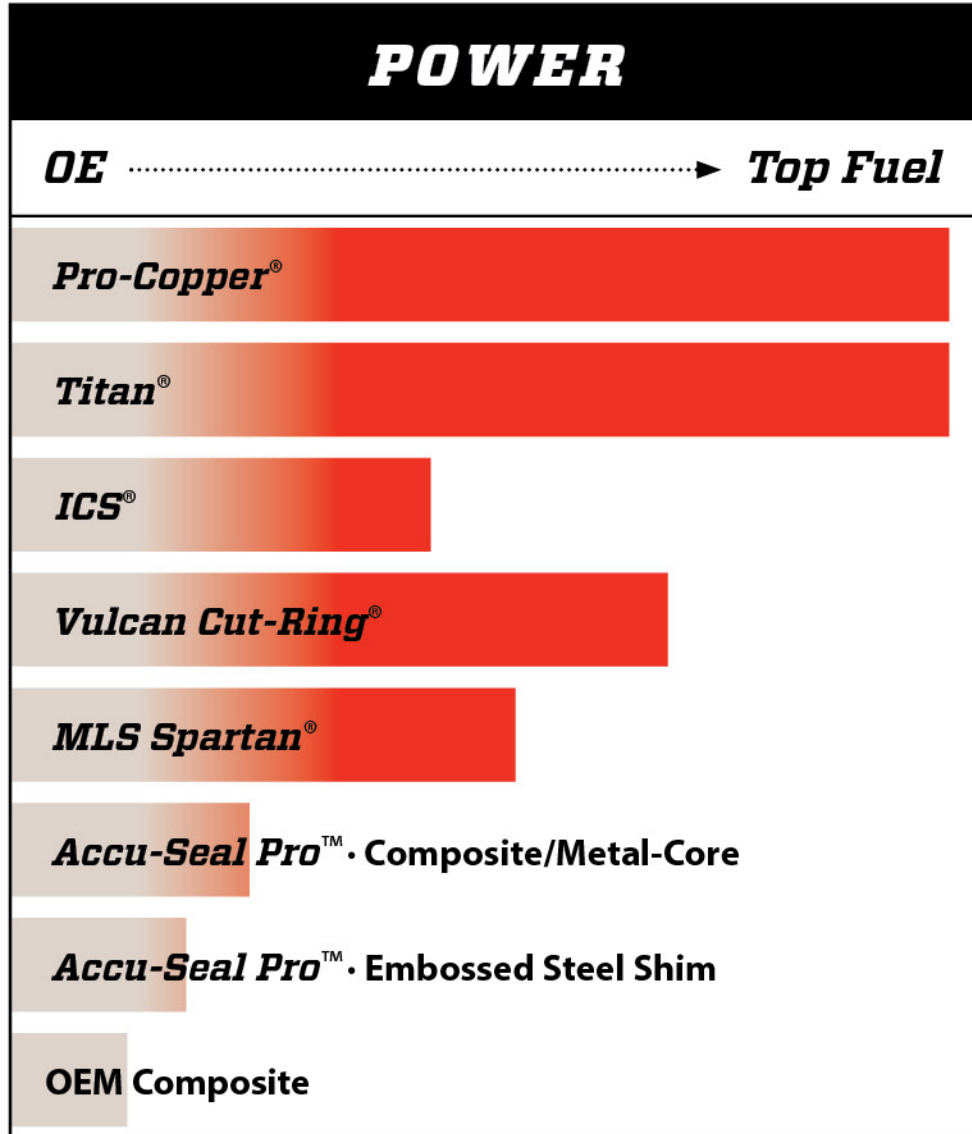
▶ **Videos & Info: [SCEgaskets.com/products](https://www.scegaskets.com/products)**



Head Gasket · Quick View Guide

Product	Accu-Seal Pro <i>Composite / Metal-Core</i>	Pro-Copper	Titan <i>Self-Sealing Copper Core</i>	ICS <i>Integral Combustion Seal · Copper</i>	MLS Spartan <i>Multi-Layer Steel</i>	Vulcan Cut-Ring
Also Known As	Premium Composite / 5-series	PC / P-series	T-series	S-series	Spartan / MLS / M-series	Vulcan / VCR / Cut-Ring / CR-series
O-ring	—	✓ Stainless O-Ring / Fuel Hoop	✓ Stainless O-Ring / Fuel Hoop	—	—	—
Race / Performance	—	✓	✓	✓	✓	✓
Street Driving / Hot Rod	✓	—	—	—	✓	✓
Price	\$	\$	\$\$	\$\$\$	\$\$\$	\$\$\$\$
Reuseable	—	✓	✓	—	—	Body: No Rings: Yes if not ovaled
Max Boost Nitrous / Forced Induction <i>* See footnote on pg 9</i>	Naturally aspirated only	Maximum Effort / Top Fuel	50+ psi 500+ shot	0-30 psi 0-200/250 shot	0-35 psi 0-250/400 shot	0-50 psi 0-450/600 shot
Max Static Compression Ratio	13:1	Maximum Effort / Top Fuel	16:1+	16:1+	16:1+	16:1+
Surface Finish	50 RA or better	40 RA or better	40 RA or better	40 RA or better	30 RA or better	50 RA or better
SCEgaskets.com Page	/products	/copper	/copper	/copper	/spartan	/vulcan
Notes	Perforated steel-core graphite w/ aramid fiber & rubber binder material outer facings No additional sealants needed	Spray w/ light, even coat of copper sealant on both sides before install Recommend retorque after heat cycle	Silicone beadseals on both sides contain all water & oil Optional: spray w/ light, even coat of copper sealant on both sides before install Recommend retorque after heat cycle	Designed for race classes that prohibit use of o-ring Silicone beadseals on both sides contain all water & oil Optional: spray w/ light, even coat of copper sealant on both sides before install Recommend retorque after heat cycle	Gas-Stopper option provides greater sealing capability Proprietary coating provides superior cold sealing No machining required No sealants needed Retorque not required Requires much smoother surface finishes	Ridged fire-ring bites into cylinder head Composite body seals water & oil No machining required; no sealants needed Retorque not required Limited thicknesses & bore sizes Cylinder head resurface required upon break down

Recommended Applications ***for Various Head Gaskets***

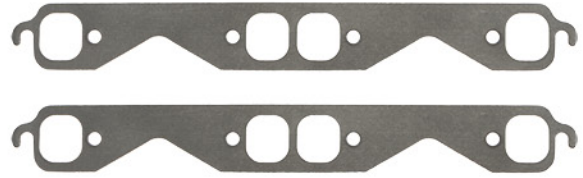


Note: This bar chart is a general guide to head gasket selection based on typical combustion pressures in engines with these modifications. Given the wide range of factors that affect gasket performance such as, camshaft design, ignition timing, fuel type, number of head bolts, etc., suitability for use is the responsibility of the engine builder or end user.

EXHAUST GASKETS

ACCU-SEAL E[®]

- **Best Use:** Street performance, headers, or stock manifolds.
- .062" thick, high-temperature aramid fiber & graphite material.
- Provides stability & maximum torque retention.



ACCU-SEAL PRO[®]

- **Best Use:** Racing, turbo-charged, high-temperature.
- .062" thick, aramid fiber & graphite with perforated steel-core.
- Perforated steel core provides stability & maximum torque retention.
- Conforms to header sealing beads & cylinder head surface imperfections.



GRAPH-FORM[™]

- **Best Use:** Excellent seal for warped, pitted, or uneven manifolds or headers.
- .150" thick, ultra-high-temperature graphite and aramid fiber material.
- Flexible graphite header and collector gaskets compress up to 50%.



PRO-COPPER[®] EMBOSSED EXHAUST & COLLECTOR GASKETS

- **Best Use:** Premium solution for racing, turbo-charged, & exotic fuels.
- Embossments around exhaust ports conform & seal header, manifold, or collector flange surfaces.
- Solid copper exhaust gaskets eliminate exhaust gasket leaks — will not shrink, deteriorate, or blow-out.
- Available for applications ranging from specialized racing engines to OEM replacement.
- .043" Embossed • .062" Annealed

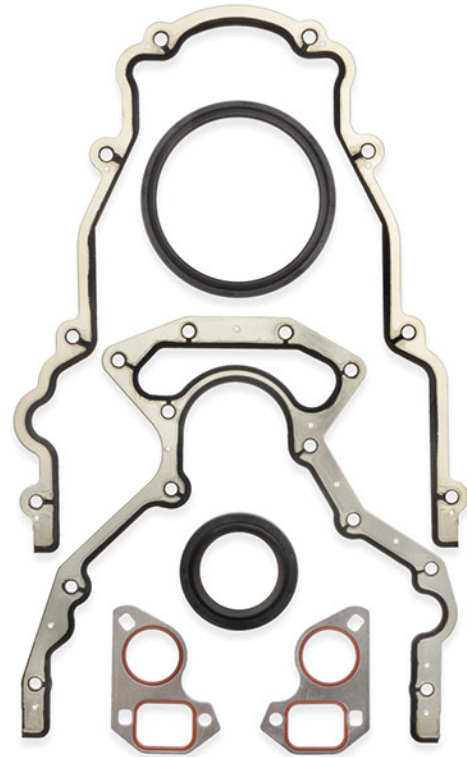
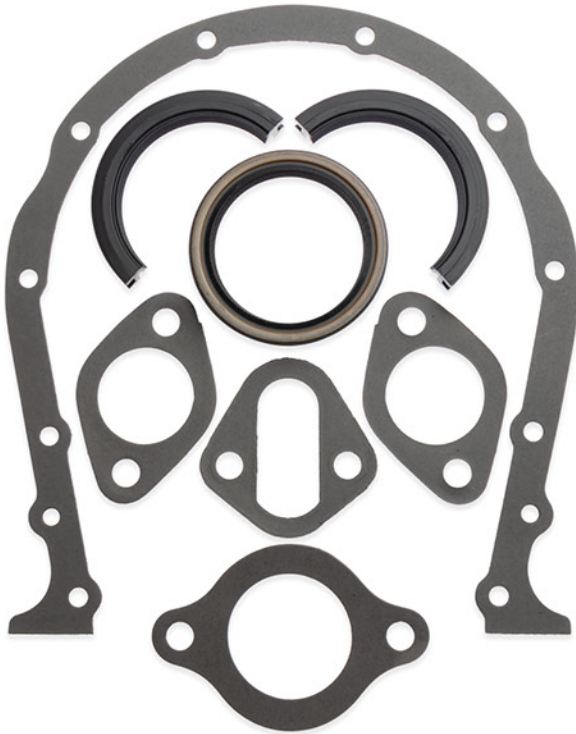


▶ Videos & Info: [SCEgaskets.com/products](https://www.SCEgaskets.com/products)



SBBK™

— SHORT BLOCK BASE KITS —



All the essentials you need for assembling short-blocks

- ▶ Provides remaining gaskets and seals common to the engine type, regardless of customization.
- ▶ Premium kits available with FKM rear main seal.
- ▶ Standard kits include silicone or polyacrylate rear main seal.
- ▶ Contains gaskets for timing cover (oiling system as required), water pump, fuel pump, water outlet, seals for front cover and rear main.
- ▶ Premium Composite Material.

▶ *Videos & Info: [SCEgaskets.com/products](https://www.scegaskets.com/products)*



ATHESIL®

RTV SILICONE SEALANT



Designed specifically for high-performance engines.

Our new single-component RTV silicone answers the needs of professionals in the **automotive, marine, motorcycle, heavy duty, & off-road** industries.

Athesil bonds, seals, repairs, secures, and is excellent for formed-in-place gasketing (FIPG).

Testing confirms superior performance of Athesil even under extreme conditions:

THERMALLY STABLE:

- -40°F to 430° F performing even at 572° F peaks.
- Resists aging, weathering, & thermal cycling without hardening, shrinking, or cracking.
- Will not damage exhaust system lambda sensors.
- **Test:** Resistance at 500° F.

SUPERIOR RESISTANCE TO FLUIDS:

- Resists oils, fuels, greases, coolants, & detergents — ensuring ideal shape retention & adhesion to surfaces.
- Other silicones tend to absorb gasoline, oil & other liquids causing deformation.
- **Test:** Resistance & non-deformation when soaked in gasoline.

EASY TO APPLY & EASY TO CLEAN UP:

- Excellent filling & self-leveling properties allow for easy application on both horizontal & vertical surfaces.
- Easily-peelable for fast removal during service.
- **Tests:** non-shrinkage, self-leveling, & peelability.

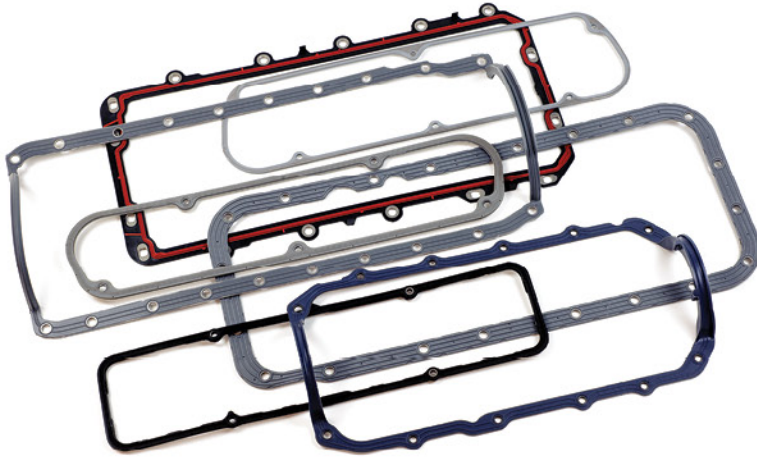


P/N: G1613 / 1 pc
2.7 oz · 80 ml · Each tube includes applicator tip & tube squeeze key



G1613-12 / Master-Pak 12 pc

ACCU-SEAL PRO®

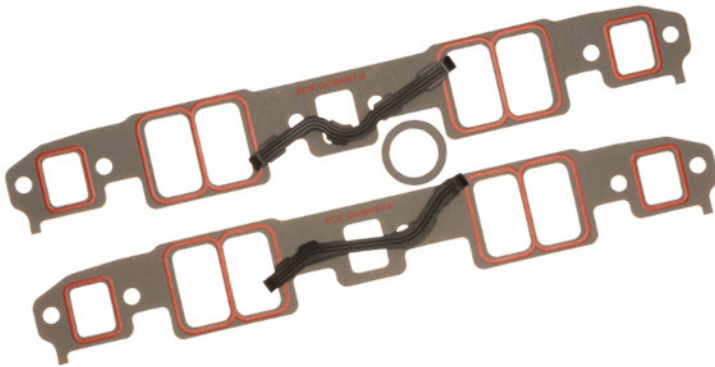


MOLDED Rubber Oil Pan & Valve Cover Gaskets

- State-of-the-art molded silicone rubber gaskets for all popular oil pan and valve cover applications.
- Each gasket has built-in crush limiters to prevent damage from over-tightening.

PREMIUM Intake Gaskets

- Premium gasket body materials seal tight,
- Resists weeping of oil & coolant.
- Silicone Beads on most Accu-Seal Pro Intake gaskets enhance sealing around intake ports and coolant passages.
- Release coating for easy clean-up.



TUFF-BAK™ Valve Cover Gaskets

- Provides lateral strength for high vacuum engine applications and blowout protection.
- Designed to seal porous cast iron head rail surfaces or machined cast aluminum rail surfaces.
- Available in .125" and .250" thicknesses. .250" gasket thickness also provides additional rocker arm clearance.



▶ *Videos & Info:*

SCEgaskets.com/products

DYNO-PAK™

..... **BULK SETS**

Bulk 10-Packs for Engine Builders

Dyno-Paks are tailor-made for engine builders and other volume gasket users. Each pack contains 10 complete sets of the gaskets or seals you specify, clearly marked and shipped in a reusable box to protect your investment. Our 10-set bulk program is small enough to make sense, yet still offers discounts up to 20% off the individual package price.

If you're an engine builder, make sure you stock your supply room with SCE Dyno-Paks and reap the benefits of extra profits.



Dyno-Pak part numbers are designated by a **"-10"** suffix & listed adjacent to each individual part number.

Select products available in packs of **100**, designated by suffix **"-B"**.

▶ **Videos & Info:**
[**SCEgaskets.com/products**](https://SCEgaskets.com/products)

PART NUMBER LEGEND

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

UNIT TERMINOLOGY GUIDE

<p>Each = 1 unit of sale • Ea. ea.</p>
<p>Piece = A single part piece • Pc. Pcs. pc. pcs.</p>
<p>Set = Multiple pieces, 1 part number <i>Examples: Intake, Exhaust Header/Collector, Oil Pan, Valve Cover, Timing Cover, & Front Cover Gasket Sets.</i></p>
<p>Kit = Packaged as a "kit", has its own part number, but contains multiple sets. <i>Examples: SBBK & other engine gasket kits.</i></p>
<p>Dyno-Pak® = 10 sets • "-10" suffix</p>
<p>Hundred-Pak™ = 100 sets • "B" suffix</p>
<p>Master-Pak™ = 12 pc. (Athesil) • "-12" suffix</p>

Frequently Asked Questions

What thickness do you recommend?

We don't recommend thicknesses as each engine build has too many variables.

Should my sleeves protrude above the deck of the block?

This depends. Sleeve protrusion should be no more than 0.002"-0.003" for o-ringed copper gasket use only. All other head gasket solutions require sleeves to be "zero-decked".

What torque specs should I use?

SCE Gaskets does not have specific torque recommendations — use head or engine block manufacturer's specifications.

How do I install SCE Gaskets?

Go to [SCEgaskets.com/instructions](https://www.scegaskets.com/instructions) for detailed instructions — or Performance Catalog pages 230-248

What finish do you recommend on the heads/block?

See Head Gasket Quick View Guide on page 4 of this booklet.

Are your gaskets reusable?

Pro-Copper: Yes – as long as gasket body is free of dings or gouges.

Titan: Yes – but the silicone bead seal will have to be removed with brake cleaner. And as long as gasket body is free of dings or gouges

ICS: Not recommended, use your discretion.

MLS Spartan: Not recommended, use your discretion.

Vulcan Cut-Ring: The rings are reusable if still circular (haven't been dropped or warped), however the gasket body is not. Separate gasket bodies can be ordered.

O-Ring protrusion?

Depends on gasket thickness. O-ring protrusion ranges from 0.008"-0.018". Additionally, if you are using a receiver groove in the opposite deck the o-ring will push the copper gasket into, then add 0.002"-0.003" to o-ring protrusion.

See [SCEgaskets.com/instructions](https://www.scegaskets.com/instructions) for detailed instructions — or Performance Catalog pages 230-248.

Do I need a receiver groove in the opposite deck?

It is recommended that a receiver groove is used, but it is not necessary for less extreme applications.

Can I use an O-ring with an ICS copper or MLS Spartan?

No. **ICS:** o-rings are already factory-integrated. Using with o-ringed block/head could cause integrated o-rings to push into combustion chamber with catastrophic failure.

MLS Spartan: combustion seal is made from complex embossments, o-ring would compromise this engineering with catastrophic failure.

Compression Ratio Formula

Compression Ratio (CR) is defined as the quantitative relation between the total volume above the piston at BDC, and the clearance volume above the piston at TDC. To determine compression ratio you need to know:

- 1. Cylinder volume (V)** or cylinder displacement, determined by cylinder bore and stroke (indicated by movement of piston from BDC to TDC).

Cylinder volume formula (in cubic inches): $Bore \times Bore \times Stroke \times .7854$

- 2. Clearance Volume (V_{CL})** is the volume above the piston (actually above the top piston ring) at TDC. It consists of several small volumes which are measured in cubic centimeters, or CCs, as follows:

Deck Clearance Volume formula:

$Bore \times Bore \times Depth\ of\ Piston\ @\ TDC \times 12.87$

Gasket Volume formula:

$Bore\ of\ Gasket \times Bore\ of\ Gasket \times Thickness \times 12.87$

(or refer to the chart below)

Valve Notch Volume: Available from your piston MFG, or must be CC'd using a burette. This figure must be **added** to clearance volume.

Piston Dome Volume: Available from your piston MFG, or must be CC'd using a burette. This figure must be **subtracted** from clearance volume.

Combustion Chamber Volume: Available from your cylinder head MFG, or must be CC'd using a burette.

- 3. Convert Total Clearance Volume** from CCs to cubic inches, **multiply** by .06102.

- 4. Add the two volumes together (V + V_{CL})**, then **divide** by V_{CL}.

The formula is: $CR = V + V_{CL} / V_{CL}$

GASKET VOLUME CHART (in CCs)

GASKET BORE	GASKET THICKNESS							
	.021	.032	.043	.050	.062	.072	.080	.093
3.000	2.432	3.706	4.980	5.791	7.181	8.339	9.266	10.772
3.080	2.563	3.906	5.249	6.104	7.569	8.790	9.767	11.354
3.150	2.681	4.086	5.491	6.385	7.917	9.194	10.216	11.876
3.250	2.854	4.350	5.845	6.796	8.428	9.787	10.875	12.642
3.260	2.872	4.376	5.881	6.838	8.480	9.847	10.942	12.720
3.305	2.952	4.498	6.044	7.028	8.715	10.121	11.246	13.073
3.375	3.078	4.691	6.303	7.329	9.089	10.555	11.727	13.633
3.437	3.192	4.865	6.537	7.601	9.426	10.946	12.162	14.139
3.500	3.310	5.045	6.779	7.882	9.774	11.351	12.612	14.662
3.625	3.551	5.411	7.272	8.455	10.485	12.176	13.529	15.728
3.670	3.640	5.547	7.453	8.667	10.747	12.480	13.867	16.121
3.750	3.800	5.791	7.782	9.049	11.221	13.030	14.478	16.831
3.850	4.006	6.104	8.202	9.538	11.827	13.735	15.261	17.741
3.950	4.216	6.465	8.635	10.040	12.450	14.458	16.064	18.674
4.010	4.345	6.622	8.898	10.347	12.830	14.900	16.556	19.246
4.060	4.455	6.788	9.122	10.607	13.152	15.274	16.971	19.729
4.155	4.665	7.110	9.554	11.109	13.775	15.997	17.775	20.663
4.200	4.767	7.264	9.762	11.351	14.075	16.345	18.162	21.113
4.250	4.881	7.438	9.995	11.623	14.412	16.737	18.597	21.619
4.320	5.043	7.685	10.327	12.009	14.891	17.293	19.214	22.337
4.380	5.184	7.900	10.616	12.345	15.308	17.777	19.752	22.962
4.440	5.327	8.118	10.909	12.685	15.730	18.267	20.297	23.595
4.520	5.521	8.414	11.306	13.146	16.302	18.931	21.035	24.453
4.570	5.644	8.601	11.557	13.439	16.664	19.352	21.503	24.997
4.620	5.768	8.790	11.812	13.735	17.031	19.776	21.976	25.547



Good Things Start in a Garage



Where it all started — Dan & son, Ryan Hunter, in Dan's garage, 1990.

Born of a need to supply their own racing engines, my father Ryan and grandfather Dan Hunter laid the foundation for SCE Gaskets in Lancaster, California in April 1990. Initially focused on copper head gaskets for drag racing, Ryan applied his ingenuity to racing engine sealing, creating new and patented products and categories such as Pro-Copper embossed exhaust gaskets, Titan Self-Sealing copper head gaskets, and ICS copper head gaskets with built-in o-rings. SCE's product offering quickly grew to include all types of engine gaskets and seals "from the hat to the pan".

Building on our racing heritage, the SCE Gaskets brand went international, gaining distribution through premier wholesale warehouse partners across the United States, Canada, and Australia. In 2011, our family acquired a gasket manufacturing operation in Spencer, Iowa which further diversified the company's products and customers to include Marine, Industrial, Agricultural, Antique and OE Replacement.

In 2015, we began the search for a location to consolidate our California and Iowa operations for improved production and logistics. In 2017 we selected the picturesque small town of Mount Pleasant, Tennessee as the company's permanent home — about one hour southwest of Nashville.

Today, over 30 years have passed, and the SCE Gaskets brand remains true to its family roots of innovation and vibrant relationships with employees, distribution partners and consumers of its products.



Ryan & son, Aaron Hunter, with Gio Scelzi & BDS Motorsports, Clay County Fair Speedway, Spencer, IA, September 2017.

1990 SCE Gaskets Founded, California

1995 Pro-Copper Embossed Exhaust

2000 Titan Self-Sealing Copper HG

2005 ICS Copper HG

2011 Iowa Acquisition



Strategic Partnership

While the SCE Gaskets brand was firmly established as a leader in quality, SCE needed access to new & rapidly advancing gasket technologies. Athena, a prominent global manufacturer and technology leader, desired increased access to the American marketplace with a US manufacturing presence. Having already known each other from previous joint projects and sharing a similar family business culture, we began to explore a partnership in early 2017.

Athena S.p.A., located in northern Italy, was founded by Giovanni Mancassola in 1973 as a small artisan manufacturer of industrial gaskets. Today, the company boasts an employee force of over 800 with a worldwide presence, yet remains under the ownership and guidance of its founder and his family.

In May of 2018, the Mancassola and Hunter families launched a new partnership, Athena-SCE, Inc. Under this new corporate umbrella, the SCE Gaskets brand is now unrivaled in its range of performance engine sealing solutions.

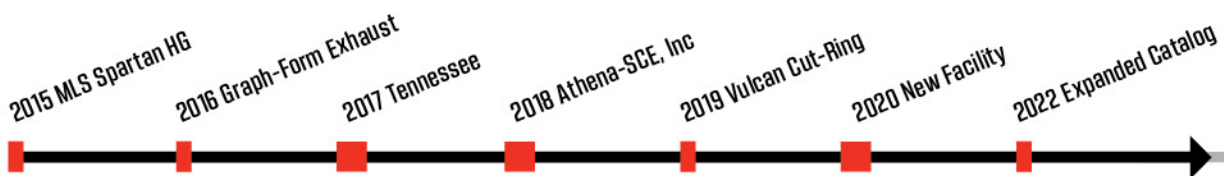
SCE has raised the bar for cylinder head sealing performance and consistency. Our new Gas-Stopper enhancement to MLS Spartan head gaskets is an example of superior design, tooling and processes. Our exclusive Vulcan Cut-Ring head gaskets are also an industry first: superb in strength, simplicity and ease of use. Vulcan Cut-Ring reliably seals hyper-boosted, street-driven and competition liquid cooled engines. Also introduced in this catalog, SCE Gaskets has expanded its offerings to include all popular European and Japanese performance engines.

Stay tuned, our future is bright.

– Aaron Hunter, President



Gilberto Mancassola, Giovanni's son, and Aaron Hunter at Athena Store, Italy, 2018.





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SCE Gaskets is a brand of Athena-SCE Inc, a family partnership with Athena S.p.A.