



# **ACCU-SEAL PRO™**

## **EMBOSSED STEEL SHIM HEAD GASKETS**



### **Installation Instructions**

**Note:** Do not use with O-Rings. Additional Sealant is Required (see step 4 below).

**Recommended uses:** To Increase Compression Ratio on Stock Replacement to Mild Race Engines with Mild Boost or Nitrous.

#### **Steps:**

- 1.** Before installing the gasket perform a visual check to ensure that no damage occurred during shipping. The gasket(s) should be flat and free of dents or scratches.
- 2.** Good engine building practice requires clean, flat surfaces and clean head bolt / stud threads. Use a solvent degreaser to remove oil from block & head. If fastener threads are tapped through the deck, use care in sealing the threads with a quality sealant (SCE p/n G1615) to prevent coolant migration up the threads.
- 3.** Quality fasteners are critical to the success of your project. OEM style head bolts are fine if they are new. When using studs make sure there is adequate thread length so that nuts do not "bottom out". Since these shim gaskets are thinner than most, double check to make sure the registers for locating dowels or ring dowels are of sufficient depth that the dowel will not bottom out and hold the cylinder head off the gasket/block deck. Always use thread lubricant and good quality hardened washers. Follow engine manufacturer torque sequence and values.
- 4.** Embossed Steel and Copper head gaskets require use of additional sealant for coolant and oil passages. -Do Not Use Silicone- Only those sealants designed for use on head gaskets should be used. Suitable head gasket dressings are; Copper Coat Spray (SCE p/n G1612), Hylomar Aerograde or Permatex High Tack. SCE recommends Copper Coat because it is dependable, easy to find & easy to use. Apply **a light coat** on both sides of the head gaskets and let them hang for a couple of hours, then install.
- 5.** If used in a performance application, SCE strongly recommends that head bolts/studs be re-torqued. Start the engine and allow it to reach operating temperature with no load. Shut down and allow the engine to cool to ambient temperature. With the engine cold and following the recommended torque sequence, *one at a time*, loosen each fastener just enough to relieve the friction set, then re-torque to the engine manufacturer specified torque value.