

# Installation Notes: P/N 534254



## SCE New Design Ford FE Performance Head Gaskets

Features:

Enlarged Oil Passage through deck, Oil Drains for 427 SOHC, Overall Elastomer Coating for Fluid Sealing, Bead Seals for Enhanced Coolant and Oil sealing

### Rocker Arm Oiling

Typically in the Ford FE, head gaskets are used to restrict oil flow upward to the rocker arms via a .160" diameter metering hole in the head gaskets. In composite facing head gaskets this metering function often results in breakdown of the facing material and subsequent oil migration to the cooling system evidenced by motor oil floating in the radiator.

In these new design head gaskets the oil transfer hole has been opened to eliminate the metering function and resultant breakdown of the adjacent facing. Therefore, these head gaskets will not restrict or meter oil flow to the rocker arms. This difference requires the engine builder to install a metering device (usually a carburetor jet) in the block or in the cylinder head.

Failure to install a metering device as described will result in excess oil being pumped to the rocker arms and puddling around the valve stems, thereby causing increased oil consumption & fowling.

### Coolant Passage Orientation

For proper orientation of coolant passages the 'FRONT' designation must be installed nearest the water pump on both sides of the engine. Unlike other Ford FE head gaskets, these new design head gaskets are oriented for RIGHT (typically passenger side) and LEFT (typically driver side) installation. Therefore, when properly installed, the red bead seals and 'FRONT' designation will be facing up (toward the cylinder head) and visible to the installer on both head gaskets.

### Standard Torque Pattern and Value

Use the recommended torque values of 90 ft-lbs (Except 1963-67 427ci @110 ft-lbs) and torque pattern starting with center bolts moving to outer bolts.

### Re-Torque

Though it is not required for street use, no matter what type of head gaskets are used ***SCE always recommends that head bolts be re-torqued in high compression performance engines.*** Re-torquing of head bolts is free insurance against head gasket failure.

After run-in; allow the engine to cool completely, re-torque only one bolt at a time, follow the recommended torque pattern.

1. Note approximate starting position of torque wrench handle.
2. Back off (loosen the bolt) 1/8<sup>th</sup> turn.
3. Re-torque (tighten) to recommended torque value.
4. Note new position of torque wrench handle. If clockwise of starting position this indicates you have re-applied the correct clamp force and enhanced performance.