

Adequate space must be available for overlapped holes in the gaskets that must be designed oversize to allow for core shift in the engine liquid holes.

The VICTOCOR 150 gasket (FIG. 2), slightly more expensive than the metal layer-asbestos, is generally used where performance requirements tend toward moderate duty automotive service and where cylinder head surface finish requires the use of a composition gasket material.

The VICTOCOR 200 gasket (FIG. 3), somewhat more expensive than the VICTOCOR 150, is generally specified for the heaviest service encountered in the automotive field. This would include large bore, high performance gasoline engines.

The VICTOCOR 200 and RIGID FIRE RING gasket (FIG. 4) for heavy duty diesels is currently used in a few applications where our customers wish an improvement over what the STEEL PLATE GASKET offers. The rigid fire ring contributes the high strength characteristic of the plate gasket and the VICTOCOR 200 contributes the conformability and fluid resistance characteristic of the composition gasket materials.

Although engineering costs are high to develop the "island seal" type metal layer gasket (FIG. 5) for heavy duty diesels, it is normally specified where conditions are such that all available clamping force must be used for sealing purposes. Because of the deflections induced by localized loading, this design is used only where structural strength and stiffness are great.

The VICTOCOR 300 and YIELDABLE FIRE RING gasket concept (FIG. 6) is used in the heavy duty diesel market where "no retorque" is a re-