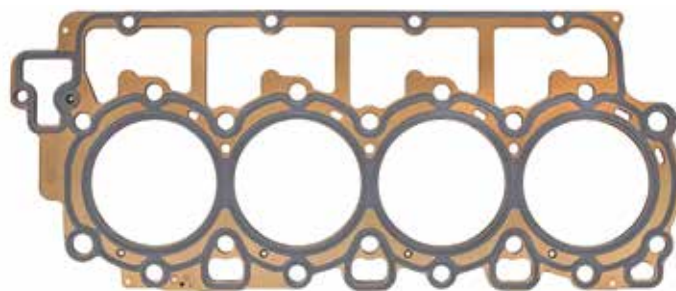
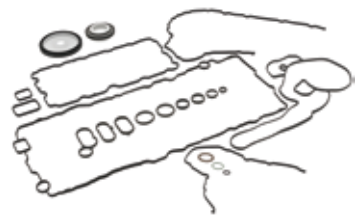


Complete Elring Gasket Range for Ford Power Stroke® 6.0L | 6.4L | 6.7L



Das Original



Ford Power Stroke®

4	Metal-layer Cylinder-Head Gaskets
6	6.0L
8	6.4L
12	6.7L 2011-2019
16	6.7L 2020-2024
22	 §

Ford Power Stroke®

As an automotive supplier, ElringKlinger has become a trusted partner to its customers – with a firm commitment to shaping the future of mobility. We recently celebrated 140 years of engine gasket excellence in 2019. Our efforts to excel are supported by a dedicated global workforce of around 9,500 employees at more than 40 locations worldwide.

The ElringKlinger success is centered on a deep knowledge of multilayer steel head gasket technology. ElringKlinger guarantees high-quality cylinder-head gaskets as well as sealing systems, oil seals and valve stem seals, sealing compounds, and threadlockers as well as cylinder-head bolts and complete gasket sets – for full- and partial servicing.

Powerful turbo diesel heart for super duty trucks

Super-duty trucks with large-volume diesel engines are popular workhorses and are in service with industry, tradesmen and private individuals alike. Ford's powerful F-Series heavy-duty trucks have been bestsellers for decades, especially on the American market.

Since 1994, the Power Stroke® engine has been developed and produced. There are now several generations of Power Stroke® engines with specific improvements and modifications. With the introduction of the 6.7-liter Power Stroke® in 2011 Ford has been designed and produced its own diesel engines. The 32-valve V8 engines of the 6.0-liter, the 6.4-liter and the 6.7-liter are particularly well known.

The technical features of the engine generation up to 2019 include:

- an engine block made of cast iron with compacted graphite, so-called "Compacted Graphite Iron" (CGI)
- four-valve counterflow cylinder-heads made of aluminum
- multi-layer steel cylinder-head gaskets
- forged aluminum pistons
- common rail high-pressure injection system with piezo injectors and over 2.000 bar injection pressure
- ceramic glow plugs
- a large, single turbocharger with variable geometry turbine (VGT) (6.7-liter engine) or a dual turbocharger in the 6.4-liter engine for high performance and torque
- air-water cooled charge air cooler (CAC) installed in the V of the engine
- an effective exhaust gas purification system with cooled exhaust gas recirculation (EGR)
- diesel oxidation catalyst (DOC)
- diesel particulate filter (DPF)
- SCR metering system

The powerful V8 turbo diesel engines are characterized by their durability and stability even under very tough operating conditions. Nevertheless, with increasing operating time, repairs to the

engine mechanics and engine peripherals are bound to occur. For professional execution, this also requires new gaskets. As a specialist in diesel engines for many years, Elring knows what is important when it comes to gaskets for super-duty diesel engines. That's why the company naturally has all the necessary gaskets in its portfolio; from minor repairs to complete engine overhauls and engine rebuilds.

Highly loaded exhaust system

To ensure that modern, environmentally friendly diesel engines can safely comply with the strict exhaust gas limits, complex exhaust gas purification systems are required. In the case of the Power Stroke®, this consists of numerous components such as the exhaust manifold, exhaust gas recirculation valve (EGR valve), exhaust gas recirculation cooler (EGR cooler) and various exhaust gas lines. In addition, the durability of the cylinder-head gasket also plays an important role in this context.

However, under unfavorable operating conditions (e.g. low exhaust gas temperatures, increased condensation, high load demand at low engine speeds, etc.), coking and sooting of the EGR system components is unavoidable. They must therefore be cleaned or even replaced if necessary. Also, part of the exhaust system is a turbocharger with variable geometry turbine (VGT), which must be replaced in the event of wear or damage. As an expert diesel gasket specialist, Elring can supply not only metal-layer cylinder-head gaskets but also all other gaskets for repair work on the exhaust tract as well as for turbocharger replacement in OEM quality.

Remedy for known vulnerabilities

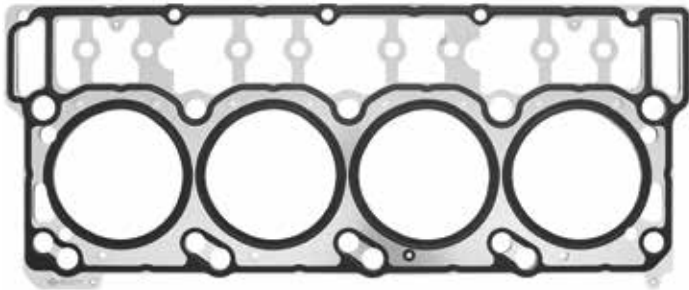
With every highly stressed engine concept, minor problems with components in or on the engine can occur in tough everyday operation. Ford's 6.7-liter V8 is no exception. In the first generations, for example, there were failures of the fuel feed pump. For this repair, "Elring – Das Original" has developed its own Injector Pump Seal Kit. There are also special solutions for leaks in the coolant pump and vacuum pump to eliminate them permanently.

Everything for the reliable engine overhaul

Professional engine builders should be pleased by the fact that Elring, as a sealing technology manufacturer with OE expertise, can also supply almost all gaskets – from A to Z, i.e. from the exhaust manifold gasket to the cylinder-head gaskets – from a single source and in original equipment quality for US super duty trucks with Ford's mighty V8 Power Stroke® turbodiesel. This makes "Elring – Das Original" a reliable sealing technology partner for both professional detail repairs and expert complete engine overhauls.

Metal-layer Cylinder-Head Gaskets

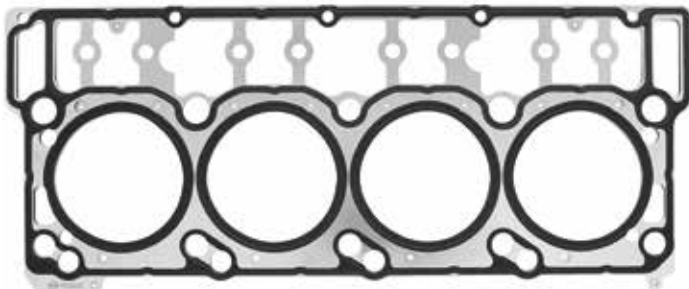
832.570 // OE # 1847201-C91 | 4C34-6G098-BA | 4C34-6G098-BB | 4C3Z-6051-DA | JC3J-6G096-EA | JC3J-6G098-FA | JC3Z-6051-E | JC3Z-6051-EA | JC3Z-6051-FA



6.0L

Multilayer Steel (MLS)
Centering Diameter 18 mm

832.600 // OE # 1832715-C91 | 6C34-6G098-AA | 6C3Z-6051-A | 6C3Z-6051-AA | JC3J-6G098-DA | JC3Z-6051-D



6.0L

Multilayer Steel (MLS)
Centering Diameter 20 mm

475.532 // OE # 1876484C1



6.4L

Four-layer design
Bore: 101,5 mm | $\pm 1,53$ mm

297.180 // OE # BC3Q-6051-FC | BC3Q-6051-FD | BC3Z-6051-A | BC3Z-6051-C | DC3Q-6051-AB | DC3Q-6051-CA | DC3Q-6051-CB | DC3Z-6051-A | DC3Z-6051-C | DC3Z-6051-E | HC3Q-6051-BA | HC3Z-6051-A



6.7L | 2011-2019

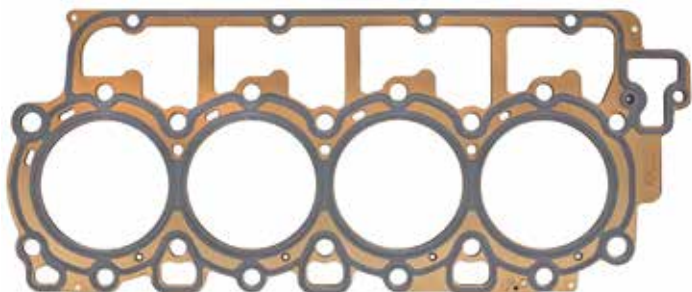
Right Bank

Five-layer design

Bore: 102,1 mm $\pm 1,2$ mm

REMAN +0,020/+0,040

297.270 // OE # BC3Q-6083-FC | BC3Q-6083-FD | BC3Z-6051-B | BC3Z-6051-D | DC3Q-6083-AB | DC3Q-6083-CA | DC3Q-6083-CB | DC3Z-6051-B | DC3Z-6051-D | DC3Z-6051-F | HC3Q-6083-BA | HC3Z-6051-B



6.7L | 2011-2019

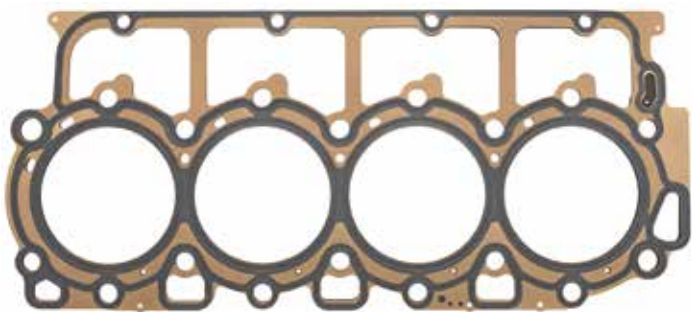
Left Bank

Five-layer design

Bore: 102,1 mm $\pm 1,2$ mm

REMAN +0,020/+0,040

226.370 // OE # BC3Q-6051-GA | BC3Q-6051-GB | BC3Z-6051-E



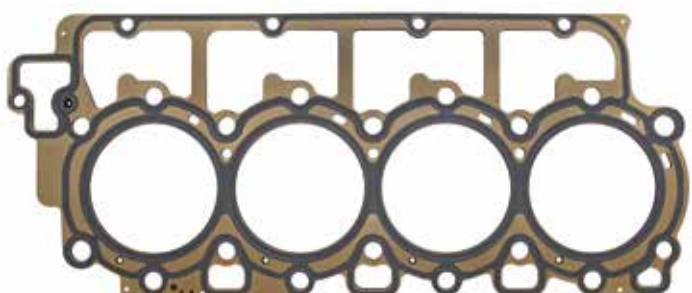
6.7L | 2011-2019

Right Bank

Five-layer design

Bore: 102,1 mm $\pm 1,35$ mm

226.380 // OE # BC3Q-6083-GA | BC3Q-6083-GB | BC3Z-6051-F



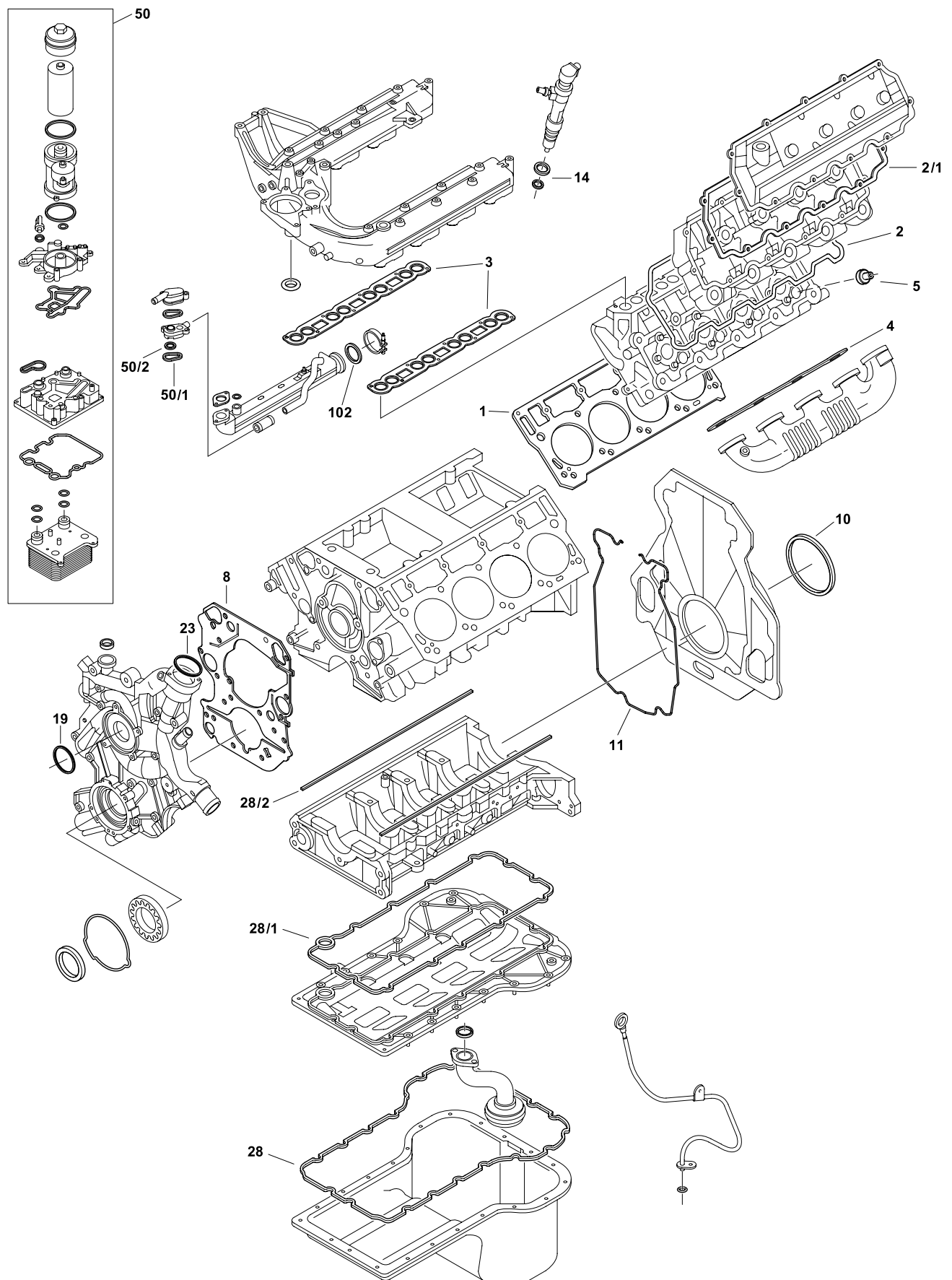
6.7L | 2011-2019

Left Bank

Five-layer design

Bore: 102,1 mm $\pm 1,35$ mm

Ford Power Stroke® 6.0L

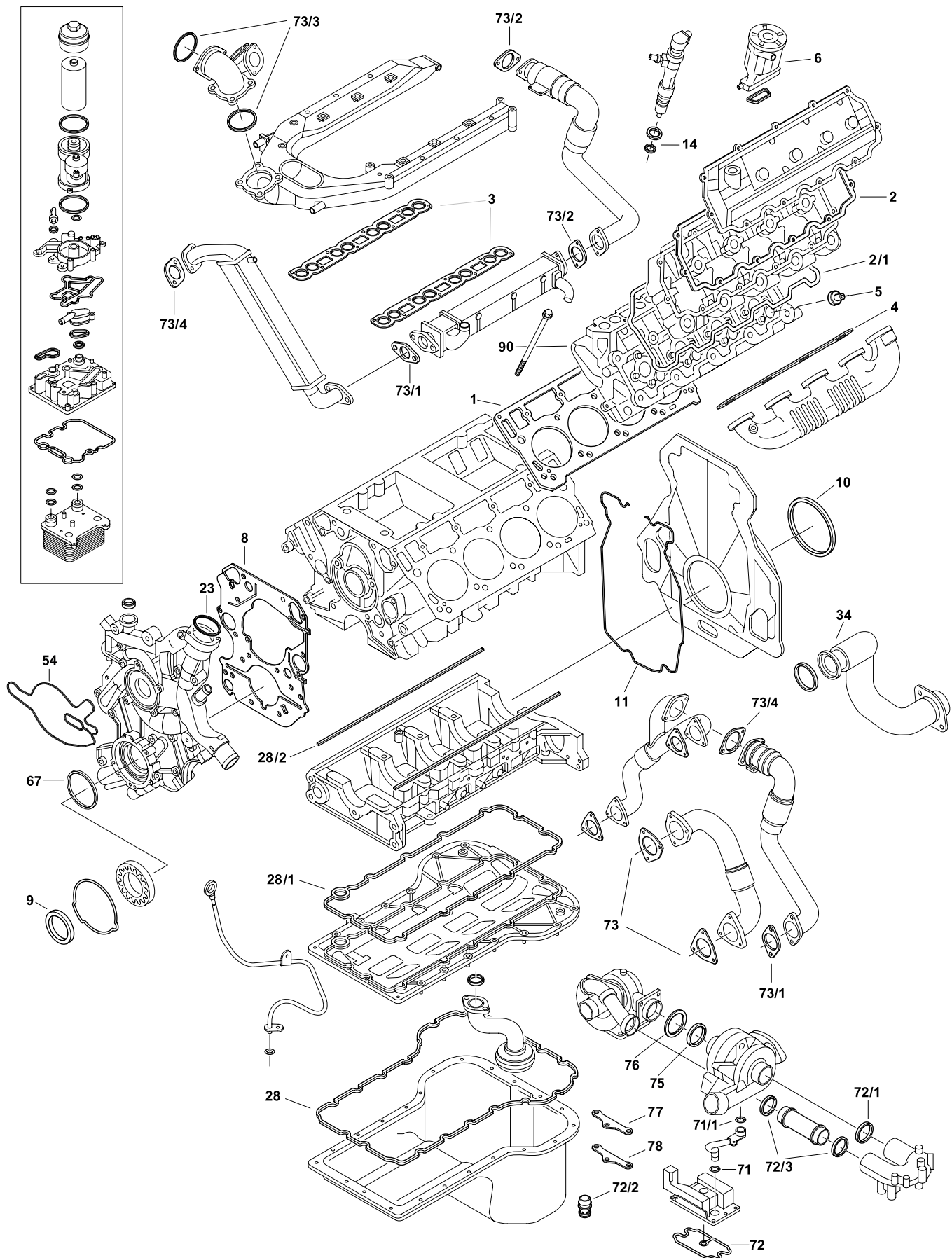


					
	830.130	1	–	–	With Head Gasket for 18 mm Dowels, with Valve Stem Seals
	835.190	1	3C3Z-6584-BA	–	–
	835.200	1	3C3Z-6584-AA	–	–
	171.760	1	3C3Z-6020-CA	–	Set
1	832.570	1	4C3Z-6051-DA	–	Centering Diameter 18 mm
1	832.600	1	6C3Z-6051-A	–	Centering Diameter 20 mm
2	146.120	1	3C3Z-6584-AA	–	Lower
2/1	146.150	1	3C3Z-6584-BA	–	Upper
3	771.370	1	3C3Z-9439-AA	MVQ	–
4	771.690	1	6C3Z-9448-A	–	MLS-Single Only
5	772.350	4	1838136-C1	13 x 25.4 x 21.6 mm Ø 7 mm FPM	–
8	146.390	1	3C3Z-6020-CA	–	Metal Elastomer
10	771.760	1	3C3Z-6701-A	117.7 x 146 x 18 mm KS PTFE	Mounting dry and without any additional oil and grease
11	771.740	1	3C3Z-6D083-AA	MVQ	Transmission sided
14	067.060	1	3C3Z-9229-AA	–	Set of 3 Seal Rings
19	B40.780	1	4C3Z-8507-AA	O-Ring 101 mm EPDM ± 3.5 mm	–
23	B40.770	1	3C3Z-8255-AA	O-Ring 69 mm EPDM ± 2.6 mm	–
28	771.960	1	3C3Z-6710-BA	MVQ	Lower
28/1	771.990	1	3C3Z-6710-CA	Silicone	Upper
28/2	771.730	2	5C3Z-6710-AA	–	Upper
50	B41.170	1	–	–	–
50/1	B41.210	1	3C3Z-9N693-EA	–	–
50/2	B41.220	50	3C3Z-9N693-FA	–	–
102	B41.140	1	–	–	Set



771.690 Exhaust Manifold Gasket

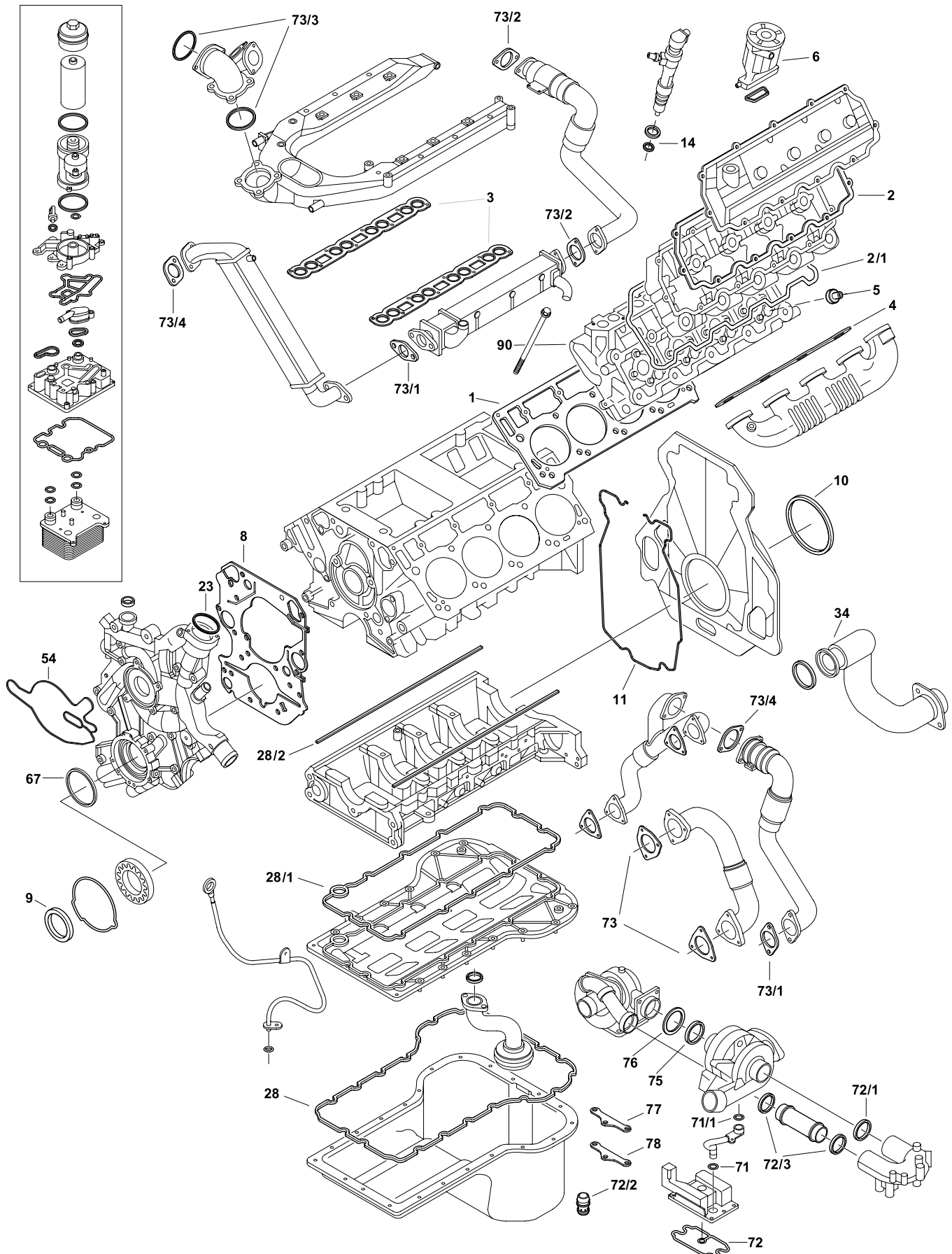
Ford Power Stroke® 6.4L





	732.660	1	–	–	–
	776.990	1	–	–	–
	772.170	1	–	–	–
	771.810	1	–	–	–
1	475.532	1	1876484C1	–	–
2	772.390	1	8C3Z-6584-A	AEM	Upper
2/1	772.480	1	8C3Z-6584-B	–	–
3	771.370	1	3C3Z-9439-AA	MVQ	–
4	771.690	1	6C3Z-9448-A	–	–
5	772.350	4	3C3Z-6571-AA	13 x 25.4 x 21.6 mm Ø 7 mm FPM	–
6	772.290	1	8C3Z-6721-A	AEM	–
8	777.000	1	8C3Z-6020-C	–	–
9	772.090	1	8C3Z-6700-B	64.2 x 89.3 x 11.9 mm KS FPM	With dust lip
10	771.760	1	3C3Z-6701-A	117.7 x 146 x 18 mm KS PTFE	Mounting dry and without any additional oil and grease
11	771.740	1	3C3Z-6D083-AA	MVQ	Transmission sided
14	B40.600	–	–	–	Fuel Injector O-Ring Kit
23	772.140	1	8C3Z-8255-A	EPDM	–
28	771.960	1	3C3Z-6710-BA	MVQ	Lower
28/1	771.990	1	3C3Z-6710-CA	–	–
28/2	771.730	2	5C3Z-6710-AA	–	Upper
34	772.200	1	7C3Z-6L612-B	–	Exhaust Pipe at exhaust turbocharger Additionally required 772.230
34	772.230	1	7C34-5A281-AC	111 mm / 4 3/8 Inch	Exhaust Pipe at exhaust turbocharger Additionally required 772.200
54	772.060	1	8C3Z-6619-C	FPM	–
67	772.110	1	8C3Z-8507-B	EPDM	–
71	771.590	50	W302512	O-Ring 19.6 x 26.6 mm FPM ± 3.5 mm	–
71/1	463.833	25	W302511	O-Ring 25.1 x 32.1 mm FPM ± 3.5 mm	–
72	772.150	1	W302508	FPM	Engine sided
72/1	804.760	1	W302515	FPM	–
72/2	771.450	1	1874026C1	Inner Ø 16.6 mm / Length 35 mm FPM	–
72/3	804.770	1	W302506	–	–
73	771.460	1	8C3Z-6N640-A	–	Number of mounting bores 3

Ford Power Stroke® 6.4L



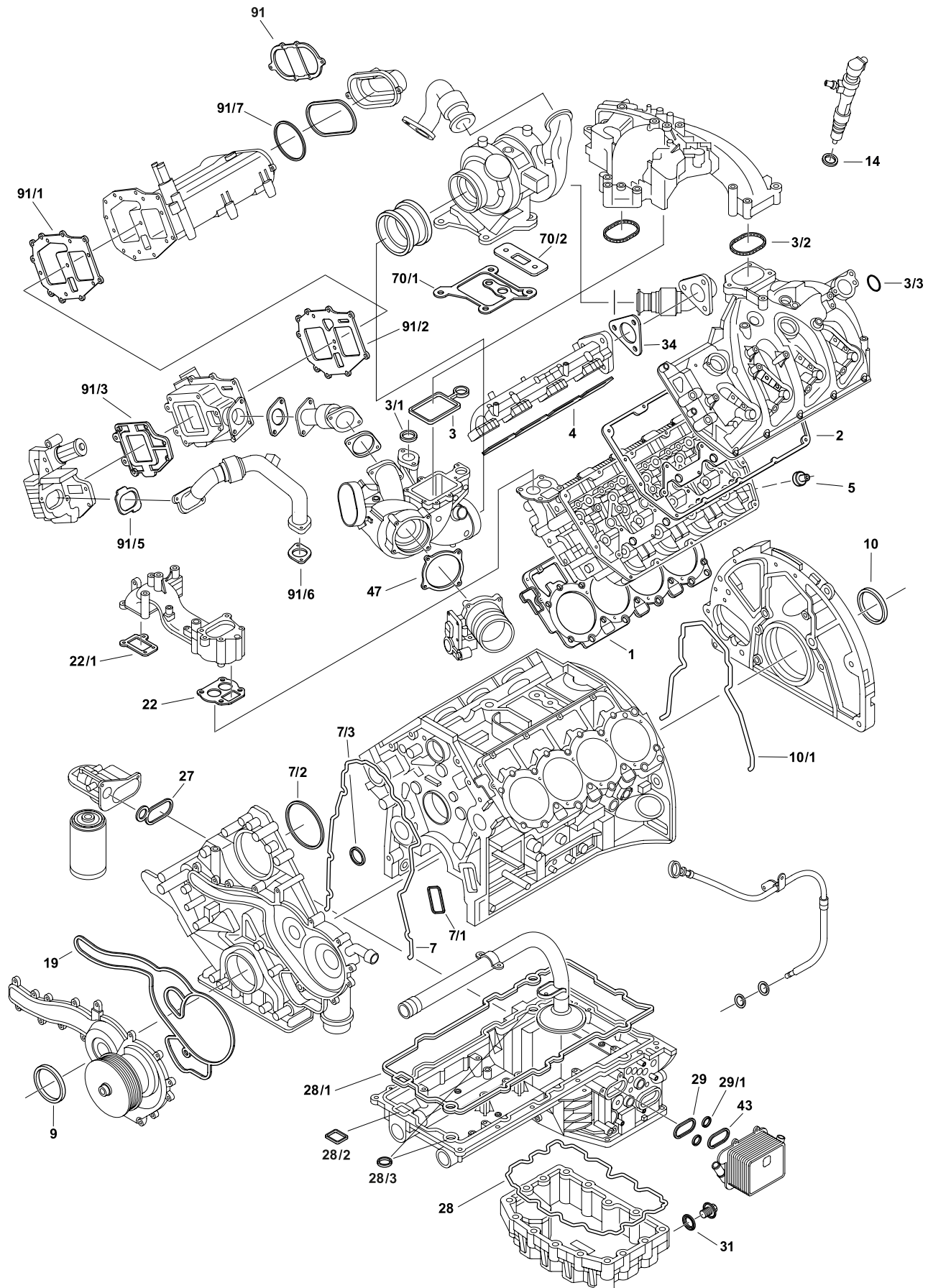


73/1	771.480	1	8C3Z-6N640-B	–	–
73/2	771.770	1	8C3Z-6N640-B	–	–
73/3	771.390	1	8C3Z-9J559-A	MVQ	–
73/4	771.510	1	8C3Z-9E933-A	–	Number of mounting bores 2
75	771.490	1	W302566	–	Regulated two-stage charging (VTG/VTG series-connected)
76	771.580	1	1847404C1	Wire Mesh	–
77	061.490	1	W302507	–	Number of bores 3
78	074.380	1	W302507	–	Number of bores 3
90	771.400	10	8C3Z-6065-A	M 16 x 2 x 175 mm	Male Hex



772.170 Mounting Kit, Charger

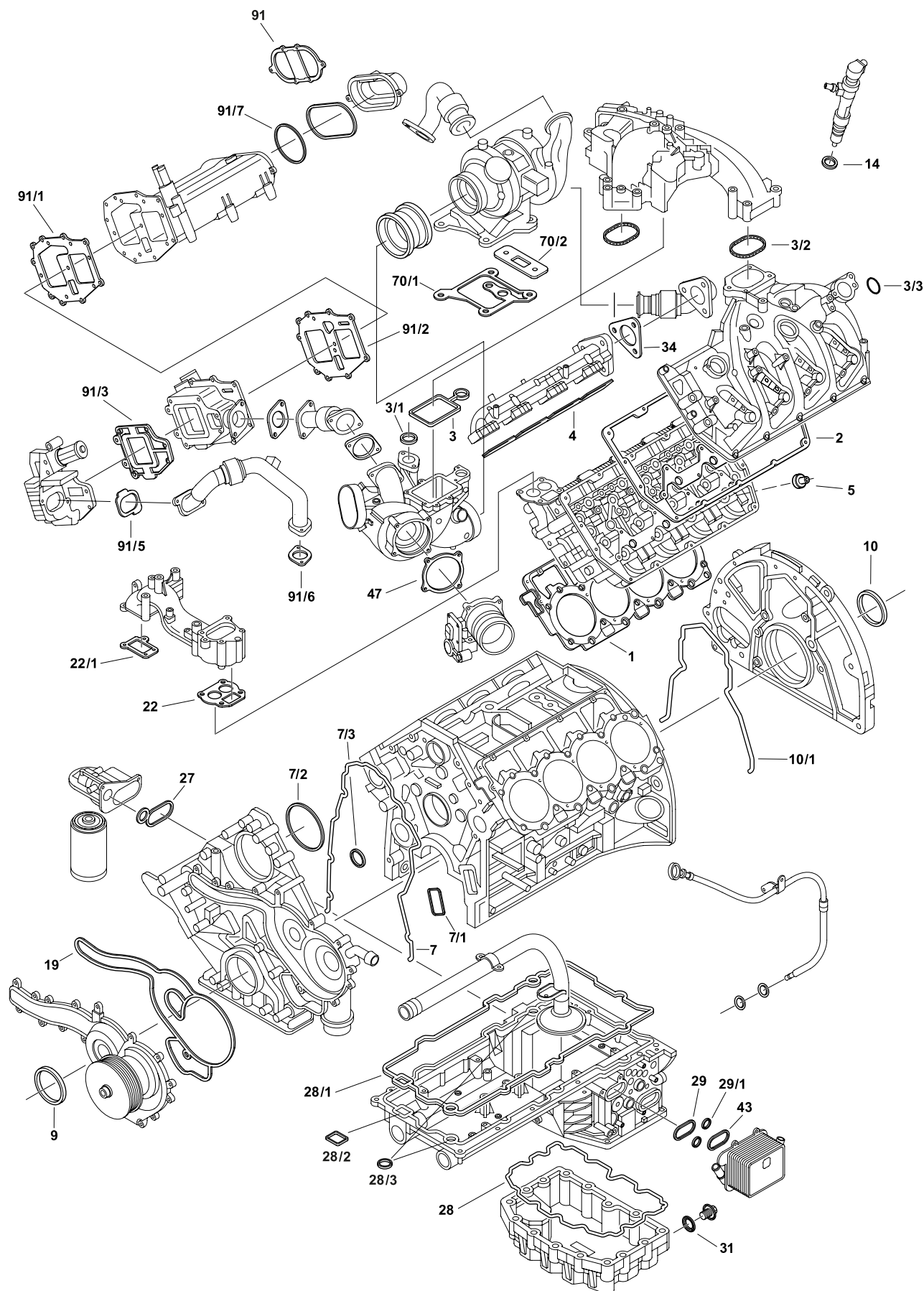
Ford Power Stroke® 6.7L 2011-2019



					
	976.720	1	–	–	Replaced by 976.721
	976.721	1	–	–	With crankshaft seal
	965.960	1	–	–	Set of 8
	976.770	1	–	–	Set of 16
	954.750	1	–	–	–
	038.550	1	–	–	–
	786.110	1	–	–	With gaskets/seals For OE No. BC3Z-6K682-C, BC3Z-6K682-A
	553.810	1	–	–	–
	098.680	1	–	–	Seal Kit, injector pump with intake mainfold gaskets
	553.760	1	–	–	–
	547.970	1	–	–	–
	B25.660	1	–	–	–
	038.500	1	–	–	–
	547.390	1	–	–	–
	B59.990	1	–	–	–

1	226.370	1	BC3Z-6051-E	Ø 102.1 mm ± 1.35 mm	RH
1	226.380	1	BC3Z-6051-F	Ø 102.1 mm ± 1.35 mm	LH
1	297.180	1	HC3Z-6051-A	Ø 102.1 mm ± 1.20 mm	RH
1	297.270	1	HC3Z-6051-B	Ø 102.1 mm ± 1.20 mm	LH
2	954.710	1	BC3Z-6584-D	–	RH
2	954.700	1	BC3Z-6584-C	–	LH
2/1	145.270	4	BC3Z-6C535-A	–	No Image indicated
3	553.590	1	BC3Z-9439-A	FPM	–
3/1	553.730	1	BC3Z 9439-B	FPM	–
3/2	553.750	1	BC3Z 9439-C	–	Set of 2
3/3	553.580	1	BC3Z 6A632-A	AEM	Set of 2
4	547.970	2	BC3Z 9448-A	–	–
5	965.960	1	BC3Z 6571-A	12 x 25 x 16.5 mm Ø 7 mm FPM	Set of 8
5	976.770	1	BC3Z 6571-A	FPM	Set of 16
7	976.710	1	BC3Z 6020-A	ACM	–
7/1	553.520	1	BC3Z 6020-DA	EPDM	Lower, Front
7/2	553.500	1	BC3Z 6020-CA	EPDM	Upper, Front
7/3	841.340	1	BC3Z-6020-B	EPDM	–

Ford Power Stroke® 6.7L 2011-2019



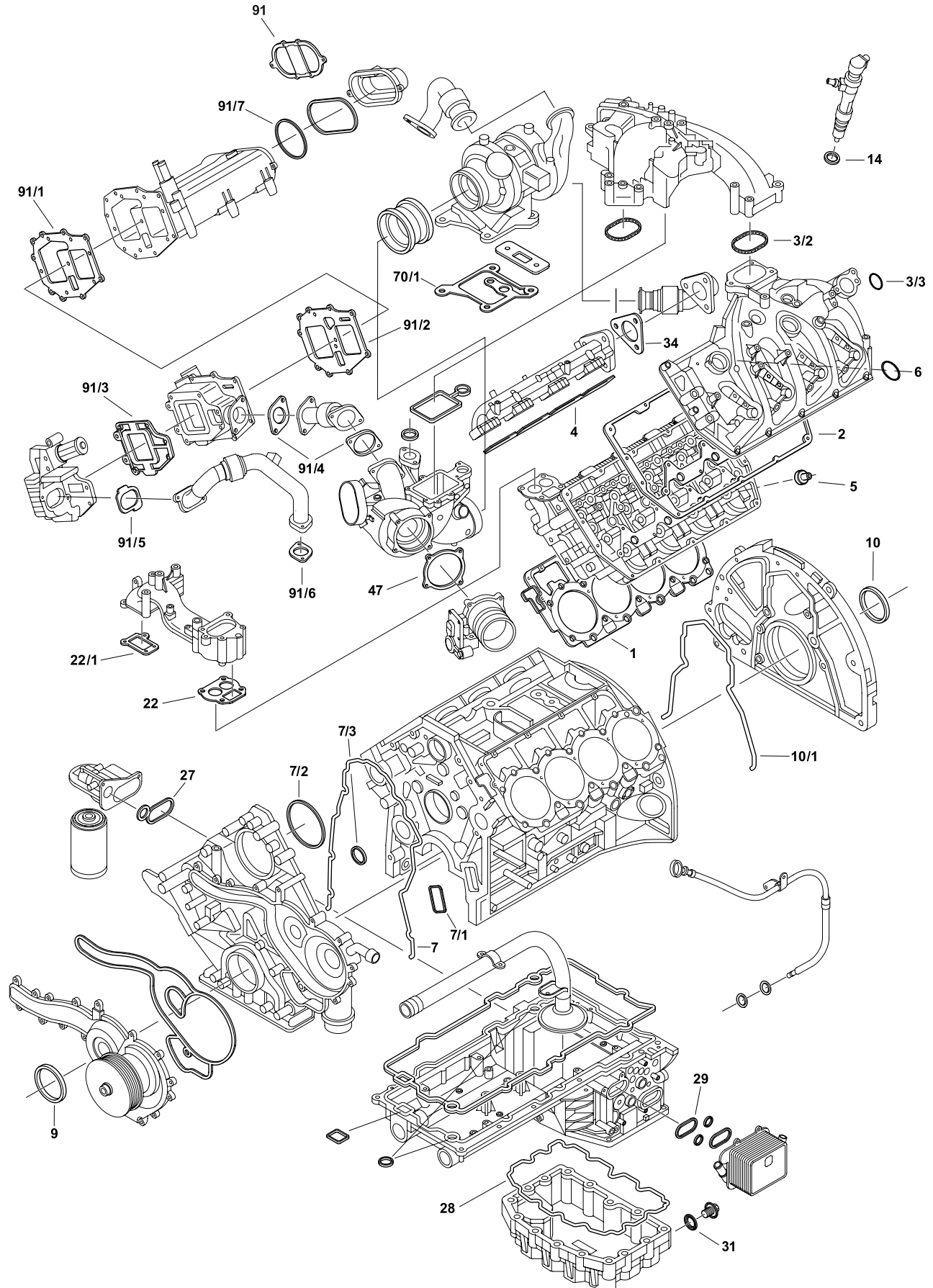


7/4	553.530	1	BC3Z 6020-E	ACM	No Image indicated
9	954.400	1	BC3Z 6700-A	64 x 91.5 x 10.3 mm ASW RD PTFE	With dust lip Mounting dry and without any additional oil and grease
10	553.540	1	BC3Z-6701-B	109 x 130 x 12.5/17 mm ASW LD PTFE	With dust lip and mounting sleeve Mounting dry and without any additional oil and grease
10/1	553.870	1	BC3Z 6D083-B	ACM	Transmission sided
14	967.860	1	BC3Z-9229-B	Copper 7/7.7 x 15 x 1.5 mm A Shape	Set of 8
19	994.740	1	BC3Z 8507-A	–	–
22	550.090	1	BC3Z 8C387-A	–	Number of mounting bores 4
22/1	550.110	1	BC3Z-8C387-B	–	Number of mounting bores 3
27	547.990	1	BC3Z 6840-A	–	Engine sided
28	955.250	1	BC3Z 6710-B	ACM	Lower 2011 → 2016 Aluminum Pan
28	994.500	1	–	–	Lower Steel Pan
28/1	994.670	1	BC3Z 6710-A	–	Upper 2011 → 2014
28/2	548.010	2	DC3Z-6710-A	AEM	Only with 553.830 2014 → 2019
28/3	553.830	1	DC3Z 6710-B	AEM	Only with 548.010 2014 → 2019
29	547.950	1	DC3Z 6L621-C	EPDM	Lower, Rear
29/1	995.290	2	DC3Z-6L621-A	AEM	Circle
31	012.001	1	F75Z-6734-AA	M 14 x 1.5 x 20	With seal ring
31	176.090	1	–	13 x 22.4 mm ACM ± 3 mm	Set of 25
34	548.860	2	BC3Z 6N640-A	–	Number of mounting bores 3
34/1	548.820	1	BC34 5E241-AB	–	No Image indicated
43	994.750	1	BC3Z 6L621-B	ACM	Upper, Front Rectangle
47	711.050	1	BC3Z-9E936-B	–	–
70/1	786.140	1	BC3Z-6587-A	–	Number of mounting bores 4
70/2	786.720	1	BC3Z-6L612-A	–	2011 → 2014
70/2	Coming soon	1	–	–	2015 → 2016
70/2	220.762	1	HC3Z-6587-A	–	2017 → 2019
91	176.190	1	BC3Q-9H454-AC	–	–
91	964.740	1	BC3Z 9D476-C	–	Replaced by 176.190
91/1	547.370	1	BC3Z-9D476-E	–	–
91/2	176.200	1	BC3Q-9D468-CA	–	–
91/3	547.380	1	BC3Z 9D476-B	–	–
91/5	964.760	1	HC3Z-9D476-A	Two Layers	Number of mounting bores 2
91/6	964.750	1	BC3Z 9E464-E	± 4 mm, Two Layers	Number of mounting bores 2
91/7	967.940	2	BC3Z-8527-C	O-Ring 40.9 x 3.55 mm	–



547.970 Exhaust Manifold Gasket

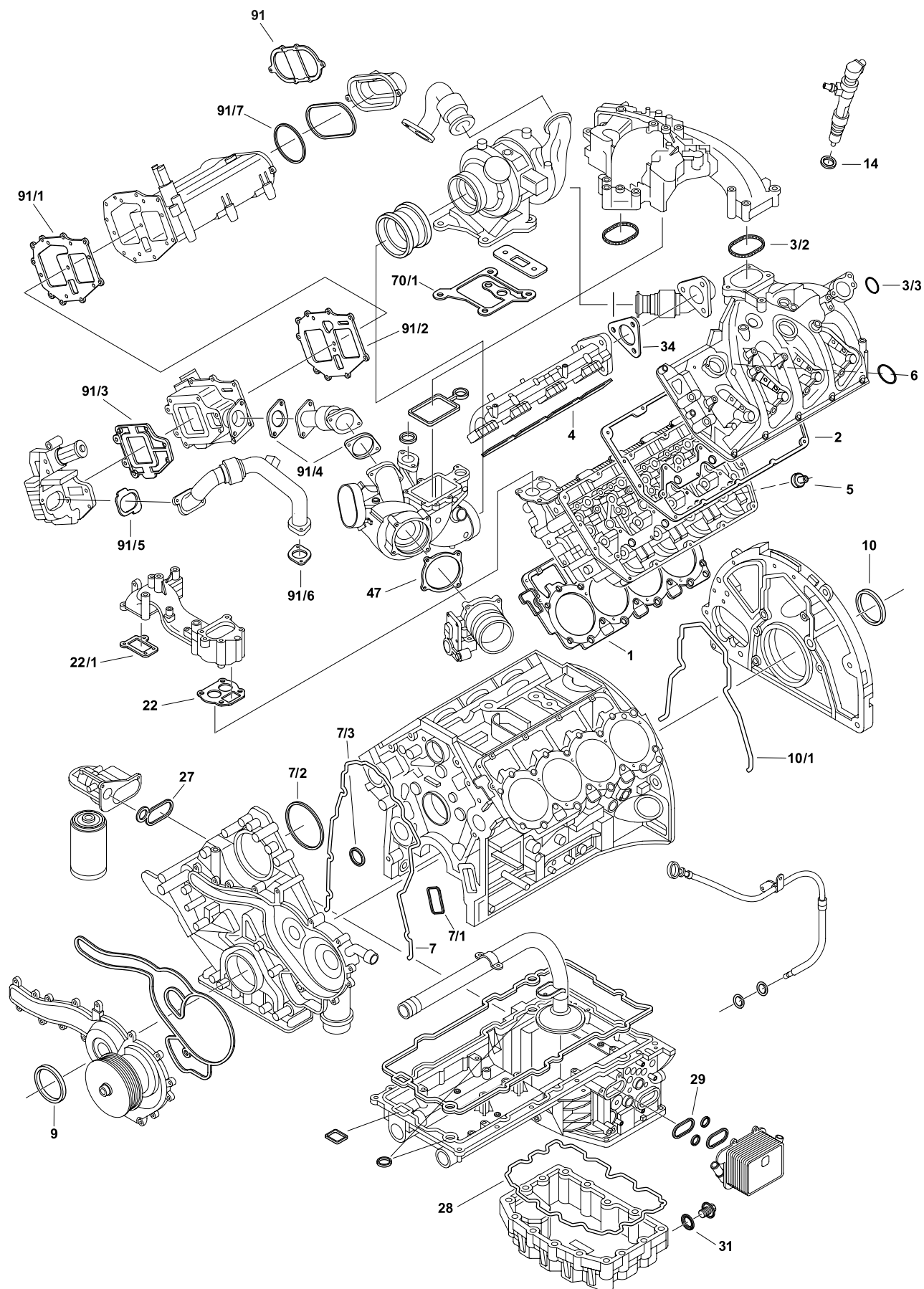
Ford Power Stroke® 6.7L 2020-2024



					
	965.960	1	–	–	Set of 8
	976.770	1	–	–	Set of 16
	954.750	1	–	–	–
	038.350	1	–	–	Set of 3 Gaskets/Seal Rings
	038.420	1	–	–	Set of 6 Gaskets/Seals
	038.280	1	–	–	–
	Coming soon	1	–	–	–

1	Coming soon	1	–	–	RH
1	Coming soon	1	–	–	LH
1	Coming soon	1	–	–	RH REMAN
1	Coming soon	1	–	–	LH REMAN
2	954.710	1	BC3Z-6584-D	–	RH
2	954.700	1	BC3Z-6584-C	–	LH
2/1	145.270	4	BC3Z-6C535-A	–	No Image indicated
3/2	038.340	2	LC3Q-9439-AA	FPM	–
3/3	553.580	2	BC3Z 6A632-A	AEM	–
4	038.280	2	LC3Z-9448-A	–	–
5	965.960	1	BC3Z 6571-A	12 x 25 x 16.5 mm Ø 7 mm FPM	Set of 8
5	976.770	1	BC3Z 6571-A	FPM	Set of 16
6	145.290	25	W716324-S300	O-Ring 31.2 mm AEM ± 3.5 mm	2023 -> 2024
7	976.710	1	BC3Z 6020-A	ACM	–
7/1	553.520	1	BC3Z 6020-DA	EPDM	Lower, Front
7/2	553.500	1	BC3Z 6020-CA	EPDM	Upper, Front
7/3	841.340	1	BC3Z-6020-B	EPDM	–
7/4	553.530	1	BC3Z 6020-E	ACM	No Image indicated
9	Coming soon	1	LC3Z-6700-C	–	–
10	553.540	1	BC3Z-6701-B	109 x 130 x 12.5/17 mm ASW LD PTFE	With dust lip and mounting sleeve Mounting dry and without any additional oil and grease
10/1	038.300	1	LC3Q-6D083-AA	AEM	Transmission sided
14	967.860	1	BC3Z-9229-B	Copper 7/7.7 x 15 x 1.5 mm A Shape	Set of 8
22	038.530	1	BC3Q-8C387-CA	–	Number of mounting bores 4
22/1	550.110	1	BC3Z-8C387-B	–	Number of mounting bores 3
27	038.390	1	LC3Z-6840-A	AEM	–
28	994.500	1	–	–	Lower Steel Pan
29	547.950	1	DC3Z 6L621-C	EPDM	Lower, Rear
31	012.001	1	F75Z-6734-AA	M 14 x 1.5 x 20	With seal ring

Ford Power Stroke® 6.7L 2020-2024





31	176.090	1	–	13 x 22.4 mm ACM $\frac{7}{8}$ 3 mm	Set of 25
34	548.860	2	BC3Z 6N640-A	–	Number of mounting bores 3
34/1	548.820	1	BC34 5E241-AB	–	No Image indicated
47	Coming soon	1	–	–	–
70/1	786.140	1	BC3Z-6587-A	–	Number of mounting bores 4
91	176.190	1	BC3Q-9H454-AC	–	–
91	964.740	1	BC3Z 9D476-C	–	Replaced by 176.190
91/1	547.370	1	BC3Z-9D476-E	–	–
91/2	176.200	1	BC3Q-9D468-CA	–	–
91/3	547.380	1	BC3Z 9D476-B	–	–
91/4	542.720	2	BC3Z-9E464-A	–	–
91/5	964.760	1	HC3Z-9D476-A	Two Layers	Number of mounting bores 2
91/6	964.750	1	BC3Z 9E464-E	$\frac{7}{8}$ 4 mm, Two Layers	Number of mounting bores 2
91/7	967.940	2	BC3Z-8527-C	O-Ring 40.9 x 3.55 mm	–

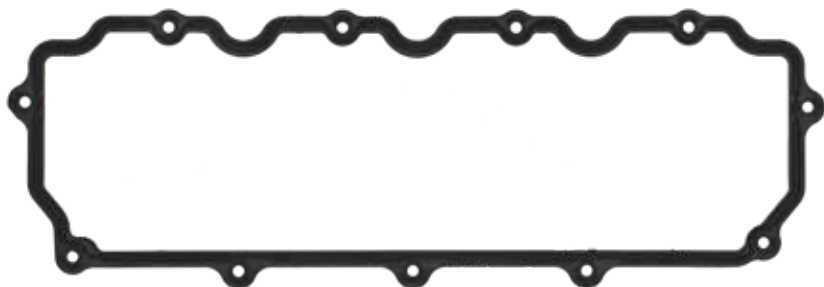


038.280 Exhaust Manifold Gasket

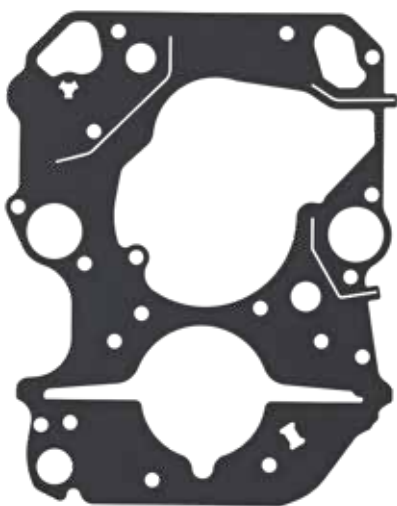
Secondary Sealing Systems

Ensure the optimal performance of engine auxiliary systems with our Elring products.

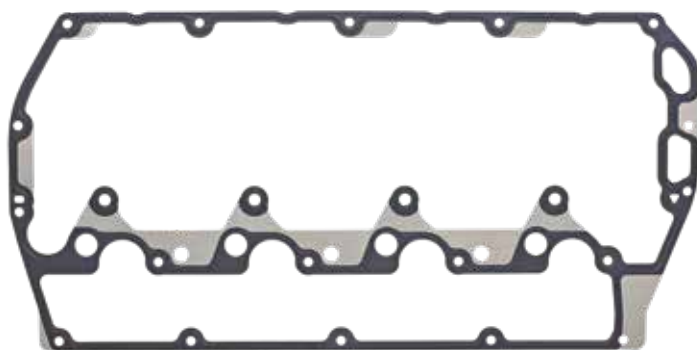
146.150 // OE # 3C3Z-6584-BA
Gasket, Upper Cylinder Head Cover



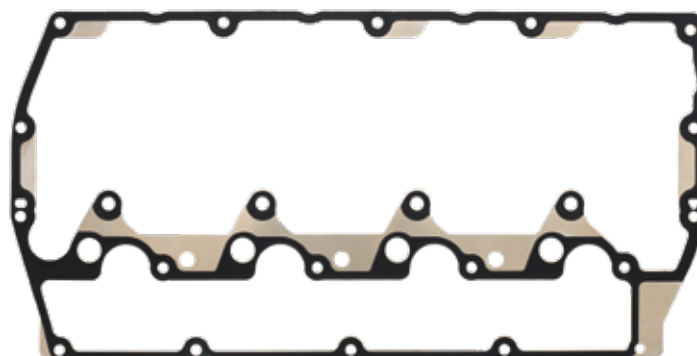
777.000 // OE # 8C3Z-6020-C
Timing Cover Gasket



954.710 // OE # BC3Z6584D
Valve Cover Gasket, Right
Compressed Thickness .20mm, Single Layer



954.700 // OE # BC3Z6584C
Valve Cover Gasket, Left
Compressed Thickness .20mm Single Layer



Sealing Compounds

Maintaining a tight seal –
whatever happens.



510.031

896.341



919.411

074.723

Dirko™ silicone-based sealants

Our Dirko™ sealants are a high-quality, high temperature resistant single component silicone-based sealing compound that exhibit permanently resilient properties. They provide excellent adhesion on all standard metals, cast iron, plastics (except for PE, PP and PTFE) and glass. Our Dirko™ sealants cure by reacting with air and can be used for a very wide range of applications.

Curil™ T2 – the surfant sealant

Solvent-free Curil™ T2 can be reshaped repeatedly, i.e. it is permanently plastic, as no hardening occurs. This results in an immediate sealing effect after application without any waiting or airing time. Dismantling is easy as the old sealant can simply be removed from the application surface. Provided the maximum sealing gap and the maximum temperature range are observed, Curil™ T2 is a genuine universal sealant.



911.581



700.521	954.020	700.501	954.030	461.682	777.792
10 ml	50 ml	10 ml	50 ml	50 ml	50 ml
954.010		954.000			
50 ml		50 ml			

Anaerobic sealants

Our anaerobic sealants are non-hazardous, solvent- and oil-resistant. For metal connections and under exclusion of air, a media- and temperature-resistant sealing film forms, which hardens. Depending on the application, we offer an anaerobic surface sealant, a joint sealant, a pipe thread sealant or a sealing screw lock.

For more information, applications, technical and safety data sheets: www.elring.com/products/sealing-compounds



Sealant adviser



Data sheets



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