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## **TRACK HEAT ALUMINUM CYLINDER HEADS FOR SMALL BLOCK FORD**

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## Track Heat Aluminum Cylinder Heads for Small Block Ford

### Overview

	Material	Combustion Chamber Volume	Intake Port Volume	Exhaust Port Volume	Valve Sizes	Valve Springs	Valve Locks	Retainers	Rocker Studs	Guideplates	OEM Accessory Holes	O-Ringed	Quantity
<b>TFS-52400010</b>	A356-T61 Aluminum	61cc	170cc	66cc	2.02 in. Intake, 1.60 in. Exhaust	1.460 in. Dual Springs with Dampers	10 Degree Machined Steel	Chromemoly Steel	ARP 7/16 in.	For 5/16 in. Hardened Pushrods	Yes	No	Pair
<b>TFS-52400011</b>	A356-T61 Aluminum	61cc	170cc	66cc	2.02 in. Intake, 1.60 in. Exhaust	1.460 in. Dual Springs with Dampers	10 Degree Machined Steel	Chromemoly Steel	ARP 7/16 in.	For 5/16 in. Hardened Pushrods	Yes	Yes	Pair

### Included Parts

Two assembled cylinder heads  
 Two packs of 10 head bolt washers  
 Two packs of four 5/16 in. guideplates  
 Two packs of eight 7/16 in. rocker arm studs  
 One windshield decal  
 Two small decals  
 One instruction packet

### Recommended Accessories

#### Head Bolt Reducer Bushings

Allows use of 7/16 in. head bolts in heads with 1/2 in. head bolt bore.  
**TFS-51400419** Head bolt bushings, pack of 20

#### Rocker Stud Girdle

These CNC-machined stud girdles help control valve lift and timing changes due to stud flex, allowing more consistent high-rpm performance. Each stud girdle is anodized for an attractive appearance and comes complete with high quality mounting hardware and hardened adjusting nuts. Tall-style valve covers required.  
**TFS-51400701** 7/16 in. Rocker stud girdles, kit

## Track Heat Aluminum Cylinder Heads for Small Block Ford

### Technical Specs

#### Material:

A356-T61 aluminum

#### Combustion Chamber Volume:

61cc

#### Intake Port Volume:

170cc

#### Intake Port Dimensions:

2.000 in. high x 1.200 in. wide

#### Exhaust Port Volume:

66cc

#### Exhaust Port Dimensions:

1.500 in. high x 1.250 in. wide

#### Port Locations:

Stock OEM intake/exhaust

#### Valve Type:

CNC-profiled, one piece, non-magnetic stainless steel with hardened tips

#### Intake Valve:

2.02 in. head diameter, 11/32 in. stem diameter, .260 in. tip, 4.960 in. OAL

#### Exhaust Valve:

1.60 in. head diameter, 11/32 in. stem diameter, .260 in. tip, 4.980 in. OAL

#### Valve Guides:

Manganese bronze alloy, .500 in. O.D. x 2.000 in. long

#### Seals:

Viton

#### Valve Seats:

Tungsten alloy, compatible with unleaded fuels

#### Springs:

1.460 in. O.D. double with damper

125 lbs. at 1.780 in. installed height

334 lbs. at .500 in. lift and 376 lbs. at .600 in. lift open pressure

420 lbs. per inch spring rate

.600 in. max valve lift

#### Rocker Studs:

Tapped for 7/16 in.-14 base threads, included with assembled heads

#### Guideplates:

Requires 5/16 in. hardened pushrods, approximately .500 in. longer than stock. Included with all heads.

#### OEM Accessory Holes:

Yes

**NOTE:** The use of a valvetrain combination that exceeds the maximum valve lift will void the warranty. Piston-to-valve clearance must be checked in all cases.

### Recommended Components:

#### Head Gasket:

Fel-Pro 8548PT-2 for mild performance engines with non O-ringed heads. Fel-Pro 1011-2 for higher performance engines with non O-ringed heads. Use Fel-Pro 1022 and 1023 for non O-ringed heads with wider combustion chambers due to porting (1022 is for the left bank, 1023 is for the right bank). Use Fel-Pro 1006 or TFS-51400901 for all engines with O-ringed heads.

#### Intake Gasket:

Fel-Pro 1250

#### Exhaust Gasket:

Fel-Pro 1415

#### Head Gasket Kits:

TFS-51400904 for engines with non O-ringed heads, TFS-51400905 for engines with O-ringed heads

#### Head Alignment Dowels:

TFS-51400420

#### Head Bolts:

289/302 (7/16 in.-14 head bolt holes) with TFS-52400010 (non O-ringed heads): ARP-154-3601. With TFS-52400011 (O-ringed heads): ARP-254-3708 or ARP-154-3601 with TFS-51400419 bushings. 351W or 302 race block (1/2 in.-13 head bolt holes) with TFS-52400010 (non O-ringed heads): Drill out restrictions and use ARP-154-3603. With TFS-52400011 (O-ringed heads): ARP-154-3603

#### Head Studs:

289/302 (7/16 in.-14 head bolt holes) with TFS-52400010 (non O-ringed heads): ARP-154-4001. With TFS-52400011 (O-ringed heads): ARP-154-4005 or ARP-154-4001 with TFS-51400419 bushings. 351W or 302 race block (1/2 in.-13 head bolt holes) with TFS-52400010 (non O-ringed heads): Drill out restrictions and use ARP-154-4003. With TFS-52400011 (O-ringed heads): ARP-154-4003

#### Moly Lube:

ARP-100-9903

#### RTV sealer:

Permatex Ultra Black #598BR

**Thread sealer:**

Permatex Aviation Form-A-Gasket #3H

**Thread locker:**

Loctite Blue #242 for medium strength applications or Loctite Red #272 for high strength applications

**Roller Rocker Arms:**

Crane Gold Race 86757-16 (7/16 in. stud, 1.6 ratio), Crane Gold Race 36757-16 (7/16 in. stud, 1.7 ratio), TFS-51400520 (7/16 in. stud, 1.6 ratio), TFS-51400521 (7/16 in. stud, 1.7 ratio)

Pistons:	Engine Size	Bore	Stroke	Rod	Comp. Height	Comp. Ratio	Pin Dia.
TFS-51404000	306 (302)	4.030 in.	3.00 in.	5.09 in.	1.610 in.	10:1	.912 in.
TFS-51404111	347 (302)	4.030 in.	3.40 in.	5.40 in.	1.100 in.	10:1	.912 in.
TFS-51404110	347 (302)	4.030 in.	3.40 in.	5.40 in.	1.100 in.	8.5:1	.912 in.
TFS-51404221	358 (351W)	4.030 in.	3.50 in.	5.955 in.	1.790 in.	10:1	.912 in.
TFS-51404331	408 (351W)	4.030 in.	4.00 in.	6.20 in.	1.295 in.	10:1	.912 in.
TFS-51404330	408 (351W)	4.030 in.	4.00 in.	6.20 in.	1.295 in.	8.5:1	.912 in.

**Pushrods:**

All heads require longer-than-stock hardened pushrods. Trick Flow offers heavy duty, hardened pushrods for most applications. Consult the Valvetrain Geometry section to determine proper pushrod length for your application.

**Headers:**

Most headers will fit without modifications. Always check header fitment before installing the heads. Refer to the Checking Header Clearance section in the Installation Instructions.

**Spark Plugs:**

The following spark plugs are recommended as a starting point:

Accel-0416

AC-FR3LS

Autolite-3924

NGK-7373

**NOTE:** Make heat range adjustments based on tuning results. Blower and nitrous applications will require you to run a colder heat range spark plug. Try several heat ranges as needed.

**For more information contact:**

Trick Flow Specialties

1248 Southeast Avenue

Tallmadge, OH 44278

Sales & Tech: (330) 630-1555

Fax: (330) 630-5565

# Track Heat Aluminum Cylinder Heads for Small Block Ford

## Installation Notes

### Project Overview

Use this handy checklist to help you organize the cylinder head installation:

- Read all paperwork in your instructions packet
- Inspect all parts and check quantities
- Fill out your warranty paperwork and mail
- Acquire recommended tools
- Purchase any additional parts needed (see Additional Parts Required section - purchase pushrods only after determining proper length)
- Remove your existing heads
- Clean and inspect block
- Install new cylinder head locating dowels
- Modify water transfer holes (351 SVO and all pre-1972 blocks only)
- Verify head bolt fit and modify as needed (see Recommended Components section)
- Check header or exhaust manifold fitment to head on work bench
- Check valve-to-piston clearance and determine pushrod length by setting rocker height
- Purchase the proper length pushrods per your geometry mockup
- Install TFS heads on engine
- Adjust valvetrain
- Complete engine assembly
- Make tuning adjustments
- Perform proper break-in
- Test drive and enjoy

### Recommended Tools

- Basic mechanics tool set with SAE and metric size sockets and combination wrenches
- 0-150 ft.-lb. torque wrench
- Shop manual for your vehicle
- Quick disconnect tools for EFI fuel connections
- Timing light, vacuum gauge, and spark plug gapper
- 7/16 in.-14 or 1/2 in.-13 tap and tap handle
- 3/16 in. and 17/32 in. drill bits and drill (may not be required depending on application)
- Machinists rule or dial indicator (for checking piston to valve clearance)
- Straight edge
- Feeler gauge
- Modeling clay
- Adjustable pushrod
- Solid mock-up lifter

### Additional Parts Required

You will need the following components to complete the installation of your Trick Flow heads. See the [Recommended Components](#) section for specific part numbers. Trick Flow also has complete Head Gasket kits featuring top quality gaskets made for us by Fel-Pro. The kits will save you time and money.

- Head gaskets
- Intake gaskets
- Exhaust gaskets
- Head bolts
- Head bolt bushings (depending on application)
- Intake bolts
- Exhaust bolts
- Moly lube
- Spark plugs
- RTV sealer
- Pushrods
- Rocker arms
- Thread sealer
- Thread locker

### Installation Instructions

#### 1. Pushrod and Rocker Arm Recommendations

Longer-than-stock pushrods must be used in all applications. We strongly recommend that you verify the valve tip wear pattern using the

procedure outlined in the Installation Instructions section. After setting the rocker to the proper height as shown in Figure 4, the pushrod length you obtain should be within .150 in. of the following lengths. See the Recommended Components section for roller rocker arm recommendations.

### 289/302 Engine with any Recommended Rocker Arm

Camshaft Type	Pushrod
Hydraulic roller	6.750 in.
Hydraulic flat tappet	7.300 in.

### 351W Engine with any Recommended Rocker Arm

Camshaft Type	Pushrod Length
Hydraulic roller	8.050 in.
Hydraulic flat tappet	8.600 in.

## 2. Cylinder Head Removal

Consult your shop manual for the proper removal procedure for your particular vehicle. It's a good idea to jot down notes or drawings as you proceed. Taking pictures or even making a video of the disassembly will help you greatly when reinstalling complicated bracketry and vacuum line routing. Be sure the #1 cylinder is at TDC on the compression stroke, then mark the distributor's rotor position before disassembly. Leave the engine in this position for the upcoming piston to valve clearance checks.

## 3. Prepping the Block

With the old heads removed, now is a good time to inspect your cylinder bores for scratches, ridges, and cracks. If everything looks OK, put some paper towels in the cylinders to catch loose debris as you scrape the old head gaskets off the deck surface of the block. Remove your old head alignment dowels and all traces of gasket, oil, or grease that may be present, then wipe the surface with brake cleaner.

Check the deck surfaces for flatness by laying a straightedge across the deck lengthwise, then try to stick a .004 in. feeler gauge under the straightedge anywhere on the deck surface. If you can get the feeler gauge under, it's time to have your block decked.

Once the block deck has been cleaned and checked, use the correct tap to chase the threads in the head bolt holes. This will clean out old sealer and debris. This is very important for sealing the new head bolts and torquing the heads down evenly on the block! You may want to put an "X" on the bolt pattern diagram (Figure 1) by the holes that you've already done so you don't lose track. Next, verify that your head bolts fit properly through the head. After cleaning the head bolt hole threads, carefully take the paper towels out of the cylinders and discard. Wipe the cylinders out with paper towels until they are very clean, then coat the cylinder walls with a thin film of engine oil. Next, install the new head alignment dowels, then place your new head gaskets on as shown in Figure 2. Note that the large coolant holes always go toward the rear of the block.

Figure 1

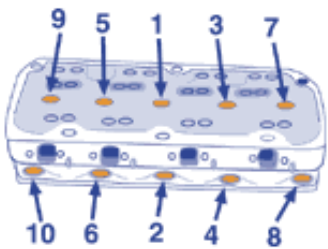
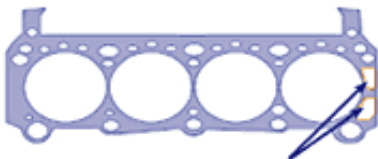


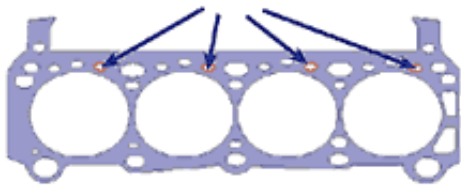
Figure 2



Coolant holes to REAR of engine

If you have a pre-1972 block or a 351 SVO block, you must modify the coolant passages in the deck surface as shown in Figure 3. Using the head gasket as a template, drill into the water jacket at the locations shown with a 3/16 in. drill bit. This modification must be done to prevent overheating due to steam pockets forming in the high side of the block. Be sure to tape off or otherwise cover the deck surface and cylinder bores when you are drilling.

Figure 3



#### Loc-Wire Head Gasket Note:

If you have the O-ring style heads (TFS-52400011), you MUST use a Fel-Pro 1006 or a Trick Flow TFS-51400901 head gasket. These head gaskets use a raised ring that fits into the receiver groove in the head. The only way to use a standard-type head gasket on an O-ring type head is to mill approximately .012 in. off the deck surface to remove the receiver groove.

#### Dome Piston Warning!

OEM-style dome pistons will interfere with Trick Flow's unique combustion chamber design. Conventional flattop pistons will work. Forged racing pistons are available from Trick Flow for high compression and high valve lift applications. See the [Recommended Components](#) section for details.

### 4. Checking Header Clearance

Place one of your new heads on a suitable work top and install the recommended spark plugs. Bolt the headers on the head and check for any plug interference - it is much easier to find out now instead of waiting until the engine is in the chassis. Be sure to check both headers. See the [Recommended Components](#) section for details.

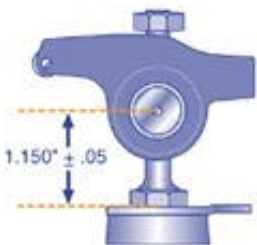
### 5. Checking Piston to Valve Clearance and Valvetrain Geometry

If you choose to use the stock cam in your engine, and it has not been moved from its factory position, you do not have to check piston to valve clearance. It is still a good idea to familiarize yourself with the procedure since you may want to go to a larger cam in the future.

If you have an aftermarket cam or are reinstalling ANY cam (especially with a multi-keyway timing set), you must follow this procedure to assure safe operating clearances between your pistons and valves:

1. Make sure you're still on the compression stroke of the #1 cylinder (both lifters will be in the down position). Place a solid mock-up lifter in the lifter bore of the valve that you'll be checking. (Make sure that the lifter is the same height as your original - you'll need it for checking valvetrain geometry later.)
2. Coat the top of the piston with a very thin layer of oil, then place a few 1/4 in. thick strips of modeling clay across the upper half of the piston. Place the head gasket you will be using on the block and bolt the head on with five or six head bolts, torqued only to 30 ft.-lbs.
3. Install the valvetrain for the position you are checking (intake or exhaust) with your adjustable pushrod set to one of the lengths shown in Step 1. Tighten the rocker to zero lash, rotate the crank at least twice, then remove the head and gently remove the clay. Carefully cut the clay in slices and look for the thinnest section of the valve impression. This impression is a 3D representation of the closest approach of the piston to the valve.
4. Carefully measure the clay with a machinist's scale or calipers. The intake side should have at least .080 in. (5/64 in.) of clearance, and the exhaust should have at least .100 in. (7/64 in.) of clearance. Repeat the procedure for the other valve.
5. When you are done with the second valve, reinstall the head in the same manner as before so you can verify proper pushrod length and valvetrain geometry. For ideal geometry on the Track Heat head, the height from the center of the rocker fulcrum down to the top of the guideplate should be 1.150 in. (+/- .050 in.) as shown in [Figure 4](#). To check your rocker height, make sure the lifter is at its lowest position, then install your adjustable pushrod and set it to the same length that you used for checking piston to valve clearance. Next, place your rocker on the stud and adjust the pushrod length until you get the proper rocker height.

Figure 4



After the required checks are completed, place the crankshaft at TDC on the compression stroke of the #1 cylinder. This will be the starting position for the valve adjustments.

### 6. Installing the Trick Flow Heads

With the block clean and all checks completed, position the head gaskets per the manufacturer's markings. As mentioned before, the large coolant holes always go towards the rear of the block. O-ringed heads must always use a Loc-Wire head gasket.

When the gasket is positioned correctly, don't be alarmed if some of the holes in the block are restricted by a smaller hole in the gasket. This is done intentionally to regulate coolant flow. (If you have a pre-1972 or a 351 SVO block, see the Prepping the Block section about the addition of water transfer holes in the deck surface.)

With the gaskets in place, push the heads down evenly onto the new dowels so the head is flat against the gasket. Next, place all head bolt washers on the head to protect the aluminum surface. Put a small amount of ARP moly lube on the tops of all washers once they are in place. Coat all bolt or stud threads with a premium thread sealer (Permatex Aviation Form-a Gasket #3H for bolts, Loctite Blue #242 for studs), then torque the bolts as shown in **Figure 1** using four steps:

7/16 in. Head Bolts: Torque to 35 ft.-lbs., 50 ft.-lbs., and 70 ft.-lbs., then tighten only the long bolts an additional 10 ft.-lbs.

1/2 in. Head Bolts: Torque to 35 ft.-lbs., 70 ft.-lbs., and 100 ft.-lbs., then tighten only the long bolts an additional 10 ft.-lbs.

Retorquing shouldn't be necessary after initial break-in, but can be done if desired.

**Head Bolt Note:** On vehicles with torque-to-yield head bolts (1992 1/2 and later), the head bolts must be replaced. See the Recommended Components section.

## 7. Installing and Adjusting the Valvetrain

Place the proper length pushrods into the pushrod holes. Coat the base threads of the rocker studs with oil (do not use antiseize!), then put the guideplates on. When everything is lined up correctly, torque the studs to 55 ft.-lbs. (using motor oil). Place your rockers on the studs, and make sure they are centered side to side (see **Figure 5**). Adjust the valvetrain according to your cam maker's specifications. If you are using a hydraulic cam and no specs are available, turn the rocker arm adjusting nut 1/2 to 3/4 of a turn after zero lash. For mechanical cams, you must get the correct lash specification from the cam maker.

Figure 5



In either case, the simplest method of valve adjustment is to follow the firing order, turning the crankshaft a 1/4 turn between each cylinder. For example, turn the crankshaft until the first cylinder listed in the firing order is at the TDC position on the compression stroke. Both valves will be in the closed position. Adjust the valves as described above, then rotate the crank exactly 1/4 turn and repeat for the next cylinder in the firing order. For other methods, consult your shop manual.

### Firing Orders:

289/302: 1, 5, 4, 2, 6, 3, 7, 8

351W and 302 HO (5.0L): 1, 3, 7, 2, 6, 5, 4, 8

## 8. Reassembling the Rest of the Engine

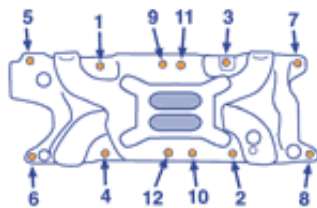
Install as many items as you can without putting the valve covers on. For late model EFI engines, it is recommended to test fit the upper intake before pre-lubing the valvetrain (see the note on EGR below). This will allow you to minimize the time between pre-lubing and initial startup.

### Intake Manifold Tips

Apply a 1/4 in. bead of Permatex Ultra Black (part number 598BR) to the front and rear manifold surfaces. Do not use any gasket on the end rails, only the sealer. Outline the water openings at the ends of the head with the Ultra Black to help prevent water leaks.

Apply a small amount of motor oil (do not use antiseize!) to the intake bolts and gradually torque them to 22 ft.-lbs. using the sequence shown in **Figure 6**. This procedure must be repeated several times until all bolts reach the 22 ft.-lb. requirement. The intake manifold will work its way into a properly seated position during this process.

Figure 6



**EGR Note:** On late model 5.0L EFI engines, the EGR valve boss on the bottom side may require some modification to clear the valve covers (see **Figure 7**). Place the upper manifold on the base, if applicable, and torque to 20 ft.-lbs. as shown in **Figure 8**.

Figure 7

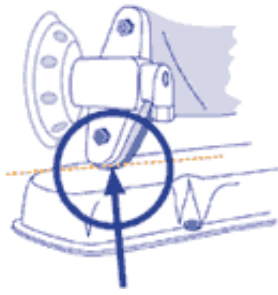
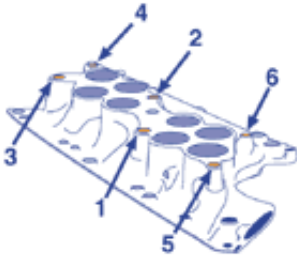


Figure 8



### Exhaust Manifold/Header Tips

Lay your straightedge across the mating flange of your headers or exhaust manifold to make sure they are flat. If they are not, you should have them milled flat. Put a little bit of motor oil (do not use antisieze!) on the exhaust bolts and tighten them down from the center out to the ends. You're trying to pull the flange down evenly. After the engine has been run a few times, it is a good idea to retighten the exhaust bolts. If they loosen up, the leaking exhaust gas will burn out the gasket.

**Exhaust Leak Note:** What sounds like a lifter tick is often an exhaust gas leak. They both vary directly with rpm and sound alike. Rule out exhaust leaks before tearing the intake off to replace the lifters.

## 9. Pre-lubing the Valvetrain

You are now ready to pre-lube the valvetrain. Lubricate the rocker arms, springs, and valve stems with about 1/2 quart of oil per head. It is a good idea to use an oil squirt-can to get inside the valve spring and lube the valve stem and seal area. **YOU MUST NOT START THE ENGINE WITH THE TOP HALF DRY!**

The valve cover rails on the Trick Flow heads have been raised approximately .350 in. to provide clearance for roller rocker arm poly locks. This will make the valve covers sit higher. Take this into account when reassembling accessories that mount on or cross over the valve covers.

## 10. Break-In and Tuning

After installing the valve covers, assemble the rest of the engine and align the distributor rotor to the mark you made during disassembly so that the engine starts as quickly as possible. If the cylinders are getting the right amount of fuel with a correctly timed spark, the engine will start quickly.

To ensure long life and trouble-free usage, allow 2-4 hours of normal driving time before running the engine hard. This allows proper break-in of your valvetrain. If you are also breaking in a new cam, it's a good idea to change the oil after a half hour. This will help to remove the many small particles that are shorn off in the break-in process. After proper break-in is complete, you can use synthetic oil if you wish.

Recommended total timing is from 34 to 36 degrees for maximum power. The best setting will depend on your particular engine combination and ambient conditions.

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## Track Heat Aluminum Cylinder Heads for Small Block Ford

### Replacement Parts

TFS-52410010	Cylinder Head Assembly, non O-ringed
TFS-52410011	Cylinder Head Assembly, O-ringed
TFS-5241B010	Cylinder Head, Bare, with seats and guides, non O-ringed
TFS-5241B011	Cylinder Head, Bare, with seats and guides, O-ringed
TFS-51400252	Valve Guides, bronze, set of 16
TFS-52400423	Retainers, set of 16
TFS-52400423-1	Retainer, each
TFS-52400444	Valve Locks, machined, 10 degree, set of 32
TFS-52400444-1	Valve Locks, machined, 10 degree, pair
TFS-31400414	Valve Springs, set of 16
TFS-31400414-1	Valve Spring, each
TFS-51400454	Valve Stem Seals, set of 16
TFS-51410623	Guideplates, set of 4
TFS-51400623	Guideplates, set of 8
TFS-51400614-8	7/16 in. Rocker Studs, set of 8
TFS-51400614-1	7/16 in. Rocker Studs, each
TFS-51400211	2.02 in. Intake Valve, each
TFS-51400212	1.60 in. Exhaust Valve, each
TFS-51400417	7/16 in. Head Bolt Washers, set of 10
TFS-51400418	1/2 in. Head Bolt Washers, set of 10
TFS-DP-5	Installation Instructions

### Warranty

Trick Flow Specialties warrants its assembled street high performance cylinder heads to be free from defects in both materials and workmanship for a period of one year from date of purchase. All other products, including race cylinder heads, are warranted for a period of 90 days from date of purchase. This warranty covers manufacturing defects only. Damage due to negligence or improper installation will not be covered. Alterations made to the product such as porting, milling, welding, or other custom modifications are done at the owner's sole risk and will void the warranty. Trick Flow's sole obligation shall be to repair or replace any product that is defective under this warranty. This warranty covers only the product itself and not the cost of installation or removal.

Customers who believe they have a defective product should either return it to the dealer from whom it was purchased or call Trick Flow at 1-330-630-1555 with a complete description of the problem. After obtaining a return authorization number, the product must be returned freight prepaid. If a thorough inspection by the factory indicates defects in workmanship or materials, our sole obligation shall be to repair or replace the product.

### Airflow Chart

Lift Value (in.)	As Cast	
	Intake Flow	Exhaust Flow
	CFM	CFM
0.100	63	53
0.200	141	107
0.300	205	144
0.400	233	171
0.500	251	187
0.600	251	193

**NOTE:**

Tests conducted at 28 in. of water (pressure)

Intake valve size 2.020 in./exhaust valve size 1.600 in.

Track Heat Aluminum Cylinder Heads for Small Block Ford

