



DART

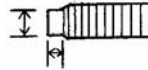
Iron Small Block - Technical Notes

Deck Height	.....	9.025"	
Bore	.....	4.00" or 4.125"	unfinished
Main Bearing Size	.....	350 (2.45")	
Weight	.....	175 lbs	
Largest Recommended Bore	.....	4.165"	
Camshaft Bearing Diameter	.....	SBC - 2.00"	
Camshaft Position	.....	Standard SBC	
Cylinder Wall Thickness, min.	.....	.230" @ 4.165" bore	
Deck Thickness, min	.....	.675"	
Torque Specs - Main Caps		1 - 5 7/16" bolts	65 ft lbs
		2,3,4 outers 3/8" bolts	35 ft lbs

Early stock SBC 2 hole oil filter adaptor is needed.
 Standard SBC timing chain, timing cover, gear or belt drive can be used.
 Actual deck height will be .005"- .010" taller for additional machining requirements.
 Standard 1980-1985 SBC oil pan can be used.
 Cam bearing OD should be deburred before installation.
 When initially removing main caps, the caps & block should be deburred before reinstalling. This will insure that correct main size is maintained.

Standard SBC head studs or bolts may be used.
 Head stud holes are blind. They do not go into the water jacket.
 A sealant/antiseize *must* be used on the head studs. Loctite # 620 is recommended.
 Studs should *never* be torqued into block. They should only be lightly snugged.
 It is preferred that a bullet be machined on the end of the head stud where it bottoms in the block to center the stud before tightening.

.350" OD x .150" Deep



Press-in freeze plugs are available.
 Press-in cam plug dia = 2.106"

Oil pump dowel pins should be .250" OD. Stock GM pins are only .246" OD.

DIPSTICK: Chevy 1980-1985 is required, you will have to cut off the area about 1" below the shoulder.
 Dipstick Tube installation: If an oil dipstick tube is used, after installation fill, the engine with oil and remark the dipstick indicator Full mark if necessary. In certain applications you may need to modify or bend the tube to properly install it. The tube is a press fit.

Honing: Hone block to finished size with 220 grit @ 40 amps of load on sunnen hone.
 Make 3 strokes on each cylinder with 280 grit @ 20 amps.
 Make 3 strokes on each cylinder with 400 grit @ 20 amps.

When rehonon start with 220 grit, get cylinder straight and round or just deglaze. Then do same procedure as above.

OIL PUMP DRIVESHAFT

Std SBC 350 main oil pump drive shaft

Note: Be sure to check distributor to oil pump shaft clearance with distributor, intake manifold and oil pump installed on the block.

PRIORITY MAIN OIL SYSTEM

Oil is directed to the main bearings first, then to the cam bearings.
There are NO provisions for oil restrictors

OIL PUMP

Std SBC oil pumps are recommended, high volume high pressure oil pumps are NOT recommended.

LIFTERS

SHP blocks are designed to work with 1987-1995 Factory Hydraulic roller setups. Due to this, if you choose to run a link bar lifter it will require the .300 taller lifters. This is due to the taller lifter boss used for the factory hydraulic roller setup.

OIL PANS

1988-1985 Chevy pans are recommended, inquire with pan manufacture for fitment for your application. Due to the larger wider main caps it is best to test fit oil pan first to verify clearance on the main caps.

NOTE: The fuel pump pushrod bore is machined for a .500" rod. Be sure to check the clearance because of the inconsistencies in the diameters of push rods.

FOR ADDITIONAL INFORMATION SEE DIAGRAM

NOTE: Due to variations in lifter sizes and clearance preferences, most of our Engine Builder customers prefer the lifter bores sized on the small end of the specification. Sometimes these bores will need to be lightly honed.

SPECIAL NOTE: With a multitude of different crank, rod and piston combinations available it is important to check clearance of all moving parts (especially crankshaft counterweight to block) before attempting any type of assembly. It is good engine building procedure to ALWAYS check the fit of the distributor before any machining or cleaning is done.

Top off your SHP block with a proven Dart top end kit combination, we have dyno tested combinations and can help you pick the parts that would work best for your application. Contact us today for technical assistance.

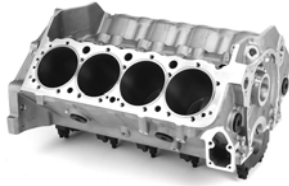


Dart

SBC Iron Block

Part#	31161111 31161211
Material:	Superior iron alloy
Bore:	4.00" or 4.125" unfinished
Bore & stroke:	4.165" x 3.750" max recommended
Cam bearing bore ID:	SBC - 2.00"
Cam bearings:	Special coated, grooved, w/3 oil holes
Cam Bearing O.S.	+ .010", +.020", +.030"
Cam bearing press:	.002"
Cam journal OD:	Standard SBC - 1.869"
Cam Plug:	2.106" dia. cup plug
Cylinder Wall Thickness:	.230" min @ 4.165" bore
Deck Height:	9.025"
Deck Thickness:	.675" min.
Fuel Pump:	Mechanical pump provision
Fuel Pump Pushrod:	Standard Length
Freeze Plugs:	Press in cup plugs
Lifter Bores:	SBC .8427" - .8437"
Lifters:	Designed for factory 87-95 Hyd rollers, must use +.300 tall lifters if using link bar lifters
Main bearing size:	2.450"
Main bearing bore:	2.6405"-2.6415"
Main Cap Bolts:	#1-#5 7/16 #2, #3, #4 3/8" splayed
Main cap press:	.005"
Main caps:	Ductile Iron -
Main cap register:	Deep stepped register on each side (no need for dowels)
Oil system:	Wet Sump - Main Priority Oiling
Oil Pump shaft:	350 main = Stock shaft (.481" OD)
Oil Filter:	Standard SBC filter, uses 2 bolt filter adapter
Oil Pan:	Standard 1980-1985 SBC oil pan
Rear Main Seal	350 main - std seal
Serial No.	Left front & main caps
Starter:	Standard SBC
Stud holes, Head:	Blind holes
Timing chain/gears	Standard SBC components, will also accomadate 87-95 thrust plate
Timing Cover:	Can use stock cover
Torque Specs:	#1-#5 7/16" bolts - 65 ft lbs #2,#3,#4 3/8" bolts - 35 ft lbs
Weight:	175 lbs @ 4.00" bore

IMPORTANT



This Block should be assembled only by experienced, professional engine builders.

INSPECTION

Upon receiving this block it should be thoroughly inspected for shipping damage.

Prior to machining and assembly please inspect the following items:
Cylinder bores - Oil passages - Deck surfaces - All threads

MEASURING & MACHINING

- ❑ All initial measuring should be done before any machining has begun.
- ❑ Decks are CNC machined to standard deck heights. If you need a particular deck height always measure before machining.
- ❑ Main journals are finish line honed to the low to middle of the specification. They should be measured for your preference. If you have need for a different diameter you must realign hone this yourself.
- ❑ Crankshaft & rod clearance should always be checked before any machining is started. You need .060" clearance for rotating counterweights and rods.
- ❑ Due to variations in OD dimensions of the numerous lifter manufacturers, lifter bores are finish honed on the tight side of the tolerance to leave room for lifters that are larger than the standard.

WASHING

- ❑ Final washing should be very thorough, paying particular attention to all oil galleys. Use hot soapy water and rinse with hot water first, followed by cold water which helps reduce rust.

Honing Procedures for



- **HONING OIL** Sunnen MAN 845-55
- **SPEED & FEED** CK-10 (C&E) Pulleys
CV-616 185 rpm 50 strokes per minute
- **HONING**
 - 1) Rough .003" from size Sunnen C30A-25
 - 2) 220 to size Sunnen C30A-55
 - 3) 280 3 strokes Sunnen C30J-65
 - 4) 400 3 strokes Sunnen C30J-85
- **REHONE (deglaze)**
 - 1) 220 3 strokes Sunnen C30A-55
 - 2) 280 3 strokes Sunnen C30J-65
 - 3) 400 3 strokes Sunnen C30J-85

- RA should be 26 - 28

- **SHOE ASSEMBLY TECHNIQUE**

Titanium or hard shoe (part# CK-3570) from Sunnen on one side of honing head.

Delrin (engineering plastic) attached to brass shoe holder & trimmed to size on other side. (Delrin bars can also be purchased from your local plastic supplier)

***** DO NOT use bronze shoe *****

- **FRESH OIL IS CRITICAL**

These are only recommended procedures we have developed through our Pro Stock program. Some engine builders have their own procedures for honing our blocks.

All supplies from Sunnen Products

Dart Small Block Chevy SHP Engine Block

