

**Instruction Sheet DCF-288a**  
**For MP W2 “Pro Race” Cylinder Head P5007355 and P5249769**  
**Revised 6/03/03**

This package consists of one “Pro Race” cast iron W2 cylinder head and this instruction sheet. This W2 head is fully machined and is designed to fit all production “A” engine blocks, the 340 Replacement Block P5007552, and “R3” blocks w/ the 59-degree tappet bore (P4876791AB, P4876792AB, P4876793AB, P4876794AB, P4876795AB, P4876796AB, and P4876797AB). Most of the “R3” blocks will have two extra head bolts per cylinder that will not be used with the W2 cylinder heads.

This cylinder head is not recommended for use on 48-degree tappet bore “R” blocks. If you want to use a 48-degree tappet bore block you should use W2 cylinder head P5007445AB or P5007708AB instead of this head.

Part number P5007355 includes a 68cc closed chamber. Part number P5007769 includes a slightly smaller 65cc closed chamber. Obviously, these chamber sizes will change the compression ratio of the engine, if no other changes are made. All 59-degree wedge small block cylinder heads have an 18-degree valve angle (including these W2’s and production small block cylinder heads).

**Special Notice:** The rocker stands on this head are machined to work with T&D rocker arms only (for heads machined after 1/10/02). Other rocker arms will not fit and cannot be used with this cylinder head. The T&D rocker arms are oiled through the pushrods only (not through passages in the head). This change was made to update the W2 for racing, and allow the use of modern “Pro Race” rocker arms without extensive modifications to the heads. If you do not want to use the T&D “Pro Race” rocker arms, you should use another version of the “W2 Classic” cylinder head (i.e. P4529994, P4529995, P5007089, P5007445, P5249770).

Standard “A” engine intake manifolds will not fit the W2 cylinder heads (the W2 has a different bolt pattern and port shape). See below for the suggested W2 intake manifolds. Standard “A” engine valve covers and valve cover gaskets can be used on W2 cylinder heads.

**Suggested Component Parts and Accessories:**

Rocker Arms: Contact T&D Machine Products at telephone (775) 884-2292  
Tappets: Aftermarket w/ oil passages for rocker arm oiling  
Pushrods: Aftermarket w/ oil passages for rocker arm oiling  
Head Bolt Kit: ARP part number 144-3601  
Head Stud / Nut Kit: ARP part number 144-4202  
(Note: 12 point reduced size ARP nuts / bolts must be used to match the smaller counter bore that has been machined in this cylinder head)  
Wide Valve Covers: P4876124 – for increased valve spring / rocker arm clearance  
Intake Valves: P5249195 (2.020” w/ 3/8” valve stem – long valve “A” engine)  
Exhaust Valves: P5249197 (1.600” w/ 3/8” valve stem – long valve “A” engine)  
Valve Springs: Use Long “A” engine valve springs 1.83” to 2.0” long (see MPP Catalog)

**Suggested Intake Manifolds:**

Mopar Part Number:	Material:	Deck Height:	Description:
P5249572	Aluminum	9.560-9.600”	4 bbl Dual Plane Intake
P5249572AB	Aluminum	9.200”	4 bbl Dual Plane Intake
P4529408	Aluminum	9.560-9.600”	4 bbl Single Plane Intake
P4876829	Aluminum	9.000-9.200”	4 bbl Single Plane Intake (small port)
P4876829AB	Aluminum	9.000-9.200”	4 bbl Single Plane Intake (standard port)

**Suggested Gaskets Sets:**

Mopar Part Number:	Description:
P4529454	Cylinder Head Gasket Set – up to 4.100” bore
P4349557	Cylinder Head Gasket Set – up to 4.060” bore
P4120094	Cylinder Head Gasket Set – up to 4.060” bore (thin .026” design)
P4876103	Exhaust Header Gasket Set – dual bolt pattern
P4120210	Intake Manifold Gasket Set - .030” thick
P4120211	Intake Manifold Gasket Set - .045” thick
P4007571	Intake Manifold Gasket Set - .060” thick (recommended for best port alignment)
P4876446	Intake Manifold Gasket Set - .090” thick
P4007570	Intake Manifold Gasket Set - .120” thick

Special Cometic racing head gaskets are also available from Evernham Performance Parts at phone (704) 786-1909.

Most racing T&D rocker arms are oiled through the pushrods. The oil passages in the cylinder block **MUST** be plugged when the rocker arms are oiled through the tappets / pushrods. The oil passages through the heads are not drilled in these two versions of the W2 heads, and the rocker arms must be oiled through the tappets and pushrods. These special T&D rocker arms **MUST** be used w/ tappets and pushrods that have the oil passages to supply the oil to the rocker arms. You may want to consider using tappets for the AMC 360 V-8 engine since they have the same diameter as the small block Mopar engine and have the passages for oiling the rocker arms / valve gear. Hollow tube pushrods must also be used when the rocker arms are oiled through the tappet / pushrods. Hollow pushrods can be special ordered from several suppliers (i.e. Crane Cams, Competition Cams, etc). Be sure to measure the length of the pushrods prior to ordering since these can change due to different deck height, and different tappet height.

This head is recommend for use with long “A” engine valves P5249195 – 2.02” intake and P5249197 – 1.600” exhaust. These heads should also be used with “A” engine long valves (see the current Mopar Performance catalog for specific part numbers).

For additional information on W2 cylinder heads please see the *Small Block “A” Engine* Book from Mopar P4876826, and the Mopar Late Model Engine book P5007450.