



**ATTENTION:
VALVE SPRING WARNING FOR ALL PACKAGES**

On all complete packages, it is very possible that your valve springs are not correct for your camshaft. All valve springs should be checked for compatibility to your camshaft. Severe wear of valve train components and severe engine damage could result from failure to do this. Check spring requirements before heads are installed on the engine. BRODIX requires you to supply the valve springs for any engine that has a flat tappet camshaft with over .615 valve lift.

WARRANTY DISCLAIMER:

No warranties of any nature (expressed, implied, fitness of usage or merchantability) are given on these products. Seller undertakes no responsibility for any product sold. Additional disclaimers are within and are binding upon this contract. Due to the intended usage of products offered, all products are sold on an "as-is" basis, and no warranties of any kind, whether written or oral are made by BRODIX, Inc., its agents or employees. All implied warranties, including the implied warranties of merchantability and fitness are expressly excluded, and the buyer bears the entire risk as to quality performance and use of these products. BRODIX, Inc. will assume no responsibility of personal injury, labor or other injury arising out of the usage of high performance racing parts or products. Any defective part will be handled between the original manufacturer and the buyer.

BRODIX, Inc. reserves the right to change specifications, prices and discontinue parts without notice. Installation of BRODIX heads may adversely affect the vehicle manufacturer's warranties, and may violate State and Federal laws when vehicles so equipped are operated other than strictly off-highway. BRODIX reserves the right to discontinue any product at its sole discretion and without any liability with respect to similar products already in the field. Some parts are not legal for sale or use on pollution controlled motor vehicles.

**WHILE OUR PRODUCTS ARE USED ON MANY SUPER-CHARGED APPLICATIONS SUCCESSFULLY,
PLEASE BE AWARE THAT THERE IS A GREATER POTENTIAL FOR ENGINE DAMAGE DUE TO
THE POSSIBILITY OF TUNING ERRORS.**



WARNING!

**PLEASE CHECK THE HEAD THOROUGHLY
IN EVERY POSSIBLE WAY. IF YOU SUSPECT
A DEFECT, CONTACT BRODIX, INC. OR THE
DEALER IT WAS PURCHASED FROM BEFORE
ANY WORK HAS BEGUN. BRODIX WILL NOT
BE RESPONSIBLE FOR DEFECTS AFTER ANY
WORK HAS BEEN STARTED.**

Inspect the head for damage from shipping, and check valve stems for nicks by mishandling.

**VALVE SPRINGS MAY NOT BE COMPATIBLE
WITH YOUR CAMSHAFT COMBINATION.
PLEASE CHECK BEFORE ENGINE ASSEMBLY.
SEVERE DAMAGE COULD OCCUR.**

* Check valve to piston clearance.

* Check piston to cylinder head clearance.

**Always check valve guide clearance when
heads are purchased bare.** When buying the
heads complete, this is performed at BRODIX. A
good cross hatch pattern is desirable for initial oil
retention.

Valve stems should be lubricated before
installation in valve guides. Recommended
valve clearance is .0016 for intake and .0016 for
exhaust.

Most bronze valve guide wear problems are
created in the initial preparation and engine
warm up. Bronze guides cannot run dry for
any amount of time.

If a valve stem seal is used, the neoprene-teflon
insert type is desirable. We do not recommend a
tight seal.

**Do not cut spring pockets any larger or
deeper than standard size before consulting
with a BRODIX technician.**

Use Loc-Tite "271" sealant on rocker stud
threads. Torque to 40-45 ft-lb.

Fel-Pro or Cometic head gaskets are
recommended. Always check for gasket
overlap into chambers. New type o-ring
gaskets may imprint heads. In most cases,
they are acceptable.

Torque head bolts to 70 ft-lb in increments of
20 ft-lb. Use a drop of 30W motor oil under head
of bolt. Make sure head bolts do not bottom out
in block. Sealer should be used on head bolt
threads.

A re-torque after initial warm up is desired. Allow
engine to cool for twelve hours before re-torquing.

**Check pushrod clearance with head installed
on the engine block before final assembly.**

**Apply anti-seize on all bolts and spark plug
threads.**

Alcohol cars can start with NGK-R 5671 A-10,
Gasoline (racing fuel) cars can start with
NGK-R 5671 A-9. Gasoline (pump gas) cars
can start with NGK-R 5671 A-8. This is only a
recommended starting range. You may discover
that a colder or hotter plug will work better with
your combination. Plugs must be 14mm, .750
reach. Put large flat side of spark plug gasket
next to head.

* Race-Rite ® (RR) Series start with NGK-R
5671 A-9 for alcohol, NGK-R 5671 A-8 for
racing fuel, or NGK-R 5671 A-7 for pump gas.

**Always remember big block heads have a
water passage under the intake short side.**

WARNING! Please be advised that heat soaking
aluminum heads above 250° F can drastically
affect the hardness.

Cleaning techniques that utilize heat are not
recommended.

Please feel free to call, write, or email if there are
any problems or questions. We have a complete
repair service available if head damage occurs.
We also stock oversize guides and seats.