



FORD 185cc Iron Eagle Cylinder Head

Part Number: 13300000

Comb Chambers: 58cc and 62cc

Intake Valve Dia: 1.94 and 2.02

Intake Port volume: 185cc

Intake Port Dim: 1.175"x2.050"

Intake Port Location: stock location

Intake Gasket: Fel Pro 1262

Exh Valve Dia.: 1.60

Exh Port volume: 73cc

Exhaust Port Dim: 1.325"x1.350"

Exh Port Location: stock

Exhaust Gasket: Fel Pro 1486

Flow, Intake: 247 @.500 lift

Flow, Exhaust: 159 @.500 lift

Manifold: Standard

Milling: flat = .006" per cc Angle milling = .0075" per cc, excessive milling will require manifold machining to correct fitment

Push Rod length: Standard, measure to make sure

Push rod Guide Plate: Comp Cams 4816

Retainers: chrome moly steel 7° on 1.250" spring and 10° on 1.437"

Spark Plug: Autolite AR23, Champion RV9YC, NGK BPR6FS optimized location for maximum performance

Spring Cups: N/A

Spring Pockets: Cut to accept up to 1.550" springs, not recommended to cut deeper

Springs: Dart Assembly: 1.250" 110lbs @ 1.700" .520 max, 1.437" 130lbs @ 1.800" .620 max

Valve Length: Std.=4.890"

Valve Stem Dia: 11/32 .3415

Valve Train: Standard stud mounted 3/8 rockers

Valve Guide material: Mag-bronze

Valve Guide angles: 20°

Valve Guide length: 2.00"

Valve Guide clearance: .0014"-.002" with Dart .3415 diameter valve

Valve Guide Spacing: 1.890"

Valve Seats: Ductile Iron Exhaust

Valve Seat dim: 1.650"x1.350"x.350"

Valve Seat angles: intake= 32°-45°-60°-70°-80° exhaust= 37°-45°-radius

Stud Girdle: Must use specific girdle, stud location moved .030 from stock.

Torque: rocker studs 45ft. lbs. Intake Manifold 35ft. lbs. Head bolt torque to OEM spec

Weight: 49lbs bare 56lbs assembled

Block Use: Standard small block Ford