

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

Spark plug recommendations for the ST 5.0 head are Champion C63CX or Autolite 3924. For the Track 1 Ford, BF 200 series and the BF 300 heads, Autolite 51 for alcohol and Autolite 52 for gas are recommended. This is only a recommended starting range. You may discover that a colder or hotter plug will work better with your combination. There is a 5/8 inch hex 14 mm .750 reach plug available in limited heat ranges.

Place large flat side of spark plug gasket next to head for a proper fit.

The ST 5.0 spring pockets are 1.500 out of the box.

For the Track 1 F, spring pockets are 1.550 out of the box. The BF 200 series and BF 300 spring pockets are 1.750 out of the box. Do not cut any spring pockets larger or deeper than standard size without consulting a BRODIX Technician.

Guide plates must sit flat on rocker pads for proper rocker arm to valve contact.

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.

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.

IF YOU NEED TECHNICAL ASSISTANCE, CALL

(479) 394-1075

Thank You For Buying BRODIX!

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.

When cylinder heads are purchased bare, bowls are not blended and ports are not matched.

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.
ALWAYS CONFIRM PRICE WHEN PLACING YOUR ORDER.
WE WILL MAKE EVERY EFFORT TO KEEP YOU INFORMED OF INCREASES.

ORDER, TECH, AND INFORMATION: (479) 394-1075 • FAX: (479) 394-1996

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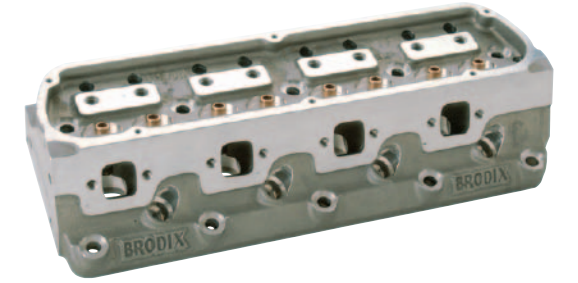
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Instruction Sheet For Small Block Ford Compatible Heads

BRODIX^{COM}

CYLINDER HEADS



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 VISIBLE DEFECTS AFTER ANY WORK HAS BEEN STARTED.

INSPECT THE HEAD FOR DAMAGE FROM SHIPPING AND CHECK VALVE STEMS FOR NICKS BY MISHANDLING.

CHECK PISTON TO CYLINDER HEAD CLEARANCE.

The bronze guides should be wet honed for clearance on bare heads only. 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 .0015 for intake and .00175 for exhaust on normally aspirated engines.

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 real tight valve stem seal.

The ST 5.0 head will use stock 5.0 standard non-adjustable rockers, Motorsports part number M6564-B351. The Track 1 F head will use guide plates with the BRODIX part number BR 289351 and standard Ford roller rockers.

Use Loc-Tite "271" sealant on rocker stud threads.

Bare, non-ported heads are shipped without a valve job, bowl blend, and intake port match. CNC ported heads are shipped ready for assembly with a valve job.

Some rocker studs will bottom out before contact with guide plate is made. Excess material must be ground off bottom of stud so that stud hex contacts the guide plate correctly.

Fel-Pro or Cometic head gaskets are recommended. Always check for gasket overlap into chambers.

New type o-ring gaskets may imprint heads, but in most cases they are acceptable.

Torque 1/2 inch head bolts to 100 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.

For the ST 5.0 and Track 1 F use head bolt part number AR 154-3605 for a 289-302 cu in and AR 154-3603 for a 351 cu in. Use head stud part number AR 154-4005 for a 289-302 cu in and AR 154-4203 for a 351 cu in. For the BF 200 series and BF 300, use head stud part number AR 254-4312. BRODIX also offers head studs for aluminum Ford blocks, when using BF 200 series heads only.

You must check pushrod clearance with head installed on the engine block before final assembly. The head may require special length pushrods.

Intake gaskets are available from BRODIX and BRODIX dealers. The ST 5.0 heads use part number FP 1250, the Track 1 F uses part number FP 1262, and the BF 200 series and BF 300 heads use part number FP 1265.

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BRODIX Ford Compatible Cylinder Heads	Head Bolts	Head Studs	Head Gaskets	Intake Gaskets	Exhaust Gaskets	Manifolds	Rockers
ST 5.0	AR 154-3605(289-302) AR 154-3603 (351)	AR 154-4005 (289-302) 6 PT. AR 154-4203 (351) 12 PT.	FP 1011-1, (1962-82) FP 1011-2, (1983-95)	FP 1250	FP 1487 MG 1350 (BRODIX EXCLUSIVE)	302 - EDELBROCK PERF. RPM - 7121 302 - EDELBROCK AIR GAP - 7521 302 - EDELBROCK VICTOR JR - 2921	STOCK FORD - NON-ADJUSTABLE ROCKERS
ST 5.0 R, KC ST 5.0 R, KC LH F 17 195, KC LH F 17 210	AR 154-3605(289-302) AR 154-3603 (351)	AR 154-4005 (289-302) 6 PT. AR 154-4203 (351) 12 PT.	FP 1011-1, (1962-82) FP 1011-2, (1983-95)	FP 1250 (ST 5.0 R, KC ST 5.0 R, KC LH F 17 195) FP 1262 (KC LH F 17 210)	FP 1487 MG 1350 (BRODIX EXCLUSIVE)	302 - EDELBROCK PERF. RPM - 7121 302 - EDELBROCK AIR GAP - 7521 302 - EDELBROCK VICTOR JR - 2921	7/16 ROCKER STUDS WITH 53/119 CENTERLINE GUIDE PLATES - BR 289351
T1 F STD, STST1 F STD 214, STST1 F STD 225	AR 154-3603 (351)	AR 154-4203 (351) 12 PT.	FP 1011-1, (1962-82) FP 1011-2, (1983-95)	FP 1262 (T1 F STD, STST1 F STD 214) FP 1262 R (STST1 F STD 225)	FP 1487 MG 1350 (BRODIX EXCLUSIVE)	302 - EDELBROCK PERF. RPM - 7121 302 - EDELBROCK AIR GAP - 7521 302 - EDELBROCK VICTOR JR - 2921 351 - EDELBROCK PERF. RPM - 7181 351 - EDELBROCK AIR GAP - 7581 351 - EDELBROCK VICTOR JR - 2981	7/16 ROCKER STUDS WITH 53/119 CENTERLINE GUIDE PLATES - BR 289351
T1 F X	AR 154-3603 (351)	AR 154-4203 (351) 12 PT.	FP 1011-1, (1962-82) FP 1011-2, (1983-95)	FP 1262	FP 1427 MG 1351 (BRODIX EXCLUSIVE)	302 - EDELBROCK PERF. RPM - 7121 302 - EDELBROCK AIR GAP - 7521 302 - EDELBROCK VICTOR JR - 2921 351 - EDELBROCK PERF. RPM - 7181 351 - EDELBROCK AIR GAP - 7581 351 - EDELBROCK VICTOR JR - 2981	7/16 ROCKER STUDS WITH 53/119 CENTERLINE GUIDE PLATES - BR 289351
FORD COMPATIBLE SPEC HEADS SP FO 46 223 (IMCA) 27 223 (ASCS)	AR 154-3603 (351)	AR 154-4203 (351) 12 PT.	FP 1011-1, (1962-82) FP 1011-2, (1983-95)	FP 1262	FP 1427 MG 1351 (BRODIX EXCLUSIVE)	302 - EDELBROCK PERF. RPM - 7121 302 - EDELBROCK AIR GAP - 7521 302 - EDELBROCK VICTOR JR - 2921 351 - EDELBROCK PERF. RPM - 7181 351 - EDELBROCK AIR GAP - 7581 351 - EDELBROCK VICTOR JR - 2981	7/16 ROCKER STUDS WITH 53/119 CENTERLINE GUIDE PLATES - BR 289351
BF 200	N/A	AR 254-4312 SK HSBF F (ALUMINUM BLOCK)	FP 1022 - L.H. FP 1023 - R.H.	FP 1265	FP 1431	FORD MOTORSPORTS M - 9424 W 351 (9.200 DECK) M - 9425 W 351 (9.500 DECK)	T & D 7383 CLEAR <u>ALL</u> PUSHRODS BEFORE ASSEMBLY
BF 201, BF 202	N/A	AR 254-4312 SK HSBF F (ALUMINUM BLOCK)	FP 1022 - L.H. FP 1023 - R.H.	FP 1265	FP 1431	FORD MOTORSPORTS M - 9424 W 351 (9.200 DECK) M - 9425 W 351 (9.500 DECK)	T & D 7384 CLEAR <u>ALL</u> PUSHRODS BEFORE ASSEMBLY
BF 300, BF 301	N/A	AR 254-4312	FP 1013 CLEVELAND/ MODIFIED	FP 1265	FP 1431	EDELBROCK - 2990 (HAS WATER CROSSOVER) EDELBROCK 2991 (NO WATER CROSSOVER)	T & D 7200 (1.70 + RATIO) T & D 7201 (1.65 AND LOWER RATIO) CLEAR <u>ALL</u> PUSHRODS BEFORE ASSEMBLY

SUPPLIER ABBREVIATIONS:

AR = ARP

SK AND MG = BRODIX

CO = COMETIC

FP = FEL-PRO

MA = MANLEY

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