Block Applications: BRODIX blocks are designed as a replacement and upgrade of GM small block Chevrolet blocks.

Block Material: Premium iron alloy

Oil System Features: Priority main oiling system - the main bearings get oil directly from the oil pump before anything else receives oil. Block is restricted from the front oil galleys.

Deck Height: 9.025

Cam Bearings: Blocks have the same cam housing bore on all five journals; this requires the use of Durabond GMP-8 or equivalent small block Chevy cam bearings. NOTE: When installing cam bearings MAKE SURE the oil hole in the bearings is in line with the oil feed hole to the main bearings.

Main Bearings: Utilizes standard small block 350 or 400 Chevrolet style main bearings (depending on the part number).

Main Caps: Ductile iron - middle three caps are 4-bolt splayed, all center main bolts use a 7/16 -14 bolt. All outer main bolts use a 3/8 -16 bolt. Torque specs on main bolts are 75 ft-lb on the inner and 35 ft-lb on the outer with oil; front and rear caps torque at 75 ft-lb.

Lifter Bore: Lifter bore size comes .843 +/- .0003 unless other sizes are specifically ordered. A +300 taller lifter is required. Always check for proper lifter clearance before lifter installation (different manufacturer’s lifters will vary in size).

Maximum Bore: All 4.000 blocks can be bored to a maximum of 4.060; all 4.125 blocks can be bored to a maximum of 4.180.

Freeze Plugs: Stainless steel cup plug installed.

Timing Cover: Block will accept an early 10-bolt timing cover. Always check for proper clearance if running a gear or belt drive. Always check for interference with pipe plugs.

Dipstick: Passenger side dipstick only, 1981 to 1985 style for 2-piece rear main seal blocks.

Oil Bypass: Integral to the oil filter adapter.

Fuel Pump: Standard provision for mechanical fuel pumps utilizing a standard length fuel pump pushrod.

Filtration: The oil filter mounting boss is designed for bolt-on oil filter adapter.

Oil Pan Rails: Blocks are clearedance for up to a 3.750 stroke crankshaft with steel rods; any larger stroke may need more clearance, always check before final assembly.

Camshaft: Stock location.

Starter: Starter mounting pad is drilled for two different bolt patterns.

Motor Mounts: Drilled and tapped for side and front mounts in OEM locations.

Distributor: Standard length is used, always check for proper engagement.

Block Weights: 168 lb to 172 lb.

Align Hone: Will come undersized, must be align honed for crankshaft clearance.

Block Kits: BRODIX offers a block kit containing dowel pins, cam bearings, rear cam plug, and oil restrictors if needed (please consult your salesman).
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.

Important Notice

This instruction sheet has been completed using our best efforts. We assume no liability for errors contained herein. Our website is updated on a regular basis and can be used to supplement the information contained herein.

It is the responsibility of the installer to ensure that all of the products are correct before installation. Proper assembly always requires that the installer measure all tolerances for proper clearance. We assume no liability for any errors made in product selection or installation.

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