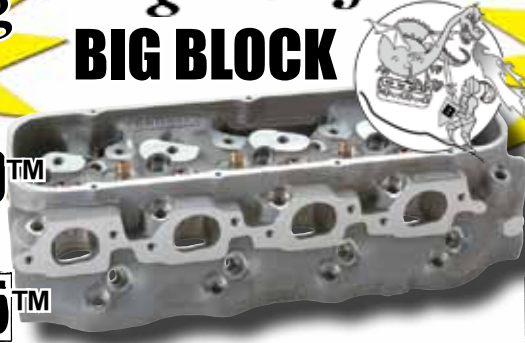


2018 NEW PRODUCTS!

NEW!
Coming
Soon

"Dragon Slayer"™
BIG BLOCK

DS320™
AND
DS365™



- Latest Additions to the Dragon Slayer Series
- New and Improved "As Cast" Intake and Exhaust Ports

NEW!
Coming
Soon

BRODIX™
Billet™
series

- Newly Designed All-Billet Heads
- The Ultimate in Performance and Durability for Turbo/Blower Applications



NEW! **BP BR7BS300™**

- New 300 cc Intake Port Flows Over 437 cfm
- High Flowing Exhaust for Turbo/Blower Use



NEW!

BRODIX now offers small block and big block Chevrolet compatible cast iron blocks to enhance your racing programs. These new blocks will offer you another affordable option for your racing needs.

NEW!



HEAD™
HUNTER
series

- Newly Designed Intake and Exhaust Ports
- New Nitrous-Friendly Combustion Chambers
- New Ultra Stable Rocker System

HHX



CAST IRON
SMALL BLOCK AND
BIG BLOCK CHEVROLET
COMPATIBLE BLOCKS



BRODIX®
HEADS • BLOCKS • MANIFOLDS

PROUDLY
MADE IN

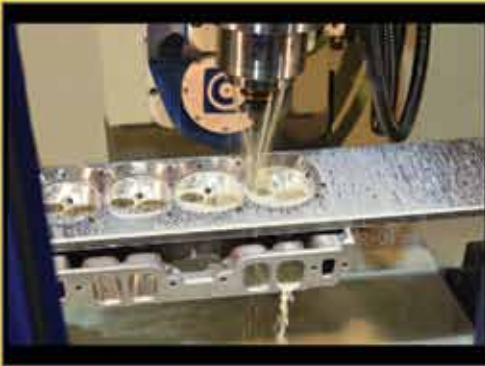


OVER 50 YEARS STRONG!

QUALITY AND CUSTOMER SERVICE HAVE BEEN A WAY OF LIFE AT BRODIX FOR OVER 50 YEARS



BRODIX products are made in the USA at our foundry where we have had four generations of precision metal casting experience.



With an in-house foundry and machine shop, we have total control of the manufacturing process from start to finish which allows us to offer our customers maximum value for their investment.



We successfully repair 98% of the damaged BRODIX heads that are returned to us. We often repair/refurbish heads that were originally manufactured over 35 years ago.

As racers and car enthusiasts ourselves, we know racing parts are a big investment. That is why we work hard every day to ensure that we produce the best of the best!





NEW

METROLOGY SERVICES

3D SCANNING & DESIGN SERVICES

Pricing and delivery time will vary based on design complexity and desired final design stage.

CYLINDER HEAD PARTS KITS



8 - STAINLESS INTAKE VALVES
8 - STAINLESS EXHAUST VALVES
16 - VALVE SPRINGS

16 - STEEL OR TITANIUM RETAINERS
32 - VALVE LOCKS
8 - VALVE SEALS

16 - 3/8" OR 7/16" ROCKER STUDS
8 - GUIDE PLATES

PART #	INTAKE VALVE	EXHAUST VALVE	SPRING DIAM.	VALVE LIFT	CAM TYPE	RETAINERS	LOCKS	ROCKER STUD
HK 2021230 S	2.020 X 4.915	1.600 X 4.910	1.230	.525	HYDRAULIC	STEEL	7°	3/8
HK 2021470 S	2.020 X 4.915	1.600 X 4.910	1.470	.575	HYDRAULIC ROLLER / SOLID	STEEL	7°	3/8
HK 2051550 S	2.050 X 5.015	1.600 X 5.015	1.550	.625	HYDRAULIC ROLLER / SOLID	STEEL	10°	7/16
HK 2081550 S	2.080 X 4.965	1.600 X 4.965	1.550	.700	SOLID ROLLER	STEEL	10°	7/16
HK 2081550 T	2.080 X 4.965	1.600 X 4.965	1.550	.700	SOLID ROLLER	TITANIUM	10°	7/16
HK 2101550 T	2.100 X 5.065	1.600 X 5.065	1.550	.700	SOLID ROLLER	TITANIUM	10°	7/16
HK 2204135 S	2.204 X 5.200	1.614 X 5.230	1.350	.700	HYDRAULIC ROLLER	STEEL	7°	
HK 2250135 S	2.205 X 5.200	1.614 X 5.230	1.350	.700	HYDRAULIC ROLLER	STEEL	7°	
HK 2250155 SH	2.250 X 5.218	1.880 X 5.394	1.550	.625	HYDRAULIC ROLLER / SOLID	STEEL	10°	7/16
HK 2250155 SR	2.250 X 5.218	1.880 X 5.394	1.550	.700	SOLID ROLLER	STEEL	10°	7/16
HK 2250162 T	2.250 X 5.318	1.880 X 5.494	1.625	.800	SOLID ROLLER	TITANIUM	10°	7/16
HK 2300155 S	2.300 X 5.568	1.880 X 5.494	1.550	.700	SOLID ROLLER	STEEL	10°	7/16
HK 2300162 T	2.300 X 5.568	1.880 X 5.494	1.625	.800	SOLID ROLLER	TITANIUM	10°	7/16
HK 2300165 T	2.300 X 5.568	1.880 X 5.494	1.650	.875	SOLID ROLLER	TITANIUM	10°	7/16
HK 2350162 T	2.350 X 5.568	1.880 X 5.494	1.625	.800	SOLID ROLLER	TITANIUM	10°	7/16
HK 2350165 T	2.350 X 5.568	1.880 X 5.494	1.650	.875	SOLID ROLLER	TITANIUM	10°	7/16
HK 2375162 T	2.375 X 5.610	1.850 X 5.495	1.625	.800	SOLID ROLLER	TITANIUM	10°	N/A
HK 2375165 T	2.375 X 5.610	1.850 X 5.495	1.650	.875	SOLID ROLLER	TITANIUM	10°	N/A
HK 2400162 T	2.400 X 5.610	1.850 X 5.495	1.625	.800	SOLID ROLLER	TITANIUM	10°	N/A
HK 2400165 T	2.400 X 5.610	1.850 X 5.495	1.650	.875	SOLID ROLLER	TITANIUM	10°	N/A

SMALL BLOCK CHEVY COMPATIBLE TOP END COMBOS



PACKAGE COMPONENTS

- | | |
|-------------------------------|--------------------------|
| Cylinder Heads Complete | Valve Cover Studs & Nuts |
| Intake Manifold (4150 Series) | Head Gaskets |
| Valve Covers | Intake Gaskets |
| Head Bolts & Washers | Exhaust Gaskets |
| Intake Bolts & Washers | |

AVAILABLE UPGRADES FOR SMALL BLOCK

4500 Series Intake

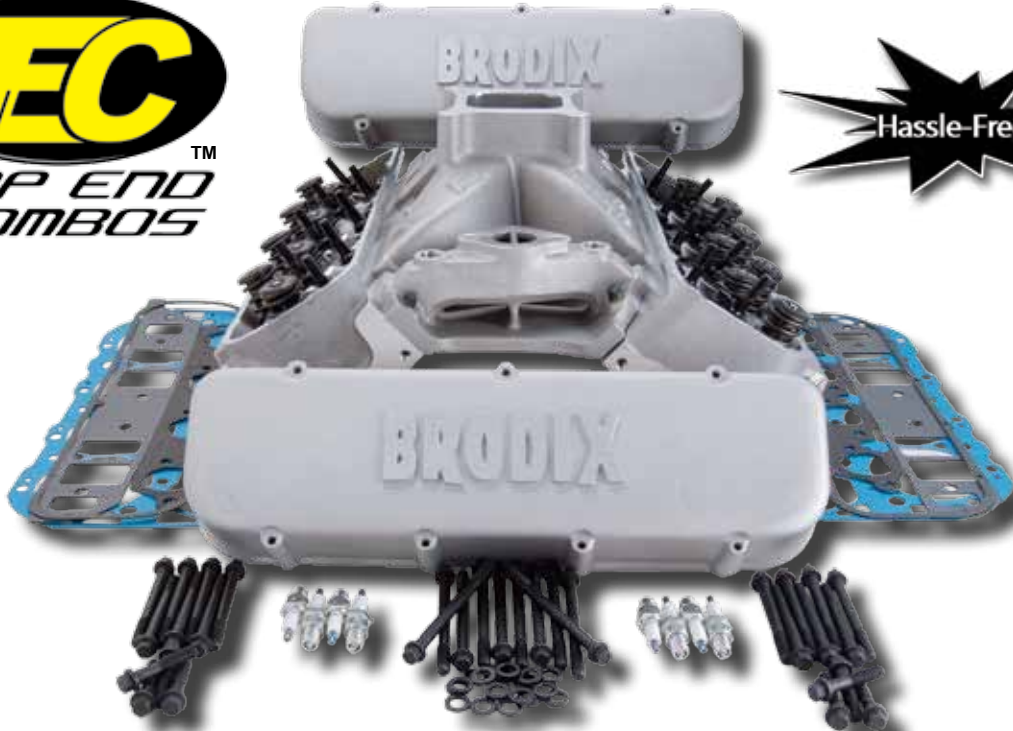
ARP Head Studs

AVAILABLE SMALL BLOCK COMBOS

IK® 180 350	Max .575 Lift	9991012
IK® 180 400	Max .575 Lift	9991013
IK® 200 350	Max .575 Lift	9991010
IK® 200 400	Max .575 Lift	9991011
BP IK 210 350	Max .575 Lift	9991014
BP IK 210 400	Max .575 Lift	9991015
Race-Rite® 180 Series	Max .525 Lift	9991007
Race-Rite® 200 Series	Max .600 Lift	9991008
DS 225 400	Max .700 Lift	9991024
Track 1 350	Max .700 Lift	9991000
Track 1 400	Max .700 Lift	9991001
STS Track 1 350 (215)	Max .700 Lift	9991003
STS Track 1 400 (227)	Max .700 Lift	9991004
STS Track 1 STD 233	Max .700 Lift	9991017
BP HH SB O 350	Max .700 Lift	9991018
BP HH SB O 400	Max .700 Lift	9991019
BP 11 SP X	Max .700 Lift	9991016
BP 13 STD	Max .700 Lift	9991027
BP 13 STD With T&D Rockers	Max .700 Lift	9991028
18 SP X With Head Studs	Max .700 Lift	9991002
18 STD X With Head Studs	Max .700 Lift	9991009
STS 18 SP X With Head Studs	Max .700 Lift	9991006
STS 18 STD X With Head Studs	Max .700 Lift	9991005
BP 18 SP C	Max .700 Lift	9991025
BP 18 SP C With T&D Rockers	Max .700 Lift	9991026

TOP END COMBOS

BIG BLOCK CHEVY COMPATIBLE TOP END COMBOS



TM

PACKAGE COMPONENTS

Cylinder Heads Complete
Intake Manifold (4150 Series)
Valve Covers
Head Bolts & Washers
Intake Bolts & Washers

Valve Cover Studs & Nuts
Head Gaskets
Intake Gaskets
Exhaust Gaskets

Carburetor Gaskets
Valve Cover Gaskets
Spark Plugs
BRODIX® Hat

AVAILABLE UPGRADES FOR BIG BLOCK

4500 Series Intake

ARP Head Studs

1.645 Triple Springs

AVAILABLE BIG BLOCK COMBOS

RR BB-0	Max .600 Lift	1.470 Springs	9992014-3
RR BB-0	Max .700 Lift	1.550 Springs	9992015-3
RR BB-R	Max .700 Lift	1.550 Springs	9992006-3
RR BB-2 PLUS	Max .700 Lift	1.550 Springs	9992008-3
BB-2 PLUS	Max .700 Lift	1.550 Springs	9992000-3
BB-2 PLUS	Max .800 Lift	1.625 Springs	9992004-3
BP RR BB-2 PLUS	Max .700 Lift	1.550 Springs	9992013-3
BP BB-2 PLUS	Max .800 Lift	1.625 Springs	9992002-3
BB-2 X	Max .800 Lift	1.625 Springs	9992005-3
BB-2 XTRA	Max .800 Lift	1.625 Springs	9992001-3
BP BB-2 XTRA	Max .800 Lift	1.625 Springs	9992003-3
BB-3 XTRA*	Max .800 Lift	1.625 Springs	9992016-3
BP BB-3 XTRA	Max .800 Lift	1.625 Springs	9992007-3
BP BB-3 XTRA	Max .800 Lift	1.625 Springs	9992018-3
BP BB-3 XTRA O*	Max .800 Lift	1.625 Springs	9992009-3
BP HH BB 383	Max .800 Lift	1.625 Springs	9992010-3
BP HH BB 383 MC	Max .800 Lift	1.625 Springs	9992011-3
BP HH BB 395 MC	Max .800 Lift	1.625 Springs	9992012-3
BP SR 20 With T&D Rockers	Max .800 Lift	1.625 Springs	9992017-3

* Please Specify Intake Port Volume



NEW

BR 7™ SERIES LS COMPATIBLE 12° CYLINDER HEADS

BRODIX delivers the industry's most durable replacement for the LS style cylinder heads with the introduction of the BR series. The BR 7 is an out-of-the-box version that comes standard with 71 cc combustion chambers, bowls blended, and intake ports matched. The STS BR 7 is a 100% CNC ported version that flows over 375 cfm. The BR 7 and the STS BR 7 both utilize a 12° valve angle and 2.204 / 1.614 valve combination. The STS BR 7 273 flows over 415 cfm with a 72 cc combustion chamber and 2.250 / 1.614 valves. The BP BR 7 BS 285 is 100% CNC ported and flows over 415 cfm. This version of the BR 7 has a 285 cc intake port and 72 cc combustion chambers. 2.250 / 1.580 valves are installed to accommodate the new, bigger high flow exhaust ports for turbo or blowers. The BP BR 7 BS 300 adds a newly designed 300 cc intake port that flows over 437 cfm. The BR 7 heads accept all standard LS components and share all of the legendary BRODIX features including: easily repairable A-356 virgin aluminum alloy and the strongest deck surface in the business. The STS BR 7 BS 273 has been added to the series for the racer who wants to use a 1.650 or smaller o.d. roller valve spring, but requires longer valves and special rockers.

LS COMPATIBLE HEADS

STS BR 7



BR 7 - MACHINED FOR CROWER
(TOP VIEW)



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORTS
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.204 X 5.200 o.a.l. X 8 mm STEM, BEADLOCK - BR 70204 (BR 7, STS BR 7)
2.250 X 5.200 o.a.l. X 8 mm STEM, BEADLOCK - BR 70225 (STS BR 7 273)
2.250 X 5.450 o.a.l. X 8 mm STEM, BEADLOCK - BR 72225 (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Exhaust Valves: 1.614 X 5.230 o.a.l. X 8 mm STEM, BEADLOCK - BR 70614 (BR 7, STS BR 7, STS BR 7 273)
1.614 X 5.450 o.a.l. X 8 mm STEM, BEADLOCK - BR 72614 (STS BR 7 BS 273)
1.580 X 5.450 o.a.l. X 8 mm STEM, BEADLOCK (BP BR 7 BS 285, BP BR 7 BS 300)
- Valve Springs: 1.350 HYDRAULIC ROLLER SPRING - MA 221435, 180 lb CLOSED, 430 lb OPEN, 1.885 INSTALLED HEIGHT, .700 MAXIMUM LIFT (BR 7, STS BR 7, STS BR 7 273)
1.550 ROLLER SPRING - PAC 1325, 260 lb CLOSED, 770 lb OPEN, 2.155 INSTALLED HEIGHT, .800 MAXIMUM LIFT (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Retainers: 1.290 7° STEEL - MA 23610 (BR 7, STS BR 7, STS BR 7 273)
1.550 10° TITANIUM - MA 2398BR+ 50 (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Valve Locks: 7° MACHINED BEADLOCK - MA 13098 (BR 7, STS BR 7, STS BR 7 273)
10° SUPER BEADLOCK - CC 632-16 (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Rocker Studs: NOT AVAILABLE
- Valve Seals: 8 mm - US VS31500 V

FACTS AND RELATED COMPONENTS

- Torque Heads: 11 mm STUDS - 85 ft-lb WITH OIL
8 mm STUDS - 26 ft-lb WITH OIL
- Torque Rocker Studs: 22 ft-lb
- Intake Gaskets: GM 19172113, FEL-PRO 1208-3 (.060) - (BR 7, STS BR 7)
GM 19172113 TRIM TO FIT, FEL-PRO 1208-3 TRIM TO FIT - (STS BR 7 273, STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Head Gaskets: GM 12582179, FEL-PRO 1185-041 (4.175 BORE)
- Exhaust Gaskets: FEL-PRO 1440
- Head Studs: ARP 234-4319 (6 pt.)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: 14 mm 3/4 REACH SEALS WITH WASHER
NGK R5671A-7 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: 1.350 OUT OF THE BOX, MAY NOT BE CUT ANY LARGER OR DEEPER (BR 7, STS BR 7, STS BR 7 273)
1.550 OUT OF THE BOX, MAY BE CUT TO 1.650 - NO LARGER OR DEEPER (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Valve Angle: 12°
- Flat Milling: .0060 in PER cc
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (BR 7, STS BR 7, STS BR 7 273)
SPECIAL (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Pistons: STANDARD
- Rocker Arms: STANDARD OR CROWER 74107 WITH MACHINING (BR 7, STS BR 7, STS BR 7 273)
CROWER 74164F (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Lifters: STANDARD
- Pushrods: MEASURE FOR PROPER LENGTH
- Valve Centerline: STANDARD
- Intake Manifold: STANDARD

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800	0.900
BR 7	2.204 INTAKE	150	144	294	334	360	364			
	1.614 EXHAUST	113	158	188	208	216	221			
STS BR 7 (CNC Ported)	2.204 INTAKE	159	240	303	343	369	376	364		
	1.614 EXHAUST	116	169	208	224	233	235	240		
STS BR 7 273 (CNC Ported)	2.250 INTAKE 50°	147	233	286	344	381	409	416		
	1.614 EXHAUST 45°	116	169	208	224	233	235	240		
STS BR 7 BS 273 (CNC Ported)	2.250 INTAKE 50°	147	233	286	344	381	409	416		
	1.614 EXHAUST 45°	116	169	208	224	233	235	240		
BP BR 7 BS 285 (CNC Ported)	2.250 INTAKE 50°	161	236	298	351	389		402	407	418
	1.580 EXHAUST 55°	87	140	185	222	240		250	256	257
BP BR 7 BS 300 (CNC Ported)	2.250 INTAKE 50°	159	241	296	357	397		421	436	437
	1.580 EXHAUST 55°	87	140	185	222	240		250	256	257

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR 7 BARE	1170000	262	71					2
BR 7 PKG	1171000	262	71	2.204/1.614	180	1.350	ST	2
STS BR 7 BARE	1178000	264	71					2
STS BR 7 273 BARE	1178001	273	72					2
STS BR 7 BS 273 BARE	1178002	273	72					2
STS BR 7 PKG	1178100	264	71	2.204/1.614	180	1.350	ST	2
STS BR 7 273 PKG	1178101	273	72	2.250/1.614	180	1.350	ST	2
STS BR 7 BS 273 PKG	1178102	273	72	2.250/1.614	260	1.550	TI	2
BP BR 7 BS 285 BARE	1178004	285	72					2
BP BR 7 BS 285 PKG	1178103	285	72	2.250/1.580	260	1.550	TI	2
BP BR 7 BS 300 BARE	1178005	300	72					2
BP BR 7 BS 300 PKG	1178105	300	72	2.250/1.580	260	1.550	TI	2

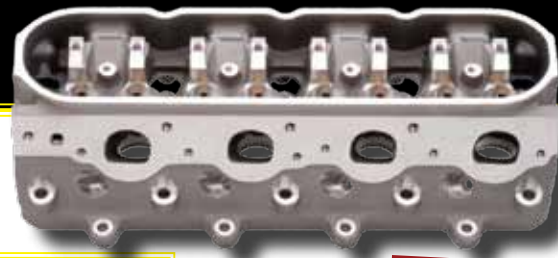
BR 7™

- LS Compatible
- 262 cc Rectangular Intake Port Flows Over 360 cfm
- Exhaust Port Flows 221 cfm
- 71 cc CNC Ported Combustion Chambers
- 2.204 / 1.614 Valve Sizes
- Most Powerful Out-of-the-Box Head in Its Class
- 4.125 Minimum Bore

NEW

BP BR 7 BS 300™

- New 300 cc Intake Port Flows Over 437 cfm
- High Flowing Exhaust for Turbo/Blower Use



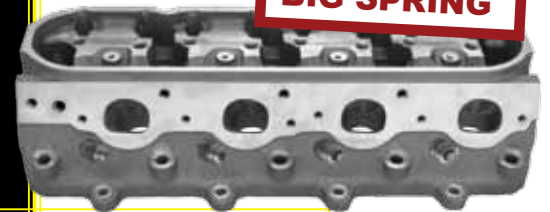
STS BR 7

- LS Compatible
- 264 cc Rectangular Intake Port Flow Over 375 cfm
- Exhaust Port Flows 240 cfm
- 71 cc Combustion Chambers
- 2.204 / 1.614 Valve Sizes
- 100% CNC Ported
- 4.125 Minimum Bore

STS BR 7 273

- Flows Over 415 cfm
- 2.250 / 1.614 Valve Sizes
- 50° Valve Job (Intake)
- 45° Valve Job (Exhaust)
- 273 cc Intake Port
- Uses Standard LS7 Components
- 12° Valve Angle

BIG SPRING



BP BR 7 BS 285™

- 12° Valve Angle
- 285 cc Intake Ports
- 2.250 / 1.580 Valve Sizes
- Flows Over 400 cfm
- 100% CNC Ported
- New High Flowing Exhaust for Turbo/Blower Use
- Large Valve Spring Pockets for Roller Cam
- Special Rockers Required
- A45 Copper Exhaust Valve Seats

STS BR 7 BS 273

- Accepts up to 1.650 Springs
- Flows Over 415 cfm
- 2.250 / 1.614 Valve Sizes
- 12° Valve Angle
- Uses Special Rockers



BR 3™ SERIES

LS COMPATIBLE

15° CYLINDER HEADS

LS COMPATIBLE HEADS

BRODIX delivers the industry's most durable replacement for the LS3 style cylinder heads with the introduction of the BR 3 series. The BP BR 3 is a 100% CNC ported head that features a 280 cc intake port that flows over 363 cfm. The BR 3 is the unported version designed for outstanding "out-of-the-box" performance. Both heads utilize a 15° valve angle, a 71 cc combustion chamber, and a 2.165 / 1.590 valve combination, and accept all standard LS3 components. The BR 3 series shares all of the legendary BRODIX features including easily repairable A-356 virgin aluminum alloy and the strongest deck surface in the industry.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORTS TO FEL-PRO 1223-3
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.165 X 4.900 o.a.l. X 8 mm STEM, BEADLOCK - MA 11686
- Exhaust Valves: 1.590 X 4.923 o.a.l. X 8 mm STEM, BEADLOCK - MA 11661
- Valve Springs: 1.350 HYDRAULIC ROLLER VALVE SPRING - MA 221435
180 lb CLOSED, 435 lb OPEN, 1.850 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- ID Locators: MANLEY 42135
- Retainers: 1.290 7° STEEL - MA 23610
- Valve Locks: MA 13098
- Rocker Studs: N/A
- Guide Plates: N/A
- Valve Seals: 8 mm - US VS31500 V

FACTS AND RELATED COMPONENTS

- Torque Heads: 11 mm STUDS - 85 ft-lb WITH OIL
8 mm STUDS - 26 ft-lb WITH OIL
- Torque Rocker Studs: 22 ft-lb
- Intake Gaskets: FEL-PRO 1223-3
- Head Gaskets: GM 19170418
- Exhaust Gaskets: FEL-PRO MS 92467
- Head Studs: ARP 234-4317 (6 pt.) FOR L92 / LS3 BLOCKS
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-7 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER 1.350
- Valve Angle: 15°
- Flat Milling: .0060 in PER cc
- Dowel Shift: STANDARD
- Pushrod Slots: STANDARD
- Pistons: STANDARD
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: STANDARD



BR 3™

- 15° Valve Angle
- 2.165 / 1.590 Valve Sizes
- Out-of-the-Box Horsepower
- 71 cc Combustion Chambers
- LS3 Compatible
- Uses Existing LS3 Rockers

BP BR 3™

- 100% CNC Ported
- 280 cc Intake Ports
- Flows Over 360 cfm
- 15° Valve Angle
- LS3 Compatible
- Uses All Standard LS3 Components

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
BR 3	2.165 INTAKE	150	213	266	316	342	345	348
	1.590 EXHAUST	93	142	171	187	200	203	206
BP BR 3 (CNC Ported)	2.165 INTAKE	146	213	268	318	347	357	364
	1.590 EXHAUST	100	146	183	209	226	229	234

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR 3 BARE	1173000							2
BR 3 PKG	1173001			2.165 / 1.590	180	1.350	ST	2
BP BR 3 BARE	1173002	280	71					2
BP BR 3 PKG	1173100	280	71	2.165 / 1.590	180	1.350	ST	2

STREET OUTLAWS



DEATH TRAP

CHUCK



THE REAPER

JAMES GOAD



IK® SERIES

23° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

You have spoken and we have listened... these small block Chevy compatible heads offer the only two things that matter... performance and price! The features for the IK® 180 / 200 include a revolutionary ultra casting, versatile 180 cc or 200 cc intake ports that are specifically designed for optimum versatility, and 64 cc or 70 cc combustion chambers that allow the use of several types of fuels.

The all new 100% CNC ported "Wild Thing"™ (BP IK 210) bridges the gap between our Pro Street heads and our complete line of race heads. These heads feature 210 cc intake ports and flow 287 cfm while utilizing all standard components. Standard features are A-356 virgin aluminum alloy, phosphorous bronze valve guides, valve seats for use with unleaded fuel, ends milled and drilled for accessories, and a straight spark plug angle. The combustion chambers are available as large as 74 cc. These are the most affordable high quality aluminum cylinder heads on the market.



- Standard Valve Cover Pattern
- 64 cc / 70 cc Combustion Chambers
- Straight Spark Plugs
- Ends Milled and Drilled for Accessories
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- CNC Ported Combustion Chambers Available as Large as 75 cc



WILD THING
BP IK 210

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1204 (IK 180)
MATCH INTAKE PORT TO FP 1206 (IK 200)
MATCH INTAKE PORT TO FP 1205 (BP IK 210)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.020 X 4.920 o.a.l. - BR 6170DI (IK 180, IK 200)
2.080 X 4.965 o.a.l. - BR 81019 (BP IK 210)
- Exhaust Valves: 1.600 X 4.920 o.a.l. - BR 6169DI (IK 180, IK 200)
1.600 X 4.965 o.a.l. - BR 81021 (BP IK 210)
- Valve Springs: 1.250 HYDRAULIC VALVE SPRING - CC 981,
100 lb CLOSED, 300 lb OPEN, 1.850
INSTALLED HEIGHT, .525 MAXIMUM LIFT
(IK 180, IK 200)
1.470 HYDRAULIC ROLLER VALVE SPRING - CC 987,
125 lb CLOSED, 325 lb OPEN, 1.900
INSTALLED HEIGHT, .575 MAXIMUM LIFT
(IK 180, IK 200)
1.550 FLAT TAPPET VALVE SPRING - BT 120121,
150 lb CLOSED, 365 lb OPEN, 1.950
INSTALLED HEIGHT, .600 MAXIMUM LIFT
(BP IK 210)
1.550 ROLLER VALVE SPRING - GA 1000,
240 lb CLOSED, 550 lb OPEN, 1.950
INSTALLED HEIGHT, .700 MAXIMUM LIFT
(BP IK 210)
- Retainers: 1.250 7° STEEL - CC 742 (IK 180, IK 200)
1.430 7° STEEL - CC 743 (IK 180, IK 200)
1.550 10° STEEL - CC 752 (BP IK 210)
- Valve Locks: 7° - PI PF-555 (IK 180, IK 200)
10° JUMBO - CC 611 (BP IK 210)
- Rocker Studs: 3/8 - BR 318S (IK 180, IK 200)
7/16 - BR 716L, AR RRS-4I (BP IK 210)
- Guide Plates: 5/16 - CC 4808
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1204, COMETIC C5416 (IK 180)
FEL-PRO 1206, COMETIC C5414 (IK 200)
FEL-PRO 1205 (BP IK 210)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1404, COMETIC C5415 (IK 180, IK 200)
FEL-PRO 1406, COMETIC C5415 (BP IK 210)
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 134-4001 (6 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE
3924 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: BR 6435
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: HP-1 / HV 1016 (IK 180)
HV 1014 / HV 1016 (IK 200, IK 210)

ALSO AVAILABLE
POLISHED



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
IK 180	2.020 INTAKE	138	188	234	243	245		
	1.600 EXHAUST	112	149	167	175	178		
IK 200	2.020 INTAKE	123	181	230	253	261		
	1.600 EXHAUST	100	145	164	171	176		
BP IK 210 (CNC Ported)	2.080 INTAKE	148	217	260	278	284	285	287
	1.600 EXHAUST	110	166	200	214	219	222	224

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
IK 180 BARE	1020001	180	70					2
IK 180 PKG	1021002	180	70	2.020/1.600	100	1.250	ST	2
IK 180 PKG	1021003	180	70	2.020/1.600	125	1.470	ST	2
IK 180 PKG	1021004	180	64	2.020/1.600	100	1.250	ST	2
IK 180 PKG	1021005	180	64	2.020/1.600	125	1.470	ST	2
IK 180 350 COMBO	9991012	180	70	2.020/1.600	125	1.470	ST	1
IK 180 400 COMBO	9991013	180	70	2.020/1.600	125	1.470	ST	1
IK 200 BARE	1020000	200	64					2
IK 200 BARE	1020002	200	70					2
IK 200 PKG	1021000	200	64	2.020/1.600	100	1.250	ST	2
IK 200 PKG	1021001	200	64	2.020/1.600	125	1.470	ST	2
IK 200 PKG	1021006	200	70	2.020/1.600	100	1.250	ST	2
IK 200 PKG	1021007	200	70	2.020/1.600	125	1.470	ST	2
IK 200 350 COMBO	9991010	200	70	2.020/1.600	125	1.470	ST	1
IK 200 400 COMBO	9991011	200	70	2.020/1.600	125	1.470	ST	1
BP IK 210 BARE	1028000	210	75					2
BP IK 210 PKG	1028100	210	75	2.080/1.600	125	1.470	ST	2
BP IK 210 PKG	1028101	210	75	2.080/1.600	240	1.550	ST	2
BP IK 210 PKG	1028102	210	75	2.080/1.600	240	1.550	TI	2
BP IK 210 PKG	1028103	210	68	2.080/1.600	125	1.470	ST	2
BP IK 210 PKG	1028104	210	68	2.080/1.600	240	1.550	ST	2
BP IK 210 PKG	1028105	210	68	2.080/1.600	240	1.550	TI	2
BP IK 210 PKG	1028106	210	64	2.080/1.600	125	1.470	ST	2
BP IK 210 PKG	1028107	210	64	2.080/1.600	240	1.550	ST	2
BP IK 210 PKG	1028108	210	64	2.080/1.600	240	1.550	TI	2
BP IK 210 350 COMBO	9991014	210	75	2.080/1.600	125	1.470	ST	1
BP IK 210 400 COMBO	9991015	210	75	2.080/1.600	125	1.470	ST	1

CYLINDER HEAD PARTS KITS



HK 2021230 S
HK 2021470 S
HK 2081550 S



THE IK® 180, IK® 200, AND
BP IK 210 ARE AVAILABLE IN A
TOP END COMBO KIT





PACKAGE HEADS

RACE-RITE® SMALL BLOCK SERIES 23° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

The Race-Rite® series is a line of heads designed by BRODIX for maximum out-of-the-box horsepower. The Race-Rite® series is another example of BRODIX's ability to utilize its in-house processes such as 100% CNC machining, foundry, and heat treater. BRODIX tests each shipment of A-356 virgin aluminum assuring the customer that they are receiving the best products for the money. BRODIX installs solid, phosphorous bronze guides and ductile iron valve seats reducing valve leakage and oil consumption.

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1204 (RR 180)
MATCH INTAKE PORT TO FP 1206 (RR 200)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.020 X 4.920 o.a.l. - BR 6170DI (RR 180)
2.055 X 4.920 o.a.l. - BR 60005 (RR 200)
- Exhaust Valves: 1.600 X 4.940 o.a.l. - BR 6169DI
- Valve Springs: 1.250 HYDRAULIC VALVE SPRING - CC 981,
100 lb CLOSED, 300 lb OPEN,
1.850 INSTALLED HEIGHT, .525 MAXIMUM LIFT (RR 180)
1.470 HYDRAULIC ROLLER VALVE SPRING - CC 987,
125 lb CLOSED, 325 lb OPEN,
1.900 INSTALLED HEIGHT, .575 MAXIMUM LIFT (RR 180 & RR 200)
1.550 FLAT TAPPET VALVE SPRING - BT 120121,
150 lb CLOSED, 365 lb OPEN, 1.950
INSTALLED HEIGHT, .600 MAXIMUM LIFT (RR 200)
1.550 ROLLER VALVE SPRING - GA 1000,
240 lb CLOSED, 550 lb OPEN,
1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT (RR 200)
- Retainers: 1.250 7° STEEL - CC 742 (RR 180)
1.430 7° STEEL - CC 743 (RR 180 & RR 200)
1.550 10° STEEL - CC 752 (RR 200)
- Valve Locks: 7° - PI PF-555 (RR 180 & RR 200)
10° JUMBO - CC 611 (RR 200)
- Rocker Studs: 3/8 - BR 318S (RR 180 & RR 200)
7/16 - BR 716L, AR RRS-4I (RR 200)
- Guide Plates: 5/16 - CC 4808
- Valve Seals: 11/32 - US VS529V



FACTS AND RELATED COMPONENTS

- 67 or 64 cc Combustion Chambers
- Optional LT1 Modifications Available
- Ends Milled and Drilled for Accessories
- Dual Valve Cover Pattern
- Available With Straight or Angled Plugs
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- CNC Ported Combustion Chambers Available as Large as 76 cc

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1204, COMETIC C5416 (RR 180)
FEL-PRO 1206, COMETIC C5414 (RR 200)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1404, COMETIC C5417
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 134-4001 (6 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE
3924 FOR PUMP GAS (RR 180 & RR 200)
NGK R5671A-8 FOR RACING GAS (RR 200)
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: BR 6435
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: HP-1 / HV 1016 (RR 180)
HV 1014 / HV 1016 (RR 200)

CYLINDER HEAD PARTS KITS



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
RR 180	2.020 INTAKE	138	194	234	243	245		
	1.600 EXHAUST	97	129	155	171	179		
RR 200	2.055 INTAKE	125	182	227	260	266	269	
	1.600 EXHAUST	97	129	155	171	179	185	
RR 180 (CNC Combustion Chamber)	2.020 INTAKE	142	199	238	241	241		
	1.600 EXHAUST	113	153	171	179	184	185	187
RR 200 (CNC Combustion Chamber)	2.055 INTAKE	141	221	242	265	272	273	
	1.600 EXHAUST	113	153	171	179	183	185	

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
RR 180 BARE	1010000 A	180	67					2
RR 180 BARE	1010001 S	180	67					2
RR 200 BARE	1010002 A	200	67					2
RR 200 BARE	1010003 S	200	67					2
RR 180 PKG	1011000 A	180	67	2.020/1.600	100	1.250	ST	2
** RR 180 PKG **	1011001 A	180	67	2.020/1.600	125	1.470	ST	2
RR 180 PKG	1011002 A	180	67	2.020/1.600	125	1.470	TI	2
RR 180 PKG	1011003 S	180	67	2.020/1.600	100	1.250	ST	2
** RR 180 PKG **	1011004 S	180	67	2.020/1.600	125	1.470	ST	2
RR 180 PKG	1011005 S	180	67	2.020/1.600	125	1.470	TI	2
RR 200 PKG	1011006 A	200	67	2.055/1.600	140	1.550	ST	2
RR 200 PKG	1011007 A	200	67	2.055/1.600	140	1.550	TI	2
** RR 200 PKG **	1011008 A	200	67	2.055/1.600	240	1.550	ST	2
RR 200 PKG	1011009 A	200	67	2.055/1.600	240	1.550	TI	2
RR 200 PKG	1011010 A	200	67	2.080/1.600	240	1.550	ST	2
RR 200 PKG	1011011 A	200	67	2.080/1.600	240	1.550	TI	2
RR 200 PKG	1011012 S	200	67	2.055/1.600	140	1.550	ST	2
RR 200 PKG	1011013 S	200	67	2.055/1.600	140	1.550	TI	2
** RR 200 PKG **	1011014 S	200	67	2.055/1.600	240	1.550	ST	2
RR 200 PKG	1011015 S	200	67	2.055/1.600	240	1.550	TI	2
RR 200 PKG	1011016 S	200	67	2.080/1.600	240	1.550	ST	2
RR 200 PKG	1011017 S	200	67	2.080/1.600	240	1.550	TI	2
** RR 180 PKG **	1011018 A	180	64	2.020/1.600	100	1.250	ST	2
RR 180 PKG	1011019 A	180	64	2.020/1.600	125	1.470	ST	2
RR 180 PKG	1011020 A	180	64	2.020/1.600	125	1.470	TI	2
RR 180 PKG	1011021 S	180	64	2.020/1.600	100	1.250	ST	2
** RR 180 PKG **	1011022 S	180	64	2.020/1.600	125	1.470	ST	2
RR 180 PKG	1011023 S	180	64	2.020/1.600	125	1.470	TI	2
RR 200 PKG	1011024 A	200	64	2.055/1.600	140	1.550	ST	2
RR 200 PKG	1011025 A	200	64	2.055/1.600	140	1.550	TI	2
** RR 200 PKG **	1011026 A	200	64	2.055/1.600	240	1.550	ST	2
RR 200 PKG	1011027 A	200	64	2.055/1.600	240	1.550	TI	2
RR 200 PKG	1011028 A	200	64	2.080/1.600	240	1.550	ST	2
RR 200 PKG	1011029 A	200	64	2.080/1.600	240	1.550	TI	2
RR 200 PKG	1011030 S	200	64	2.055/1.600	140	1.550	ST	2
RR 200 PKG	1011031 S	200	64	2.055/1.600	140	1.550	TI	2
** RR 200 PKG **	1011032 S	200	64	2.055/1.600	240	1.550	ST	2
RR 200 PKG	1011033 S	200	64	2.055/1.600	240	1.550	TI	2
RR 200 PKG	1011034 S	200	64	2.080/1.600	240	1.550	ST	2
RR 200 PKG	1011035 S	200	64	2.080/1.600	240	1.550	TI	2
RR 180 COMBO	9991007	180	67	2.020/1.600	100	1.250	ST	1
RR 200 COMBO	9991008	200	67	2.055/1.600	140	1.550	ST	1

**** Indicates most popular packages sold. **, A = Angled, S = Straight**



**THE RR 180™ AND RR 200™
ARE AVAILABLE IN A TOP
END COMBO KIT**





DRAGON SLAYER™ SERIES

23° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

Economical out-of-the-box horsepower is what comes to mind with this new series of Dragon Slayer heads from BRODIX. The new Dragon Slayer 225 comes standard with CNC ported 68 cc combustion chambers allowing this port to flow over 300 cfm @ .600 cam lift. The best thing about this head is that all standard components such as rockers, lifters, and intake manifold may be used.

DS 225™

- "As Cast" 225 cc Intake Port
- 2.080 / 1.600 Valve Sizes
- CNC Ported Chambers
- Uses Standard Rockers and Components
- Flows Over 300 cfm at .600 Lift
- Best "As Cast" Head in Its League
- 23° Small Block Chevy Compatible



"Dragon Slayer"™



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021
- Valve Springs: 1.550 FLAT TAPPET VALVE SPRING - BT 120121, 150 lb CLOSED, 365 lb OPEN, 1.950 INSTALLED HEIGHT, .600 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - CC 4808
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1206, COMETIC C5414
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1406, COMETIC C5415
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 234-4301(12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: BR 6435
- Rocker Arms: STANDARD
T&D ECONOMY OR JESEL SHAFT SYSTEM -
T&D 2256, JESEL KPS 01001
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: BM 1000 / HV 1000 / HV 1002 / SE 100 / SE 102



THE DS 225 IS AVAILABLE
IN A TOP END COMBO
KIT

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
DS 225	2.080 INTAKE	142	212	260	287	302	302	304
	1.600 EXHAUST	115	154	183	199	204	207	210

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
DS 225 BARE	1320000	225	68					2
DS 225 PKG	1321000	225	68	2.080/1.600	140	1.550	ST	2
DS 225 PKG	1321001	225	68	2.080/1.600	240	1.550	ST	2
DS 225 PKG	1321002	225	64	2.080/1.600	140	1.550	ST	2
DS 225 PKG	1321003	225	64	2.080/1.600	240	1.550	ST	2
DS 225 PKG	1321004	225	68	2.080/1.600	240	1.550	TI	2
DS 225 PKG	1321005	225	64	2.080/1.600	240	1.550	TI	2
DS 225 400 COMBO	9991024	225	68	2.080/1.600	240	1.550	ST	1

LUKE BOGACKI

ACCOMPLISHMENTS:

- 2017 K&N SPRING FLING MILLION WINNER
- 2017 ROUTE 66 NATIONALS DOUBLE WINNER (SUPER COMP & SUPER GAS)
- 2016 ULTIMATE SERIES POINTS CHAMPION & RUNNER-UP
- 2016 SPRINGFLING MILLION
- 2016 2-TIME ULTIMATE SERIES
- 2015 NHRA U.S. NATIONALS SUPER COMP WINNER
- 2014 NHRA LUCAS OIL SUPER GAS WORLD CHAMPION
- 2013 NHRA LUCAS OIL SUPER COMP WORLD CHAMPION
- SET THE RECORD FOR THE HIGHEST POINTS TOTAL IN NHRA SUPER GAS HISTORY
- MULTI-TIME NHRA SUPER COMP AND SUPER GAS TOP 10 FINISHER
- 18-TIME NATIONAL EVENT WINNER
- MULTI-TIME BIG BUCKS BRACKET WINNER
- 29 CONSECUTIVE NHRA SUPER COMP ROUND WINS IN 2015



THE CORVETTE HAS A 598 ENGINE WITH BRODIX SR 20 HEADS, BRODIX ALUMINUM BLOCK, AND A BRODIX INTAKE MANIFOLD.



THE DRAGSTER HAS A 632 ENGINE WITH BRODIX SR 20 HEADS, BRODIX ALUMINUM BLOCK, AND A BRODIX INTAKE MANIFOLD.

CYLINDER HEAD PARTS KITS



HK 2081550 S

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206
MATCH INTAKE PORT TO FP 1207 (STS T1 245)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019 (TRACK 1, STS T1 215, STS T1 227)
2.100 X 4.965 o.a.l. - BR 81011 (TRACK 1X)
2.125 X 5.065 o.a.l. - BR 60025 (STS T1 233)
2.150 X 5.065 o.a.l. - (STS T1 245)
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021 (TRACK 1, TRACK 1X, STS T1 215, STS T1 227)
1.600 X 5.065 o.a.l. - BR 60030 (STS T1 233, STS T1 245)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752 (TRACK 1)
1.550 10° TITANIUM - MA 2398BR (TRACK 1X, CNC TRACK 1)
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 5/16 - CC 4808 (TRACK 1, STS T1 215, STS T1 227)
5/16 - BR 5160 (STS T1 233)
- Valve Seals: 11/32 - US VS529V

TRACK 1™ SERIES 23° CYLINDER HEADS

SMALL-BLOCK CHEVY COMPATIBLE HEADS

The BRODIX Track 1® has a 221 cc intake port and a 67 cc combustion chamber. This head was designed for the drag or oval track racer who wants a lighter weight cylinder head that can make a significant difference in horsepower. The BRODIX Track 1® has a very thick deck that is compatible with nitrous, and comes with phosphorous bronze valve guides and hardened valve seats installed for unleaded fuel. ***The spring pockets must not be cut any larger or deeper than 1.550.**

The BRODIX Track 1X was designed as the next step above the Track 1. An additional 20 to 25 horsepower may be gained with this head out of the box over the traditional Track 1. BRODIX has incorporated improvements such as a 40/60 valve spacing, CNC machined combustion chambers, 2.100 intake valves, and new intake and exhaust ports. The 222 cc intake port flows over 285 cfm at 700 lift. The exhaust port flows over 195 cfm at 700 lift. ***Track 1X requires a T&D Economy or Jesel shaft system.**

The BRODIX Track 1® is also available completely CNC ported at an economical price. CNC porting ensures maximum consistency between each intake and exhaust port. No special components are required with the CNC ported BRODIX Track 1® head. This head is available in four intake port volumes. Exhaust ports accommodate a standard Chevy pattern only. The industry standard has been taken to the next level with modernized CNC porting.

BRODIX TRACK 1®

- Ductile Iron Valve Seats for Use With Unleaded Fuel
- Combustion Chambers Available in a Variety of Sizes (Available CNC Ported as Large as 76 cc)
- Ends Milled and Drilled for Accessories
- Optional LT1 Modifications Available
- Nitrous-Friendly Deck Surface

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1206, COMETIC C5414
FEL-PRO 1207 (STS T1 245)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1406, COMETIC C5415
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 234-4301(12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (TRACK 1, STS T1 215, STS T1 227)
40/60 (TRACK 1X, STS T1 233, STS T1 245)
- Stud Girdle: BR 6435 (TRACK 1, STS T1 215, STS T1 227)
NOT AVAILABLE (TRACK 1X, STS T1 245)
BR 6440 (STS T1 233)
- Rocker Arms: STANDARD (TRACK 1, STS T1 215, STS T1 227, STS T1 233)
T&D ECONOMY OR JESEL SHAFT SYSTEM (TRACK 1, STS T1 215, STS T1 227) - T&D 2256, JESEL KPS 01001
T&D ECONOMY 40/60 OR JESEL 40/60 SHAFT SYSTEM (TRACK 1X, STS T1 233) - T&D 2256, JESEL KPS 01302
T&D OR JESEL SHAFT SYSTEM (STS T1 245) - T&D 2216, JESEL KRA-013020 (.450 OFFSET)
- Lifters: STANDARD (TRACK 1, TRACK 1X, STS T1 215, STS T1 227, STS T1 233)
.180 OFFSET LIFTERS WITH 3/8" PUSHRODS (STS T1 245)
- Valve Centerline: STANDARD (TRACK 1, STS T1 215, STS T1 227)
40/60 (TRACK 1X, STS T1 233, STS T1 245)
- Intake Manifold: BM 1000 / HV 1000 / HV 1002 / SE 100 / SE 102 (TRACK 1, STS T1 215, STS T1 227, STS T1 233, STS T1 245)
BM 1000 / HV 1000 SERIES (TRACK 1X)

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800
TRACK 1	2.080 INTAKE	124	179	228	264	276	278	279	
	1.600 EXHAUST	103	138	164	178	186	188	190	
TRACK 1X	2.100 INTAKE	152	213	262	285	287	290	292	
	1.600 EXHAUST	113	152	173	185	192	194	195	
STS T1 215 (CNC Ported)	2.080 INTAKE	150	213	258	285	303	305	305	
	1.600 EXHAUST	116	150	185	208	219	224	227	
STS T1 227 (CNC Ported)	2.080 INTAKE	154	223	270	303	312	314	316	
	1.600 EXHAUST	116	150	185	208	219	224	227	
STS T1 233 (CNC Ported)	2.125 INTAKE 50°	139	200	254	296	319	325	326	
	1.600 EXHAUST 45°	106	145	181	209	224	228	233	
STS T1 245 (CNC Ported)	2.150 INTAKE 50°	135	197	255	300	328	338	341	342
	1.600 EXHAUST 45°	106	145	180	209	224	228	233	235

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
T1 STD BARE	1000000 A	221	67					2
T1 STD BARE	1000001 S	221	67					2
T1 STD PKG	1001000 A	221	67	2.055/1.600	140	1.550	ST	2
** T1 STD PKG **	1001001 A	221	67	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001002 A	221	67	2.080/1.600	240	1.550	TI	2
T1 STD PKG	1001003 S	221	67	2.055/1.600	140	1.550	ST	2
T1 STD PKG	1001004 S	221	67	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001005 S	221	67	2.080/1.600	240	1.550	TI	2
T1 STD PKG	1001006 A	221	64	2.055/1.600	140	1.550	ST	2
** T1 STD PKG **	1001007 A	221	64	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001008 A	221	64	2.080/1.600	240	1.550	TI	2
T1 STD PKG	1001009 S	221	64	2.055/1.600	140	1.550	ST	2
T1 STD PKG	1001010 S	221	64	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001011 S	221	64	2.080/1.600	240	1.550	TI	2
T1 STD SPECIAL	1009000	CUSTOM ORDER						2
T1 STD X BARE	1000002	222	68					2
T1 STD X PKG	1001012	222	68	2.100/1.600	240	1.550	ST	2
T1 STD X PKG	1001013	222	68	2.100/1.600	240	1.550	TI	2
T1 STD X PKG	1001014	222	64	2.100/1.600	240	1.550	ST	2
T1 STD X PKG	1001015	222	64	2.100/1.600	240	1.550	TI	2
T1 STD X SPECIAL	1009001	CUSTOM ORDER						2
STS T1 STD BARE	1008000	215	68					2
STS T1 STD 227 BARE	1008002	227	68					2
** STS T1 STD PKG **	1008100	215	68	2.080/1.600	240	1.550	TI	2
STS T1 STD PKG	1008101	215	64	2.080/1.600	240	1.550	TI	2
STS T1 STD 227 PKG	1008104	227	68	2.080/1.600	240	1.550	TI	2
** STS T1 STD 227 PKG **	1008105	227	64	2.080/1.600	240	1.550	TI	2
STS T1 STD SPECIAL	1009002	CUSTOM ORDER						2
STS T1 STD 227 SPECIAL	1009003	CUSTOM ORDER						2
STS T1 STD 233 BARE	1008003	233	68					2
STS T1 STD 233 PKG	1008106	233	68	2.125/1.600	240	1.550	TI	2
STS T1 STD 233 PKG	1008107	233	64	2.125/1.600	240	1.550	TI	2
STS T1 STD 233 SPECIAL	1009004	CUSTOM ORDER						2
STS T1 STD 245 BARE	1008004	245	68					2
STS T1 STD 245 PKG	1008108	245	68	2.150/1.600	240	1.550	TI	2
STS T1 STD 245 PKG	1008109	245	64	2.150/1.600	240	1.550	TI	2
TRACK 1 350 COMBO	9991000	221	67	2.080/1.600	240	1.550	ST	1
TRACK 1 400 COMBO	9991001	221	67	2.080/1.600	240	1.550	ST	1
STS TRACK 1 350 COMBO	9991003	215	68	2.080/1.600	240	1.550	TI	1
STS TRACK 1 400 COMBO	9991004	227	68	2.080/1.600	240	1.550	TI	1
STS TRACK 1 STD 233 COMBO	9991017	233	68	2.125/1.600	240	1.550	TI	1

**** Indicates most popular packages sold. **, A = Angled, S = Straight**

CYLINDER HEAD PARTS KITS

HK 2051550 S
HK 2081550 S
HK 2081550 T



THE TRACK 1™ AND CNC PORTED T1 ARE AVAILABLE IN A TOP END COMBO KIT

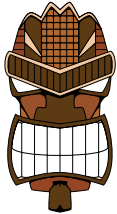


HEAD HUNTER™ SERIES

23° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

The BRODIX Head Hunter Series is only getting better. The three oval-shaped heads in this arsenal include a 229 cc intake port flowing 325 cfm, a 225 cc raised intake port flowing over 335 cfm, and a 234 cc raised intake port flowing over 345 cfm. Top in the 23° class, these heads come standard with all the finest qualities BRODIX has to offer: the toughest castings in the business, ductile iron valve seats, phosphorous bronze valve guides, and 100% CNC machining.



- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 100% CNC Ported
- A-356 Virgin Aluminum; Easily Repaired
- Combustion Chambers Available in a Variety of Sizes (Available CNC Ported as Large as 76 cc)
- Ends Milled and Drilled for Accessories
- Nitrous-Friendly Deck Surface
- .400 Raised Oval Intake Ports (225, 234)
- Requires Offset Rockers (225, 234)
- Newest Breakthrough in 23° Technology
- Ampco 45 Exhaust Seats (225, 234)

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 1229 (229)
MATCH INTAKE PORT TO MG 1234 (225)
MATCH INTAKE PORT TO MG 1234, TRIM TO FIT (234)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.125 X 5.065 o.a.l. - BR 60025 (229)
2.150 X 5.250 o.a.l. - BR 60250D (225, 234)
- Exhaust Valves: 1.600 X 5.065 o.a.l. - BR 60030 (229)
1.570 X 5.250 o.a.l. - BR 60570D (225, 234)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb
CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT,
700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (229)
- Guide Plates: 5/16 - BR 5160 (229)
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 1229 (229)
BRODIX MG 1234 (225)
BRODIX MG 1234, TRIM TO FIT (234)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1406, COMETIC C5415
- Head Bolts: ARP 134-3601, MANLEY 42313 (229)
- Head Bolt Washers: MANLEY 42102 (229)
- Head Studs: ARP 234-4301(12 pt) (229)
SK HSSB HH RO (225, 234)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (229)
.450 OFFSET ROCKER SYSTEM TD 2216 WILL CLEAR
3/8 PUSHROD WITH .180 OFFSET LIFTER (225, 234)
- Stud Girdle: BR 6440 (229)
NOT AVAILABLE (225,234)
- Rocker Arms: STANDARD (229)
T&D ECONOMY 40/60 OR JESEL 40/60 SHAFT SYSTEM
(229) - T&D 2256, JESEL KPS-01302
T&D OR JESEL SHAFT SYSTEM (225, 234) - T&D 2216
(NO SHIM UNDER BAR), JESEL KRA-013020
(.450 OFFSET)
- Lifters: STANDARD (229)
.180 OFFSET INTAKE (225, 234)
- Valve Centerline: 40/60
- Intake Manifold: HV 1017 / HV 1018 (BP HH SB O 229)
MS 90 / MS 91 (BP HH SB O 225, BP HH SB O 234)

**SPECIAL INTAKE GASKETS ARE AVAILABLE
EXCLUSIVELY FROM BRODIX®.**

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
BP HH SB O 229 (CNC Ported)	2.125 INTAKE 50°	139	205	257	300	319	322	325
	1.600 EXHAUST 45°	122	166	200	219	227	233	236
BP HH SB RO 225 (CNC Ported)	2.150 INTAKE 52°	142	205	259	303	327	332	335
	1.570 EXHAUST 55°	103	143	182	206	222	233	238
BP HH SB RO 234 (CNC Ported)	2.150 INTAKE 52°	130	199	258	305	332	344	345
	1.570 EXHAUST 55°	103	143	182	206	222	233	238

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP HH SB O 229 BARE	1098000	229	68					2
BP HH SB RO 225 BARE	1098001	225	68					2
BP HH SB RO 234 BARE	1098002	234	68					2
BP HH SB O 229 PKG	1098100	229	68	2.125/1.600	240	1.550	TI	2
BP HH SB O 229 PKG	1098101	229	64	2.125/1.600	240	1.550	TI	2
BP HH SB RO 225 PKG	1098102	225	68	2.150/1.570	240	1.550	TI	2
BP HH SB RO 225 PKG	1098103	225	64	2.150/1.570	240	1.550	TI	2
BP HH SB RO 234 PKG	1098104	234	68	2.150/1.570	240	1.550	TI	2
BP HH SB RO 234 PKG	1098105	234	64	2.150/1.570	240	1.550	TI	2
BP HH SB O 350 COMBO	9991018	229	68	2.125/1.600	240	1.550	TI	1
BP HH SB O 400 COMBO	9991019	229	68	2.125/1.600	240	1.550	TI	1



**THE BP HH SB O 229™ IS AVAILABLE IN A
TOP END COMBO KIT**

EDDIE BARCELLO





-11 X™ SERIES 23° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

The -11X may be purchased with a standard or spread exhaust port. This head is a great flowing 23° head out of the box that BRODIX offers. BRODIX recommends this head be installed on a 400 cu in or larger engine. The -11X requires a special stud girdle and longer pushrods. Piston valve notches must be checked for clearance. A valve length of .150 longer than stock is required. The BRODIX deck surface is the strongest in the industry allowing use of nitrous and blowers. Hardened valve seats are standard allowing use with unleaded fuels. Phosphorous bronze valve guides assure proper valve guide wear. When thinking of small block Chevy compatible heads - think BRODIX. **The -11X may not have the spring pockets cut any larger or deeper than 1.550.**

- A-356 Virgin Aluminum; Easily Repaired
- Standard or Spread Port Exhaust
- Ends Milled and Drilled for Accessories
- 40/60 Valve Spacing
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 67 cc Combustion Chambers



SPECIAL SPREAD PORT EXHAUST GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

CYLINDER HEAD PARTS KITS

HK 2101550 T



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 5.065 o.a.l. - BR 60029
2.100 X 5.065 o.a.l. - BR 60028 (BP 11 SP X)
- Exhaust Valves: 1.600 X 5.065 o.a.l. - BR 60030
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1,950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - BR 5160
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1206, COMETIC C5414
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: STANDARD - FEL-PRO 1406, COMETIC C5415
SPREAD PORT - BRODIX MG 1500
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 234-4301(12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: 40/60
- Stud Girdle: 40/60 - BR 6440
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: 40/60
- Intake Manifold: BM 1000 / HV 1000 / HV 1002 / SE 100 / SE 102

11X



**THE BP 11 SP X IS AVAILABLE
IN A TOP END COMBO KIT**



- **CNC Ported Combustion Chambers Available as Large as 76 cc**

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
11 STD X	2.080 INTAKE	133	191	235	272	283	284	285
	1.600 EXHAUST	90	126	158	184	200	204	208
11 SP X	2.080 INTAKE	133	191	235	272	283	284	285
	1.600 EXHAUST	103	137	166	188	201	206	211
BP 11 SP X (CNC Ported)	2.100 INTAKE	146	203	253	293	314	314	316
	1.600 EXHAUST	113	149	177	198	228	233	236

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EKH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
11 SP X BARE	1110001	225	67					2
11 SP X PKG	1111002	225	67	2.080/1.600	240	1.550	TI	2
11 SP X PKG	1111003	225	64	2.080/1.600	240	1.550	TI	2
11 SP X SPECIAL	1119001	CUSTOM ORDER						2
11 STD X BARE	1110005	225	67					2
11 STD X PKG	1111010	225	67	2.080/1.600	240	1.550	TI	2
11 STD X PKG	1111011	225	64	2.080/1.600	240	1.550	TI	2
11 STD X SPECIAL	1119005	CUSTOM ORDER						2
BP 11 SP X BARE	1118000	231	67					2
BP 11 SP X PKG	1118100	231	67	2.100/1.600	240	1.550	TI	2
BP 11 SP X PKG	1118101	231	64	2.100/1.600	240	1.550	TI	2
BP 11 SP X COMBO	9991016	231	67	2.100/1.600	240	1.550	TI	1

TODD EWING



CAMARO PRODUCTS: BRODIX BR 7 HEADS



VEGA PRODUCTS: BRODIX STS T1 227 HEADS AND BRODIX BM 1000 MANIFOLD



HUNTSVILLE ENGINE

DRAGSTER PRODUCTS: BRODIX SR 20 HEADS, BRODIX 8B 2000 C BLOCK, AND BRODIX BM 2021 MANIFOLD



4.500 BORE SPACING SERIES 10°, 12°, AND 13° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

The BRODIX 4.500 bore spacing series opens a whole new world of development for the small block Chevrolet compatible engine. This 4.500 bore spacing feature allows for a cylinder bore of 4.250 to be utilized which greatly enhances durability and airflow. This new series offers a variety of different valve angles, port locations, and port sizes. Special components needed for proper installation include: headers, shaft rocker system, sheet metal valve covers, head stud kit, and cam core.

4.500 Series WP BD 4510

- Symmetrical Port 12° Head
- Best Late Model Head Available
- +30 hp Over Wedge Heads



SPECIAL INTAKE GASKETS AND SPREAD PORT EXHAUST GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves:
- Exhaust Valves:
- Valve Springs: 1.550 ROLLER VALVE SPRING - IS 9985, 260 lb CLOSED, 600 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: CUSTOM - HAND FABRICATED
- Head Gaskets: FEL-PRO 26476
- Exhaust Gaskets: CUSTOM - HAND FABRICATED
- Valve Cover Gaskets: COMETIC VC 261188ML (WP FF 13 STD)
- Head Studs: SK HS BD 45 (WP BD 4510)
SK HSSB 13/45 (WP FF 13 STD)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 12° (WP BD 4510), 13° (WP FF 13 STD)
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: PORTED ARE CUT, UNPORTED ARE LEFT UNCUT
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM - T&D 22202 (WP BD 4510),
T&D 2291 (WP FF 13 STD)
- Lifters: .180 ALL TO THE LEFT (WP BD 4510)
.180 (WP FF 13 STD)
- Pistons: SPECIAL 12° (WP BD 4510)
SPECIAL 13° (WP FF 13 STD)
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: BRODIX 5°
- Valve Centerline: 88/184
- Intake Manifold: SHEET METAL (WP BD 4510)
EDELROCK 2845 FOR STANDARD DECK (WP FF 13 STD)
EDELROCK 28458 FOR TALL DECK (WP FF 13 STD)



4.500 Series WP FF 13 STD

- 13° Wedge Design
- Proven Performance
- Industry Leading Reliability

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
WP BD 4510 (CNC Ported)	2.200 INTAKE	159	243	307	356	378	390	402
	1.600 EXHAUST	114	155	196	229	251	258	263
WP FF 13 STD (CNC Ported)	2.200 INTAKE	159	238	304	356	377	386	389
	1.600 EXHAUST	114	155	194	237	253	260	265

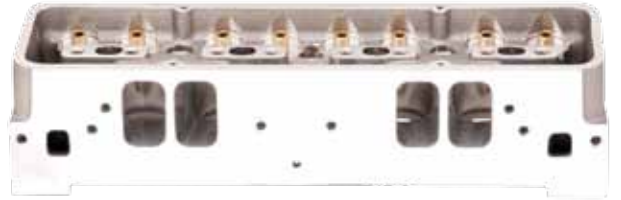
BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EKH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
FF 10 STD CNC BARE	1450002							2
FF 13 STD CNC BARE	1450001	290	49					2
WP FF 13 STD BARE	1458001	290	49					2
WP BD 4510 BARE	1458000	292	50					1



WP BD 4510

FF 10 STD CNC BARE



WP FF 13 STD

STREET OUTLAWS



DADDY DAVE



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 1800
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.140 X 5.290 o.a.l. - BR 81050
- Exhaust Valves: 1.600 X 5.300 o.a.l. - BR 81051
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR (STS 18 SP X, STS 18 STD X) 1.550 10° STEEL - TR 752 (18 SP X, 18 STD X)
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - BR 5160
- Valve Seals: 11/32 - US VS529V

-18 X™ SERIES 18° CYLINDER HEADS

SMALL-BLOCK CHEVY COMPATIBLE HEADS

The BRODIX 18X offers the best of both worlds, 18° horsepower without using expensive shaft rockers or offset lifters. This head offers a dramatic horsepower increase over the previous 23° cylinder head. Several advantages of the 18X are intake ports that flow over 320 cfm out of the box, an intake valve size of 2.140, raised intake ports, and shallow, CNC ported combustion chambers. The 18X is an excellent choice for the budget-minded racer who wants to go fast.



- Uses Existing 23° Rocker Arms
- Dowel Moved for Maximum Flow
- Standard Exhaust (Dual Exhaust Bolt Pattern)
- 40/60 Valve Spacing
- 68 cc Combustion Chambers

SPECIAL INTAKE GASKETS AND SPREAD PORT EXHAUST GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 1800, COMETIC C3250
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: STANDARD - FEL-PRO 1406, COMETIC C5415
SPREAD PORT - BRODIX MG 52464 (TRIM TO FIT), COMETIC C5424
- Head Studs: ARP 234-4727 (12 pt WITH 3/8 CENTER STUDS)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 18°
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: 40/60
- Stud Girdle: 40/60 - BR 6440
- Rocker Arms: STANDARD 7/16 ROLLER ROCKERS
OR SHAFT SYSTEM WITH 40/60 SPACING
- Lifters: STANDARD
- Pistons: SPECIAL 18°
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: BRODIX 10° STANDARD
- Valve Centerline: 40/60
- Intake Manifold: HV 1800 / HV 1801



• Spread Port Exhaust

• Raised Intake Ports

• Uses 23° Lifters



• 10° Intake Face Angle

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
18 STD X	2.140 INTAKE	157	212	260	303	319	321	325
	1.600 EXHAUST	106	145	179	195	205	209	211
18 SP X	2.140 INTAKE	157	212	260	303	319	321	325
	1.600 EXHAUST	122	164	200	217	226	230	233
STS 18 STD X (CNC Ported)	2.140 INTAKE	145	214	261	303	328	331	336
	1.600 EXHAUST	110	154	206	224	231	234	237
STS 18 SP X (CNC Ported)	2.140 INTAKE	145	214	261	303	328	331	336
	1.600 EXHAUST	119	158	196	232	243	247	250

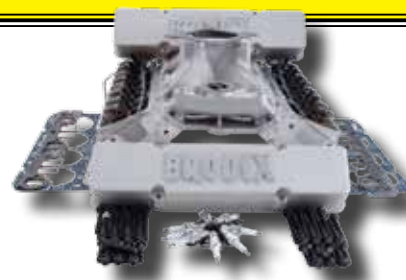
BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
18 SP X BARE	1180000	244	68					2
** 18 SP X PKG **	1181000	244	68	2.140/1.600	240	1.550	ST	2
18 SP X PKG	1181001	244	58	2.140/1.600	240	1.550	ST	2
18 SP X SPECIAL	1189000	CUSTOM ORDER						2
STS 18 SP X BARE	1188000	254	68					2
STS 18 SP X PKG	1188100	254	68	2.140/1.600	240	1.550	TI	2
STS 18 SP X PKG	1188101	254	60	2.140/1.600	240	1.550	TI	2
STS 18 SP X SPECIAL	1189001	CUSTOM ORDER						2
18 STD X BARE	1180001	245	68					2
** 18 STD X PKG **	1181002	245	68	2.140/1.600	240	1.550	ST	2
18 STD X PKG	1181003	245	58	2.140/1.600	240	1.550	ST	2
18 STD X SPECIAL	1189002	CUSTOM ORDER						2
STS 18 STD X BARE	1188002	254	68					2
STS 18 STD X PKG	1188103	254	68	2.140/1.600	240	1.550	TI	2
STS 18 STD X PKG	1188104	254	60	2.140/1.600	240	1.550	TI	2
STS 18 STD X SPECIAL	1189003	CUSTOM ORDER						2
18 SP X COMBO	9991002	244	68	2.140/1.600	240	1.550	ST	1
18 STD X COMBO	9991009	245	68	2.140/1.600	240	1.550	ST	1
STS 18 STD X COMBO	9991005	254	68	2.140/1.600	240	1.550	TI	1
STS 18 SP X COMBO	9991006	254	68	2.140/1.600	240	1.550	TI	1

**** Indicates most popular packages sold. ****



**THE 18 STD X™, 18 SP X™,
STS 18 STD X, AND STS 18 SP X
ARE AVAILABLE IN A TOP END
COMBO KIT**



TANNER ENGLISH



ENGINE BUILDER: JAY DICKENS RACING ENGINES



-18 C™ SERIES **18° CYLINDER HEADS**

SMALL BLOCK CHEVY COMPATIBLE HEADS

The BRODIX 18 C cylinder head has an 18° valve angle that works well on dirt late model or serious drag racing applications. This head has special valve centerlines and dowel location requiring special components. Interlocking valve seats are installed along with replaceable phosphorous bronze guides. The combustion chambers may be angle milled down to the mid 40 cc range without weakening the deck surface. The 18 C has two exhaust bolt patterns available and a 5° intake face requiring a special intake manifold and components.



- 5° Intake Flange
- 18° Standard or Spread Port Exhaust
- Flows Over 390 cfm CNC Ported
- 58/107 Valve Spacing
- Available CNC Ported
- A-356 Virgin Aluminum; Easily Repaired



SPECIAL SPREAD PORT EXHAUST GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1282
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.540 o.a.l. - BR 60518D
- Exhaust Valves: 1.625 X 5.540 o.a.l. - BR 60154
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: MODIFIED FEL-PRO 1282
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: SPREAD PORT - BRODIX MG 52464 (TRIM TO FIT), COMETIC C5424
- Head Studs: ARP 234-4727 (12 pt WITH 3/8 CENTER STUDS)
ARP 234-4728 (12 pt FOR 18 C AP HEADS)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 18°
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: 58/107
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 58/107 SPACING, CHECK HEADS FOR INTAKE OFFSET - T&D 2229, JESEL KPS 15409 (WP 18 SP C, BP 18 SP C), T&D 2238 (.750 OFFSET (WP 18 SP C AP))
- Lifters: .180 OFFSET
- Pistons: SPECIAL 18°
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: 5°
- Valve Centerline: 58/107
- Intake Manifold: HV 1813 / HV 1814 (WP 18 SP C, BP 18 SP C) CUSTOM (WP 18 SP C AP)



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700
WP 18 SP C HUT 921.4 A (CNC Ported)	2.180 INTAKE	157	230	280	329	360	367
	1.625 EXHAUST	112	167	209	227	238	245
BP 18 SP C (CNC Ported)	2.180 INTAKE	163	232	288	335	351	360
	1.625 EXHAUST	119	172	214	233	242	250
WP 18 SP C AP (CNC Ported)	2.180 INTAKE	154	224	278	328	369	395
	1.625 EXHAUST	134	175	241	261	270	274

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER	
18 SP C BARE	1180003	185	40					2	
18 STD C BARE	1180005	185	40					2	
WP 18 SP C BARE	1188001	SPECIFY PORT PROGRAM AND CHAMBER VOLUME DESIRED						2	
WP 18 SP C PKG	1188102	SPECIFY PORT PROGRAM AND CHAMBER VOLUME DESIRED				240	1.550	TI	2
WP 18 SP C AP BARE	1188003	266	57					2	
WP 18 SP C AP PKG	1188105	266	57	2.180/1.625	240	1.550	TI	2	
BP 18 SP C BARE	1188004	254	56					2	
BP 18 SP C PKG	1188106	254	56	2.180/1.625	240	1.550	TI	2	
BP 18 SP C COMBO	9991025	254	56	2.180/1.625	240	1.550	TI	1	
BP 18 SP C COMBO With T&D Rockers	9991026	254	56	2.180/1.625	240	1.550	TI	1	

SAMIR AWAIJANE



PRODUCTS:
• **BRODIX CAST IRON BLOCK**

ENGINE BUILDER: WHEELER RACING ENGINES



-13™ SERIES **13° CYLINDER HEADS**

SMALL-BLOCK CHEVY COMPATIBLE HEADS

With the introduction of the new BP 13, BRODIX adds yet another weapon to its arsenal of cutting edge cylinder heads. Due to the use of our unique "Total Control" process, the BP 13 is unmatched in both quality and performance. It utilizes a 13° valve angle, moved valve centerlines, and a 47 cc wet flow friendly combustion chamber. This 100% CNC ported offering from BRODIX is destined to become the industry standard.



- Flows 370 cfm CNC Ported
- 283 cc Intake Ports
- New 13° Valve Angle
- Exhaust Pattern - Compatible With 18° Standard Chevrolet
- 100% CNC Ported

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 1600 (TRIM TO FIT), MR. GASKET 143
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.550 o.a.l. (50° SEAT ANGLE)
- Exhaust Valves: 1.625 X 5.550 o.a.l. (45° SEAT ANGLE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 1600 (TRIM TO FIT), MR. GASKET 143
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1407
- Head Studs: SK HSSB 13 (ALUMINUM BLOCK)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 13°
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: 85/134
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 85/134 SPACING, CHECK HEADS FOR INTAKE OFFSET - T&D 2126, JESEL KPS 41942
- Lifters: .180 OFFSET
- Pistons: SPECIAL 13°
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: 5°
- Valve Centerline: 85/134
- Intake Manifold: HV 1300 / HV 1301 / Edelbrock 2955 / Edelbrock 2958

- **Raised Intake Port**
- **Dual Exhaust Bolt Pattern**
- **Center Cylinder Valve Placement**
- **Available With Copper or Ductile Iron Valve Seats**



FLOW/CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BP 13 STD (CNC Ported)	2.180 INTAKE 50°	159	239	307	352	359	364	370
	1.625 EXHAUST 45°	113	164	213	236	247	258	263

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
13 STD CNC BARE	1230000							2
BP 13 STD BARE	1238000	283	47					2
BP 13 STD PKG	1238100	283	47	2.180/1.625	240	1.550	TI	2
BP 13 STD PKG	1238101	283	47	2.180TI/1.625ST	240	1.550	TI	2
BP 13 STD PKG	1238102	283	47	2.180TI/1.625TI	240	1.550	TI	2
BP 13 STD COMBO	9991027	283	47	2.180ST/1.625	240	1.550	TI	1
BP 13 STD COMBO With T&D Rockers	9991028	283	47	2.180ST/1.625	240	1.550	TI	1

90TM V6 SERIES 23° CYLINDER HEADS



The 90° V6 head is another fine product offered by BRODIX. The V6 cylinder head is available in two different intake ports. The V6 -8 is for a low rpm, Pro Street style engine. The V6 -10 is for a larger cubic inch engine, higher rpm range, and racing environment. The BRODIX V6 heads are made of virgin A-356 aluminum material and have ductile iron seats and solid phosphorous bronze guides. Helicoils are installed in the rocker stud bosses to assure stability.



CYLINDER HEAD SPECIFICATIONS

	INTAKE PORT	CHAMBER VOLUME	VALVE SIZES INTAKE/EXHAUST
V6 -8	194 cc	67 cc	2.080/1.600
V6 -10	210 cc	67 cc	2.080/1.600

FLOW/CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
V6 -8	2.080 INTAKE	134	191	230	240			
	1.600 EXHAUST	110	139	155	161			
V6 -10	2.080 INTAKE	145	195	240	253	262	262	262
	1.600 EXHAUST	110	139	155	161	166	168	168

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1203
- Valve Cover Gaskets: FEL-PRO 1601
- Head Gaskets: FEL-PRO 1002
- Exhaust Gaskets: FEL-PRO 1403
- Head Bolts: MANLEY 42313 (V8 KIT)
- Head Bolt Washers: MANLEY 42102 (V8 KIT)
- Head Studs: ARP 234-4301 (V8 KIT)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE 3924 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: NOT APPLICABLE
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: EDELBROCK PERFORMER 90° V6 (DUAL PLANE)
- Available with Straight or Angle Plug



-12™ SERIES **15° CYLINDER HEADS**

SMALL BLOCK CHEVY COMPATIBLE HEADS

In the mid 1980's, BRODIX was the first company to offer a "rolled over" valve angle cylinder head. Since then, the -12 cylinder head has won thousands of late model and sprint car races and is still winning races today. BRODIX has taken this design even further by adding raised intake ports, several valve spacings, and more efficient combustion chambers. The -12 cylinder head is available in several port sizes to fulfill our customers' needs.



- Spread Port Exhaust
- 10° Intake Flange
- Exclusive Spark Plug Angle
- Available CNC Ported
- A-356 Virgin Aluminum; Easily Repaired
- Excellent Nitrous Head
- Best Wet Flowing Combustion Chamber

SPECIAL SPREAD PORT EXHAUST GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1263 (WP 12 SP RI, WP 12 SP RI MC)
MATCH INTAKE PORT TO FP 1209 (BP 12 SP B, STS 12 SP W B MC)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.150 X 5.440 o.a.l. - BR 60415 (40/60)
2.200 X 5.440 o.a.l. (70/125)
- Exhaust Valves: 1.600 X 5.440 o.a.l. - BR 60044
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1263, ASK FOR COMETIC PART NUMBER (WP 12 SP RI, WP 12 SP RI MC)
FEL-PRO 1209 (BP 12 SP B, STS 12 SP W B MC)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: SPREAD PORT - BRODIX MG 52464 (TRIM TO FIT), COMETIC C5424
- Head Studs: ARP 234-4723 (12 pt WITH 3/8 CENTER STUDS)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 15°
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: 40/60, 58/107, 70/125
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 40/60, 58/107 OR 70/125 SPACING, CHECK HEADS FOR INTAKE OFFSET
40/60 - TD 2206, JESEL KPS 01204
58/107 - TD 2207
70/125 - TD 22071
- Lifters: .180 OFFSET
- Pistons: SPECIAL 15°
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: BRODIX 10° STANDARD
- Valve Centerline: 40/60 (WP 12 SP RI, BP 12 SP B)
58/107 (WP 12 SP RI MC)
70/125 (STS 12 SP W B MC)
- Intake Manifolds: MS 89 (WP 12 SP RI)
N/A (WP 12 SP RI MC)
HV 1200 / HV 1201 (BP 12 SP B,
STS 12 SP W B MC)

- **Proven Performer**
- **Center Flow Water Circulation**
- **CNC Ported in Several Different Port Volumes**

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700
WP 12 SP RI - 247 (CNC Ported)	2.150 INTAKE	152	230	284	316	326	330
	1.600 EXHAUST	120	170	216	233	240	248
WP 12 SP RI - 262 (CNC Ported)	2.150 INTAKE	150	228	282	322	330	335
	1.600 EXHAUST	120	170	216	233	240	248
WP 12 SP RI MC - 262 (CNC Ported)	2.170 INTAKE	155	224	282	329	335	347
	1.600 EXHAUST	117	177	218	231	240	247
BP 12 SP B (CNC Ported)	2.150 INTAKE	155	230	284	320	343	354
	1.600 EXHAUST	120	168	216	232	240	247
STS 12 SP W B MC (CNC Ported)	2.200 INTAKE	159	233	290	334	361	372
	1.600 EXHAUST	106	145	190	221	235	247

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
12 SP P BARE	1150004	230	68					2
12 SP B BARE	1150000	270	68					2
12 SP B MC BARE	1150001	270	68					2
12 SP W B BARE	1150005	280	68					2
12 SP W B MC BARE	1150006	280	68					2
BP 12 SP B BARE	1158000	287	61					2
BP 12 SP B PKG	1158100	287	61	2.150/1.600	240	1.550		2
BP 12 SP B BARE W/DN	1158001	287	61					2
WP 12 SP B PKG W/DN	1158101	287	61	2.150/1.600	240	1.550		2
BP 12 SP B SPECIAL	1159000	CUSTOM ORDER						2
WP 12 SP RI 247 BARE	1158005	247	60					2
WP 12 SP RI 247 PKG	1158102	247	60	2.150/1.600	240	1.550		2
WP 12 SP RI 247 BARE W/DN	1158006	247	60					2
WP 12 SP RI 247 PKG W/DN	1158103	247	60	2.150/1.600	240	1.550		2
WP 12 SP RI 262 BARE	1158002	262	60					2
WP 12 SP RI 262 PKG	1158104	262	60	2.150/1.600	240	1.550		2
WP 12 SP RI 262 BARE W/DN	1158003	262	60					2
WP 12 SP RI 262 PKG W/DN	1158105	262	60	2.150/1.600	240	1.550		2
STS 12 SP WB MC BARE	1158004	305	69					2
STS 12 SP WB MC PKG	1158106	305	69	2.200/1.600	240	1.550		2



STEVE FURR

ACCOMPLISHMENTS:

- 2017 JEGS ALLSTARS TOP DRAGSTER CHAMPION**
- 2016 IHRA TOP DRAGSTER WORLD CHAMPION**
- 2016 NHRA DIVISION 2 SUPER GAS CHAMPION**
- 2016 NHRA DIVISION 2 TOP DRAGSTER CHAMPION**
- 2013 IHRA SPORTSMAN OF THE YEAR**
- 5-TIME IHRA WORLD CHAMPION**
- 7-TIME IHRA DIVISIONAL CHAMPION**
- 2-TIME IHRA DRIVER OF THE YEAR**
- 5-TIME NHRA DIVISIONAL CHAMPION**

ENGINE BUILDER: PAR RACING ENGINES - SCOTT DUGGINS



AK™ SERIES

13° CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

The AK series is the latest in sprint car technology. This head offers new features such as: a 13° valve angle, a relocated spark plug and down nozzle location, and an 80/135 valve spacing. The BP AK head is offered in three intake port sizes, 270 cc, 275 cc, and 285 cc. Special components required for these heads are injectors, sheet metal valve covers, and a shaft rocker system.



- 5/16 Valves Available
- 2.180 Intake Valves
- Down Nozzles Drilled Upon Request
- Spread Port Exhaust

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: O-RINGED (1.435 X 2.100)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.950 X 5/16
- Exhaust Valves: 1.600 X 5.950 X 5/16
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 5/16 - CC 610
- Valve Seals: 5/16 - CC 500

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: O-RINGED
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: SPREAD PORT - BRODIX MG 52464 (TRIM TO FIT), COMETIC C5424
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX - BRODIX BR HSAP (ALUMINUM BLOCK)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 13°
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrods: SPECIAL LENGTH
- Rocker Arms: SHAFT SYSTEM - T&D 2341, JESEL KPS 20592
- Lifters: .180 OFFSET
- Pistons: SPECIAL 13°
- Intake Face Angle: 5°
- Valve Centerline: 80/135
- Intake Manifold: FUEL INJECTION

- 52 cc
- 80/135 Valve Centerline
- Available Lightened



- Available in Three Intake Port Volumes, 270, 275 and 285 cc
- 1.600 Exhaust Valves

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800
BP AK 270 (CNC Ported)	2.180 INTAKE	154	236	298	333	361	373	376	
	1.600 EXHAUST	110	161	213	238	248	256	258	
BP AK 275 (CNC Ported)	2.180 INTAKE	157	237	305	348	374	380	387	388
	1.600 EXHAUST	110	161	213	238	248	256	258	261
BP AK 285 (CNC Ported)	2.180 INTAKE	157	239	298	339	369	378	382	
	1.600 EXHAUST	110	161	213	238	248	256	258	

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
AK 270 BARE	1310000							2
BP AK 270 BARE	1318000	270	52					2
BP AK 270 L BARE	1318001	270	52					2
BP AK 275 BARE	1318004	275	52					2
BP AK 275 L BARE	1318005	275	52					2
BP AK 285 BARE	1318002	285	52					2
BP AK 285 L BARE	1318003	285	52					2
BP AK 270 SPECIAL	1319000	CUSTOM ORDER						2
BP AK 285 SPECIAL	1319001	CUSTOM ORDER						2



JASON HUGHES



ACCOMPLISHMENTS:

- 2017, 2016, 2015 AND 2010 USMTS NATIONAL CHAMPION

ENGINE BUILDER: MULLINS RACE ENGINES



BD™ SERIES

12° AND 13.5°

CYLINDER HEADS

SMALL BLOCK CHEVY COMPATIBLE HEADS

The BRODIX BD series is the latest in cylinder head technology. This symmetrical port design virtually eliminates head gasket problems that have plagued the small block Chevy for decades. The BD heads are available CNC ported in several port volumes. Special components needed for proper installation include: injector or intake manifold, headers, shaft rocker system, sheet metal valve covers, head stud kit, and camshaft core.



- Symmetrical Intake and Exhaust Port
- Wet Flow Technology at Its Finest
- Steam Evacuation in Intake Face
- 5° Intake Flange
- "Line of Sight" Intake Ports
- Highly Efficient Combustion Chambers
- Maximum Head Gasket Sealing
- A-356 Virgin Aluminum; Easily Repaired

SPECIAL INTAKE GASKETS AND SPREAD PORT EXHAUST GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO COMETIC C5421
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.200 X 6.090 o.a.l. - BX 2200-609T (BD 2000)
2.200 X 6.250 o.a.l. - BX 2200-625T (BD 1010)
2.230 X 6.250 o.a.l. - BX 2230-625T (BD 2300)
- Exhaust Valves: 1.580 X 6.090 o.a.l. - BR 91580 (BD 2000)
1.580 X 6.250 o.a.l. - BX 1580-625T 25 (BD 1010)
1.600 X 6.250 o.a.l. (BD 2300)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: COMETIC C5421
- Head Gaskets: 350 - COMETIC C5404
400 - COMETIC C5408
- Exhaust Gaskets: COMETIC C5420
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/BD CI BLOCK (CAST IRON BLOCK)
BRODIX SKHS BD (ALUMINUM BLOCK)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 -
NO LARGER OR DEEPER
- Valve Angle: 13.5° (BD 2000, BD 2300)
12° (BD 1010)
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: SPECIFY PER APPLICATION
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 85/125 OR 58/125 SPACING,
CHECK HEADS FOR INTAKE OFFSET - T&D 2223
(BD 2000), T&D 22201 (BD 1010), JESEL KPS 20693
- Lifters: .180 OFFSET RIGHT (8) AND .180 OFFSET LEFT (8)
- Pistons: BD 2000 - 13.5° WITH -12 SPARK PLUG ANGLE (#1 CYLINDER)
BD 2300 - CUSTOM
BD 1010 - SPECIAL 12° (#1 CYLINDER)
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: BRODIX 5°
- Valve Covers: SHEET METAL
- Valve Centerline: 85/125 (WP BD 2000)
95/150 (WP BD 2300)
58/125 (WP BD 1010)
- Intake Manifold: BM 100 / BM 102 WITH VALLEY TRAY REQUIRED -
AVAILABLE EXCLUSIVELY FROM BRODIX.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.750	0.800
WP BD 2000 (CNC Ported)	2.200 INTAKE	157	238	302	353	381	389	399		
	1.580 EXHAUST	109	152	205	232	241	247	250		
WP BD 2300 (CNC Ported)	2.230 INTAKE	150	223	275	331	382		401	410	417
	1.600 EXHAUST	113	164	219	246	256		262	265	267
WP BD 1010 (CNC Ported)	2.200 INTAKE	152	229	292	343	375	383	388		
	1.580 EXHAUST	117	162	220	245	255	257	260		

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BD 1010 BARE (12°)	1200001	265	64					1
BD 2000 BARE (13.5°)	1200000	265	64					1
BD 2000 SPECIAL	1209000	CUSTOM ORDER						1
WP BD 1010 BARE (12°)	1208001	299	64					1
WP BD 1010 PKG (12°)	1208101	299	64	2.200TI/1.580ST	240	1.550	TI	1
WP BD 2000 BARE (13.5°)	1208000	285	74					1
WP BD 2000 PKG (13.5°)	1208100	285	74	2.200TI/1.580ST	240	1.550	TI	1
WP BD 2000 SPECIAL	1209001	CUSTOM ORDER						1
WP BD 2300 BARE (13.5°)	1208002	311	49					1

WP BD 2300

• Flows Over 410 cfm



• May Be Drilled for Down Nozzles

• 2.230 Intake Valves

• 311 cc Intake Ports

• 1.600 Exhaust Valves

JARED PENNINGTON



ACCOMPLISHMENTS:

- 2014 MILLION DOLLAR RACE
- Co-PROMOTER OF WORLD FOOTBRAKE CHALLENGE

ENGINE BUILDER: HUNTSVILLE ENGINE

PRODUCTS: BRODIX -12 HEADS AND
BRODIX 8B 1050 A BLOCK

**"I LOVE MY BRODIX PRODUCTS! THEY'RE THE BEST PRODUCTS
IN RACING, BAR NONE!"**

-JARED PENNINGTON



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2021
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.400 X 6.030 o.a.l. - BR 81403
- Exhaust Valves: 1.800 X 5.930 o.a.l. - BR 81080
- Valve Springs: 1.645 ROLLER VALVE SPRING - CC 947 OR CC 948,
315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED
HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- 1.640 ROLLER VALVE SPRING - MA 221424, 250 lb
CLOSED, 745 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 SPRING)
11/32 - US VS485V (1.645 SPRING)

BR X™ SERIES

20° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The revolutionary new BR X from BRODIX is by far the most powerful “as cast” conventional head on the market with a raised .300”, 444 cc intake port that flows 495 cfm! The exhaust port flows 305 cfm through only a 1.800 valve. This head features an efficient 100 cc chamber, as well as a valve angle rolled to 20 degrees. This new head is completely compatible with all existing 20° BRODIX components. As always, these heads come standard with all the fine qualities that you have come to expect from BRODIX.



BR X™

- 20° Valve Angle
- 444 cc Intake Ports
- 2.400 / 1.800 Valve Sizes
- Flows 495 cfm
- Out-of-the-Box Horsepower
- 100 cc Combustion Chambers

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Stands: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2021, FLATOUT FG 8275
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412
- Valve Cover Gaskets: BRODIX MG 2020, FLATOUT FG 6108.3
- Head Studs: BRODIX SK HS SR 20 FOR BRODIX ALUMINUM BLOCK
AR 235-4323 FOR CAST IRON BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN
1.750
- Valve Angle: 20° AND 4° INTAKE, 13° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL KPS 441184, T&D 3142
- Lifters: STANDARD
- Pistons: SPECIAL
- Pushrods: SPECIAL LENGTH
- Valve Covers: BR SR 20 VC
- Intake Manifold: BM 2020 (STANDARD)
BM 2021 (TALL DECK)
- 4.600 MINIMUM BORE

RON DEHOOP



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BR X (CNC Combustion Chambers)	2.400 INTAKE	167	250	338	404	461	489	488	495
	1.800 EXHAUST	106	169	215	249	269	286	301	305

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR X BARE	2070000	444	100					1
BR X PKG	2071000	444	100	2.400 / 1.800	250	1.640	TI	1
BR X PKG	2071001	444	100	2.400 / 1.800	315	1.645	TI	1
BR X PKG	2071002	444	97	2.400 TI / 1.800 TI	250	1.640	TI	1
BR X PKG	2071003	444	97	2.400 TI / 1.800 TI	315	1.645	TI	1



LUCAS OIL MAV TV

BRAD PLOURD

PAUL PRANGE



SR 20 SERIES

20° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The new SR 20 from BRODIX is at the cutting edge of conventional big block Chevy compatible technology. This new offering raises the bar to a level that is unreachable by the competition! Inspired by TPSA technology, the SR 20 surpasses any other head in its class by leaps and bounds. Utilizing a .500" raised 440 cc intake port with a 2.400 intake valve, this head flows an unheard of 507 cfm. The exhaust port flows an amazing 335 cfm through only a 1.800 valve. To allow for the newly designed 95 cc combustion chamber, the intake valve angle of this head has been rolled to 20 degrees. This head requires pistons, valve covers, head studs, shaft rockers, and an intake manifold designed specifically for the SR 20. As always, these heads come standard with all the fine qualities that only BRODIX has to offer.



- 100% CNC Ported
- Copper Exhaust Seats
- Ductile Iron Intake Seats



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2021
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.400 X 6.030 o.a.l. - BR 81403
- Exhaust Valves: 1.800 X 5.930 o.a.l. - BR 81080
- Valve Springs: 1.645 ROLLER VALVE SPRING - CC 947 OR CC 948, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- 1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
- 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 SPRING)
- 11/32 - US VS485V (1.645 SPRING)

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Stands: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2021, FLATOUT FG 8275
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412
- Valve Cover Gaskets: BRODIX MG 2020, FLATOUT FG 6108.3
- Head Studs: BRODIX SK HS SR 20 FOR BRODIX ALUMINUM BLOCK AR 235-4323 FOR CAST IRON BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 20° AND 4° INTAKE, 13° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL KPS 441184, T&D 3142
- Lifters: STANDARD
- Pistons: SPECIAL
- Pushrods: SPECIAL LENGTH
- Valve Covers: BR SR 20 VC
- Intake Manifold: BM 2020 (STANDARD)
BM 2021 (TALL DECK)
- 4.600 MINIMUM BORE



THE BP SR 20 IS AVAILABLE IN A TOP END COMBO KIT

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP SR 20 (CNC Ported)	2.400 INTAKE 50°	161	242	326	399	455	487	498	507
	1.800 EXHAUST 55°	129	176	216	254	291	308	326	335

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP SR 20 BARE	2208000	440	95	2.400/1.800				1
BP SR 20 PKG	2208100	440	95	2.400/1.800	315	1.645	TI	1
BP SR 20 COMBO With T&D Rockers	9992017-3	440	95	2.400/1.800	315	1.645	TI	1



EDMOND RICHARDSON



Honored as One of the Top 50 Drivers in NHRA History

ACCOMPLISHMENTS:

- 2014 NHRA NORTHERN SPORTS NATIONALS WINNER
- 2014 NHRA SOUTHERN NATIONALS SUPER COMP WINNER
- 2011 AND 2013 NHRA SUMMIT RACING SERIES NATIONAL CHAMPION
- 5-TIME NHRA WORLD CHAMPION
- 17-TIME NHRA DIVISION CHAMPION
- 49 NHRA CAREER NATIONAL EVENT TITLES
- 5 MULTI-WIN NATIONAL EVENTS
- "DOUBLED" MORE THAN ANYONE IN DRAG RACING HISTORY

"WITHOUT A DOUBT, THE BEST MONEY I HAVE EVER SPENT WAS BUYING AN ALUMINUM BLOCK FROM BRODIX. BOTH MY MPH AND CONSISTENCY WERE PICKED UP WITH JUST THIS SMALL INVESTMENT. THANK YOU BRODIX FOR HELPING MAKE ME A CONTENDER."

EDMOND RICHARDSON

RYAN RICHARDSON

- 2015 NHRA SOUTHERN NATIONALS SUPER COMP WINNER
- 2014 NHRA SOUTHERN NATIONALS SUPER STOCK WINNER
- 2011 NHRA DIVISION 2 HIGH SCHOOL CHAMPION



CYLINDER HEAD PARTS KITS

HK 2400165 T





RACE-RITE® BIG BLOCK SERIES 26° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

Finally, the most user-friendly big block head on the market has been developed. BRODIX is now manufacturing a cylinder head that bolts directly in place of stock cast iron heads allowing reuse of the intake manifold and pistons. The most important improvement is that the exhaust ports are in the stock location eliminating header or manifold interference. The Race-Rite® rectangular or oval port is the answer for more horsepower, a hassle-free installation, and a great-looking engine compartment.

+ 90 hp!

Race-Rite®



- Ductile Iron Valve Seats for Use With Unleaded Fuel
- A-356 Virgin Aluminum; Easily Repaired
- Exhaust Ports in Stock Location (Eliminates Clearance Problems)
- Bulletproof Rocker Stands
- Completely Machined Valve Cover Rail
- Air Conditioner Bracket Holes
- Ends Milled and Drilled for Accessories
- High Torque Intake Ports



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1211 (RR BB-R)
MATCH INTAKE PORT TO FP 1210 (RR BB-O)
MATCH INTAKE PORT TO BRODIX MG 2001 (RR BB-2 PLUS,
BP RR BB-2 PLUS, RR BB-2 X, RR BB-2 XTRA, BP RR BB-2 XTRA)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.250 X 5.218 o.a.l. - BR 81040 (RR BB-R, RR BB-O
RR BB-2 PLUS, BP RR BB-2 PLUS)
2.190 X 5.230 o.a.l. - BR 70019 (RR BB-O)
2.300 X 5.468 o.a.l. - BR 81241 (RR BB-2 X, RR BB-2 XTRA,
BP RR BB-2 XTRA)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038
- Valve Springs: 1.550 HYDRAULIC ROLLER VALVE SPRING -
BT 120121, 150 lb CLOSED, 365 lb OPEN, 1.950
INSTALLED HEIGHT, .600 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - GA 1000, 240 lb
CLOSED, 550 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
1.640 ROLLER VALVE SPRING - MA 221424, 250 lb
CLOSED, 745 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1211 (RR BB-R)
FEL-PRO 1210, COMETIC C5430 (RR BB-O)
BRODIX MG 2001, COMETIC C5428,
FEL-PRO 1252-3 (RR BB-2 PLUS, BP RR BB-2
PLUS, RR BB-2X, RR BB-2 XTRA, BP RR BB-2
XTRA)
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3601
- Head Studs: ARP 135-4001 (6 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY BE STEP CUT TO 1.625
- Valve Angle: 26° and 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: AVAILABLE UPON REQUEST
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON
THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: HV 2000 / HV 2001 / HV 2016 (RR BB-R, RR BB-2 PLUS,
BP RR BB-2 PLUS, RR BB-2 X, RR BB-2 XTRA,
BP RR BB-2 XTRA)
EDELbrock #7561 / HV 2007 / HV 2008 / HV 2017
(RR BB-O)

THE RR BB-O™, RR BB-R™, RR BB-2 PLUS™, AND BP RR BB-2 PLUS ARE AVAILABLE IN A TOP END COMBO KIT

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800
RR BB-R	2.250 INTAKE	160	226	276	314	337	341	342	
	1.880 EXHAUST	116	145	172	196	217	230	236	
RR BB-R (CNC Combustion Chambers)	2.250 INTAKE	161	228	281	321	339	343	346	
	1.880 EXHAUST	112	146	178	203	222	230	235	
RR BB-O	2.250 INTAKE	159	223	270	314	334	336	340	
	1.880 EXHAUST	116	145	172	196	217	230	236	
RR BB-O (CNC Combustion Chambers)	2.250 INTAKE	160	224	280	321	340	342	344	
	1.880 EXHAUST	113	147	179	203	222	231	236	
RR BB-2 PLUS	2.250 INTAKE	150	215	265	311	334	340	344	
	1.880 EXHAUST	116	145	172	196	217	230	236	
BP RR BB-2 PLUS (CNC Ported)	2.250 INTAKE	162	244	285	328	359		369	
	1.880 EXHAUST	126	164	201	228	251		267	
RR BB-2 X	2.300 INTAKE	153	221	276	322	357		363	
	1.880 EXHAUST	116	145	172	196	217		236	
RR BB-2 X (CNC Combustion Chambers)	2.300 INTAKE	153	225	285	333	368		365	365
	1.880 EXHAUST	116	145	172	196	217		236	270
RR BB-2 XTRA	2.300 INTAKE	160	220	277	325	360		379	
	1.880 EXHAUST	116	145	172	196	217		236	
BP RR BB-2 XTRA (CNC Ported)	2.300 INTAKE	167	232	295	346	381		402	408
	1.880 EXHAUST	126	164	201	228	251		267	272

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
RR BB-O BARE	2060000	270	119					1
RR BB-O PKG	2061000	270	119	2.250/1.880	150	1.550	ST	1
** RR BB-O PKG **	2061001	270	119	2.250/1.880	240	1.550	ST	1
RR BB-O PKG	2061003	270	115	2.250/1.880	150	1.550	ST	1
RR BB-O PKG	2061004	270	115	2.250/1.880	240	1.550	ST	1
RR BB-R BARE	2060001	294	119					1
RR BB-R PKG	2061009	294	119	2.250/1.880	150	1.550	ST	1
RR BB-R PKG	2061010	294	119	2.250/1.880	240	1.550	ST	1
RR BB-R PKG	2061012	294	115	2.250/1.880	150	1.550	ST	1
RR BB-R PKG	2061013	294	115	2.250/1.880	240	1.550	ST	1
RR BB-2 PLUS BARE	2060002	312	119					1
RR BB-2 PLUS PKG	2061018	312	119	2.250/1.880	150	1.550	ST	1
RR BB-2 PLUS PKG	2061019	312	119	2.250/1.880	240	1.550	ST	1
RR BB-2 PLUS PKG	2061027	312	119	2.250/1.880	250	1.625	TI	1
RR BB-2 PLUS PKG	2061022	312	115	2.250/1.880	240	1.550	ST	1
RR BB-2X BARE	2060003	340						1
RR BB-2X PKG	2061030	340	119	2.300/1.880	240	1.550	ST	1
RR BB-2X PKG	2061031	340	119	2.300/1.880	250	1.640	TI	1
RR BB-2X PKG	2061032	340	119	2.300/1.880	315	1.645	TI	1
BP RR BB-2 PLUS BARE	2068000	320	119					1
BP RR BB-2 PLUS PKG	2068101	320	119	2.250/1.880	240	1.550	TI	1
BP RR BB-2 PLUS PKG	2068102	320	119	2.250/1.880	250	1.625	TI	1
BP RR BB-2 PLUS PKG	2068104	320	115	2.250/1.880	250	1.625	TI	1
BP RR BB-2 XTRA BARE	2068002	355						1
BP RR BB-2 XTRA PKG	2068105	355	119	2.300/1.880	240	1.550	TI	1
BP RR BB-2 XTRA PKG	2068106	355	119	2.300/1.880	250	1.640	TI	1
BP RR BB-2 XTRA PKG	2068107	355	119	2.300/1.880	315	1.645	TI	1
RR BB-O COMBO	9992014-3	270	119	2.250/1.880	150	1.550	ST	1
RR BB-O COMBO	9992015-3	270	119	2.250/1.880	240	1.550	ST	1
RR BB-R COMBO	9992006-3	294	119	2.250/1.880	240	1.550	ST	1
RR BB-2 PLUS COMBO	9992008-3	312	119	2.250/1.880	240	1.550	ST	1
BP RR BB-2 PLUS COMBO	9992013-3	320	119	2.250/1.880	240	1.550	TI	1

** Indicates most popular packages sold. **



**ALSO
AVAILABLE
POLISHED**

CYLINDER HEAD PARTS KITS

**HK 2250155 SH
HK 2250155 SR**





PACKAGE HEADS

RACE-RITE® BIG BLOCK SERIES 24° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

BRODIX is happy to introduce its new line of Race-Rite 24° cylinder heads. These new 24° heads are available in an oval or rectangular port. The BP RR-3 XTRA O is designed to be the ultimate 100% CNC ported street/pro-street head available on the market today. The precision designed 298 cc intake port flows well in the 390 cc range. This new oval port design has an amazing port velocity second to none. Also available in the 24° Race-Rite series is the RR BB-3 XTRA 345. This rectangular port cylinder head flows over 415 cfm as cast with combustion chambers that are CNC ported to assure accuracy. The valve bowls are blended, intake ports are matched, and a competition valve job comes standard. Both of the 24° Race-Rite heads have 2.300/1.800 valves, exhaust ports in standard location, and 119 cc chambers. The Race-Rite series is the answer for more horsepower and less hassle during installation.



RR BB-3 XTRA 345™

- 24° Valve Angle
- 345 cc Intake Ports
- 2.300 / 1.880 Valve Sizes
- Flows Over 415 cfm
- Out-of-the-Box Horsepower
- 119 cc CNC Ported Combustion Chambers
- Exhaust Ports in Stock Location

BP RR BB-3 XTRA O™

- 100% CNC Ported
- 24° Valve Angle
- Flows Over 390 cfm
- 298 cc Intake Port
- Exhaust Ports in Stock Location

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2001 (RR BB-3 XTRA 345)
MATCH INTAKE PORT TO MG 2009 (BP RR BB-3 XTRA O)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.300 X 5.568 o.a.l - BR 81341
- Exhaust Valves: 1.880 X 5.494 o.a.l. - BR 81138
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb
CLOSED, 550 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
1.640 ROLLER VALVE SPRING - MA 221424, 250 lb
CLOSED, 745 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
1.645 ROLLER VALVE SPRING - CC 947 OR CC 948,
315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED
HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V (1.550, 1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, FP 1252-3 (RR BB-3 XTRA 345)
BRODIX MG 2009 (BP RR BB-3 XTRA O)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 / MANLEY 42102
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN
1.750
- Valve Angle: 24° and 4° INTAKE, 15° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: N / A
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: 2° VALVE ROLLED PISTONS
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD
INSTALLED ON THE ENGINE BLOCK BEFORE
FINAL ASSEMBLY
- Intake Manifold: BM 2017* / BM 2027* (RR BB-3 XTRA 345)
HV 2007 / HV 2008 / HV 2017 (BP RR BB-3 XTRA O)

* Oval Port Manifold MUST Be Port Matched to Fit Rectangular Port Heads

FLOW CHART CFM @ 28"H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
RR BB-3 XTRA 345 (CNC Combustion Chambers)	2.300 INTAKE	162	244	312	355	389	406	414	417
	1.880 EXHAUST	112	146	178	203	222	235	238	241
BP RR BB-3 XTRA O (CNC Ported)	2.300 INTAKE	163	242	313	362	393	394	392	392
	1.880 EXHAUST	122	170	207	237	262	279	286	286

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
RR BB-3 XTRA 345 BARE	2060004	345	119					1
RR BB-3 XTRA 345 PKG	2061040	345	119	2.300/1.880	240	1.550	ST	1
RR BB-3 XTRA 345 PKG	2061041	345	119	2.300/1.880	250	1.640	TI	1
RR BB-3 XTRA 345 PKG	2061042	345	119	2.300/1.880	315	1.645	TI	1
RR BB-3 XTRA 345 PKG	2061043	345	115	2.300/1.880	240	1.550	ST	1
RR BB-3 XTRA 345 PKG	2061044	345	115	2.300/1.880	250	1.640	TI	1
RR BB-3 XTRA 345 PKG	2061045	345	115	2.300/1.880	315	1.645	TI	1
BP RR BB-3 XTRA O BARE	2068001	298	119					1
BP RR BB-3 XTRA O PKG	2068120	298	119	2.300/1.880	240	1.550	TI	1
BP RR BB-3 XTRA O PKG	2068121	298	119	2.300/1.880	240	1.550	TI	1
BP RR BB-3 XTRA O PKG	2068122	298	119	2.300/1.880	250	1.625	TI	1
BP RR BB-3 XTRA O PKG	2068123	298	115	2.300/1.880	240	1.550	TI	1
BP RR BB-3 XTRA O PKG	2068124	298	115	2.300/1.880	250	1.640	TI	1

GREG VENTURA



ACCOMPLISHMENTS:

- 2016 NHRA LODRS Auto Club Dragway Divisional Super Street Winner
- 2015 NHRA LODRS Auto Club Dragway Divisional Super Gas Winner

PRODUCTS: BRODIX BP BB-3 XTRA 345 HEADS, BRODIX ALUMINUM BLOCK, AND BRODIX BM 2017 MANIFOLD



BB-1™, BB-2™ AND BB-2 PLUS™ SERIES

26° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The BB-1 rectangular port head has a 280 cc intake port and a 119 cc combustion chamber, but may be angle milled to 108 cc or angle machined to 98 cc. The BB-1 is designed for a 396 to 502 engine with a flat tappet or hydraulic cam. Most marine applications use this head for torque and throttle response. The BB-1 also comes completely CNC ported. The 305 cc intake port flows over 370 cfm and has maximum port velocity.

The BB-2 and BB-2 Plus heads work well with a heavy car and smaller engine (427-509 cu in). The BB-2 has a 305 cc intake port and flows 320 cfm; the BB-2 Plus has a 312 cc intake port and flows over 340 cfm with only the bowls blended and the intake ports matched. Both heads may be purchased angle milled to 110 cc. The combustion chambers are 119 cc and are properly shaped for use with either methanol or gasoline, preventing detonation. While creating the BB-2 Plus CNC, the professionals at BRODIX invested many long hours on the flow bench and at the track developing a completely ported cylinder head. The BRODIX porting design was incorporated into a 100% CNC ported masterpiece that can be mass produced. The CNC ported BB-2 Plus castings are CNC ported to a mirror finish and flow within 1% of each other. The bottom line is that our customers can now buy the most accurate, best flowing out-of-the-box cylinder heads available at the best price.

All of these cylinder heads accept standard pistons, intake manifolds, and rocker arms. The exhaust ports are raised .600 higher than stock, and the valve cover rails are now raised to assure no oil leakage.



- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 119 cc Combustion Chambers
- Ends Milled and Drilled for Accessories
- Raised Valve Cover Rail
- A-356 Virgin Aluminum; Easily Repaired
- Reinforced Thick Deck
- Available 100% CNC Ported
- .600 Raised Exhaust Port

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.250 X 5.218 o.a.l. - BR 81040 (STANDARD PACKAGE)
2.250 X 5.318 o.a.l. - BR 81140 (SPRING UPGRADE)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038 (STANDARD PACKAGE)
1.880 X 5.494 o.a.l. - BR 81138 (SPRING UPGRADE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT (STANDARD PACKAGE)
1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, COMETIC C5428, FEL-PRO 1252-3
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 26° AND 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: HV 2016 / HV 2000 (BB-1)
HV 2000 / HV 2001 (STS BB-1, BB-2, BB-2 PLUS, BP BB-2 PLUS)

CYLINDER HEAD PARTS KITS

- HK 2250155 SH
- HK 2250155 SR
- HK 2250162 T



THE BB-2 PLUS™ AND BP BB-2 PLUS ARE AVAILABLE IN A TOP END COMBO KIT

SPECIAL INTAKE GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

FLOW CHART GFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BB-1	2.250 INTAKE	150	209	259	290	300	303	
	1.880 EXHAUST	106	137	166	190	211	225	
STS BB-1 (CNC Ported)	2.250 INTAKE	168	252	314	348	368	375	379
	1.880 EXHAUST	130	166	200	235	264	283	295
BB-2	2.250 INTAKE	157	212	263	294	312	320	
	1.880 EXHAUST	107	137	166	190	214	226	
BB-2 PLUS	2.250 INTAKE	150	215	265	311	334	344	
	1.880 EXHAUST	122	148	187	216	229	238	
BP BB-2 PLUS (CNC Ported)	2.250 INTAKE	162	244	285	328	359	369	373
	1.880 EXHAUST	132	169	204	234	261	274	284

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EKH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BB-1 BARE	2010000	280	119					1
BB-1 PKG	2011000	280	119	2.250/1.880	140	1.550	ST	1
BB-1 PKG	2011001	280	119	2.250/1.880	240	1.550	ST	1
BB-1 PKG	2011002	280	119	2.250/1.880	240	1.550	TI	1
BB-1 PKG	2011003	280	115	2.250/1.880	140	1.470	ST	1
BB-1 PKG	2011004	280	115	2.250/1.880	240	1.550	ST	1
BB-1 PKG	2011005	280	115	2.250/1.880	240	1.550	TI	1
BB-1 PKG	2011006	280	110	2.250/1.880	140	1.470	ST	1
BB-1 PKG	2011007	280	110	2.250/1.880	240	1.550	ST	1
BB-1 PKG	2011008	280	110	2.250/1.880	240	1.550	TI	1
BB-1 SPECIAL	2019001	CUSTOM ORDER						1
BB-2 BARE	2020000	305	119					1
BB-2 PKG	2021000	305	119	2.250/1.880	240	1.550	ST	1
BB-2 PKG	2021001	305	119	2.250/1.880	240	1.550	TI	1
BB-2 PKG	2021002	305	119	2.250/1.880	250	1.625	TI	1
BB-2 PKG	2021003	305	119	2.250/1.880	315	1.645	TI	1
BB-2 PKG	2021004	305	115	2.250/1.880	240	1.550	ST	1
BB-2 PKG	2021005	305	115	2.250/1.880	240	1.550	TI	1
BB-2 PKG	2021006	305	115	2.250/1.880	250	1.625	TI	1
BB-2 PKG	2021007	305	115	2.250/1.880	315	1.645	TI	1
BB-2 PKG	2021008	305	110	2.250/1.880	240	1.550	ST	1
BB-2 PKG	2021009	305	110	2.250/1.880	240	1.550	TI	1
BB-2 PKG	2021010	305	110	2.250/1.880	250	1.625	TI	1
BB-2 PKG	2021011	305	110	2.250/1.880	315	1.645	TI	1
BB-2 SPECIAL	2029000	CUSTOM ORDER						1
BB-2 PLUS BARE	2020001	312	119					1
BB-2 PLUS PKG	2021012	312	119	2.250/1.880	240	1.550	ST	1
BB-2 PLUS PKG	2021013	312	119	2.250/1.880	240	1.550	TI	1
** BB-2 PLUS PKG **	2021014	312	119	2.250/1.880	250	1.625	TI	1
BB-2 PLUS PKG	2021015	312	119	2.250/1.880	315	1.645	TI	1
BB-2 PLUS PKG	2021016	312	115	2.250/1.880	240	1.550	ST	1
BB-2 PLUS PKG	2021017	312	115	2.250/1.880	240	1.550	TI	1
** BB-2 PLUS PKG **	2021018	312	115	2.250/1.880	250	1.625	TI	1
BB-2 PLUS PKG	2021019	312	115	2.250/1.880	315	1.645	TI	1
BB-2 PLUS PKG	2021020	312	110	2.250/1.880	240	1.550	ST	1
BB-2 PLUS PKG	2021021	312	110	2.250/1.880	240	1.550	TI	1
BB-2 PLUS PKG	2021022	312	110	2.250/1.880	250	1.625	TI	1
BB-2 PLUS PKG	2021023	312	110	2.250/1.880	315	1.645	TI	1
BB-2 PLUS SPECIAL	2029001	CUSTOM ORDER						1
STS BB-1 BARE	2018001	305	119					1
STS BB-1 PKG	2018102	305	119	2.250/1.880	240	1.550	TI	1
STS BB-1 PKG	2018103	305	119	2.250/1.880	250	1.625	TI	1
STS BB-1 PKG	2018104	305	119	2.250/1.880	315	1.645	TI	1
STS BB-1 PKG	2018105	305	115	2.250/1.880	240	1.550	TI	1
STS BB-1 PKG	2018106	305	115	2.250/1.880	250	1.625	TI	1
STS BB-1 PKG	2018107	305	115	2.250/1.880	315	1.645	TI	1
STS BB-1 SPECIAL	2019003	CUSTOM ORDER						1
BP BB-2 PLUS BARE	2028001	320	119					1
BP BB-2 PLUS PKG	2028109	320	119	2.250/1.880	240	1.550	TI	1
** BP BB-2 PLUS PKG **	2028110	320	119	2.250/1.880	250	1.625	TI	1
BP BB-2 PLUS PKG	2028111	320	119	2.250/1.880	315	1.645	TI	1
BP BB-2 PLUS PKG	2028112	320	115	2.250/1.880	240	1.550	TI	1
** BP BB-2 PLUS PKG **	2028113	320	115	2.250/1.880	250	1.625	TI	1
BP BB-2 PLUS PKG	2028114	320	115	2.250/1.880	315	1.645	TI	1
BP BB-2 PLUS SPECIAL	2029005	CUSTOM ORDER						1
BB-2 PLUS COMBO	9992000-3	312	119	2.250/1.880	240	1.550	ST	1
BB-2 PLUS COMBO	9992004-3	312	119	2.250/1.880	250	1.625	TI	1
BP BB-2 PLUS COMBO	9992002-3	320	119	2.250/1.880	250	1.625	TI	1

** Indicates most popular packages sold. **



BB-2 X™ AND BB-2 XTRA™ SERIES 26° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The BB-2 X head works well with a light car or large engine (509-555 cu in). It has a 340 cc intake port and flows over 360 cfm with only the bowls blended and the intake ports matched to the gasket. The BB-2 X may be purchased angle milled to 110 cc or angle machined to 98 cc. The BB-2 XTRA head works well on a 540 cu in or larger engine. It has a 365 cc intake port and flows over 375 cfm with only the bowls blended and the intake ports matched to the gasket. While creating the BB-2 XTRA CNC, the professionals at BRODIX invested many long hours on the flow bench and at the track developing a completely ported cylinder head. BRODIX incorporated this porting design into a 100% CNC ported masterpiece that can be mass produced. One of the most accurate, best flowing out-of-the-box cylinder heads is now available. Each of the castings flows within 1% of each other and is CNC ported to a mirror finish. The bottom line is that our customers can now buy the best casting with the best CNC porting at the best price. These cylinder heads accept all standard pistons, intake manifolds, and rocker arms. The exhaust ports are raised .600 higher than stock. Valve cover rails are now raised to assure no oil leakage.



- Raised Valve Cover Rail
- A-356 Virgin Aluminum; Easily Repaired
- 119 cc Combustion Chambers
- Raised Exhaust
- Available CNC Ported
- Great Out-of-the-Box Horsepower

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001 (BB-2 X, BB-2 XTRA)
MATCH INTAKE PORT TO CO C5436 (BP BB-2 XTRA)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.300 X 5.468 o.a.l. - BR 81241 (STANDARD PACKAGE)
2.300 X 5.568 o.a.l. - BR 81341 (SPRING UPGRADE)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038 (STANDARD PACKAGE)
1.880 X 5.494 o.a.l. - BR 81138 (SPRING UPGRADE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT (STANDARD PACKAGE)
1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 3/8 - CC 4806 (BB-2 X, BB-2 XTRA, AND BP BB-2 XTRA)
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, COMETIC C5428, FEL-PRO 1252-3 (BB-2 X, BB-2 XTRA)
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 26° AND 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD (BB-2 X, BB-2 XTRA, AND BP BB-2 XTRA)
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Valve Centerline: STANDARD (BB-2 X, BB-2 XTRA, BP BB-2 XTRA)
- Intake Manifold: HV 2000 / HV 2001

CYLINDER HEAD PARTS KITS

- **HK 2300155 S**
- **HK 2300162 T**
- **HK 2300165 T**



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BB-2 X	2.300 INTAKE	153	221	276	322	357	363	
	1.880 EXHAUST	122	138	171	198	216	229	
BB-2 X (CNC Combustion Chambers)	2.300 INTAKE	153	225	285	333	368	365	365
	1.880 EXHAUST	132	176	211	235	254	264	270
BB-2 XTRA	2.300 INTAKE	160	220	277	325	360	379	
	1.880 EXHAUST	132	159	193	219	234	250	
BP BB-2 XTRA (CNC Ported)	2.300 INTAKE	167	232	295	346	381	402	408
	1.880 EXHAUST	132	177	222	255	291	301	313

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BB-2 X BARE	2020003	340	119					1
BB-2 X PKG	2021036	340	119	2.300/1.880	240	1.550	ST	1
BB-2 X PKG	2021037	340	119	2.300/1.880	240	1.550	TI	1
** BB-2 X PKG **	2021038	340	119	2.300/1.880	250	1.625	TI	1
BB-2 X PKG	2021039	340	119	2.300/1.880	315	1.645	TI	1
BB-2 X PKG	2021040	340	115	2.300/1.880	240	1.550	ST	1
BB-2 X PKG	2021041	340	115	2.300/1.880	240	1.550	TI	1
** BB-2 X PKG **	2021042	340	115	2.300/1.880	250	1.625	TI	1
BB-2 X PKG	2021043	340	115	2.300/1.880	315	1.645	TI	1
BB-2 X PKG	2021044	340	110	2.300/1.880	240	1.550	ST	1
BB-2 X PKG	2021045	340	110	2.300/1.880	240	1.550	TI	1
BB-2 X PKG	2021046	340	110	2.300/1.880	250	1.625	TI	1
BB-2 X PKG	2021047	340	110	2.300/1.880	315	1.645	TI	1
BB-2 X SPECIAL	2029003	CUSTOM ORDER						1
BB-2 XTRA BARE	2020002	365	119					1
BB-2 XTRA PKG	2021024	365	119	2.300/1.880	240	1.550	ST	1
BB-2 XTRA PKG	2021025	365	119	2.300/1.880	240	1.550	TI	1
** BB-2 XTRA PKG **	2021026	365	119	2.300/1.880	250	1.625	TI	1
BB-2 XTRA PKG	2021027	365	119	2.300/1.880	315	1.645	TI	1
BB-2 XTRA PKG	2021028	365	115	2.300/1.880	240	1.550	ST	1
BB-2 XTRA PKG	2021029	365	115	2.300/1.880	240	1.550	TI	1
** BB-2 XTRA PKG **	2021030	365	115	2.300/1.880	250	1.625	TI	1
BB-2 XTRA PKG	2021031	365	115	2.300/1.880	315	1.645	TI	1
BB-2 XTRA PKG	2021032	365	110	2.300/1.880	240	1.550	ST	1
BB-2 XTRA PKG	2021033	365	110	2.300/1.880	240	1.550	TI	1
BB-2 XTRA PKG	2021034	365	110	2.300/1.880	250	1.625	TI	1
BB-2 XTRA PKG	2021035	365	110	2.300/1.880	315	1.645	TI	1
BB-2 XTRA SPECIAL	2029002	CUSTOM ORDER						1
BP BB-2 XTRA BARE	2028000	355	119					1
BP BB-2 XTRA PKG	2028100	355	119	2.300/1.880	240	1.550	TI	1
** BP BB-2 XTRA PKG **	2028101	355	119	2.300/1.880	250	1.625	TI	1
BP BB-2 XTRA PKG	2028102	355	119	2.300/1.880	315	1.645	TI	1
BP BB-2 XTRA PKG	2028103	355	115	2.300/1.880	240	1.550	TI	1
** BP BB-2 XTRA PKG **	2028104	355	115	2.300/1.880	250	1.625	TI	1
BP BB-2 XTRA PKG	2028105	355	115	2.300/1.880	315	1.645	TI	1
BP BB-2 XTRA SPECIAL	2029004	CUSTOM ORDER						1
BB-2 X COMBO	9992005-3	340	119	2.300/1.880	250	1.625	TI	1
BB-2 XTRA COMBO	9992001-3	365	119	2.300/1.880	250	1.625	TI	1
BP BB-2 XTRA COMBO	9992003-3	355	119	2.300/1.880	250	1.625	TI	1

** Indicates most popular packages sold. **

THE BB-2 X™, BB-2 XTRA™, AND BP BB-2 XTRA™
ARE AVAILABLE IN A TOP END COMBO KIT

**SPECIAL INTAKE GASKETS
ARE AVAILABLE EXCLUSIVELY
FROM BRODIX®.**





BB-3 XTRA™ SERIES

24° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The BRODIX BB-3 XTRA has taken the conventional big block to the next level. These cylinder heads feature a valve angle that is rolled two degrees. The -3 XTRA is available in a rectangular-shaped or oval-shaped intake port configuration, and both are offered in an out-of-the box version or completely CNC ported. The out-of-the-box version is available in two port volumes, 345 cc or 363 cc, both with CNC ported 119 cc combustion chambers, CNC bowls blended and ports matched, and flow over 436 cfm. The BB-3 XTRA CNC ported version is available in two port volumes, 366 cc and 380 cc. The 380 cc version flows over 440 cfm. The BB-3 XTRA CNC ported oval ports are available in three port volumes: 332 cc, 351 cc, and 365 cc. This wide range of port volumes allows the oval port to compliment virtually any engine combination available. Port shape, port velocity, and the latest technology have propelled these cylinder heads to the top of their class.



- Raised Valve Cover Rail
- 24° Valve Angle
- Newly Designed Intake and Exhaust Ports
- +40 hp Over Standard Heads
- Available CNC Ported
- A-356 Virgin Aluminum; Easily Repaired

SPECIAL INTAKE GASKETS FOR BP BB-3 XTRA AND BP BB-3 XTRA O ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

THE BB-3 XTRA, BP BB-3 XTRA™, AND BP BB-3 XTRA O™ ARE AVAILABLE IN A TOP END COMBO KIT

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001 (BB-3 XTRA 345, BB-3 XTRA 363)
MATCH INTAKE PORT TO MG 2001 (BP BB-3 XTRA, BP BB-3 XTRA 380)
MATCH INTAKE PORT TO BRODIX MG 2104 (BB-3 XTRA O, BP BB-3 XTRA O 351)
MATCH INTAKE PORT TO BRODIX MG 2050 (BP BB-3 XTRA O 332)
MATCH INTAKE PORT TO BRODIX MG 2150 (BP BB-3 XTRA O 365)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.300 X 5.568 o.a.l. - BR 81341 (BB-3 XTRA 345, BB-3 XTRA 363, BP BB-3 XTRA, BP BB-3 XTRA O 332)
2.350 X 5.568 o.a.l. - BR 81351 (BB-3 XTRA O, BP BB-3 XTRA 380, BP BB-3 XTRA O 351, BP BB-3 XTRA O 365)
- Exhaust Valves: 1.880 X 5.494 o.a.l. - BR 81138
- Valve Springs: 1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (STANDARD PACKAGE)
1.645 ROLLER VALVE SPRING - CC 947 OR CC 948, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, FEL-PRO 1252-3 (BB-3 XTRA 345, BB-3 XTRA 363)
BRODIX MG 2001, FEL-PRO 1252-3, COMETIC C5436 (BP BB-3 XTRA, BP BB-3 XTRA 380)
BRODIX MG 2104 (BB-3 XTRA O, BP BB-3 XTRA O 351)
BRODIX MG 2050 (BP BB-3 XTRA O 332)
BRODIX MG 2150 (BP BB-3 XTRA O 365)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 24° AND 4° INTAKE, 15° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD (BB-3 XTRA 345 / 363, BP BB-3 XTRA, BP BB-3 XTRA O 332 / 351 / 365)
T & D SHAFT SYSTEM - TD 3128 (BP BB-3 XTRA 380)
- Lifters: STANDARD
- Pistons: 2° VALVE ROLLED PISTON
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: BM 2017* / BM 2027* (BB-3 XTRA 345, BB-3 XTRA 363, BP BB-3 XTRA, BP BB-3 XTRA 380)
BM 2017 / BM 2027 (BB-3 XTRA O, BP BB-3 XTRA O 332, BP BB-3 XTRA O 351, BP BB-3 XTRA O 365)

* Oval Port Manifold Must Be Port Matched to Fit Rectangular Port Heads

FLOW CHART GFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BB-3 XTRA 345	2.300 INTAKE	162	244	312	355	389	406	414	417
	1.880 EXHAUST	138	190	227	256	275	296	301	304
BB-3 XTRA 363	2.300 INTAKE	162	234	305	360	399	430	433	436
	1.880 EXHAUST	142	187	217	243	265	275	280	281
BP BB-3 XTRA (CNC Ported)	2.300 INTAKE	159	237	307	362	394	416	423	426
	1.880 EXHAUST	134	177	216	249	277	304	308	313
BP BB-3 XTRA 380 (CNC Ported)	2.350 INTAKE 45°	159	237	309	362	401	430	443	442
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313
BB-3 XTRA O	2.350 INTAKE 45°	162	233	298	355	397	417	420	411
	1.880 EXHAUST 45°	142	187	217	243	265	275	280	281
BP BB-3 XTRA O 332 (CNC Ported)	2.300 INTAKE 50°	155	231	300	354	396	424	425	428
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313
BP BB-3 XTRA O 351 (CNC Ported)	2.350 INTAKE 50°	154	226	300	356	405	433	441	444
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313
BP BB-3 XTRA O 365 (CNC Ported)	2.350 INTAKE 50°	150	224	296	356	407	439	452	460
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BB-3 XTRA 345 BARE	2030003	345	119	2.300/1.880			ST	1
BB-3 XTRA 345 PKG	2031014	345	119	2.300/1.880	240	1.550	TI	1
BB-3 XTRA 345 PKG	2031015	345	119	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 345 PKG	2031016	345	119	2.300/1.880	315	1.645	TI	1
BB-3 XTRA 363 BARE	2030001	363	119					1
BB-3 XTRA 363 PKG	2031003	363	119	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 363 PKG	2031004	363	119	2.300/1.880	315	1.645	TI	1
BB-3 XTRA 363 PKG	2031005	363	115	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 363 PKG	2031006	363	115	2.300/1.880	315	1.645	TI	1
BB-3 XTRA O BARE	2030002	335	119					1
BB-3 XTRA O PKG	2031007	335	119	2.350/1.880	240	1.550	ST	1
BB-3 XTRA O PKG	2031008	335	119	2.350/1.880	250	1.625	TI	1
BB-3 XTRA O PKG	2031009	335	119	2.350/1.880	315	1.645	TI	1
BB-3 XTRA O PKG	2031010	335	115	2.350/1.880	240	1.550	ST	1
BB-3 XTRA O PKG	2031011	335	115	2.350/1.880	250	1.625	TI	1
BB-3 XTRA O PKG	2031012	335	115	2.350/1.880	315	1.645	TI	1
BP BB-3 XTRA BARE	2038000	366	119					1
BP BB-3 XTRA PKG	2038100	366	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA PKG	2038101	366	119	2.300/1.880	315	1.645	TI	1
BP BB-3 XTRA PKG	2038102	366	115	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA PKG	2038103	366	115	2.300/1.880	315	1.645	TI	1
BP BB-3 XTRA SPECIAL	2039001	CUSTOM ORDER						1
BP BB-3 XTRA 380 BARE	2038004	380	119					1
BP BB-3 XTRA 380 PKG	2038116	380	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA 380 PKG	2038117	380	119	2.350/1.880	315	1.645	TI	1
BP BB-3 XTRA 380 PKG	2038118	380	115	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA 380 PKG	2038119	380	115	2.350/1.880	315	1.645	TI	1
BP BB-3 XTRA O 332 BARE	2038002	332	119					1
BP BB-3 XTRA O 332 PKG	2038108	332	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA O 332 PKG	2038109	332	119	2.300/1.880	315	1.645	TI	1
BP BB-3 XTRA O 332 PKG	2038112	332	115	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA O 332 PKG	2038113	332	115	2.300/1.880	315	1.645	TI	1
BP BB-3 XTRA O 351 BARE	2038001	351	119					1
BP BB-3 XTRA O 351 PKG	2038104	351	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 351 PKG	2038105	351	119	2.350/1.880	315	1.645	TI	1
BP BB-3 XTRA O 351 PKG	2038106	351	115	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 351 PKG	2038107	351	115	2.350/1.880	315	1.645	TI	1
BP BB-3 XTRA O 365 BARE	2038003	365	119					1
BP BB-3 XTRA O 365 PKG	2038110	365	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 365 PKG	2038111	365	119	2.350/1.880	315	1.645	TI	1
BP BB-3 XTRA O 365 PKG	2038114	365	115	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 365 PKG	2038115	365	115	2.350/1.880	315	1.645	TI	1
BB-3 XTRA COMBO	9992016-3	345/366	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA COMBO	9992007-3	366	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA COMBO	9992018-3	380	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O COMBO	9992009-3	332	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA O COMBO	9992009-3	351/365	119	2.350/1.880	250	1.625	TI	1

CYLINDER HEAD PARTS KITS

HK 2300155 S **HK 2350162 T**
HK 2300162 T **HK 2350165 T**
HK 2300165 T



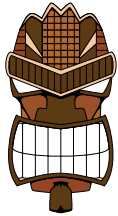


HEAD HUNTER™ SERIES

24° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The BRODIX Head Hunter series represents the cutting edge of conventional big block technology. These heads are 100% CNC ported and utilize features such as raised, oval-shaped intake ports that flow an amazing 469 cfm and up and newly designed exhaust ports that flow 320 cfm with only a 1.850 exhaust valve. Standard features include an extra thick deck, high valve cover rail, and the best castings in the business.



HEAD™

HUNTER
series



- A-356 Virgin Aluminum; Easily Repaired
- 100% CNC Ported
- 24° Valve Angle
- Redesigned Exhaust Ports
- Best Flowing Conventional Head Available

SPECIAL INTAKE GASKETS, EXHAUST GASKETS, AND VALVE COVER GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2177
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.375 X 5.610 o.a.l. - BR 81375 (BP HH BB 383)
2.400 X 5.610 o.a.l. - BR 81400 (BP HH BB 383 MC, BP HH BB 395 MC)
- Exhaust Valves: 1.850 X 5.494 o.a.l. - BR 81185
- Valve Springs: 1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, 800 MAXIMUM LIFT (STANDARD PACKAGE)
1.645 ROLLER VALVE SPRING - CC 947 OR CC 948, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2177
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412, COMETIC C5418
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 24° AND 4° INTAKE, 15° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL KPS 284139, TD 3124 (BP HH BB)
JESEL KPS 372150, TD 3125 (BP HH BB MC)
- Lifters: STANDARD
- Pistons: 2° VALVE ROLLED PISTON
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Valve Centerline: STANDARD (BP HH BB 383)
25/50 (BP HH BB 383 MC, BP HH BB 395 MC)
- Intake Manifold: BM 2017 / BM 2027

**THE BP HH BB™ AND BP HH BB MC™
ARE AVAILABLE IN A
TOP END COMBO KIT**



FLOW CHART CFM @ 28" H₂O

		0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP HH BB 383 (CNC Ported)	2.375 INTAKE 52°	145	221	295	353	400	443	458	469
	1.850 EXHAUST 55°	138	186	229	256	278	305	315	320
BP HH BB 383 MC (CNC Ported)	2.400 INTAKE 55°	143	218	291	354	402	449	470	482
	1.850 EXHAUST 55°	138	186	229	256	278	305	315	320
BP HH BB 395 MC (CNC Ported)	2.400 INTAKE 55°	142	217	294	360	412	455	477	489
	1.850 EXHAUST 55°	138	186	229	256	278	308	315	320

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP HH BB 383 BARE	2138000	383	119					1
BP HH BB 383 PKG	2138100	383	119	2.375/1.850	250	1.625	TI	1
BP HH BB 383 PKG	2138102	383	119	2.375/1.850	350	1.645	TI	1
BP HH BB 383 PKG	2138104	383	115	2.375/1.850	250	1.625	TI	1
BP HH BB 383 PKG	2138105	383	115	2.375/1.850	350	1.645	TI	1
BP HH BB 383 MC BARE	2138001	383	119					1
BP HH BB 383 MC PKG	2138101	383	119	2.400/1.850	250	1.625	TI	1
BP HH BB 383 MC PKG	2138103	383	119	2.400/1.850	350	1.645	TI	1
BP HH BB 383 MC PKG	2138106	383	115	2.400/1.850	250	1.625	TI	1
BP HH BB 383 MC PKG	2138107	383	115	2.400/1.850	350	1.645	TI	1
BP HH BB 395 MC BARE	2138002	395	119					1
BP HH BB 395 MC PKG	2138108	395	119	2.400/1.850	250	1.625	TI	1
BP HH BB 395 MC PKG	2138109	395	119	2.400/1.850	350	1.645	TI	1
BP HH BB 395 MC PKG	2138110	395	115	2.400/1.850	250	1.625	TI	1
BP HH BB 395 MC PKG	2138111	395	115	2.400/1.850	350	1.645	TI	1
BP HH BB 383 COMBO	9992010-3	383	119	2.375/1.850	250	1.625	TI	1
BP HH BB 383 MC COMBO	9992011-3	383	119	2.400/1.850	250	1.625	TI	1
BP HH BB 395 MC COMBO	9992012-3	395	119	2.400/1.850	250	1.625	TI	1

• Requires Shaft Rockers

• 383 cc or 395 cc Intake Ports

• 1.850 Exhaust Valves

• 119 cc Combustion Chambers

• Milled for One-Piece Rocker System



CYLINDER HEAD PARTS KITS

HK 2375162 T
HK 2375165 T
HK 2400162 T
HK 2400165 T



JEG COUGHLIN, JR



"THE RACING COMPETITION GETS TOUGHER EVERY YEAR, BUT THE BOLT-ON PERFORMANCE FROM BRODIX COULDN'T BE EASIER AND MORE RELIABLE."
- JEG COUGHLIN, JR.

6-Time NHRA World Champion



THE BIG DUKE® SERIES

THE BIG DUKE® PB 1800™ SERIES 18° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

- Minimum of 80 hp Gain Over Standard Big Block Heads
- 18° Valve Angle
- Cast Intake Manifold Available
- Nitrous Friendly Deck Surface
- Standard Exhaust Flange
- Raised Intake and Exhaust Ports

FACTS AND RELATED COMPONENTS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1298 (PB 1802)
MATCH INTAKE PORT TO BRODIX MG 2013 (PB 1803)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.400 X 6.600 o.a.l. - BR 81660, 45° SEAT ANGLE (PB 1800-1802)
2.450 X 6.650 o.a.l. - BR 81665, 55° SEAT ANGLE (PB 1803)
- Exhaust Valves: 1.900 X 6.450 o.a.l. - BR 81645, 45° SEAT ANGLE (PB 1800-1802)
1.860 X 6.550 o.a.l. - BR 81685, 55° SEAT ANGLE (PB 1803)
- Valve Springs: 1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT
1.645 ROLLER VALVE SPRING - CC 948, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

- Torque Heads: 70 ft-lb
 - Torque Rocker Studs: 40-45 ft-lb
 - Intake Gaskets: FEL-PRO 1298, COMETIC C5419 (PB 1800-1802)
BRODIX MG 2013 (PB 1803, BP PB 1803)
 - Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
 - Exhaust Gaskets: FEL-PRO 1412, COMETIC C5418
 - Head Studs: ARP 235-4712 (12 pt) FOR CAST IRON BLOCK
SK HS BIG DUKE FOR ALUMINUM BLOCK
 - Accessory Bolt Holes Are Drilled
 - Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
 - Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
 - Valve Angle: 18° AND 4° INTAKE, 9° AND 4° EXHAUST
 - Angle Milling: NOT AVAILABLE
 - Flat Milling: .0055 in PER cc
 - Angle Machining: NOT AVAILABLE
 - Dowel Shift: NOT AVAILABLE
 - Pushrod Slots: STANDARD
 - Rocker Arms: SHAFT SYSTEM - T&D 3036, JESEL KPS 22797
 - Lifters: STANDARD
 - Pistons: STANDARD 18° X 9° VALVE ANGLE
 - Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
 - 4.375 MINIMUM BORE
 - Intake Manifold: PM 1800 / PM 1903* / PM 1913* (PB 1802)
PM 1813 / PM 1903 / PM 1913 (PB 1803,
BP PB 1803)
- * Oval Port Manifold MUST Be Port Matched to Fit Rectangular Port Heads

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
PB 1802	2.400 INTAKE 45°	135	205	280	351	409	449	480	
4.600 BORE	1.900 EXHAUST 45°	100	151	193	234	265	296	306	
PB 1802 (CNC Combustion Chambers)	2.400 INTAKE 45°	156	230	305	361	414	453	476	
	1.900 EXHAUST 45°	135	180	219	252	294	306	313	
PB 1803 (CNC Combustion Chambers)	2.450 INTAKE 55°	137	217	296	362	418	464	484	490
	1.860 EXHAUST 55°	110	162	204	238	265	288	320	328
BP PB 1803 (CNC Ported)	2.450 INTAKE 55°	145	224	300	369	425	475	500	515
	1.860 EXHAUST 55°	126	172	211	245	270	318	338	351

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER	
PB 1802 BARE	2180001	456	91					1	
PB 1802 PKG	2181002	456	91	2.400/1.900	250	1.625	TI	1	
** PB 1802 PKG **	2181003	456	91	2.400/1.900	315	1.645	TI	1	
PB 1802 SPECIAL	2189001	CUSTOM ORDER							1
PB 1803 BARE	2180003	413	95					1	
PB 1803 PKG	2181006	413	95	2.450/1.860	250	1.625	TI	1	
PB 1803 PKG	2181007	413	95	2.450/1.860	315	1.645	TI	1	
BP PB 1803 BARE	2188001	410	95					1	
BP PB 1803 PKG	2188102	410	95	2.450/1.860	250	1.625	TI	1	
BP PB 1803 PKG	2188103	410	95	2.450/1.860	315	1.645	TI	1	
BP PB 1803 PKG	2188104	410	91	2.450TI/1.860TI	250	1.625	TI	1	

** Indicates most popular packages sold. **



PB 1600™ SERIES 16° CYLINDER HEADS

The Sweet 16 lives up to its name. This head is by far the most versatile in its class. The Sweet 16 satisfies the requirements of both nitrous and naturally aspirated engines. This 100% CNC ported masterpiece utilizes a 16° valve angle, as well as 416 cc raised, oval-shaped intake ports that flow in excess of 515 cfm. This head utilizes all standard BRODIX features that have become famous including the strongest deck surface in the business for use in nitrous applications.



- 416 cc Oval Intake Ports
- New 16° Valve Angle
- Flows 515 cfm
- 100% CNC Ported



- Nitrous Friendly
- 1.860 Exhaust Valves
- Copper Valve Seats
- 2.450 Intake Valves
- 93 cc Chambers

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2012
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.450 X 6.650 o.a.l. - BR 81665, 55° SEAT ANGLE
- Exhaust Valves: 1.860 X 6.550 o.a.l. - BR 81685, 55° SEAT ANGLE
- Valve Springs: 1.645 ROLLER VALVE SPRING - CC 948, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2012
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412, COMETIC C5418
- Head Studs: ARP 235-4712 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 16° AND 4° INTAKE, 9° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3038, JESEL KPS 330137
- Lifters: STANDARD
- Pistons: STANDARD 16° X 9° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- 4.375 MINIMUM BORE
- Intake Manifold: PM 1813 / PM 1903 / PM 1913

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP PB 1600	2.450 INTAKE 55°	147	232	314	383	439	482	506	515
(CNC Ported)	1.860 EXHAUST 55°	113	177	224	274	310	333	340	345

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP PB 1600 BARE	2168000	416	96					1
BP PB 1600 PKG	2168100	416	93	2.450TI/1.860TI	350	1.645	TI	1
BP PB 1600 PKG	2168101	416	96	2.450/1.860	350	1.645	TI	1



PB 2000 SERIES

14.5° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The BRODIX PB 2005 cylinder head was designed by legendary engine builder Sonny Leonard. If you are looking for raw horsepower in a cylinder head, here is your answer. The PB 2005 is simply the best of the best. This head is offered in two versions, out-of-the-box and completely CNC ported. The PB 2005 out-of-the-box flows an unbelievable 535 cfm. The BP PB 2002 flows 587 cfm fully CNC ported with conical chambers. This chamber design is nitrous friendly. Valve sizes include 2.520 intake valves and 1.860 exhaust valves, both with a 55° seat angle. All of this horsepower would go to waste without the strong castings BRODIX provides. As usual, the PB 2005 and BP PB 2002 offer the standard qualities of solid phosphorous guides, gorilla valve seats, extra thick deck, and the best aluminum in the business (A-356 Virgin Aluminum).



- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Designed by Sonny Leonard
- 14.5° Valve Angle

SPECIAL INTAKE GASKETS, EXHAUST GASKETS, AND VALVE COVER GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2015
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.920 o.a.l. - BR 81692, 55° SEAT ANGLE
- Exhaust Valves: 1.860 X 6.600 o.a.l. - BR 81686, 55° SEAT ANGLE
- Valve Springs: 1.645 ROLLER VALVE SPRING - CC 948, 330 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS485V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2015, FLATOUT FG 6111.2
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: BRODIX MG 2005
- Valve Cover Gaskets: BRODIX MG 2016, FLATOUT FG 8413
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/PB 2005 CI BLK (12 pt) FOR CAST IRON BLOCK
BRODIX SK HS PB 2005 (12 pt) FOR ALUMINUM BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 14.5° AND 4° INTAKE, 6° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3051 (PB 2005),
T&D 3071 (BP PB 2002)
- Lifters: STANDARD
- Pistons: STANDARD 14.5° X 6° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: PM 1907 / PM 1917



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
PB 2005	2.520 INTAKE 55°	129	199	287	363	431	482	517	540
	1.860 EXHAUST 55°	111	156	196	231	258	274	287	293
BP PB 2002 (CNC Ported)	2.520 INTAKE 55°	149	230	316	390	461	521	561	587
	1.860 EXHAUST 55°	122	173	212	249	275	318	344	360

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
PB 2005 BARE	2140000	490	80					1
PB 2005 PKG	2141000	490	80	2.520/1.860	330	1.645	TI	1
PB 2005 PKG	2141001	490	76	2.520TI/1.860TI	330	1.645	TI	1
PB 2005 SPECIAL	2149000	CUSTOM ORDER						
BP PB 2002 BARE	2140001	545						
BP PB 2002 PKG	2148102	545	88	2.520 / 1.860	330	1.650	TI	1
BP PB 2002 PKG	2148103	545	84	2.520 TI / 1.860 TI	330	1.650	TI	1

BP PB 2002™

- 14.5° Valve Angle
- 545 cc Intake Ports
- 2.520 / 1.860 Valve Sizes
- Flows Over 580 cfm
- 100% CNC Ported
- Nitrous Friendly
- Conical Chambers

PB 2005

- 55° Valve Angle
- Oval Intake Ports
- Shaft Rockers Required
- Flows Over 535 cfm Out of the Box



TOMMY PHILLIPS



ACCOMPLISHMENTS:

- 38 NHRA NATIONAL EVENT WINS
- 35 NHRA LODRS WINS
- 6 NHRA DIVISION 4 CHAMPIONSHIPS IN 4 CLASSES
- 19-TIME TOP TEN FINISHER IN NHRA NATIONAL POINTS (5-TIME No. 2 FINISHER)
- 4 NHRA DOUBLE WINS (2 NATIONAL, 2 DIVISIONAL)
- 2-TIME NHRA JEGS ALL STAR CHAMPION (8-TIME QUALIFIER)
- 2 IHRA NATIONAL EVENT WINS
- 6 IHRA DIVISIONAL EVENT WINS
- 2 IHRA DIVISION CHAMPIONSHIPS

ENGINE BUILDER: SCOGGIN - DICKEY PARTS CENTER RACESHOP



DN-9™ SERIES

9° CYLINDER HEADS

BIG/BLOCK/CHRYSLER COMPATIBLE HEADS

The all new DN-9 represents the latest in cylinder head technology. The all new, shallow 9 degree valve angle makes this head the leader in its class. This head features raised 540 cc intake ports that flow over 588 cfm, and exhaust ports that flow over 354 cfm! This head utilizes a newly designed, efficient combustion chamber that measures 66 cc. The DN-9 also features the most rigid rocker system on the market. This head comes standard with a 2.520 / 1.810 valve combination as well as copper intake/exhaust valve seats. These heads are machined to accept 1.740 valve spring cups and can be used in conjunction with the BRODIX PM series of manifolds.

BP DN-9™

- 9° Valve Angle
- 540 cc Intake Ports
- 2.520 / 1.800 Valve Sizes
- Flows 588 cfm
- 100% CNC Ported
- 66 cc Combustion Chambers With Titanium Valves
- 70 cc Combustion Chambers With Steel Valves



PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 9001
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.920 o.a.l., 55° SEAT ANGLE
- Exhaust Valves: 1.800 X 6.550 o.a.l.
- Valve Springs: 1.645 ROLLER VALVE SPRING - CC 948, 330 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS485V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 9001, FLATOUT FG 8414
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO FP 1412
- Valve Cover Gaskets: BRODIX MG 9000, FLATOUT FG 6143.2
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/PB 2005 CI BLK (12 pt) FOR CAST IRON BLOCK
BRODIX SK HS PB 2005 (12 pt) FOR ALUMINUM BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 9° AND 4° INTAKE, 5° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3074
- Lifters: STANDARD
- Pistons: SPECIAL 9°
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: PM 1908 / PM 1918



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP DN-9	2.520 INTAKE 55°	157	239	331	411	484	536	569	586
(CNC Ported)	1.800 EXHAUST 55°	119	177	225	269	308	332	347	354

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP DN-9 BARE	2190000	540	70					1
BP DN-9 PKG	2191000	540	70	2.520 / 1.800	330	1.645	TI	1
BP DN-9 PKG	2191001	540	66	2.520 TI / 1.800 TI	330	1.645	TI	1

STEVE WILLIAMS

"THERE WAS A TIME WHEN WINNING THE CIRCLE K WINTERNATIONALS WAS JUST A DREAM, BUT NOW IT'S THREE YEARS IN A ROW! THE NEW 622 IN MY DRAGSTER USES BRODIX BP PB 5000 HEADS AND AN 8B 5000 C BLOCK, AND IN MY OPINION THEY ARE ABSOLUTELY THE BEST FOUNDATION FOR REAL POWER AND RELIABILITY IN A WINNING COMBINATION. THIS YEAR THE 565 CORVETTE MOTOR WAS BUILT USING THE NEW BP DN-9 HEADS AND 8B 2000 C BLOCK, AND IT GAINED 80 HP OVER LAST YEAR'S COMBINATION. WE WON THE FIRST RACE OUT WITH THE MOTOR GOING 9.90 AT OVER 178 MPH! BRODIX CYLINDER HEADS AND BLOCKS ARE THE ONLY PRODUCTS I WILL USE IN THE ENGINES WE BUILD... PERIOD!"

- STEVE WILLIAMS

K&N FILTERS



Dragster Products: BRODIX BP PB 5000 Heads and BRODIX 8B 5000 C Block



Corvette Products: BRODIX BP DN-9 Heads and BRODIX 8B 2000 C Block



THE MAN EATER™

PB 1200™ SERIES

12° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The Man Eater PB 1200 series takes the big block world to the next plateau! This head comes equipped with several features that include: 12° valve angle; raised, oval-shaped intake ports designed to achieve a delicate balance between horsepower and torque; and precision contoured shallow chambers with outstanding wet flow characteristics. The new BP PB 1204 features raised 510 cc intake ports that flow over 570 cfm and exhaust ports that flow over 350 cfm! The PB 1203 is the latest in as-cast technology. It is the most powerful out-of-the-box head in its class. The PB 1202 takes the Man Eater PB 1200 series a step further. This head features 497 cc oval-shaped intake ports that are raised an additional .125 and utilizes a 2.520 intake valve. The Man Eater PB 1200 series is available 100% CNC ported to ensure accuracy. The standard features are A-356 virgin aluminum alloy, phosphorous bronze valve guides, and copper valve seats. These heads are machined to accept 1.740 valve spring cups and can be used in conjunction with the BRODIX PM series of manifolds.



- Raised, Oval-Shaped Intake Ports
- A-356 Virgin Aluminum; Easily Repaired
- 12° Valve Angle
- 68 cc Combustion Chambers
- Copper Valve Seats
- Available 100% CNC Ported

SPECIAL INTAKE GASKETS, EXHAUST GASKETS, AND VALVE COVER GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2015 (BP PB 1200, BP PB 1201, PB 1203)
MATCH INTAKE PORT TO BRODIX MG 1202 (BP PB 1202)
MATCH INTAKE PORT TO BRODIX MG 2040 (BP PB 1204)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.920 o.a.l. - 55° SEAT ANGLE (BP PB 1200, BP PB 1202, PB 1203, BP PB 1204)
2.450 X 6.920 o.a.l. - 55° SEAT ANGLE (BP PB 1201)
- Exhaust Valves: 1.860 X 6.620 o.a.l. - 55° SEAT ANGLE
- Valve Springs: 1.645 ROLLER VALVE SPRING - CC 948, 315 lb CLOSED, 915 lb OPEN, 2,100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS485V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2015, FLATOUT FG 6111.2 (BP PB 1200, BP PB 1201, PB 1203)
BRODIX MG 1202 (BP PB 1202)
BRODIX MG 2040 (BP PB 1204)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: BRODIX MG 2005
- Valve Cover Gaskets: BRODIX MG 2016, FLATOUT FG 8413
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/PB 2005 CI BLK (12 pt) FOR CAST IRON BLOCK
BRODIX SK HS PB 2005 (12 pt) FOR ALUMINUM BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 12° AND 4° INTAKE, 6° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3070, JESEL KPS 390156
- Lifters: STANDARD
- Pistons: 12° X 6° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: PM 1907 / PM 1917



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP PB 1200 (CNC Ported)	2.520 INTAKE 55° 1.860 EXHAUST 55°	153 119	234 174	319 222	389 261	457 308	507 333	545 344	564 349
BP PB 1201 (CNC Ported)	2.450 INTAKE 55° 1.860 EXHAUST 55°	151 119	243 174	330 222	400 261	454 308	495 333	521 344	533 349
BP PB 1202 (CNC Ported)	2.520 INTAKE 55° 1.860 EXHAUST 55°	151 119	230 174	318 222	392 261	460 308	512 333	551 344	569 349
PB 1203	2.520 INTAKE 55° 1.860 EXHAUST 55°	150 119	230 169	309 217	377 251	442 280	495 306	530 316	536 323
BP PB 1204 (CNC Ported)	2.520 INTAKE 55° 1.860 EXHAUST 55°	150 122	230 176	318 222	390 263	454 316	501 338	540 351	571 358

BASIC/EASY ORDER NUMBERS/AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP PB 1200 BARE	2128000	483	72					1
BP PB 1200 PKG	2128100	483	72	2.520/1.860	350	1.645	TI	1
BP PB 1200 PKG	2128101	483	68	2.520TI/1.860TI	350	1.645	TI	1
BP PB 1200 SPECIAL	2129000	CUSTOM ORDER						1
BP PB 1201 BARE	2128001	480	72					1
BP PB 1201 PKG	2128105	480	70	2.520/1.860	350	1.645	TI	1
BP PB 1201 PKG	2128102	480	68	2.450TI/1.860TI	350	1.645	TI	1
BP PB 1202 BARE	2128002	497	72					1
BP PB 1202 PKG	2128103	497	72	2.520/1.860	350	1.645	TI	1
BP PB 1202 PKG	2128104	497	68	2.480TI/1.860TI	350	1.645	TI	1
PB 1203 BARE	2120000	475	72					1
PB 1203 PKG	2121000	475	72	2.520/1.860	350	1.645	TI	1
PB 1203 PKG	2121001	475	68	2.520TI/1.860TI	350	1.645	TI	1
BP PB 1204 BARE	2128003	510	71					1
BP PB 1204 PKG	2128106	510	71	2.520TI/1.860TI	350	1.645	TI	1



- Flows Over 560 cfm CNC Ported
- Cast Intake Available
- Small Efficient Combustion Cham
- 100% CNC Ported



PETER BIONDO



ACCOMPLISHMENTS:

- 52-TIME NHRA NATIONAL EVENT WINNER
- 7-TIME NHRA WORLD CHAMPION
- MULTIPLE TIME BIG BUCK BRACKET RACE WINNER

**PRODUCTS: 12° BRODIX HEADS AND BRODIX BLOCK
ENGINE BUILDER: PAR RACING ENGINES - SCOTT DUGGINS**



PB 5000™ SERIES

15° CYLINDER HEADS

BIG BLOCK CHEVY COMPATIBLE HEADS

The introduction of the PB 5000 series heads blows the 5.0 bore spacing market wide open. These all new masterpieces are by far the most user-friendly heads in their class. These heads offer several features that include: 15° valve angle, raised oval-shaped intake ports, and specially designed combustion chambers that are nitrous-friendly. The standard features are copper valve seats, phosphorous bronze valve guides, and A-356 virgin aluminum alloy.



- Available 100% CNC Ported
- A-356 Virgin Aluminum; Easily Repaired
- Copper Valve Seats
- 15° Valve Angle
- Nitrous-Friendly Combustion Chambers

SPECIAL INTAKE GASKETS, EXHAUST GASKETS, AND VALVE COVER GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 5010
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.900 o.a.l. - 55° SEAT ANGLE
- Exhaust Valves: 1.860 X 6.820 o.a.l. - 55° SEAT ANGLE
- Valve Springs: 1.650 ROLLER VALVE SPRING - MA 221448, 350 lb CLOSED, 890 lb OPEN, 2.150 INSTALLED HEIGHT, .900 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS485V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 5010, FEL-PRO 1223 (.030 - .120 THICK)
- Head Gaskets: FEL-PRO 26465, FEL-PRO 26466, OR FEL-PRO 26467 (.041 OR .053 THICK)
- Exhaust Gaskets: BRODIX MG 5020, FEL-PRO 1428
- Valve Cover Gaskets: BRODIX MG 5000, FEL-PRO 1696
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX - SK HS PB 5000
- Accessory Bolt Holes Are Not Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL NGK R5671A-9 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 15° AND 4° INTAKE, 6° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3076, JESEL KPS 319132
- Lifters: STANDARD
- Pistons: 15° X 6° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Bore Size: 4.750 Only (BP PB 5000)
4.675 - 4.750 (BP PB 5001, PB 5002)
- Intake Manifold: Custom Sheet Metal



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP PB 5000 (CNC Ported)	2.520 INTAKE	154	237	323	398	461	506	539	557
	1.860 EXHAUST	116	172	219	263	297	330	351	364
BP PB 5001 (CNC Ported)	2.520 INTAKE	156	245	338	415	471	511	545	566
	1.860 EXHAUST	119	169	217	261	301	343	367	382
PB 5002	2.520 INTAKE	148	242	335	406	464	505	535	546
	1.860 EXHAUST	113	167	217	254	316	348	353	359

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EKH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP PB 5000 BARE	2158000	515	80					1
BP PB 5000 PKG	2158100	515	80	2.520TI/1.860TI	400	1.670	TI	1
BP PB 5001 BARE	2158001	515	80					1
BP PB 5001 PKG	2158101	515	80	2.520TI/1.860TI	400	1.670	TI	1
PB 5002 BARE	2150000	509	80					1
PB 5002 PKG	2151000	509	80	2.520TI/1.860TI	350	1.645	TI	1



- Most Economical 5 Inch Head Available
- 2.520 Intake Valves
- 1.860 Exhaust Valves
- Oval Intake Ports
- Special Headers Required
- One-Piece Rocker Bar

MATT DRISKELL

"IN THE EVER CHANGING WORLD OF TOP DRAGSTER AND TOP SPORTSMAN, BRODIX HAS IT COVERED. WHETHER WE ARE BUILDING A NITROUS, BLOWN, OR PROCHARGED COMBINATION, I CAN COUNT ON BRODIX BLOCKS AND HEADS TO OUTPERFORM EVERYTHING ELSE AND BE AT THE FOREFRONT OF TECHNOLOGY."

-MATT DRISKELL



DRISKELL ENTERPRISES

ACCOMPLISHMENTS:

- 2015 NHRA TOP DRAGSTER WORLD CHAMPIONSHIP RUNNER-UP
- 2015, 2014, AND 2007 TOP DRAGSTER DIVISIONAL CHAMPION
- MULTI-TIME SUPER COMP DIVISIONAL CHAMPION
- 1996 NHRA SUPER COMP WORLD CHAMPION
- RENOWNED ENGINE BUILDER

PRODUCTS:

**BRODIX BP BB-3 XTRA 380 HEADS AND
BRODIX 8B 2000 C BLOCK**





PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1265
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.740 o.a.l. - BX 2180-574 T
- Exhaust Valves: 1.600 X 5.640 o.a.l. - BR 60064D
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT (STANDARD PACKAGE)
1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° TITANIUM - MA 2398BR
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

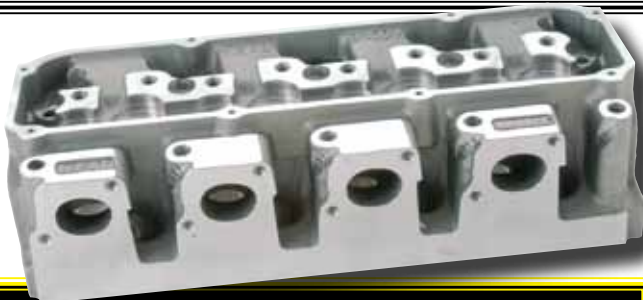
BF SERIES 11° CYLINDER HEADS

The BRODIX BF series is a state-of-the-art line of Ford compatible heads. Many years of technology have been put into these heads. BRODIX and Al Neal have tried all types of valve placement and valve positioning to achieve flow numbers well into the 390 cfm range. The BF 201 works well with nitrous engines utilizing a small combustion chamber. The BF 202 is best suited for blower or turbo-charged engines requiring a larger combustion chamber.

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
- Intake Gaskets: FEL-PRO 1265
- Head Gaskets: FEL-PRO 1022 OR FEL-PRO 1023
- Head Studs: ARP 254-4312
- Exhaust Gaskets: FEL-PRO 1431
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: 1.750 OUT OF THE BOX
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Rocker Arms: SHAFT SYSTEM - T&D 7384, T&D 7386, JESEL KPS 16089

SMALL BLOCK FORD COMPATIBLE HEADS



- A-356 Virgin Aluminum; Easily Repaired
- Ends Milled and Drilled for Accessories
- Ductile Iron Valve Seats for Use With Unleaded Fuel

• Nitrous-Friendly Deck Surface



• Shaft Rockers Required

• Copper Seats Available

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BF 201-202 (Hand Ported)	2.180 INTAKE 1.600 EXHAUST	153 105	218 143	277 200	333 236	370 249	388 258	391 263

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
• BF 201 BARE	1040001	255	46	2.180/1.600				2
• BF 201 PKG	1041003	255	46	2.180/1.600	250	1.625	TI	1
• BF 202 BARE	1040002	255	46	2.180/1.600				2
• BF 202 PKG	1041005	255	46	2.180/1.600	250	1.625	TI	1



LH™ SERIES 17° CYLINDER HEADS

The BP LH F 17 series has taken the Ford market by storm. These 100% CNC ported heads utilize a new 17° valve angle that provides more torque and horsepower throughout the entire rpm range. The 195 cc version flows 300 cfm with a 2.020 intake valve. The 210 cc version flows 323 cfm with a 2.080 intake valve. The head is available in many stages from bare to assembled packages. The LH F 17 series is perfect for engines ranging from 302 cubic inches all the way up to 421 cubic inches.

- Ductile Iron Valve Seats for Use With Unleaded Fuel
- Ends Milled and Drilled for Accessories
- 100% CNC Ported
- 17° Valve Angle

• 195 and 210 cc Intake Ports



- 1.600 Exhaust Valves
- 60 cc Chambers

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
BP LH F 17 195 (CNC Ported)	2.020 INTAKE 1.600 EXHAUST	154 119	219 169	260 200	287 209	294 213	296 214	300 214
BP LH F 17 210 (CNC Ported)	2.080 INTAKE 1.600 EXHAUST	151 113	223 166	269 200	300 217	319 222	322 222	323 222

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING RET. DIAM.	RET. ST/TI	PER
LH F 17 BARE	1070000							2
BP LH 17 195 BARE	1078000	195	60					2
BP LH 17 195 PKG	1078100	195	60	2.020/1.600	125	1.470	ST	2
BP LH F 17 210 BARE	1078001	210	59					2
BP LH F 17 210 PKG	1078101	210	59	2.080/1.600	125	1.470	ST	2

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1250 (BP LH F 17 195)
MATCH INTAKE PORT TO FP 1262 (BP LH F 17 210)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.020 X 4.920 o.a.l. - BR 6170DI (BP LH F 17 195)
2.080 X 4.965 o.a.l. - BR 81019 (BP LH F 17 210)
- Exhaust Valves: 1.600 X 4.920 o.a.l. - BR 6169DI (BP LH F 17 195)
1.600 X 4.965 o.a.l. - BR 81021 (BP LH F 17 210)
- Valve Springs: 1.470 HYDRAULIC ROLLER VALVE SPRING -
CC 987, 125 lb CLOSED, 325 lb OPEN, 1.860
INSTALLED HEIGHT, .575 MAXIMUM LIFT
- Retainers: 1.430 7° STEEL - CC 743
- Valve Locks: 7° - PI PF-555
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - BR 289351
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1250 (BP LH F 17 195)
FEL-PRO 1262 (BP LH F 17 210)
- Head Gaskets: FEL-PRO 1011-1 OR FEL-PRO 1011-2
- Exhaust Gaskets: FEL-PRO 1487, BRODIX MG 1350 (TRIM TO FIT)
- Head Bolts: ARP 154-3605 FOR 289-302
ARP 154-3603 FOR 351
- Head Studs: ARP 154-4005 FOR 289-302
ARP 154-4203 FOR 351
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION C63CX OR AUTOLITE 3922
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 17°
- Angle Milling: .010 in PER cc
- Flat Milling: .0060 in PER cc
- Stud Girdle: 53/119 - BR 6430 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Rocker Arms: FORD 7/16 ROLLER ROCKERS
- Lifters: Standard
- Valve Centerline: 53/119
- Intake Manifold: SMALL BLOCK FORD

NEW

HEAD HUNTER™ F SERIES

15° CYLINDER HEADS

SMALL BLOCK FORD COMPATIBLE HEADS

With the development of the BP HH F 302, BRODIX breaks new ground by introducing the Head Hunter Series to the Ford world. This 100% CNC ported head offers an all new, shallow 15° valve angle. Featuring a newly designed 302 cc intake port that flows in excess of 412 cfm, a reshaped exhaust port that flows over 247 cfm, an ultra-efficient 60 cc combustion chamber, and a 2.180/1.600 valve combination, this head is available in many stages from bare to assembled packages. All of these features combine to make the BP HH F 302 head the leader in its class!

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO CO CIR149SPV059 F COMETIC
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.540 o.a.l. - BR 60518D
- Exhaust Valves: 1.600 X 5.540 o.a.l. - BR 60054
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: COMETIC CO CIR149SPV059 F
- Head Gaskets: 4.180 - FEL-PRO 1134
4.200 - FEL-PRO 1135
- Exhaust Gaskets: FEL-PRO 1427 (TRIM TO FIT)
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX - BRODIX BR HS / HH F 302
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 15°
- Angle Milling: .010 in PER cc
- Flat Milling: .0060 in PER cc
- Rocker Arms: SHAFT SYSTEM - T&D 7350
- Lifters: .150 OFFSET
- Valve Centerline: 53/165
- Intake Manifold: EDELBROCK 2828 (9.500 DECK)



HEAD™
HUNTER
series

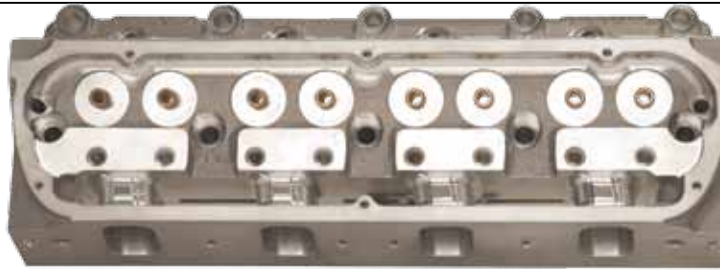


FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BP HH F 302 (CNC Ported)	2.180 INTAKE	159	215	277	339	373	397	413
	1.600 EXHAUST	93	138	196	222	236	243	247

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP HH F 302 BARE	1068004	302	60					2
BP HH F 302 PKG	1068109	302	60	2.180 / 1.600	240	1.550	TI	2





ST 5.0™ SERIES

20° CYLINDER HEADS

SMALL BLOCK FORD COMPATIBLE HEADS

The BRODIX ST 5.0 cylinder head was developed to fit the Ford Windsor engine. Out of the box, completely assembled ST 5.0 heads produce a 50 horsepower increase over other stock heads, and the combustion chambers may be milled into the mid 50 cc range. All existing stock 5.0 accessories can be used in the installation of the BRODIX ST 5.0. A modified version, the BRODIX ST 5.0 R, allows the use of 7/16 Ford roller rockers. The exhaust ports are raised .500 higher than stock Windsor heads on both versions. The BP CNC ported ST 5.0 R outflows all other heads in its class.



- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Rocker Stands Available for Pedestal and Roller Rockers
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 60 or 55 cc Combustion Chambers
- Available CNC Ported

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1250
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 1.940 X 4.920 o.a.l. - BR 60194D
2.020 X 4.920 o.a.l. - BR 6170DI
- Exhaust Valves: 1.600 X 4.940 o.a.l. - BR 6169DI
- Valve Springs: 1.470 HYDRAULIC ROLLER VALVE SPRING -
CC 987, 125 lb CLOSED, 325 lb OPEN, 1.900
INSTALLED HEIGHT, .575 MAXIMUM LIFT
- Retainers: 1.430 7° STEEL - CC 743
- Valve Locks: 7° - PI PF-555
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (ST 5.0 R)
- Guide Plates: 5/16 - BR 289351 (ST 5.0 R)
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Stands: 30 ft-lb (ST 5.0)
- Torque Rocker Studs: 40-45 ft-lb (ST 5.0 R, BP ST 5.0 R)
- Intake Gaskets: FEL-PRO 1250
- Head Gaskets: FEL-PRO 1011-1 OR FEL-PRO 1011-2
- Head Studs: ARP 154-4005 FOR 289-302
ARP 154-4203 FOR 351
- Head Bolts: ARP 154-3605 FOR 289-302
ARP 154-3603 FOR 351
- Exhaust Gaskets: FEL-PRO 1487, BRODIX MG 1350
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION C63CX OR AUTOLITE 3922
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 20°
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0060 in PER cc
- Pushrods: STOCK LENGTH 6.250; MAY REQUIRE SPECIAL
LENGTH IF HEADS ARE MILLED
- Rocker Arms: FORD STOCK 5.0 STANDARD NON-ADJUSTABLE
ROCKERS (MOTORSPORTS PART # M6564-B351)
FOR ST 5.0
ANY FORD ROLLER ROCKERS WITH 7/16"
ROCKER STUDS FOR ST 5.0 R
- Stud Girdle: 53/119 - BR 6430
- Air Tube: STOCK AIR TUBE CAN BE USED WITH MINOR
MODIFICATIONS
- Valve Centerline: 53/119
- Intake Manifold: SMALL BLOCK FORD



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700
ST 5.0	1.940 INTAKE	130	186	225	237	241	
	1.600 EXHAUST	100	132	156	172	184	
ST 5.0 R	1.940 INTAKE	130	186	225	237	241	
	1.600 EXHAUST	100	132	156	172	184	
BP ST 5.0 R (CNC Ported)	2.020 INTAKE	145	208	245	272	277	281
	1.600 EXHAUST	119	150	179	198	209	216

BASIC, EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
ST 5.0 BARE	1050000	171	60					2
** ST 5.0 PKG **	1051000	171	60	1.940/1.600	125	1.470	ST	2
ST 5.0 PKG	1051001	171	60	2.020/1.600	125	1.470	ST	2
ST 5.0 PKG	1051002	171	55	1.940/1.600	125	1.470	ST	2
ST 5.0 PKG	1051003	171	55	2.020/1.600	125	1.470	ST	2
ST 5.0 SPECIAL	1059000	CUSTOM ORDER						2
ST 5.0 R BARE	1050001	171	60					2
** ST 5.0 R PKG **	1051004	171	60	1.940/1.600	125	1.470	ST	2
ST 5.0 R PKG	1051005	171	60	2.020/1.600	125	1.470	ST	2
ST 5.0 R PKG	1051006	171	55	1.940/1.600	125	1.470	ST	2
ST 5.0 R PKG	1051007	171	55	2.020/1.600	125	1.470	ST	2
ST 5.0 R SPECIAL	1059001	CUSTOM ORDER						2
BP ST 5.0 R BARE	1058000	185	66					2
** BP ST 5.0 R PKG **	1058100	185	66	2.020/1.600	125	1.470	TI	2
BP ST 5.0 R PKG	1058101	185	60	2.020/1.600	125	1.470	TI	2
BP ST 5.0 R SPECIAL	1059002	CUSTOM ORDER						2



- 53 / 119 Valve Centerline
- Flows Over 275 cfm, CNC Ported
- Available Bare or Complete
- Flows Over 240 cfm out of the Box
- 1.940 / 2.020 Intake Valves
- 1.600 Exhaust Valves

KEVIN BRANNON

ACCOMPLISHMENTS:

- 2015 NHRA SUPER COMP WORLD CHAMPION
- 2015 AND 2014 DIVISION 2 SUPER COMP CHAMPION
- BIG MONEY BRACKET RACE WINNER

PRODUCTS: BRODIX BP DN-9 HEADS AND 8B 2000 C BLOCK
ENGINE BUILDER: PAR RACING ENGINES - SCOTT DUGGINS





TRACK 1 FORD COMPATIBLE SERIES 20° CYLINDER HEADS

SMALL BLOCK FORD COMPATIBLE HEADS

The BRODIX Track 1 F series was designed for bolt-on horsepower, reliability, and weight loss. This head has become the cylinder head of choice in the Ford market for racers using the Windsor-style engine. It is available in many stages ranging from out-of-the-box bare castings to 100% CNC ported, assembled packages. The BRODIX Track 1 F comes standard with an exhaust port that has been raised .500". The X exhaust that incorporates the "N" bolt pattern is available as an option, and the combustion chambers may be angle milled. BRODIX has the perfect head for all applications with port sizes ranging from 195 cc to 225 cc.



- Combustion Chambers Available in a Variety of Sizes
- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Available CNC Ported
- Ductile Iron Valve Seats for Use With Unleaded Fuel (Copper Seats Available)



- 20° Valve Angle
- Machined Valve Cover Rail
- 53/119 Valve Centerline

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1262 (T1 F STD, STS T1 F STD 214)
MATCH INTAKE PORT TO FP 1262R (STS T1 F STD 225)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.055 X 4.920 o.a.l. - BR 60005 (T1 F STD)
2.080 X 4.965 o.a.l. - BR 81019 (T1 F STD)
2.100 X 4.965 o.a.l. - BR 81011 (STS T1 F STD 214/225)
- Exhaust Valves: 1.600 X 4.940 o.a.l. - BR 60001 (T1 F STD)
1.600 X 4.965 o.a.l. - BR 81021 (T1 F STD, STS T1 F STD 214/225)
- Valve Springs: 1.470 HYDRAULIC ROLLER VALVE SPRING - CC 987, 125 lb CLOSED, 325 lb OPEN, 1.900 INSTALLED HEIGHT, .575 MAXIMUM LIFT
1.550 FLAT TAPPET VALVE SPRING - BT 120121, 150 lb CLOSED, 365 lb OPEN, 1.950 INSTALLED HEIGHT, .600 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.430 7° STEEL - CC 743
1.550 10° STEEL - CC 752 (T1 F STD)
1.550 10° TITANIUM - MA 2398BR (STS T1 F STD 214/225)
- Valve Locks: 7° - PI PF-555
10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1262 (T1 F STD, STS T1 F STD 214)
FEL-PRO 1262R (STS T1 F STD 225)
- Head Gaskets: FEL-PRO 1011-1 OR FEL-PRO 1011-2
- Head Studs: ARP 154-4203
- Head Bolts: ARP 154-3603
- Exhaust Gaskets: FEL-PRO 1487 OR BRODIX MG 1350
T1 F STD X EXHAUST USES BRODIX MG 1351 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE 3924 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
NGK R5671A-9 FOR ALCOHOL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 20°
- Angle Milling: .010 in PER cc
- Flat Milling: .0060 in PER cc
- Stud Girdle: 53/119, BR 6430 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Rocker Arms: FORD 7/16" ROLLER ROCKERS
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Lifters: STANDARD
- Valve Centerline: 53/119
- Intake Manifold: SMALL BLOCK FORD

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
T1 F STD	2.080 INTAKE	124	172	212	241	255	260	261
	1.600 EXHAUST	100	129	153	166	176	179	180
T1 F STD X	2.080 INTAKE	124	172	212	241	255	260	261
	1.600 EXHAUST	100	134	164	184	195	200	203
STS T1 F STD 214 (CNC Ported)	2.080 INTAKE	141	211	265	298	320	323	326
	1.600 EXHAUST	119	161	190	203	213	216	221
STS T1 F STD 225 (CNC Ported)	2.100 INTAKE	147	215	262	303	324	333	334
	1.600 EXHAUST	119	161	190	203	213	216	221

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
T1 F STD BARE	1060000	195	68					2
T1 F STD PKG	1061000	195	68	2.055/1.600	140	1.550	ST	2
T1 F STD PKG	1061001	195	68	2.055/1.600	140	1.550	TI	2
** T1 F STD PKG **	1061002	195	68	2.080/1.600	240	1.550	ST	2
T1 F STD PKG	1061003	195	68	2.080/1.600	240	1.550	TI	2
T1 F STD PKG	1061004	195	60	2.055/1.600	140	1.550	ST	2
T1 F STD PKG	1061005	195	60	2.055/1.600	140	1.550	TI	2
T1 F STD PKG	1061006	195	60	2.080/1.600	240	1.550	ST	2
T1 F STD PKG	1061007	195	60	2.080/1.600	240	1.550	TI	2
T1 F STD SPECIAL	1069000	CUSTOM ORDER						2
T1 F STD X BARE	1060001	195	68					2
T1 F STD X PKG	1061008	195	68	2.055/1.600	140	1.550	ST	2
T1 F STD X PKG	1061009	195	68	2.055/1.600	140	1.550	TI	2
T1 F STD X PKG	1061010	195	68	2.080/1.600	240	1.550	ST	2
T1 F STD X PKG	1061011	195	68	2.080/1.600	240	1.550	TI	2
T1 F STD X PKG	1061012	195	60	2.055/1.600	140	1.550	ST	2
T1 F STD X PKG	1061013	195	60	2.055/1.600	140	1.550	TI	2
T1 F STD X PKG	1061014	195	60	2.080/1.600	240	1.550	ST	2
T1 F STD X PKG	1061015	195	60	2.080/1.600	240	1.550	TI	2
T1 F STD X SPECIAL	1069001	CUSTOM ORDER						2
STS T1 F STD 214 BARE	1068001	214	68					2
STS T1 F STD 214 PKG	1068104	214	68	2.080/1.600	140	1.550	TI	2
STS T1 F STD 214 PKG	1068105	214	68	2.080/1.600	240	1.550	TI	2
STS T1 F STD 225 BARE	1068002	225	68					2
STS T1 F STD 225 PKG	1068106	225	68	2.100/1.600	140	1.550	TI	2
STS T1 F STD 225 PKG	1068107	225	68	2.100/1.600	240	1.550	TI	2

** Indicates most popular packages sold. **

CYLINDER HEAD PARTS KITS

HK 2051550 S
HK 2081550 S
HK 2081550 T



BP T1 F STD X RI

- **COMING SOON!**
- **Small Block Ford Compatible**
- **20° Valve Angle**
- **100% CNC Ported**





B1 SERIES

15° AND 18° CYLINDER HEADS

B1 HEADS

The small block B1 BA is usable for many applications such as Pro Street, oval track, and drag racing. Standard exhaust headers, intake manifolds, and valve covers may be used. A relocated spark plug, along with improved port and combustion chamber design, provides excellent performance gains over any other Mopar compatible heads. If using an R Block that oils through the pushrods, small block Chevrolet rockers may be used. Special guide plates may have to be fabricated to use the Chevrolet rockers. If using a standard 340 or 360 block, standard adjustable Chrysler rocker arms may be used with special B1 stands. Some stock manifolds may require milling. The B1 BA MC has unmachined pushrod slots, requires a shaft mounted rocker system, and uses an intake manifold that works with W-5 or W-7 cylinder heads. The exhaust face is also left blank so that a W-5, W-7, or stock exhaust pattern can be drilled.

The B1 BS is available in two different versions, out-of-the-box and 100% CNC ported. These versions offer a 90-120 hp gain over their cast iron competitors. The out-of-the-box version has bowls blended, intake ports matched, and a multi-angle valve job. The 100% CNC ported version is completely ported and contoured to assure maximum airflow and velocity. The B1 BS is absolutely the best buy for Mopar racers who would like to replace their cast iron heads and add horsepower. Some special parts such as rockers, head studs, and longer pushrods must be used.

The B1 MO is designed for the serious Chrysler B big block racers and is easily capable of flowing over 400 cfm. The B1 MO requires some special parts such as pistons, rocker system, intake manifold, and valve covers. This head uses standard headers and a B block. A moved centerline (MC) version is also available. All heads in the B1 Series utilize a thick deck that is compatible with nitrous.



- A-356 Virgin Aluminum; Easily Repaired
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 18° Valve Angle

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1213 (B1 BA)
MATCH INTAKE PORT TO FP 1214 (B1 BS)
MATCH INTAKE PORT TO FP 1276 (B1 MO OR MC)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 5.065 o.a.l. - BR 60029 (B1 BA)
2.140 X 5.290 o.a.l. - BR 81050 (B1 BA MC)
2.200 X 5.290 o.a.l. - BR 81049 (B1 BS)
2.300 X 5.380 o.a.l. - BR 86002 (B1 MO)
2.400 X 5.500 o.a.l. - BX 2400-550T (B1 MO MC)
- Exhaust Valves: 1.600 X 5.065 o.a.l. - BR 60030 (B1 BA)
1.600 X 5.300 o.a.l. - BR 81051 (B1 BA MC)
1.810 X 5.300 o.a.l. - BR 81081 (B1 BS)
1.780 X 5.400 o.a.l. - BR 86003 (B1 MO OR MC)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb CLOSED, 550 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT (B1 BA, B1 BS)
1.640 ROLLER VALVE SPRING - MA 221424, 250 lb CLOSED, 745 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE - B1 BS, B1 MO OR MC)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640 (B1 BS, B1 MO)
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: STOCK ROCKERS (B1 BA RS, B1 BA)
SHAFT SYSTEM REQUIRED (B1 BA MC, B1 MO OR MC)
B1 BS ROCKER SYSTEM (B1 BS)
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb WITH 7/16" STUDS
100 ft-lb WITH 1/2" STUDS
- Torque Rocker Studs: 30 ft-lb
- Intake Gaskets: FEL-PRO 1213 (B1 BA)
FEL-PRO 1214 (B1 BS)
FEL-PRO 1276 (B1 MO OR MC)
- Head Gaskets: FEL-PRO 1008 (B1 BA)
FEL-PRO 1009 (B1 BS, B1 MO OR MC)
- Exhaust Gaskets: FEL-PRO 1413 (B1 BA)
FEL-PRO 1414 (B1 BS, B1 MO)
- Head Studs: ARP 144-4204 (B1 BA)
ARP 145-4012 (B1 BS)
ARP 145-4007 (B1 MO OR MC)
- Accessory Bolt Holes Are Not Drilled (B1 BA), Are Drilled (B1 BS)
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550 (B1 BA), 1.625 (B1 BS, B1 MO OR MC)
- Valve Angle: 18° (B1 BA), 15° (B1 BS, B1 MO OR MC)
- Angle Milling: NOT AVAILABLE (B1 BA), .0065 in PER cc (B1 BS), .0070 in PER cc (B1 MO OR MC)
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (B1 BA, B1 BS, B1 MO)
NOT MACHINED (B1 BA MC)
- Pistons: STANDARD CLOSED CHAMBER (B1 BA)
SPECIAL 18° (B1 BA MC)
STANDARD CLOSED CHAMBER (B1 BS)
SPECIAL 15° (B1 MO OR MC)
- Rocker Arms: SPECIAL ROCKER STAND KIT FOR STOCK ROCKERS (B1 BA)
SHAFT SYSTEM - T&D 8019, JESEL KPS 11663 (B1 BA)
T&D 8017, JESEL KPS 23998, (B1 BA MC) T&D 8010,
JESEL KPS SP1100 (B1 MO) T&D 8025 (B1 MO MC)
B1 BS ROCKER SYSTEM (B1 BS)

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
B1 BA	2.080 INTAKE	129	180	221	249	263	267	269
	1.600 EXHAUST	119	160	182	190	195	196	198
B1 BA (Ported)	2.080 INTAKE	145	203	250	286	300	302	303
	1.600 EXHAUST	121	169	195	208	214	216	217
B1 BA MC (Ported)	2.140 INTAKE	147	216	272	309	332	341	347
	1.600 EXHAUST	120	170	198	210	215	219	220
B1 BS	2.200 INTAKE	145	204	249	284	294	295	295
	1.810 EXHAUST	123	155	184	206	222	228	233
STS B1 BS (CNC Ported)	2.200 INTAKE	145	214	267	305	337	341	348
	1.810 EXHAUST	126	171	211	238	255	269	279
B1 MO	2.300 INTAKE	151	220	277	325	364	382	396
	1.780 EXHAUST	116	174	216	227	227	227	227

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
B1 BA BARE	3180000	195	65					1
B1 BA PKG	3181000	195	65	2.080/1.600	240	1.550	ST	1
B1 BA PKG	3181001	195	65	2.080/1.600	240	1.550	TI	1
B1 BA SPECIAL	3189000	CUSTOM ORDER						1
B1 BA MC BARE	3180002	239	67					1
B1 BA MC SPECIAL	3189002	CUSTOM ORDER						1
B1 BS BARE	3180001	230	65					1
B1 BS PKG	3181002	230	65	2.200/1.810	240	1.550	ST	1
B1 BS PKG	3181003	230	65	2.200/1.810	240	1.550	TI	1
B1 BS SPECIAL	3189001	CUSTOM ORDER						1
STS B1 BS BARE	3188000	243	80					1
STS B1 BS PKG	3188100	243	80	2.200/1.810	240	1.550	TI	1
B1 MO BARE	3150000	300	68					1
B1 MO PKG	3151000	300	68	2.300/1.780	240	1.625	TI	1
B1 MO PKG	3151001	300	68	2.300/1.780	240	1.645	TI	1
B1 MO SPECIAL	3159000	CUSTOM ORDER						1

• Center Water Circulation

• Machined Valve Cover Rail



• Toughest Casting Available

FACTS AND RELATED COMPONENTS CONT.

- Lifters: STANDARD
- Pushrods: SPECIAL LENGTH
- Valve Centerline: STANDARD-A (B1 BA)
60/100 (B1 BA MC)
STANDARD-B (B1 BS, STS B1 BS)
SPECIAL (B1 MO, B1 MO MC)
- Intake Manifold: SMALL BLOCK CHRYSLER (B1 BA)
W-5 or W-7 CHRYSLER (B1 BA MC)
BIG BLOCK CHRYSLER (B1 BS, STS B1 BS)
B1 MANIFOLD (B1 MO, B1 MO MC)





SPEC. CYLINDER HEADS

To FIT CHEVY - FORD - MOPAR

SPEC. HEADS

The BRODIX Spec. heads are made for tracks wanting cylinder heads that are cost effective and equal for all competitors. These cylinder heads are very durable and user-friendly. Replaceable phosphorous bronze guides are installed along with ductile iron seats. The Spec. head is 100% CNC machined. Do not cut spring seats any larger or deeper than 1.550.



SP CH

- Ends Milled and Drilled for Accessories Except on SP MO
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- A-356 Virgin Aluminum; Easily Repaired

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206 (SP CH)
MATCH INTAKE PORT TO FP 1262 (SP FO)
MATCH INTAKE PORT TO FP 1213 (SP MO)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019 (SP CH OR SP FO)
2.080 X 5.065 o.a.l. - BR 60029 (SP MO)
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021 (SP CH OR SP FO)
1.600 X 5.065 o.a.l. - BR 60030 (SP MO)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb
CLOSED, 550 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (SP CH OR SP FO)
SHAFT SYSTEM REQUIRED (SP MO)
- Guide Plates: 5/16 - CC 4808 (SP CH)
5/16 - BR 289351 (SP FO)
NOT AVAILABLE (SP MO)
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb (SP CH OR SP FO)
- Torque Rocker Shaft: 30 ft-lb (SP MO)
- Intake Gaskets: FEL-PRO 1206 (SP CH)
FEL-PRO 1262 (SP FO)
FEL-PRO 1213 (SP MO)
- Head Gaskets: 350 - FEL-PRO 1003 (SP CH)
FEL-PRO 1011-1 OR FEL-PRO 1011-2 (SP FO)
FEL-PRO 1008 (SP MO)
- Exhaust Gaskets: FEL-PRO 1406 (SP CH)
BRODIX MG 1351 (SP FO, "N" BOLT PATTERN)
FEL-PRO 1413 (SP MO)
- Head Studs: ARP 234-4301 (SP CH)
ARP 154-4203 (SP FO)
ARP 144-4204 (SP MO)
- Accessory Bolt Holes Are Drilled Except on SP MO
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 23° (SP CH)
20° (SP FO)
18° (SP MO)
- Angle Milling: CHECK RULES FOR YOUR ASSOCIATION
- Flat Milling: .0060 in PER cc (SP CH OR SP FO)
.0055 in PER cc (SP MO)
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (SP CH)
53/119 SPACING (SP FO)
SPECIAL (SP MO)
- Stud Girdle: STANDARD, BR 6435 (SP CH)
53/119 BRODIX BR 6430 (SP FO)
SHAFT SYSTEM REQUIRED (SP MO)
- Rocker Arms: STANDARD (SP CH OR SP FO)
SHAFT SYSTEM REQUIRED (SP MO) - T&D 8019,
JESEL KPS 248102
- Lifters: STANDARD
- Pushrods: SPECIAL LENGTH

CYLINDER HEAD SPECIFICATIONS

	INTAKE PORT	VALVE SIZES INTAKE/EXHAUST	PLUG ANGLE	EXHAUST PATTERN	VALVE CENTERLINE	INTAKE MANIFOLD
SP CH*	215 cc	2.080/1.600	Straight / Angle Angle Angle	Standard	Standard	See Rule Book
SP FO*	195 cc	2.080/1.600		"N" Style	53/119	See Rule Book
SP MO*	192 cc	2.080/1.600		Standard	Standard	See Rule Book

* Available in several versions to comply with rule requirements.

FLOW CHART CFM @ 28" H₂O

VALVE SIZE		0.200	0.300	0.400	0.500	0.600	0.650	0.700
SP CH	2.080 INTAKE	121	176	223	249	261	265	269
	1.600 EXHAUST	92	134	158	172	179	182	182
SP FO	2.080 INTAKE	120	180	224	255	267	268	270
	1.600 EXHAUST	103	130	159	179	191	198	202
SP MO	2.080 INTAKE	129	180	221	249	263	267	269
	1.600 EXHAUST	119	160	182	190	195	196	198

BASIC EASY ORDER NUMBERS AND MORE

<ul style="list-style-type: none"> • SP CH Bare* • SP FO Bare* • SP MO Bare* 	67 Chamber 67 Chamber 67 Chamber	Custom Order Custom Order Custom Order
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*PLEASE ADVISE BRODIX SALES STAFF OF YOUR TRACK AFFILIATION WHEN ORDERING HEADS.

SP FO

- 195 cc Intake Ports
- Phosphorous Bronze Guides
- "N" Exhaust Pattern



SP MO

- CNC Bowl Blended
- 192 cc Intake Ports



JUSTIN KAY



ACCOMPLISHMENTS:

- 2017 IMCA LATE MODEL NATIONAL CHAMPION
- 2015 IMCA LATE MODEL NATIONAL CHAMPION
- 2015 DEERY BROTHERS SUMMER SERIES CHAMPION
- 2014 IMCA LATE MODEL NATIONAL CHAMPION
- 2014 DEERY BROTHERS SUMMER SERIES CHAMPION
- 2013 IMCA LATE MODEL NATIONAL CHAMPION

ENGINE BUILDER: GROVE AUTOMOTIVE MACHINE



ASCS / SUPR SERIES CYLINDER HEADS TO FIT CHEVY - FORD - MOPAR

SPEC HEADS

The BRODIX Spec. heads are made for tracks wanting cylinder heads that are cost effective and equal for all competitors. These cylinder heads are very durable and user-friendly. Replaceable phosphorous bronze guides are installed along with ductile iron seats. The Spec. head is 100% CNC machined. Do not cut spring seats any larger or deeper than 1.550.



- Ends Milled and Drilled for Accessories Except on 27-222 / B1 BA SUPR
- A-356 Virgin Aluminum; Easily Repaired
- Ductile Iron Valve Seats for Use With Unleaded Fuel



11 SP X ASCS / SUPR

- 40/60 Valve Centerline
- Spread Exhaust Ports
- Available ASCS Ported
- Center Water Circulation

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206 (CH)
MATCH INTAKE PORT TO FP 1262 (FO)
MATCH INTAKE PORT TO FP 1213 (MO)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019 (FO)
2.080 X 5.065 o.a.l. - BR 60029 (CH OR MO)
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021 (FO)
1.600 X 5.065 o.a.l. - BR 60030 (CH OR MO)
- Valve Springs: 1.550 ROLLER VALVE SPRING - GA 1000, 240 lb
CLOSED, 550 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (CH OR FO)
SHAFT SYSTEM REQUIRED (MO)
- Guide Plates: 5/16 - BR 5160 (CH)
5/16 - BR 289351 (FO)
NOT AVAILABLE (MO)
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb (CH OR FO)
- Torque Rocker Shaft: 30 ft-lb (MO)
- Intake Gaskets: FEL-PRO 1206 (CH)
FEL-PRO 1262 (FO)
FEL-PRO 1213 (MO)
- Head Gaskets: 350 - FEL-PRO 1003 (CH)
FEL-PRO 1011-1 OR FEL-PRO 1011-2 (FO)
FEL-PRO 1008 (MO)
- Exhaust Gaskets: BRODIX MG 1500, COMETIC C5424 (CH)
BRODIX MG 1351 (FO, "N" BOLT PATTERN)
FEL-PRO 1413 (MO)
- Head Studs: ARP 234-4301 (CH)
ARP 154-4203 (FO)
ARP 144-4204 (MO)
- Accessory Bolt Holes Are Drilled Except on 27-222 / B1 BA SUPR
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 23° (CH)
20° (FO)
18° (MO)
- Angle Milling: .0078 in PER cc (CH)
NOT AVAILABLE (FO OR MO)
- Flat Milling: .0060 in PER cc (CH OR FO)
.0055 in PER cc (MO)
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: 40/60 SPACING (CH)
53/119 SPACING (FO)
SPECIAL (MO)
- Stud Girdle: 40/60, BRODIX BR 6440 (CH)
53/119, BRODIX BR 6430 (FO)
SHAFT SYSTEM REQUIRED (MO)
- Rocker Arms: STANDARD (CH OR FO)
SHAFT SYSTEM REQUIRED (MO) - T&D 8019,
JESEL KPS 248102
- Lifters: STANDARD
- Pushrods: SPECIAL LENGTH

GYUNDER-HEAD SPECIFICATIONS

	INTAKE PORT	VALVE SIZES INTAKE/EXHAUST	PLUG ANGLE	EXHAUST PATTERN	VALVE CENTERLINE	INTAKE MANIFOLD
11 SP X ASCS/SUPR*	215 cc	2.080/1.600	Angle	Spread Port	40/60	See Rule Book
27-223/T1 F STD X SUPR*	195 cc	2.080/1.600	Angle	"N" Style	53/119	See Rule Book
27-222/B1 BA SUPR*	192 cc	2.080/1.600	Angle	Standard	Standard	See Rule Book

* Available in several versions to comply with rule requirements.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
11 SP X ASCS/SUPR	2.080 INTAKE	130	187	232	265	267	269	270
	1.600 EXHAUST	100	132	162	185	201	206	210
27-223/T1 F STD X SUPR	2.080 INTAKE	120	180	224	255	267	268	270
	1.600 EXHAUST	103	130	159	179	191	198	202
27-222/B1 BA SUPR	2.080 INTAKE	129	180	221	249	263	267	269
	1.600 EXHAUST	119	160	182	190	195	196	198

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
11 SP X ASCS BARE	1110002	215	67					2
11 SP X ASCS PKG	1111004	215	67	2.080/1.600	240	1.550	TI	2
11 SP X ASCS PKG	1111005	215	62	2.080/1.600	240	1.550	TI	2
11 SP X ASCS SPECIAL	1119002							2
11 SP X SUPR BARE	1110003	215	67					2
11 SP X SUPR PKG	1111006	215	67	2.080/1.600	240	1.550	TI	2
11 SP X SUPR PKG	1111007	215	62	2.080/1.600	240	1.550	TI	2
11 SP X SUPR SPECIAL	1119003							2

RICK ECKERT



ACCOMPLISHMENTS:

- 2011 WoO LATE MODEL SERIES CHAMPION

OWNER: PAUL CROWL RACING

ENGINE BUILDER: CORNETT RACING ENGINES

MIKE MARLAR



"BRODIX PRODUCTS ARE SECOND TO NONE IN QUALITY, PERFORMANCE, AND LONGEVITY."

-JACK CORNETT

ACCOMPLISHMENTS:

- 2017 AND 2016 FIRST BACK-TO-BACK LUCAS OIL LATE MODEL KNOXVILLE NATIONALS WINNER

ENGINE BUILDER: CORNETT RACING ENGINES



**ALUMINUM
SMALL BLOCK
BRODIX® BLOCKS**

CHEVY COMPATIBLE SMALL BLOCK

BRODIX has developed the strongest and most versatile block in the industry. The BRODIX 8B 1000 aluminum block has conquered the late model and sprint car markets. The strength and durability of this block is unmatched by any competitors in the industry. The BRODIX blocks are 100% CNC machined in-house and offer many deck heights, lightening programs, cam bearings, and main cap options.

BLOCK PART NUMBERS

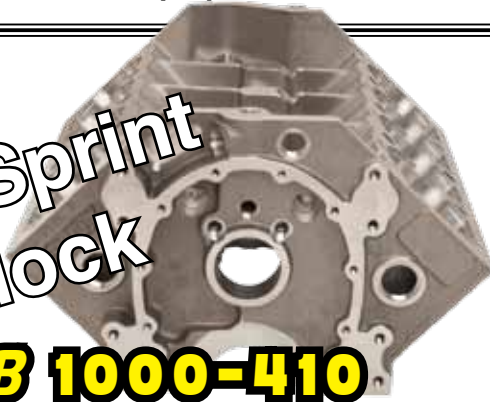
- 8B 1000*: 400 Main / 4.125 Bore
- 8B 1050*: 350 Main / 4.125 Bore
- 8B 1100*: 400 Main / 4.000 Bore
- 8B 1150*: 350 Main / 4.000 Bore
- 8B 1000-410: 400 Main / 4.125 Bore
- * Must Specify Bellhousing Style, Deck Height, Cam Bearing Style, and Cam Locations

BLOCK SPECIFICATIONS

- Made in the USA
- Proprietary A-356 Virgin Aluminum
- Standard and 50 mm Roller Cam Bearings Machined at No Additional Charge
- Strongest Main Webbing in the Business
- Raised Cam Location Available
- Choose From Wet or Dry Sump
- Optional Lightening Packages
- Available With or Without a Fuel Pump Boss
- No Provision for Starter on Sprint Car Blocks
- Available With Three Bellhousing Styles: Drag Race, Late Model, and Sprint Car
- Head Studs Are Available From BRODIX
- Plug Kit Is Provided With the Block
- Raised Cam Block Is Available With Standard or Wide Pan Rail
- Best Block in the Industry
- Side Water Reverse Cooling (8B 1000-410)
- Front Oil Scavenge (8B 1000-410)
- Solid Front Water Pump Housing (8B 1000-410)
- All O-Ring Fittings (8B 1000-410)
- Moved Lifter Location (8B 1000-410)
- Spark Plug Coolant Holes (8B 1000-410)

410 Sprint
Block

8B 1000-410



BASIC EASY ORDER NUMBERS

- 8B 1000 A 400 Main/400 Bore 8011000
- 8B 1150 A 350 Main/350 Bore 8011001
- 8B 1000 C* 400 Main/400 Bore 8031000
- 8B 1000-410* 400 Main/400 Bore 8011000
- * Raised Cam



Standard Bellhousing



Late Model Bellhousing



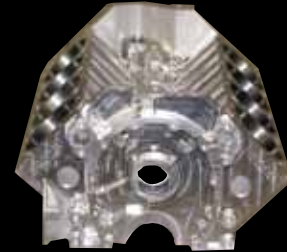
Sprint Car Bellhousing



Side Lightening Option
(Ultra Lightened)



Lifter Valley Lightening



Front Timing Cover Lightening

CAM BEARINGS

- Cam Bearings Are Sold Separately
- Small Block Babbit Bearings*
- Big Block Babbit Bearings*
- Standard Roller Bearings (2.250 o.d.)Δ
- 50 mm Roller BearingsΔ
- 55 mm Roller BearingsΔ
- * Babbit style cam bearings will require the use of wide cam bearings with 1/4" locks in the center bearings and spiral locks on the two end bearings.
- Δ Roller cam bearings use spiral locks on all cam bearings.



MAIN CAPS

- 350 or 400 Mains
- Standard Light Steel and Titanium Main Caps
- All Rear Caps Are for Wet Sump; Rear Caps Must Be Plugged for Dry Sump Use
- Rear Main Seal: 350 - FP 2900, 400 - FP 2909

STROKE CLEARANCE

- Standard Cam Location - 4.125 • 410 Sprint - 3.800
- Raised Cam Location - 4.250

CAM LOCATIONS

- Standard or .391 Raised Cam Location

DECK HEIGHT

- 9.000 - 9.300 (8B 1000 A) • 9.020 (8B 1000-410)
- 9.000 - 9.500 (8B 1000 C)

TORQUE SPECS

- Outside Main: 65 ft-lb
- Inside Main: 75 ft-lb
- Front and Rear Main: 30 ft-lb, 3/8 12 pt
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

SMALL BLOCK MACHINING OPTIONS

PART #	DESCRIPTION
SS SPECIAL DECK HEIGHT	MACHINE SPECIAL DECK HEIGHTS
SS ALIGN HONE	FINISH HONE OF CRANKSHAFT MAINS
SS FINISH HONE BORE (ES 405)	FINISH HONE OF CYLINDER BORE
SS BLK LITN SIDES/LM	LIGHTEN SIDES/POCKETS ONLY FOR LATE MODEL
SS BLK LITN SIDES/SC	LIGHTEN SIDES FOR SPRINT CAR
SS BLK LITN SIDES/ULTRA LM	LIGHTEN SIDES, POCKETS, TIMING COVER, AND LIFTER VALLEY FOR LATE MODEL
SS BLK LITN TIMING COVER	LIGHTEN TIMING COVER AREA (FRONT OF BLOCK)
SS BLK LITN VALLEY	LIGHTEN LIFTER VALLEY
SS BLK MACH (SB 55 MM)	MACHINE FOR 55 mm ROLLER BEARINGS ON C & D BLOCKS ONLY
SS BLK MACH .875 LIFTER BORES	MACHINE SMALL BLOCK BRODIX BLOCK FOR .875 LIFTER BORES
SS BLK MACH .903 LIFTER BORES	MACHINE SMALL BLOCK BRODIX BLOCK FOR .903 LIFTER BORES
SS BLK MACH ALLPRO LIFTER LOCA	MACHINE SMALL BLOCK BRODIX BLOCK FOR ALL PRO LIFTER LOCATION
SS BLK MACH SB2 LIFTER LOCA	MACHINE SMALL BLOCK BRODIX BLOCK FOR SB2 LIFTER LOCATION
MS SOLID BLOCK	SOLID BLOCK - NO WATER

SMALL BLOCK HEAD STUD KITS

PART #	DESCRIPTION
SK HSSB	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR STANDARD SMALL BLOCK
SK HSRI	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR RAISED INTAKE
SK HS 12/18	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12/18
SK HS 12/18 CWT	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12/18 WITH 3/8 CENTER STUDS
SK HSSB 16	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 16" HEADS
SK HSSB 13	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 13" HEADS
SK HSRP/GB UNMILLED	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12X12 RP & GB 2000
SK HSRP/GB	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12X12 RP & GB 2000
SK HSGB 2400	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR GB 2400 HEADS
SK HSGB 2411	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR GB 2411 HEADS
SK HSCV SP	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR CV SP HEADS
SK HSB	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BD 1010, BD 2000
BR HSSB2/ALUM BLOCK	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR SB2 HEADS
SK HSB 2300	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BD 2300 HEADS
SK HSAP	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX AK SERIES AND ALL-PRO HEADS

HEAD STUDS ARE SOLD SEPARATELY

SMALL BLOCK CAM BEARINGS

PART #	DESCRIPTION
8B CAM BEARINGS	CAM BEARING SET FOR STANDARD SMALL BLOCK CAM
8B CAM BEARINGS-BB	CAM BEARING SET FOR STANDARD BIG BLOCK CAM
8B CAM BEARINGS-ROLLER CAM	CAM BEARING SET FOR STANDARD ROLLER CAM
8B CAM BEARINGS-ROLLER CAM 50	CAM BEARING SET FOR 50 mm ROLLER CAM
8B CAM BEARINGS SP RLR 50 MM	CAM BEARING SET FOR 50 mm ROLLER CAM SPRINT BLOCK
8B CAM BEARINGS-SP ROLLER CAM	CAM BEARING SET FOR STANDARD ROLLER CAM SPRINT BLOCK



BLOCK PART NUMBERS

- 8B 1200 C: 400 Main / 400 Bore / Raised Cam / Standard BellHousing
- 8B 1200 D: 400 Main / 400 Bore / Raised Cam / Open BellHousing
- 8B 1250 C: 350 Main / 400 Bore / Raised Cam / Standard BellHousing
- 8B 1250 D: 350 Main / 400 Bore / Raised Cam / Open BellHousing

ALUMINUM SMALL BLOCK BRODIX® BLOCKS

4.500 BORE SPACING

BLOCK SPECIFICATIONS

- Made in the USA
- Proprietary A-356 Virgin Aluminum
- 4.500 Bore Spacing
- 350 or 400 Main
- Machined for Roller Cam Bearings (50 mm or 55 mm)
- Strongest Main Webbing in the Business
- Raised Cam Location (.391) With Wide Pan Rail
- Choose From Wet or Dry Sump
- Available With or Without a Fuel Pump Boss
- Available With Two BellHousing Styles: Drag Race or Late Model
- Head Studs Are Available From BRODIX
- Plug Kit Is Provided With the Block
- Thick Wall Sleeves Allow Bore Sizes up to 4.250
- Available With .843, .875, .903 or .937 Lifter Bore Sizes
- Best Block in the Industry

The only way to describe the BRODIX 8B 1200 4.500 bore spacing block is big and efficient. The standard bore size of this block is 4.180, but it may be bored to 4.250. The larger bore size increases the efficiency of this block with 500 cubic inch engines. Some of the features available include roller cam bearings (50-55 mm), .391 raised cam, 350 or 400 mains, and your choice of .843-.937 lifter bore housings. The maximum deck height of 9.625 will allow the engine builder plenty of room for a larger stroke and rod combination. BRODIX has definitely taken the small block market to the next step with this aluminum block.

CHEVY COMPATIBLE SMALL BLOCK



REINFORCED LIFTER VALLEY



**BILLET MAIN CAPS INSTALLED
WITH SPLAYED BOLT PATTERN**



**SLEEVES WITH THICK REGISTERS
INSTALLED ASSURING
PROPER RING SEAL**

CAM BEARINGS

- Cam Bearings Are Sold Separately
 - 50 mm Roller Bearings Δ
 - 55 mm Roller Bearings Δ
- Δ Roller cam bearings use spiral locks on all cam bearings.

MAIN CAPS

- 350 or 400 Mains
- Standard Light Steel
- Rear Main Seal: 350 - FP 2900, 400 - FP 2909

STROKE CLEARANCE

- 4.375 Standard
- 4.500 (With Additional Machining)

CAM LOCATIONS

- .391 Raised Cam Location Only

DECK HEIGHT

- 9.000 - 9.625



TORQUE SPECS

- Outside Main: 65 ft-lb
- Inside Main: 75 ft-lb
- Front and Rear Main: 30 ft-lb, 3/8 12 pt
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

SMALL BLOCK MACHINING OPTIONS

PART #	DESCRIPTION
SS SPECIAL DECK HEIGHT	MACHINE SPECIAL DECK HEIGHTS
SS ALIGN HONE	FINISH HONE OF CRANKSHAFT MAINS
SS FINISH HONE BORE (ES 405)	FINISH HONE OF CYLINDER BORE
SS BLK MACH .875 LIFTER BORES	MACHINE SMALL BLOCK BRODIX BLOCK FOR .875 LIFTER BORES
SS BLK MACH .903 LIFTER BORES	MACHINE SMALL BLOCK BRODIX BLOCK FOR .903 LIFTER BORES
MS SOLID BLOCK	SOLID BLOCK - NO WATER

SMALL BLOCK HEAD STUD KITS

PART #	DESCRIPTION
SK HS 13 4500	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX 13° 4.500 BORE SPACE HEAD
SK HSD 4500	BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX SYMMETRICAL PORT 4.500 BORE SPACE HEAD

SMALL BLOCK CAM BEARINGS

PART #	DESCRIPTION
8B CAM BEARINGS - ROLLER CAM 50	CAM BEARING SET FOR 50 mm ROLLER CAM
8B CAM BEARINGS - ROLLER CAM 55	CAM BEARING SET FOR 55 mm ROLLER CAM



LIFTER BORES AVAILABLE
UP TO .937



O-RING FREEZE PLUGS



ALUMINUM BIG BLOCK BRODIX® BLOCKS

BLOCK PART NUMBERS

- 8B 2000A*: 4.480 or 4.590 Bore / Standard Cam Location / 9.800 or 10.200 Deck Height
- 8B 2000C*: 4.480 or 4.590 Bore / Raised Cam Location / 9.800, 10.200 or 10.700 Deck Height
- 8B 2100C*: 4.480 or 4.590 Bore / Raised Cam Location / 11.100 or 11.200 Deck Height
- 8B 2200C*: 4.480 or 4.590 Bore / Raised Cam Location / 11.500 or 11.625 Deck Height
- * Must Specify Deck Height, Cam Bearing Style, and Cam Locations

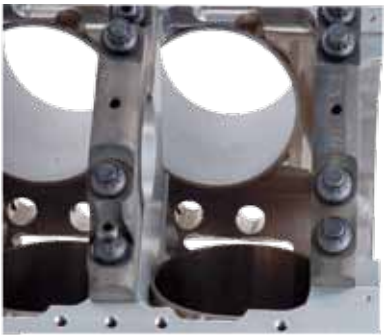
BLOCK SPECIFICATIONS

- Made in the USA
- All Big Blocks Are Oil Restricted From the Front (Must Use BRODIX Oil Restrictors - Sold Separately)
- Proprietary A-356 Virgin Aluminum
- Can Be Machined for Roller Cam Bearings
- Strongest Main Webbing in the Business
- 1044 Steel Billet Main Caps
- Splayed Center Main Caps
- Accepts Standard or Stroker Oil Pans
- Raised Cam Location Available
- Head Studs Are Available From BRODIX
- Additional Head Bolt Lugs in Deck Area
- Thick Wall Sleeves With 1/4 Inch Registers Allow Bore Sizes up to 4.600
- Plug Kit Is Provided With the Block
- Best Block in the Industry
- Small Bore Sleeves Available Upon Request

CHEVY COMPATIBLE BIG BLOCK



REINFORCED LIFTER VALLEY
OFFERS EXTRA HEAD BOLT LUG



BILLET MAIN CAPS INSTALLED
WITH SPLAYED BOLT PATTERN



SLEEVES WITH THICK REGISTERS
INSTALLED ASSURING PROPER RING SEAL



CAM BEARINGS

- Cam Bearings Are Sold Separately
- Big Block Babbit Bearings*
- 50 mm Roller Bearings Δ
- 55 mm Roller Bearings Δ
- 60 mm Babbit Bearings*

* Babbit style cam bearings will require the use of wide cam bearings with 1/4" locks in the center bearings and spiral locks on the two end bearings.

Δ Roller cam bearings use spiral locks on all cam bearings.

STROKE CLEARANCE

- Standard Cam Location - 4.750
- Raised Cam Location - 5.0 (With Additional Machining)

CAM LOCATIONS

- Standard Cam Location
- .400 Raised Cam

DECK HEIGHT

- 9.800 or 10.200 (8B 2000A)
- 9.800 or 10.700 (8B 2000C)
- 11.100 or 11.200 (8B 2100C)
- 11.500 or 11.625 (8B 2200C)

*Special Deck Heights May Be Available Upon Request

TORQUE SPECS

- Outside Main: 85 ft-lb
- Inside Main: 95 ft-lb
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

BIG BLOCK MACHINING OPTIONS

PART #	DESCRIPTION
SS BLK MACHINE	MACHINE FOR ROLLER CAM BEARINGS
SS SPECIAL DECK HEIGHT	MACHINE SPECIAL DECK HEIGHTS
SS ALIGN HONE	FINISH HONE OF CRANKSHAFT MAINS
SS FINISH HONE BORE (ES 405)	FINISH HONE OF CYLINDER BORE
MS 1/2 FILL BLOCK	HALF FILLED WATER JACKET
MS SOLID BLOCK	SOLID BLOCK - NO WATER

BIG BLOCK HEAD STUD KITS

PART #	DESCRIPTION
SK HS BIG BLOCK	BRODIX ALUMINUM BIG BLOCK HEAD STUD KIT FOR BRODIX CONVENTIONAL HEADS
SK HS BIG BLOCK DART	BRODIX ALUMINUM BIG BLOCK HEAD STUD KIT FOR DART CONVENTIONAL HEADS
SK HS BIG DUKE	BRODIX ALUMINUM BIG BLOCK HEAD STUD KIT FOR BIG DUKE OR BIG CHIEF HEADS
HEAD STUDS ARE SOLD SEPARATELY	



LIFTER BORES AVAILABLE:

- .842 OR .903 BORE DIAMETER (8B 2000A, 8B 2000C)
- .903 OR LARGER BORE DIAMETER (8B 2100C, 8B 2200C)



O-RING FREEZE PLUGS



SCREW-IN FREEZE PLUGS



STANDARD OIL FILTER LOCATION



ALUMINUM BIG BLOCK BRODIX® BLOCKS 5.0 BORE SPACING

CHEVY COMPATIBLE BIG BLOCK

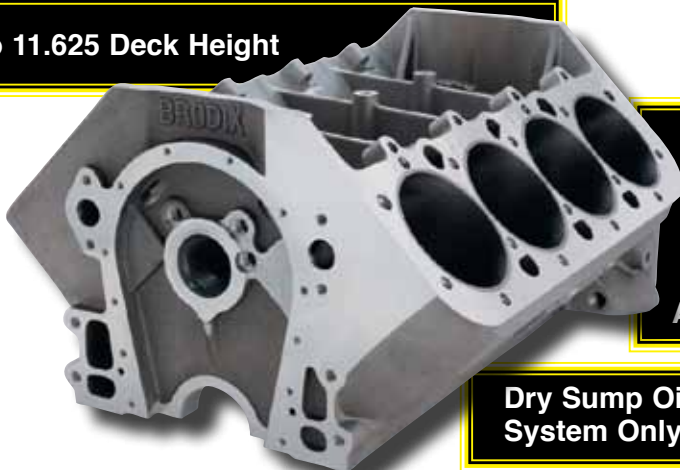
THE FUTURE IS NOW!

With the introduction of the new 8B 5000™ series aluminum block, BRODIX has taken the 5.0 bore spacing market to the next level. The 8B 5000 combines the size and durability of a 5.0 bore spacing block with the convenience and availability of its 4.840 bore spacing counterpart. These blocks are 100% CNC machined and employ the same technology that has made BRODIX the undisputed leader in aluminum block development.



SLEEVES WITH THICK REGISTERS
INSTALLED ASSURING PROPER RING SEAL

Up to 11.625 Deck Height



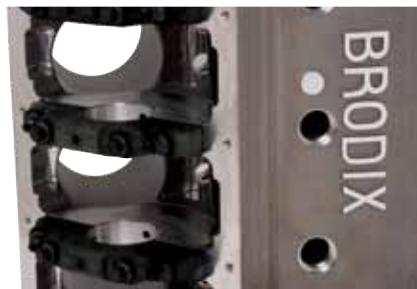
Dry Sump Oiling
System Only

BLOCK PART NUMBERS

- 8B 5000: 4.585 Bore / 1.0 Raised Cam Location / 11.200 Deck Height
- 8B 5025: 4.585 Bore / 1.0 Raised Cam Location / 11.625 Deck Height

BLOCK SPECIFICATIONS

- Made in the USA
- All Big Blocks Are Oil Restricted From the Front (Must Use BRODIX 8B BB Oil Restrictor - Sold Separately)
- Proprietary A-356 Virgin Aluminum
- Can Be Machined for Roller Cam Bearings
- Strongest Main Webbing in the Business
- 1044 Steel Billet Main Caps
- Splayed Center Main Caps
- Accepts Stroker Oil Pans
- Raised Cam Location (1.0) Standard
- Head Studs Are Available From BRODIX
- Additional Head Bolt Lugs in Deck Area
- Thick Wall Sleeves With 1/4 Inch Registers Allow Bore Sizes up to 4.700
- Special Sleeves May Be Available for up to 4.750 Bores
- Plug Kit Is Provided With the Block
- The Most User-Friendly 5.0 Bore Spacing Block in the Industry



BILLET MAIN CAPS INSTALLED WITH
SPLAYED BOLT PATTERN

5000 SERIES™ ALUMINUM BLOCKS

First User-Friendly 5.0 Bore Spacing
Block in the Industry

Raised Cam Location (1.0) Standard

Cam Bearings and Lifter Bores
Available in Many Different Diameters

CAM BEARINGS

- Cam Bearings Are Sold Separately
 - 50 mm Roller Bearings Δ
 - Big Block Ford Babbit Bearings Standard*
 - Big Block Ford Roller Bearings Δ
 - 55 mm Babbit Bearings *
 - 55 mm Roller Bearings Δ
 - 60 mm Babbit Bearings Δ
- * Babbit style cam bearings will require the use of wide cam bearings with 1/4" locks in the center bearings and spiral locks on the two end bearings.
 Δ Roller cam bearings use spiral locks on all cam bearings.

STROKE CLEARANCE

- 5.375 Standard
- 5.750 (With Additional Machining)

CAM LOCATIONS

- 1.0 Raised Cam Location Only

BIG BLOCK MACHINING OPTIONS

PART #	DESCRIPTION
SS BLK MACHINE	MACHINE FOR ROLLER CAM BEARINGS
SS SPECIAL DECK HEIGHT	MACHINE SPECIAL DECK HEIGHTS
SS BLK MACHINE LIFTER BORES	MACHINE FOR SPECIAL LIFTER BORES
SS ALIGN HONE	FINISH HONE OF CRANKSHAFT MAINS
SS FINISH HONE BORE	FINISH HONE OF CYLINDER BORE
MS SOLID BLOCK	SOLID BLOCK - NO WATER

BIG BLOCK HEAD STUD KITS

PART #	DESCRIPTION
SK HS PB5000	BRODIX 8B 5000 ALUMINUM BLOCK HEAD STUD KIT FOR PB 5000 HEADS

Head Studs Are Sold Separately

DECK HEIGHT

- 11.200 (8B 5000)
- 11.625 (8B 5025)

TORQUE SPECS

- Outside Main: 85 ft-lb
 - Inside Main: 95 ft-lb
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.



O-RING
FREEZE
PLUGS



LIFTER BORES
AVAILABLE:
.937 or 1.062
Bore Diameter

REINFORCED
LIFTER VALLEY





BLOCK PART NUMBERS

BR S400035842S	4.000	.842	9.025	SIAMESE
BR S400035842W	4.000	.842	9.025	WET
BR S412535842S	4.125	.842	9.025	SIAMESE
BR S412540842S	4.125	.842	9.025	SIAMESE

CAST IRON SMALL BLOCK BRODIX® BLOCKS

BRODIX now offers small block Chevrolet compatible cast iron blocks to enhance your racing programs. Proudly made in the USA, these blocks feature premium iron alloy, priority main oiling, a choice of a 4.000 or 4.125 bore size, as well as numerous other features. These new blocks will offer you another affordable option for your racing needs.

BLOCK SPECIFICATIONS

- Made in the USA
- Premium Iron Alloy
- 4.000 and 4.125 Bore Sizes Available
- 350 or 400 Mains
- 9.025 Deck Height
- Standard Cam Location
- Standard Small Block Cam Diameter
- 2-Piece Rear Main Seal
- .842 o.d. Lifter Bore Diameter
- Standard Oil Pan
- Priority Main Oiling
- Wet or Dry Sump
- Nodular Iron 4-Bolt Splayed Main Caps
- Standard Fuel Pump Boss
- Accepts Standard Clutch Linkage
- Standard Starter Location
- Standard Motor Mounts
- Siamese or Wet Bore Available

CHEVY COMPATIBLE SMALL BLOCK



**OIL FILTER
MOUNTING BOSS
IS DESIGNED FOR
BOLT-ON OIL
FILTER ADAPTER**



**NODULAR IRON 4-BOLT
SPLAYED MAIN CAPS**



**4.000 AND 4.125 BORE
SIZES AVAILABLE**



PRIORITY MAIN OILING

CAM BEARINGS

- Cam Bearings Are Sold Separately (8B CAM BEARINGS)
- Standard Cam Bearing Only

MAIN CAPS

- 350 or 400 Mains
- Nodular Iron 4-Bolt Splayed Main Caps
- Rear Main Seal: 350 - FP 2900, 400 - FP 2909

STROKE CLEARANCE

- 3.750 Standard

CAM LOCATIONS

- Standard Cam Location

DECK HEIGHT

- 9.025

TORQUE SPECS

- Outside Main: 35 ft-lb
- Inside Main: 75 ft-lb
- Front and Rear Main: 75 ft-lb
- * All torque specs are based on use of light motor oil.



WARNING!

- Due to variations in lifter styles, the lifter oil bands must be checked at full cam lift to ensure proper valvetrain lubrication.
- Proper assembly always requires that the installer measure all tolerances for proper clearance.

SMALL BLOCK MACHINING OPTIONS

PART #	DESCRIPTION
SS ALIGN HONE	FINISH HONE OF CRANKSHAFT MAINS
SS BLK MACH .903 LIFTER BORES	MACHINE SMALL BLOCK BRODIX BLOCK FOR .903 LIFTER BORES

SPECIAL INSTRUCTIONS

- BLOCK WILL REQUIRE ALIGN HONING
- SPECIAL OIL RESTRICTORS ARE AVAILABLE ONLY THROUGH BRODIX
- BLOCK PARTS KITS CONTAINING ALL PLUGS, DOWEL PINS, AND CAM BEARINGS ARE AVAILABLE FROM BRODIX

SMALL BLOCK PARTS KIT

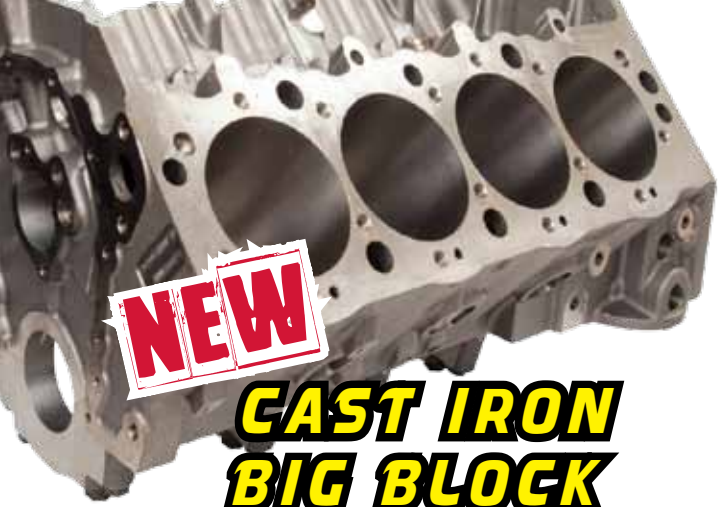
PART #	DESCRIPTION
SK BLOCK SB CI	BLOCK PARTS KIT (PLUGS, DOWEL PINS, RESTRICTORS, AND CAM BEARINGS)

JESSE SOBBING



ACCOMPLISHMENTS:

- 2017 DEERY BROTHERS SUMMER SERIES CHAMPION
- 2017 DEERY BROTHERS LATE MODEL ROOKIE OF THE YEAR



BLOCK PART NUMBERS

BR B4284298S	4.250	.842	9.800	SIAMESE
BR B4584212S	4.500	.842	10.200	SIAMESE
BR B4584298S	4.500	.842	9.800	SIAMESE
BR B4684212S	4.600	.842	10.200	SIAMESE
BR B4684298S	4.600	.842	9.800	SIAMESE
BR B4690398S	4.600	.903	9.800	SIAMESE
BR B4690312S	4.600	.903	10.200	SIAMESE

CAST IRON BIG BLOCK BRODIX® BLOCKS

BRODIX now offers big block Chevrolet compatible cast iron blocks to enhance your racing programs. Proudly made in the USA, these blocks feature premium iron alloy, priority main oiling, a choice of a 9.800 or 10.200 deck height, as well as numerous other features. These new blocks will offer you another affordable option for your racing needs.

BLOCK SPECIFICATIONS

- Made in the USA
- Premium Iron Alloy
- 4.250, 4.500, and 4.600 Bore Sizes Available
- 9.800 or 10.200 Deck Heights Available
- Standard Cam Location
- Standard Big Block Cam Diameter
- 2-Piece Rear Main Seal
- Lifter Bores Available in .842 o.d. or .903 o.d. Diameter
- Standard Oil Pan
- Priority Main Oiling
- Wet or Dry Sump
- Nodular Iron 4-Bolt Splayed Main Caps
- Standard Fuel Pump Boss
- Additional 10° Head Bolt Lugs Machined in Deck Area
- Accepts Standard Clutch Linkage
- Standard Starter Location
- Standard Motor Mounts

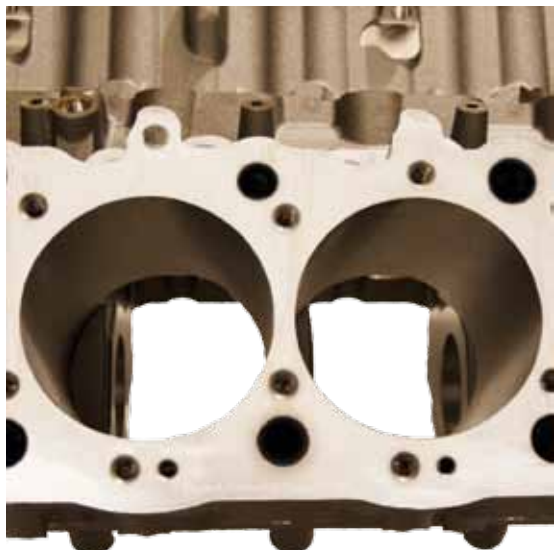
CHEVY COMPATIBLE BIG BLOCK



ADDITIONAL 10° HEAD BOLT LUGS MACHINED IN DECK AREA



NODULAR IRON 4-BOLT SPLAYED MAIN CAPS



4.250, 4.500, AND 4.600 BORE SIZES AVAILABLE

CAM/BEARINGS

- Cam Bearings Are Sold Separately (8B CAM BEARINGS CI BB)
- Standard Cam Bearings Only

MAIN/CAPS

- Nodular Iron 4-Bolt Splayed Main Caps

STROKE/CLEARANCE

- 4.500 Standard

CAM/LOCATIONS

- Standard Cam Location

DECK HEIGHT

- 9.800 or 10.200

TORQUE SPECS

- Outside Main: 110 ft-lb
- Inside Main: 110 ft-lb
- Front and Rear Main: 110 ft-lb
- * All torque specs are based on use of light motor oil.

WARNING!

- Due to variations in lifter styles, the lifter oil bands must be checked at full cam lift to ensure proper valvetrain lubrication.
- Proper assembly always requires that the installer measure all tolerances for proper clearance.

BIG/BLOCK/MACHINING/OPTIONS

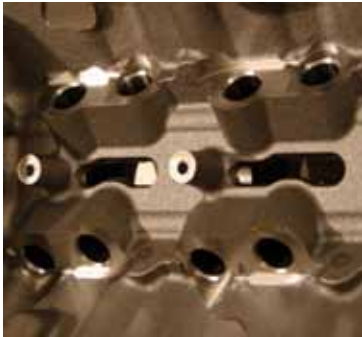
PART #	DESCRIPTION
SS ALIGN HONE	FINISH HONE OF CRANKSHAFT MAINS
SS BLK MACHINE .903 LIFTER BORES	MACHINE BIG BLOCK BRODIX BLOCK FOR .903 LIFTER BORES

SPECIAL INSTRUCTIONS

- BLOCK WILL REQUIRE ALIGN HONING
- SPECIAL OIL RESTRICTORS ARE AVAILABLE ONLY THROUGH BRODIX
- BLOCK PARTS KITS CONTAINING ALL PLUGS, DOWEL PINS, AND CAM BEARINGS ARE AVAILABLE FROM BRODIX

BIG/BLOCK/PARTS/KIT

PART #	DESCRIPTION
SK BLOCK CI BB	BLOCK PARTS KIT (PLUGS, DOWEL PINS, RESTRICTORS, AND CAM BEARINGS)



LIFTER BORES AVAILABLE:
.842 OR .903 BORE DIAMETER



PRIORITY MAIN OILING



2-PIECE REAR SEAL



OIL FILTER
MOUNTING BOSS
IS DESIGNED
FOR BOLT-ON
OIL FILTER
ADAPTER



SMALL BLOCK MANIFOLDS

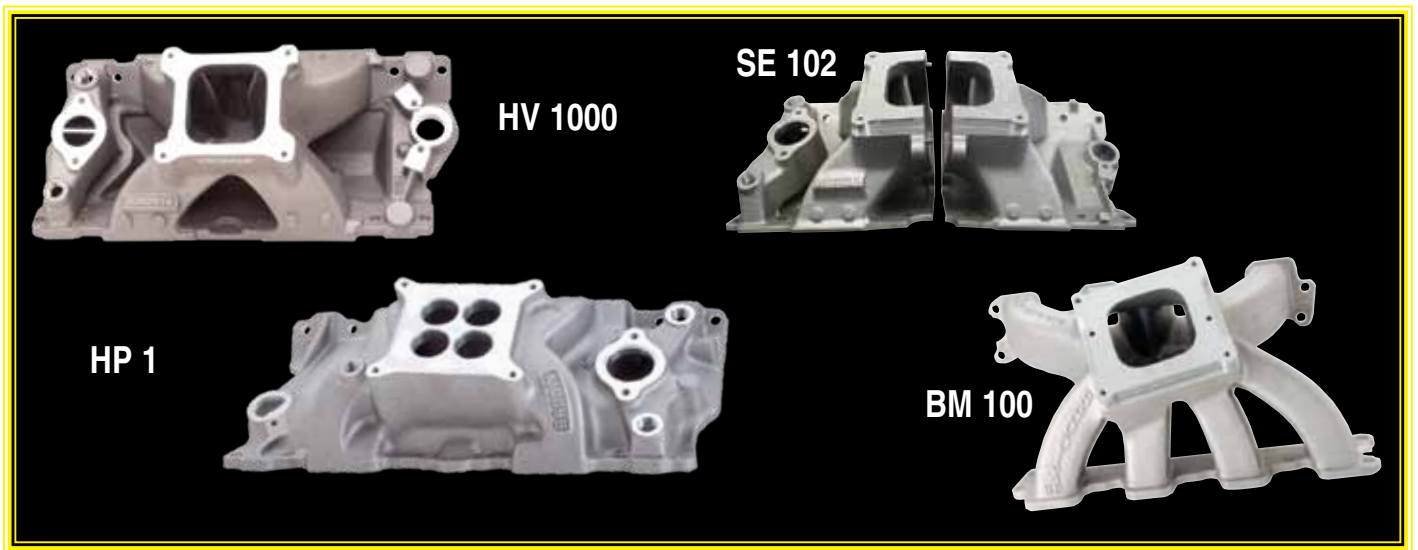
INTAKE MANIFOLDS

PART #	HEIGHT	DESCRIPTION
BM 100	6.900	<ul style="list-style-type: none"> FITS BRODIX BD 1010 AND BD 2000 HEADS USES CO C5421 GASKET 4000-8000 rpm RANGE
BM 102	6.900	<ul style="list-style-type: none"> FITS BRODIX BD 1010 AND BD 2000 HEADS 4500 SERIES TOP USES CO C5421 GASKET 4000-8000 rpm RANGE
BM 300	6.900	<ul style="list-style-type: none"> SEMI-MACHINED MANIFOLD SPECIAL BRODIX BD 1010 HEADS 4150 SERIES TOP
HP 1	4.500	<ul style="list-style-type: none"> FOUR BARREL DUAL PLANE MANIFOLD FOR HIGH TORQUE APPLICATIONS UP TO 6000 rpm USES FP 1204 OR CO C5416 GASKET
BM 1000	5.750	<ul style="list-style-type: none"> FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS USES FP 1206 OR CO C5414 GASKET 4000-8000 rpm RANGE
HV 1000	6.225	<ul style="list-style-type: none"> FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS USES FP 1206 OR CO C5414 GASKET 4000-8000 rpm RANGE
HV 1001	6.550	<ul style="list-style-type: none"> FITS BRODIX -8 RI, -10 RI, AND -11 RI HEADS EXTENDED END RAILS USES FP 1206 OR CO C5414 GASKET .220 LOWER THAN STOCK DISTRIBUTOR PAD 4000-8000 rpm RANGE
HV 1002	6.800	<ul style="list-style-type: none"> FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS 4500 SERIES TOP USES FP 1206 OR CO C5414 GASKET 4000-8000 rpm RANGE
HV 1003	5.600	<ul style="list-style-type: none"> FOUR BARREL MANIFOLD DESIGNED BY JEAN DITTMER FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS USES FP 1206 OR CO C5414 GASKET REVOLUTIONARY ROUND TOP AND INTEGRAL TURTLE DT 450 SPACERS SOLD SEPARATELY 4000-8000 rpm RANGE
HV 1004	5.630	<ul style="list-style-type: none"> FOUR BARREL MANIFOLD DESIGNED BY JEAN DITTMER FITS BRODIX -10X AND PONTIAC 867 HEADS USES FP 1263 (TRIM TO FIT) OR CO C5426 GASKET REVOLUTIONARY ROUND TOP AND INTEGRAL TURTLE 4000-8000 rpm RANGE
HV 1005	6.540	<ul style="list-style-type: none"> FITS BRODIX -10X AND PONTIAC 867 HEADS USES FP 1263 (TRIM TO FIT) OR CO C5426 GASKET 4000-8000 rpm RANGE

PART #	HEIGHT	DESCRIPTION
HV 1006	7.150	<ul style="list-style-type: none"> FITS BRODIX -10X AND PONTIAC 867 HEADS 4500 SERIES TOP USES FP 1263 (TRIM TO FIT) OR CO C5426 GASKET 4000-8000 rpm RANGE
HV 1008	6.240	<ul style="list-style-type: none"> FITS UNPORTED CAST IRON HEADS USES FP 1204 OR CO C5416 GASKET 4000-8000 rpm RANGE
HV 1009-46	6.225	<ul style="list-style-type: none"> FITS IMCA SPEC. HEADS (46-221) MUST BE USED WITH 390 CARBURETOR USES FP 1206 OR CO C5416
HV 1011	5.875	<ul style="list-style-type: none"> FITS CHEVROLET CAST IRON HEADS SMALL PORT VERSION OF HV 1000 USES FP 1204 OR CO C5416 GASKET 3500-7200 rpm RANGE
HV 1014	5.845	<ul style="list-style-type: none"> FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS SMALL PORT VERSION OF HV 1000 USES FP 1206 OR CO C5414 GASKET 3500-7200 rpm RANGE
HV 1016	4.550	<ul style="list-style-type: none"> FITS BRODIX ST STD PKG -1, -8, -10, -11, -11X, AND TRACK 1 HEADS DUAL PLANE INTAKE MANIFOLD USES FP 1204 OR CO C5416 GASKET 3000-6500 rpm RANGE
HV 1017	6.225	<ul style="list-style-type: none"> FITS BP HH SB O 229 HEADS OVAL PORT VERSION OF HV 1000 USES MG 1229 GASKET 4000-8000 rpm RANGE
HV 1018	6.800	<ul style="list-style-type: none"> FITS BP HH SB O 229 HEADS OVAL PORT VERSION OF HV 1002 4500 SERIES TOP USES MG 1229 GASKET 4000-8000 rpm RANGE
HV 1200	6.945	<ul style="list-style-type: none"> FITS BRODIX -12 HEADS USES FP 1263 (TRIM TO FIT), FP 1209, OR CO C5425 GASKET 4000-8000 rpm RANGE
HV 1201	7.550	<ul style="list-style-type: none"> FITS BRODIX -12 HEADS 4500 SERIES TOP USES FP 1263 (TRIM TO FIT), FP 1209, OR CO C5425 GASKET 4000-8000 rpm RANGE
HV 1209	7.800	<ul style="list-style-type: none"> FITS BRODIX -12 HEADS LARGE RUNNERS FOR LARGE CUBIC INCH ENGINES USE WITH .300 TALL DECK BLOCK 4500 SERIES TOP USES FP 1263 (TRIM TO FIT), FP 1209, OR CO C5425 GASKET 4000-8000 rpm RANGE
HV 1300	7.380	<ul style="list-style-type: none"> FITS BRODIX BP 13 STD HEADS 4150 SERIES TOP USES BRODIX MG 1600 (TRIM TO FIT) OR MR. GASKET 143 GASKET MUST USE END RAIL SPACERS 4000-8000 rpm RANGE

PART #	HEIGHT	DESCRIPTION
HV 1301	8.300	<ul style="list-style-type: none"> • FITS BRODIX BP 13 STD HEADS • 4500 SERIES TOP • USES BRODIX MG 1600 (TRIM TO FIT) OR MR. GASKET 143 GASKET • MUST USE END RAIL SPACER • 4000-8000 rpm RANGE
HV 1800	7.380	<ul style="list-style-type: none"> • FITS BRODIX -18X HEADS • WILL NOT FIT BRODIX -18 C HEADS • USES FP 1263 (TRIM TO FIT) OR MG 1800 GASKET • 4000-8000 rpm RANGE
HV 1801	7.875	<ul style="list-style-type: none"> • FITS BRODIX -18X HEADS • WILL NOT FIT BRODIX -18 C HEADS • 4500 SERIES TOP • USES FP 1263 (TRIM TO FIT) OR MG 1800 GASKET • 4000-8000 rpm RANGE
HV 1813	8.300	<ul style="list-style-type: none"> • FITS BRODIX -18 C HEADS • 4500 SERIES TOP • USES FP 1282 GASKET • 4000-8000 rpm RANGE
HV 1814	7.380	<ul style="list-style-type: none"> • FITS BRODIX -18 C HEADS • 4150 SERIES TOP • USES FP 1282 GASKET • 4000-8000 rpm RANGE
MS 89	7.180	<ul style="list-style-type: none"> • FITS BRODIX -12P AND PONTIAC 3328 HEADS • 4150 SERIES TOP • USES FP 1263 (TRIM TO FIT) GASKET • 4000-8000 rpm RANGE

PART #	HEIGHT	DESCRIPTION
MS 90	6.440	<ul style="list-style-type: none"> • FITS BRODIX 23° RAISED OVAL PORT HEADS • 4150 SERIES TOP • USES MG 1234 GASKET • 4000-8000 rpm RANGE
MS 91	7.000	<ul style="list-style-type: none"> • FITS BRODIX 23° RAISED OVAL PORT HEADS • 4500 SERIES TOP • USES MG 1234 GASKET • 4000-8000 rpm RANGE
SE 100 (PATENTED)	6.150	<ul style="list-style-type: none"> • DESIGNED BY SELF RACING • FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS • TWO PIECE DESIGN ALLOWS EASY ACCESS TO PLENUM FOR PORTING • FRONT HALF OF INTAKE EASILY REMOVED FOR LIFTER SERVICE • DOWEL PINNED FOR EXACT FIT • USES FP 1206 OR CO C5414 GASKET • 4000-8000 rpm RANGE
SE 102 (PATENTED)	6.150	<ul style="list-style-type: none"> • DESIGNED BY SELF RACING • FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS • 4500 SERIES TOP • TWO PIECE DESIGN ALLOWS EASY ACCESS TO PLENUM FOR PORTING • FRONT HALF OF INTAKE EASILY REMOVED FOR LIFTER SERVICE • DOWEL PINNED FOR EXACT FIT • USES FP 1206 OR CO C5414 GASKET • 4000-8000 rpm RANGE





BIG BLOCK MANIFOLDS

INTAKE MANIFOLDS

PART #	HEIGHT	DESCRIPTION
HV 2000	7.185	<ul style="list-style-type: none"> FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS 4150 SERIES TOP USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE
HV 2001	7.620	<ul style="list-style-type: none"> FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS 4500 SERIES TOP USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE
HV 2005	7.940	<ul style="list-style-type: none"> FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS 4500 SERIES TOP USE WITH .400 TALL DECK BLOCK USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE
HV 2006	7.465	<ul style="list-style-type: none"> FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS 4150 SERIES TOP USE WITH .400 TALL DECK BLOCK USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE
HV 2007	6.595	<ul style="list-style-type: none"> FITS BRODIX BB-1 OEFI, RR BB-O, AND CHEVROLET OVAL PORT HEADS 4150 SERIES TOP USES FP 1212 OR CO C5430 GASKET 3500-7000 rpm RANGE
HV 2008	7.045	<ul style="list-style-type: none"> FITS BRODIX BB-1 OEFI, RR BB-O, AND CHEVROLET OVAL PORT HEADS 4500 SERIES TOP USES FP 1212 OR CO C5430 GASKET 3500-7000 rpm RANGE
HV 2012	7.925	<ul style="list-style-type: none"> FITS BRODIX WELD TECH WP BB-1 RP RECTANGULAR PORTS 4500 SERIES TOP 9.800 DECK BLOCK 3500-7500 rpm RANGE
HV 2016	5.175	<ul style="list-style-type: none"> DUAL PLANE INTAKE MANIFOLD FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-6800 rpm RANGE
HV 2017	5.175	<ul style="list-style-type: none"> DUAL PLANE INTAKE MANIFOLD FITS BRODIX RR BB-O HEADS CNC PORT MATCHED TO OVAL PORT HEADS USES FP 1210 OR CO C5430 GASKET 3000-6800 rpm RANGE
PM 1800	8.800	<ul style="list-style-type: none"> FITS BRODIX BIG DUKE HEADS ON A 9.800 DECK BLOCK 4500 SERIES TOP USES FP 1298, CO C5419, OR MG 2010 GASKET 4000-8000 rpm RANGE

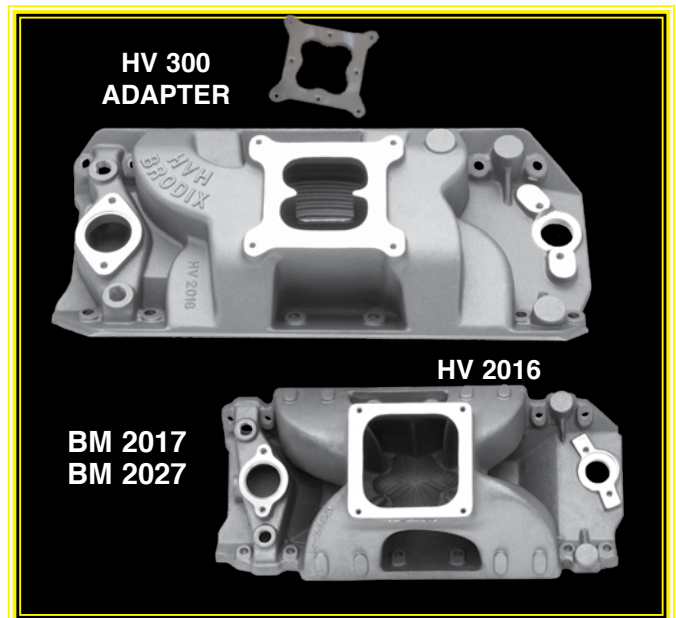
PART #	HEIGHT	DESCRIPTION
PM 1903	8.220	<ul style="list-style-type: none"> FITS BRODIX PB 1800 / 1801 / 1802 / 1803 BIG DUKE HEADS ON A 9.800 DECK BLOCK WORKS WITH OVAL PORT HEADS OVAL PORT MANIFOLD, <u>MUST BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS</u> NEW OPEN PLENUM DESIGN 4500 SERIES TOP USES MG 2013 GASKET 5500-8500 rpm RANGE
PM 1907	8.730	<ul style="list-style-type: none"> FITS BRODIX PB 1200 SERIES / PB 2005 HEADS ON A 9.800 DECK BLOCK WORKS WITH OVAL OR RECTANGULAR PORT HEADS NEW OPEN PLENUM DESIGN 4500 SERIES TOP USES MG 2015 GASKET 5500-8500 rpm RANGE
PM 1908		<ul style="list-style-type: none"> FITS BRODIX DN-9 SERIES HEADS ON A 9.800 DECK BLOCK WORKS WITH DN-9 OVAL PORT HEADS NEW OPEN PLENUM DESIGN 4500 SERIES TOP USES MG 9001 INTAKE GASKET 5500-8500 rpm RANGE
PM 1913	8.420	<ul style="list-style-type: none"> FITS BRODIX PB 1800 / 1801 / 1802 / 1803 BIG DUKE HEADS ON A 10.200 DECK BLOCK WORKS WITH OVAL PORT HEADS OVAL PORT MANIFOLD, <u>MUST BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS</u> NEW OPEN PLENUM DESIGN 4500 SERIES TOP USES MG 2013 GASKET 5500-8500 rpm RANGE
PM 1917	8.730	<ul style="list-style-type: none"> FITS BRODIX PB 1200 SERIES / PB 2005 HEADS ON A 10.200 DECK BLOCK WORKS WITH OVAL OR RECTANGULAR PORT HEADS NEW OPEN PLENUM DESIGN 4500 SERIES TOP USES MG 2015 GASKET 5500-8500 rpm RANGE
PM 1918	9.500	<ul style="list-style-type: none"> FITS BRODIX DN-9 SERIES HEADS ON A 10.200 DECK BLOCK WORKS WITH DN-9 OVAL PORT HEADS NEW OPEN PLENUM DESIGN 4500 SERIES TOP USES MG 9001 GASKET 5500-8500 rpm RANGE
BM 2000	6.625	<ul style="list-style-type: none"> FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS 4150 SERIES TOP USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE
BM 2006	6.850	<ul style="list-style-type: none"> FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS RECTANGULAR PORTS 4150 SERIES TOP USE WITH .400 TALL DECK BLOCK USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE
BM 2017	7.560	<ul style="list-style-type: none"> FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA, -3 XTRA O, BP BB-3 XTRA O 4500 SERIES CARBURETOR ONLY 9.800 DECK HEIGHT OVAL PORT MANIFOLD, <u>MUST BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS</u> USES MG 2004 GASKET FOR OVAL PORT; USES FP 1252-3, MG 2001, OR CO C5428 GASKET FOR RECTANGULAR PORT 4000 - 8400 rpm RANGE

NEW

NEW

PART #	HEIGHT	DESCRIPTION
BM 2017-O	7.560	<ul style="list-style-type: none"> FITS BRODIX BP HH BB AND, BP BB-3 XTRA O HEADS 4500 SERIES TOP 9.800 DECK HEIGHT CNC PORT MATCHED TO OVAL PORT HEADS USES MG 2050, MG 2104, MG 2150, OR MG 2177 GASKET 4000-8400 rpm RANGE
BM 2017-O MC	9.800	<ul style="list-style-type: none"> FITS BRODIX BB HH BB MC HEADS 4500 SERIES TOP 9.800 DECK HEIGHT CNC PORT MATCHED TO BB HH BB MC HEADS USES MG 2177 GASKET 4000 - 8400 rpm RANGE
BM 2017-R	7.560	<ul style="list-style-type: none"> FITS BRODIX BB-2 PLUS, -2 X, -2 XTRA, AND -3 XTRA HEADS 4500 SERIES TOP 9.800 DECK HEIGHT CNC PORT MATCHED TO RECTANGULAR PORT HEADS USES MG 2001 OR FP 1252-3 GASKET 4000-8400 rpm RANGE
BM 2020	7.660	<ul style="list-style-type: none"> FITS BRODIX SR 20 HEADS 4500 SERIES TOP 9.800 DECK HEIGHT USES MG 2021 GASKET 4000 - 8500 rpm RANGE
BM 2020-O	7.660	<ul style="list-style-type: none"> FITS BRODIX SR 20 HEADS 4500 SERIES TOP 9.800 DECK HEIGHT CNC PORT MATCHED TO SR 20 HEADS USES MG 2021 GASKET 4000 - 8500 rpm RANGE
BM 2021	7.900	<ul style="list-style-type: none"> FITS BRODIX SR 20 HEADS 4500 SERIES TOP 10.200 DECK HEIGHT USES MG 2021 GASKET 4000 - 8500 rpm RANGE
BM 2021-O	7.900	<ul style="list-style-type: none"> FITS BRODIX SR 20 HEADS 4500 SERIES TOP 10.200 DECK HEIGHT CNC PORT MATCHED TO SR 20 HEADS USES MG 2021 GASKET 4000 - 8500 rpm RANGE
BM 2027	7.560	<ul style="list-style-type: none"> FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA, -3 XTRA O, BP BB- 3 XTRA O 4500 SERIES CARBURETOR ONLY 10.200 DECK HEIGHT OVAL PORT MANIFOLD, <u>MUST</u> BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS USES MG 2002 GASKET (+.100 THICK) 4000 - 8400 rpm RANGE

PART #	HEIGHT	DESCRIPTION
BM 2027-O	7.560	<ul style="list-style-type: none"> FITS BRODIX BP HH BB AND BP BB-3 XTRA O HEADS 4500 SERIES TOP 10.200 DECK HEIGHT CNC PORT MATCHED TO OVAL PORT HEADS USES MG 2050 MG 2104, MG 2150, OR MG 2177 GASKET 4000-8400 rpm RANGE
BM 2027-O MC	10.200	<ul style="list-style-type: none"> FITS BRODIX BB HH BB MC HEADS 4500 SERIES TOP 10.200 DECK HEIGHT CNC PORT MATCHED TO BB HH BB MC HEADS USES MG 2177 GASKET 4000 - 8400 rpm RANGE
BM 2027-R	7.560	<ul style="list-style-type: none"> FITS BRODIX BB-2 PLUS, -2 X, -2 XTRA, AND -3 XTRA HEADS 4500 SERIES TOP 10.200 DECK HEIGHT CNC PORT MATCHED TO RECTANGULAR PORT HEADS USES MG 2001 OR FP 1252-3 GASKET 4000-8400 rpm RANGE
SA 2012	6.600	<ul style="list-style-type: none"> SONNY'S BIG BLOCK MANIFOLD FITS BRODIX BB-4 XTRA AND BB-5 HEADS ON A STANDARD DECK BLOCK 4500 SERIES TOP USES FP 1252-3, CO C5428, OR MG 2001 GASKET 4000-8000 rpm RANGE
SA 2020	7.040	<ul style="list-style-type: none"> SONNY'S BIG BLOCK MANIFOLD FITS BRODIX BB-4 XTRA AND BB-5 HEADS ON A TALL DECK BLOCK 4500 SERIES TOP USES FP 1252-3, CO C5428, OR MG 2001 GASKET 4000-8000 rpm RANGE



BRODIX® STEEL EXHAUST VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	INSTALLED HEIGHT	VALVE TIP L.	VALVE FACE	APPLICATIONS	PER
BR 60570D	1.570	.3415	5.250	STOCK	.250	FLAT	HH RO 225, HH RO 234	1
BR 91518	1.580	.3090	6.090	STOCK	.250	DISHED	GB 2000, 12X12 RP, BD 2000	1
BR 91519	1.580	.3090	6.250	STOCK	.250	DISHED	GB 2300	1
BR 91580	1.580	.3415	6.090	STOCK	.300	DISHED	GB 2000, 12X12 RP, BD 2000	1
BR 91582	1.580	.3415	6.250	STOCK	.250	DISHED	GB 2300	1
BR 91535D	1.580	.3090	6.350	STOCK	.250	DISHED	GB 2400	1
BR 2004	1.600	.3415	4.910	STOCK	.290	DISHED	SMALL BLOCK	1
BR 6169DI	1.600	.3415	4.910	STOCK	.260	DISHED	SMALL BLOCK	1
BR 60001	1.600	.3415	4.940	STOCK	.250	DISHED	SMALL BLOCK	1
BR 81021	1.600	.3415	4.965	STOCK	.250	DISHED	SMALL BLOCK	1
BR 81022	1.600	.3415	5.015	+ .050	.250	DISHED	SMALL BLOCK	1
BR 60030	1.600	.3415	5.065	+ .100	.250	DISHED	SMALL BLOCK	1
BR 60130	1.600	.3415	5.115	+ .150	.250	DISHED	SMALL BLOCK	1
BR 60230	1.600	.3415	5.165	+ .200	.250	DISHED	SMALL BLOCK	1
BR 81051	1.600	.3415	5.300	STOCK	.230	FLAT	BRODIX -12	1
BR 81053	1.600	.3415	5.380	STOCK	.310	DISHED	BRODIX -12	1
BR 60044	1.600	.3415	5.440	+ .100	.290	DISHED	BRODIX -12, -18	1
BR 60054	1.600	.3415	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 60064D	1.600	.3415	5.640	+ .300	.290	DISHED	BF 200	1
BR 91600	1.600	.3415	6.090	STOCK	.250	FLAT	BRODIX CV	1
BR 60359	1.600	.3090	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 91516	1.600	.3090	6.090	STOCK	.250	DISHED	BRODIX CV	1
BR 70614	1.614	.3136	5.230	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72580	1.580	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72614	1.614	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 81025	1.625	.3415	5.015	+ .050	.250	DISHED	SMALL BLOCK	1
BR 60131	1.625	.3415	5.065	+ .100	.250	DISHED	SMALL BLOCK	1
BR 60051F	1.625	.3415	5.510	+ .170	.260	DISHED	BRODIX -12, -18	1
BR 60154	1.625	.3415	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 60174D	1.625	.3415	5.740	STOCK	.290	DISHED	BRODIX -15	1
BR 60184R	1.625	.3415	5.850	+ .100	.290	DISHED	BRODIX -15	1
BR 86003V	1.780	.3415	5.400	STOCK	.250	DISHED	B1	1
BR 81080	1.800	.3415	5.930	STOCK	.235	DISHED	SR 20	1
BR 81081	1.810	.3415	5.300	STOCK	.230	DISHED	B1 BS	1
BR 81185	1.850	.3415	5.495	STOCK	.235	DISHED	BB-3 XTRA	1
BR 81685	1.860	.3415	6.550	STOCK	.300	DISHED	BIG DUKE (55° SEAT)	1
BR 81686	1.860	.3415	6.600	STOCK	.320	DISHED	PB 2005 (55° SEAT)	1
BR 81038	1.880	.3415	5.394	STOCK	.235	DISHED	BIG BLOCK	1
BR 81138	1.880	.3415	5.494	+ .100	.235	DISHED	BIG BLOCK	1
BR 81139	1.900	.3415	5.494	+ .100	.235	DISHED	BIG BLOCK	1
BR 81645	1.900	.3415	6.450	STOCK	.235	DISHED	BIG DUKE	1
BR 82138	1.880	.3415	5.494	+ .100	.236	DISHED	BIG BLOCK (INCONEL)	1
BR 82139	1.900	.3415	5.494	+ .100	.236	DISHED	BIG BLOCK (INCONEL)	1

All valves have steel tips unless otherwise noted.

MANLEY EXHAUST VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	INSTALLED HEIGHT	VALVE TIP L.	VALVE FACE	APPLICATIONS	PER
MA 11275 - 1.580	1.580	8 mm	5.450	STOCK	.320 BL	DISHED	BR 7 BS (INCONEL)	1
MA 11275 - 1.614	1.614	8 mm	5.450	STOCK	.320 BL	DISHED	BR 7 BS (INCONEL)	1
MA 11661 - 1.590	1.590	8 mm	4.923	STOCK	.160 BL	DISHED	BR-3	1
MA 11685 - 1.590	1.590	8 mm	4.923	STOCK	.160 BL	DISHED	BR-3 (INCONEL)	1

PARTS

TRICK TITANIUM EXHAUST VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	VALVE TIP L.	UNDERHEAD ANGLE / RADIUS	MARGIN	SEAT	PER
BX 1580-545 T 55	1.580	.3136	5.450	.346 BL	25 X .374	.070	.060	1
BX 1580-609 T	1.580	.3415	6.090	.300	12 X .406	.070	.100	1
BX 1580-609 T 25	1.580	.3415	6.090	.300	25 X .625	.100	.070	1
BX 1580-625 T 25	1.580	.3415	6.250	.300	25 X .625	.100	.070	1
BX 1580-635 T 25	1.580	.3415	6.350	.300	25 X .625	.100	.070	1
BX 1600-496 T	1.600	.3415	4.960	.300	12 X .406	.080	.100	1
BX 1600-504 T	1.600	.3415	5.040	.300	12 X .406	.080	.100	1
BX 1600-507 T	1.600	.3415	5.070	.300	12 X .406	.080	.100	1
BX 1600-514 T	1.600	.3415	5.140	.300	12 X .406	.080	.100	1
BX 1600-524 T	1.600	.3415	5.240	.300	12 X .406	.080	.100	1
BX 1600-530 T	1.600	.3415	5.300	.300	12 X .406	.080	.100	1
BX 1600-534 T	1.600	.3415	5.340	.300	12 X .406	.080	.100	1
BX 1600-544 T	1.600	.3415	5.440	.300	12 X .406	.080	.100	1
BX 1600-554 T	1.600	.3415	5.540	.300	12 X .406	.080	.100	1
BX 1600-564 T 25	1.600	.3415	5.640	.300	25 X .625	.100	.100	1
BX 1600-609 T	1.600	.3415	6.090	.300	12 X .406	.070	.100	1
BX 1600-609 T 25	1.600	.3415	6.090	.300	25 X .625	.100	.070	1
BX 1614-545 T	1.614	.3136	5.450	.346 BL	25 X .374	.070	.100	1
BX 1625-514 T	1.625	.3415	5.140	.300	12 X .406	.080	.100	1
BX 1625-544 T	1.625	.3415	5.440	.300	12 X .406	.080	.100	1
BX 1625-554 T	1.625	.3415	5.540	.300	25 X .625	.100	.070	1
BX 1625-564 T	1.625	.3415	5.640	.290	12 X .625	.080	.100	1
BX 1625-571 T	1.625	.3415	5.710	.290	12 X .625	.080	.100	1
BX 1780-550 T	1.780	.3415	5.500	.350	30 X .437	.095	.090	1
BX 1800-593 T	1.800	.3415	5.930	.300	30 X .625	.080	.060	1
BX 1800-655 T 55	1.800	.3415	6.550	.300	25 X .625	.100	.055 (55° SEAT)	1
BX 1850-560 T 55	1.850	.3415	5.600	.300	30 X .750	.100	.060 (55° SEAT)	1
BX 1850-560 TBL 5/16	1.850	.310	5.600	.300	12 X .406	.080	.100	1
BX 1850-570 T 55	1.850	.3415	5.700	.300	30 X .750	.100	.060 (55° SEAT)	1
BX 1860-655 T	1.860	.3415	6.550	.300	30 X .625	.125	.120 (55° SEAT)	1
BX 1860-662 T 55	1.860	.3415	6.620	.320	30 X .750	.100	.050 (55° SEAT)	1
BX 1860-682 TBL 55	1.860	.3415	6.820	.300 BL	30 X .750	.100	.060 (55° SEAT)	1
BX 1880-550 T	1.880	.3415	5.500	.300	12 X .406	.080	.100	1
BX 1880-550 T 30	1.880	.3415	5.500	.300	30 X .625	.100	.100	1
BX 1900-540 T	1.900	.3415	5.400	.300	12 X .406	.080	.100	1
BX 1900-550 T	1.900	.3415	5.500	.300	12 X .406	.080	.100	1
BX 1900-550 T 30	1.900	.3415	5.500	.300	30 X .625	.100	.100	1
BX 1900-560 T 30	1.900	.3415	5.600	.300	30 X .625	.100	.100	1
BX 1900-650 T	1.900	.3415	6.500	.300	12 X .437	.085	.080	1
BX 1900-655 T	1.900	.3415	6.550	.300	30 X .625	.125	.100	1

KENT ROBINSON



ENGINE BUILDER: JAY DICKENS RACING ENGINES

BRODIX® STEEL INTAKE VALVES

PARTS

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	INSTALLED HEIGHT	VALVE TIP L.	VALVE FACE	APPLICATIONS	PER
BR 60194D	1.940	.3415	4.920	STOCK	.250	DISHED	SMALL BLOCK	1
BR 6170DI	2.020	.3415	4.915	STOCK	.260	DISHED	SMALL BLOCK	1
BR 60000	2.020	.3415	4.920	STOCK	.250	DISHED	SMALL BLOCK	1
BR 60005	2.055	.3415	4.920	STOCK	.250	DISHED	SMALL BLOCK	1
BR 60015	2.055	.3415	5.020	+100	.250	DISHED	SMALL BLOCK	1
BR 81018	2.080	.3415	4.920	STOCK	.250	FLAT	SMALL BLOCK	1
BR 81019	2.080	.3415	4.965	STOCK	.250	FLAT	SMALL BLOCK	1
BR 81017	2.080	.3415	5.015	+050	.250	FLAT	SMALL BLOCK	1
BR 60029	2.080	.3415	5.065	+100	.250	FLAT	SMALL BLOCK	1
BR 60229	2.080	.3415	5.165	+200	.250	FLAT	SMALL BLOCK	1
BR 81011	2.100	.3415	4.965	STOCK	.250	FLAT	SMALL BLOCK	1
BR 81015	2.100	.3415	5.015	+050	.250	FLAT	SMALL BLOCK	1
BR 60028	2.100	.3415	5.065	+100	.250	FLAT	SMALL BLOCK	1
BR 60228	2.100	.3415	5.165	+200	.250	FLAT	SMALL BLOCK	1
BR 60025	2.125	.3415	5.065	+100	.250	FLAT	SMALL BLOCK	1
BR 60225	2.125	.3415	5.165	+200	.250	FLAT	SMALL BLOCK	1
BR 60725D	2.125	.3415	5.740	STOCK	.290	DISHED	BF 200	1
BR 81050	2.140	.3415	5.290	STOCK	.230	DISHED	BRODIX -12	1
BR 60250D	2.150	.3415	5.250	STOCK	.250	DISHED	HH RO 225, HH RO 234	1
BR 60415	2.150	.3415	5.440	+100	.290	DISHED	BRODIX -12, -18	1
BR 60518D	2.180	.3415	5.540	+200	.290	DISHED	BRODIX -12, -18	1
BR 60718D	2.180	.3415	5.740	STOCK	.290	DISHED	BRODIX -15	1
BR 70019	2.190	.3415	5.230	STOCK	.270	FLAT	BIG BLOCK	1
BR 81049	2.200	.3415	5.290	STOCK	.230	DISHED	BRODIX -12	1
BR 70204D	2.204	.3136	5.200	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72204	2.204	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 70225	2.225	.3136	5.200	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72225	2.250	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 81040	2.250	.3415	5.218	STOCK	.235	DISHED	BIG BLOCK	1
BR 81140	2.250	.3415	5.318	+100	.235	DISHED	BIG BLOCK	1
BR 81141	2.300	.3415	5.318	+100	.235	DISHED	BIG BLOCK	1
BR 86002V	2.300	.3415	5.380	STOCK	.250	DISHED	B1	1
BR 81241	2.300	.3415	5.468	+250	.235	DISHED	BIG BLOCK	1
BR 81341	2.300	.3415	5.568	+350	.235	DISHED	BIG BLOCK	1
BR 81361	2.300	.3415	5.610	+400	.250	DISHED	BIG BLOCK	1
BR 81351	2.350	.3415	5.568	+350	.235	DISHED	BIG BLOCK	1
BR 81365	2.350	.3415	5.610	+400	.250	DISHED	BIG BLOCK	1
BR 81375	2.375	.3415	5.610	STOCK	.235	DISHED	BRODIX BB-3 XTRA O (50° SEAT)	1
BR 81376	2.375	.3100	5.610	STOCK	.235	DISHED	BRODIX BB-3 XTRA O (50° SEAT)	1
BR 81400	2.400	.3415	5.610	STOCK	.235	DISHED	BRODIX HH BB MC (55° SEAT)	1
BR 81403	2.400	.3415	6.030	STOCK	.235	DISHED	SR 20	1
BR 81660	2.400	.3415	6.600	STOCK	.250	DISHED	BIG DUKE	1
BR 81665	2.450	.3415	6.650	STOCK	.300	DISHED	BIG DUKE (55° SEAT)	1
BR 81692	2.520	.3415	6.920	STOCK	.320	DISHED	PB 2005 (55° SEAT)	1

All valves have steel tips unless otherwise noted.



MANLEY INTAKE VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	INSTALLED HEIGHT	VALVE TIP L.	VALVE FACE	APPLICATIONS	PER
MA 11686	2.165	8 mm	4.900	STOCK	.160 BL	DISHED	BR 3	1
MA 11687	1.610	8 mm	5.230	STOCK	.290 BL	DISHED	BR 7	1

TRICK TITANIUM INTAKE VALVES

PART #	HEAD	STEM	o.a.l.	VALVE	UNDERHEAD	MARGIN	SEAT	PER
	DIAM.	DIAM.		TIP L.	ANGLE / RADIUS			
BX 2055-496 T	2.055	.3415	4.960	.300	10 X .375	.075	.100	1
BX 2055-504 T	2.055	.3415	5.040	.300	10 X .375	.075	.100	1
BX 2080-496 T	2.080	.3415	4.960	.300	10 X .375	.070	.090	1
BX 2080-504 T	2.080	.3415	5.040	.300	10 X .375	.075	.100	1
BX 2080-507 T	2.080	.3415	5.070	.300	10 X .375	.075	.100	1
BX 2080-514 T	2.080	.3415	5.140	.300	10 X .375	.075	.100	1
BX 2080-554 T	2.080	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2100-504 T	2.100	.3415	5.040	.300	10 X .375	.075	.100	1
BX 2100-514 T	2.100	.3415	5.140	.300	10 X .375	.075	.100	1
BX 2100-524 T	2.100	.3415	5.240	.300	10 X .375	.075	.100	1
BX 2100-534 T	2.100	.3415	5.340	.300	10 X .375	.075	.100	1
BX 2125-504 T	2.125	.3415	5.040	.300	10 X .375	.075	.100	1
BX 2125-514 T	2.125	.3415	5.140	.300	10 X .375	.075	.100	1
BX 2125-524 T	2.125	.3415	5.240	.300	10 X .375	.075	.100	1
BX 2125-534 T	2.125	.3415	5.340	.300	10 X .375	.075	.100	1
BX 2125-544 T	2.125	.3415	5.440	.300	10 X .375	.075	.100	1
BX 2125-574 T	2.125	.3415	5.740	.300	10 X .375	.075	.100	1
BX 2140-530 T	2.140	.3415	5.300	.300	10 X .375	.075	.100	1
BX 2150-5165 T	2.150	.3415	5.165	.300	10 X .375	.075	.060	1
BX 2150-534 T	2.150	.3415	5.340	.300	10 X .375	.075	.100	1
BX 2150-544 T	2.150	.3415	5.440	.300	10 X .375	.075	.100	1
BX 2150-554 T	2.150	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2150-609 TBL 5/16	2.150	.310	6.090	.300 BL	10 X .375	.075	.100	1
BX 2180-554 T	2.180	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2180-574 T	2.180	.3415	5.740	.290	10 X .375	.075	.100	1
BX 2180-584 T	2.180	.3415	5.840	.290	10 X .375	.075	.100	1
BX 2180-609 TBL 5/16	2.180	.310	6.090	.300 BL	10 X .375	.075	.100	1
BX 2180-609 T	2.180	.3415	6.090	.300	10 X .375	.075	.100	1
BX 2200-544 T	2.200	.3415	5.440	.300	10 X .375	.075	.100	1
BX 2200-554 T	2.200	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2200-609 T	2.200	.3415	6.090	.300	10 X .375	.075	.100	1
BX 2200-609 TBL 5/16	2.200	.310	6.090	.300 BL	10 X .375	.075	.100	1
BX 2200-620 T	2.200	.3415	6.200	.300	10 X .375	.075	.100	1
BX 2200-625 T	2.200	.3415	6.250	.300	10 X .375	.075	.100	1
BX 2200-625 TBL 5/16	2.200	.310	6.250	.300 BL	10 X .375	.075	.100	1
BX 2200-635 T	2.200	.3415	6.350	.300	10 X .375	.075	.100	1
BX 2200-635 TBL 5/16	2.200	.310	6.350	.300 BL	10 X .375	.075	.100	1
BX 2230-625 T	2.230	.3415	6.250	.300	10 X .375	.075	.100	1
BX 2250-520 T	2.250	.3136	5.200	.298 BL	10 X .370	.050	.060	1
BX 2250-523 T	2.250	.3415	5.230	.300	10 X .375	.075	.100	1
BX 2250-533 T	2.250	.3415	5.330	.300	10 X .375	.075	.100	1
BX 2250-545 T	2.250	8 mm	5.480	.346 BL	7 X .370	.050	.060	1
BX 2250-620 T	2.250	.3415	6.200	.300	10 X .375	.075	.100	1
BX 2300-533 T	2.300	.3415	5.330	.300	10 X .375	.075	.100	1
BX 2300-550 T	2.300	.3415	5.500	.350	10 X .375	.085	.080	1
BX 2300-553 T	2.300	.3415	5.530	.300	10 X .375	.075	.100	1
BX 2300-563 T	2.300	.3415	5.630	.300	10 X .375	.075	.100	1
BX 2300-573 T	2.300	.3415	5.730	.300	10 X .375	.075	.100	1
BX 2350-560 T 5/16	2.350	.310	5.600	.300	10 X .375	.075	.100	1
BX 2350-563 T	2.350	.3415	5.630	.300	10 X .375	.075	.100	1
BX 2350-573 T	2.350	.3415	5.730	.300	10 X .375	.075	.100	1
BX 2375-573 T	2.375	.3415	5.730	.300	10 X .375	.085	.100 (50° SEAT)	1
BX 2375-573 TBL 5/16	2.375	.310	5.730	.300 BL	10 X .375	.085	.100 (50° SEAT)	1
BX 2400-550 T	2.400	.3415	5.500	.350	10 X .375	.085	.080	1
BX 2400-573 T 55	2.400	.3415	5.730	.300	12 X .375	.075	.050 (55° SEAT)	1
BX 2400-573 TBL 5/16	2.400	.310	5.730	.300	12 X .375	.075	.050 (55° SEAT)	1
BX 2400-609 T	2.400	.3415	6.090	.300	12 X .438	.060	.060	1
BX 2400-609 TBL 5/16	2.400	.310	6.090	.300 BL	12 X .438	.060	.060	1
BX 2400-665 T	2.400	.3415	6.650	.300	12 X .375	.075	.090	1
BX 2450-665 T	2.450	.3415	6.650	.300	12 X .375	.075	.100	1
BX 2450-665 T 55	2.450	.3415	6.650	.300	12 X .375	.075	.100 (55° SEAT)	1
BX 2450-692 T	2.450	.3415	6.920	.320	12 X .375	.055	.040	1
BX 2500-665 T	2.500	.3415	6.650	.300	12 X .375	.075	.090	1
BX 2520-690 TBL 55	2.520	.3415	6.900	.300 BL	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-690 TBL 5/16	2.520	.3100	6.900	.300 BL	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-692 T 55	2.520	.3415	6.920	.320	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-692 TBL	2.520	.3415	6.920	.300 BL	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-692 TBL 5/16	2.520	.310	6.920	.300 BL	12 X .375	.055	.040 (55° SEAT)	1

DEL WEST TITANIUM VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	VALVE TIP L.	UNDERHEAD ANGLE / RADIUS	MARGIN	SEAT	PER
DW 1600-514 LC	1.600	.3415	5.140	.300	20 X .438	.075	.075	1
DW 2080-514 LC	2.080	.3415	5.140	.300	10 X .375	.075	.075	1
DW 2100-514 LC	2.100	.3415	5.140	.300	10 X .375	.075	.075	1
DW 2125-514 LC	2.125	.3415	5.140	.300	10 X .375	.075	.075	1
DW LC3415	LASH CAPS FOR DEL WEST VALVE							1

DEL WEST VALVES REQUIRE DEL WEST LASH CAPS.

VALVE LOCKS

SUPPLIED BY COMPETITION CAMS, MANLEY, AND PIONEER

PART #	DESCRIPTION	PER
CC 610	10° SPLIT LOCK FOR 5/16 VALVE STEM	1
CC 611	10° SPLIT LOCK FOR 11/32 VALVE STEM	1
CC 612	10° SPLIT LOCK FOR 3/8 VALVE STEM	1
CC 613	10° SPLIT LOCK FOR 11/32 VALVE STEM (WITHOUT RECESS)	1
CC 614	10° +.050 11/32 VALVE LOCK	1
CC 632-16	10° SUPER LOCK 8 mm, 16 PAIR	1
MA 13083	7° SUPER LOCK FOR 11/32 VALVE STEM, 16 PAIR	1
MA 13091-16	7° MACHINED LOCK FOR 11/32 VALVE STEM, 16 PAIR	1
MA 13194T-16	10° TITANIUM LOCK FOR 11/32 VALVE STEM, 16 PAIR	1
MA 130333T-8	7° TITANIUM SUPER LOCK FOR 5/16 VALVE STEM, 8 PAIR	1
MA 13035T-8	7° TITANIUM SUPER BEAD CAPTIVE LOCK FOR 11/32 VALVE STEM, 8 PAIR	1
MA 13151-8	10°, .3110 VALVE BEAD LOCK, 8 PAIR	1
MA 13152-16	10°, +.050, .3110 VALVE BEAD LOCK, 16 PAIR	1
MA 13161-8	10° STEEL BEAD LOCK, 11/32 VALVE STEM, 8 PAIR	1
PI PF-555	7° STAMPED VALVE LOCK	1

VALVE SPRINGS

SUPPLIED BY BULLET CAMS, COMPETITION CAMS, ISKY, GAERTE, K-MOTION, MANLEY, AND PAC

PART #	DESCRIPTION	PER
BT 120121	1.550/ 150 @ 1.950, 365 @ 1.350, COIL BIND @ 1.170	1
CC 26075	1.550/ 225 @ 2.000, 580 @ 1.350, COIL BIND @ 1.160	1
CC 928	1.550/ 158 @ 1.950, 360 @ 1.350, COIL BIND @ 1.130	1
CC 938	1.550/ 165 @ 2.000, 470 @ 1.350, COIL BIND @ 1.200	1
CC 941	1.250/ 130 @ 1.750, 385 @ 1.200, COIL BIND @ 1.100	1
CC 947	1.650/ 340 @ 2.000, 835 @ 1.270, COIL BIND @ 1.130	1
CC 948	1.650/ 330 @ 2.100, 945 @ 1.200, COIL BIND @ 1.100	1
CC 950	1.470/ 145 @ 1.850, 355 @ 1.250, COIL BIND @ 1.200	1
CC 952	1.550/ 205 @ 2.000, 490 @ 1.400, COIL BIND @ 1.150	1
CC 977	1.470/ 115 @ 1.950, 330 @ 1.450, COIL BIND @ 1.100	1
CC 981	1.250/ 100 @ 1.700, 280 @ 1.200, COIL BIND @ 1.150	1
CC 987	1.470/ 130 @ 1.800, 325 @ 1.250, COIL BIND @ 1.150	1
IS 8205	1.550/ 140 @ 1.900, 430 @ 1.250, COIL BIND @ 1.170	1
IS 9365	1.550/ 215 @ 1.950, 550 @ 1.270, COIL BIND @ 1.170	1
IS 9385	1.550/ 245 @ 2.000, 600 @ 1.280, COIL BIND @ 1.180	1
IS 9905	1.540/ 170 @ 1.950, 400 @ 1.450, COIL BIND @ 1.140	1
IS 9965	1.560/ 245 @ 1.950, 585 @ 1.270, COIL BIND @ 1.170	1
IS 9985	1.560/ 245 @ 2.000, 600 @ 1.300, COIL BIND @ 1.200	1
GA 1000	1.550/ 240 @ 1.940, 575 @ 1.240, COIL BIND @ 1.140	1
KM K1000-H	1.625/ 240 @ 2.000, 750 @ 1.150, COIL BIND @ 1.090	1
MA 221424	1.640/ 250 @ 2.050, 745 @ 1.250, COIL BIND @ 1.050	1
MA 221425	1.640/ 320 @ 2.100, 800 @ 1.300, COIL BIND @ 1.160	1
MA 221448	1.650/ 350 @ 2.150, 890 @ 1.350, COIL BIND @ 1.020	1
MA 221449	1.670/ 400 @ 2.175, 967 @ 1.375, COIL BIND @ 1.135	1
PAC 1224	1.640/ 280 @ 2.040, 745 @ 1.240, COIL BIND @ 1.110	1
PAC 1225	1.550/ 250 @ 2.000, 765 @ 1.200, COIL BIND @ 1.150	1
PAC 1325	1.550/ 285 @ 2.050, 820 @ 1.250, COIL BIND @ 1.200	1
PAC 1941	1.550/ 240 @ 1.950, 600 @ 1.240, COIL BIND @ 1.130	1

PARTS

RETAINERS

SUPPLIED BY SCI-TEX TRICK TITANIUM, COMPETITION CAMS, AND MANLEY DESCRIPTION

PART #	PER	DESCRIPTION	PER
BX TR 23650		TITANIUM RETAINER FOR 10° LOCK	1
BX TR 2398 BR		TITANIUM RETAINER FOR 10° LOCK	1
CC 740		STEEL RETAINER 1.430 o.d. FOR 10° LOCK	1
CC 742		STEEL RETAINER 1.250 o.d. FOR 7° LOCK	1
CC 743		STEEL RETAINER 1.430 o.d. FOR 7° LOCK	1
CC 750-16		STEEL RETAINER 1.250 o.d. FOR 10° LOCK (16)	1
CC 752		STEEL RETAINER 1.500 o.d. FOR 10° LOCK	1
MA 2001		TITANIUM RETAINER FOR 10° LOCK AND TRIPLE SPRINGS	1
MA 2398 BR+50		TITANIUM RETAINER FOR 10° LOCK +50	1
MA 2398 BR		TITANIUM RETAINER FOR 10° LOCK	1
MA 23610		STEEL RETAINER 1.290 o.d. FOR 7° LOCK, FITS 8 mm VALVE	1
MA 23640		TITANIUM RETAINER FOR 10° LOCK, FITS MA 221424	1
MA 23650-16		TITANIUM RETAINER FOR 10° LOCK	1
MA 23670		TITANIUM RETAINER FOR SUPER 7° LOCK AND DOUBLE SPRING	1
MA 23708L-16		TITANIUM RETAINER FOR 7° LOCK AND TRIPLE SPRINGS (16 PAIR)	1
TR 752		STEEL RETAINER 1.500 o.d. FOR 10° LOCK	1

GUIDE PLATES

SUPPLIED BY MANLEY, NICKELS PERFORMANCE, BRODIX®, AND COMPETITION CAMS

PART #	DESCRIPTION	PER
MA 42149	BIG BLOCK GUIDE PLATE .437 PUSHROD, 8 CYL SET	1
BR BB GP-3	BIG BLOCK GUIDE PLATE .375 PUSHROD	1
BR 289351	GUIDE PLATE FOR T1 F AND ST 5.0 R HEADS	1
BR 5160	SMALL BLOCK GUIDE PLATE .312 PUSHROD FOR BRODIX 40/60 HEADS	1
CC 4806	BIG BLOCK GUIDE PLATE .375 PUSHROD	1
CC 4808	SMALL BLOCK GUIDE PLATE .312 PUSHROD	1

STUD GIRDLES AND REPLACEMENT PARTS

PART #	DESCRIPTION	PER
BR 1230	BIG BLOCK STUD GIRDLE FOR BB -1, -2, -2X, -3	1
BR 6430	STUD GIRDLE FOR SMALL BLOCK T1 F AND ST 5.0 R	1
BR 6435	STUD GIRDLE FOR STANDARD SMALL BLOCK 23° HEADS	1
BR 6440	STUD GIRDLE FOR .040/.060 SMALL BLOCK BRODIX HEADS	1
BR 6450-1	STUD GIRDLE SET SCREW AND JAM NUT (12 POINT SCREW)	1
BR 6452	SHORT ADJUSTER NUT WITH SET SCREW	1
BR 6455	LONG ADJUSTER NUT WITH SET SCREW	1

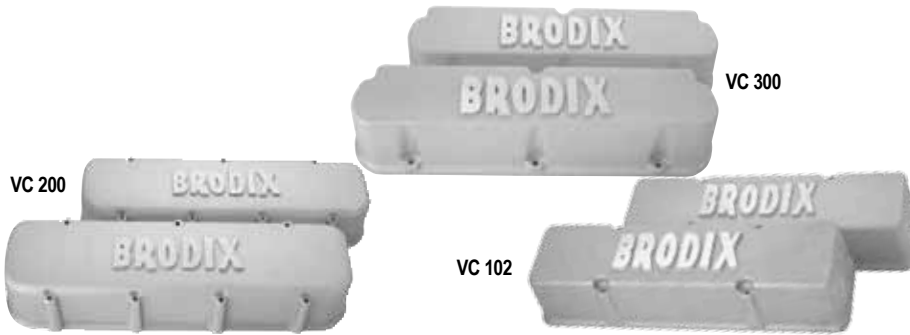
EXHAUST GASKETS

SUPPLIED BY COMETIC, FEL-PRO, AND MONTCO MANUFACTURING DESCRIPTION

PART #	DESCRIPTION	PER
CO C5415	SMALL BLOCK EXHAUST GASKET (STANDARD EXHAUST PATTERN)	1
CO C5417	STREET HEAD EXHAUST GASKET	1
CO C5418	BIG DUKE EXHAUST GASKET	1
CO C5420	BD 2000 EXHAUST GASKET	1
CO C5422	GB 2000 EXHAUST GASKET	1
CO C5424	EXHAUST GASKET FOR WP 12 SP B, WP 247 RI, WP 262 RI	1
CO C5429	BIG BLOCK EXHAUST GASKET	1
FP 1404	23° SMALL BLOCK (1.500 X 1.500) SQUARE	1
FP 1405	23° SMALL BLOCK (1.550 X 1.550) SQUARE	1
FP 1406	23° SMALL BLOCK (1.550 X 1.673) D-SHAPE	1
FP 1407	23° HOOKER AND STAHL COMBO 1.810 DIAMETER	1
FP 1410	ALL BIG BLOCK (1.880 X 1.880) SQUARE	1
FP 1411	ALL BIG BLOCK (1.940 DIAMETER) ROUND	1
FP 1412	ALL BIG BLOCK (2.130 DIAMETER) ROUND	1
FP 1414	B1 EXHAUST GASKET (1.760 X 1.450)	1
FP 1428	BRODIX 5" BORE SPACE EXHAUST GASKET	1
FP 1431	BF 300 EXHAUST GASKET (1.810 DIAMETER)	1
MG 1350	STANDARD EXHAUST PORT GASKET FOR TRACK 1 F HEAD	1
MG 1351	STANDARD EXHAUST PORT GASKET FOR TRACK 1 F HEAD, X EXHAUST PORT	1
MG 1406	SMALL BLOCK STANDARD EXHAUST PORT GASKET	1
MG 1410	BIG BLOCK EXHAUST GASKET	1
MG 1500	11 SPX EXHAUST GASKET (23° HEADS)	1
MG 2005	PB 2005 EXHAUST GASKET	1
MG 52464	SMALL BLOCK SPREAD PORT EXHAUST GASKET	1

VALVE COVERS

PART #	DESCRIPTION	PER
VC 200-63910	BIG BLOCK VALVE COVER SPACERS 1.150 TALL	2
VC 102	BRODIX (TALL) VALVE COVER TO FIT SMALL BLOCK CHEVY	2
BR BR 7 VC P	BR 7 BILLET VALVE COVER (NO LOGO)	2
VC 190	BRODIX VALVE COVER TO FIT BRODIX CANTED VALVE HEADS	2
VC 200	BRODIX (TALL) VALVE COVER TO FIT BIG BLOCK CHEVY	2
VC 300	BRODIX VALVE COVER TO FIT SMALL BLOCK FORD	2
B1 DVC B1	B1 VALVE COVER WITH B1 LOGO TO FIT B1 BS, B1 ORIGINAL, INDY, AND STOCK MOPAR CAST IRON HEADS (CAST IRON HEADS MUST USE BOLTS)	2
BR PB 9000 VC	PB 9000 SERIES VALVE COVERS (LOGO)	2
BR SR 20 VC	SR 20 VALVE COVERS (LOGO)	2
MO 27750	MOROSO DN-9 VALVE COVERS	2
MO 68455	MOROSO PB 2005 / PB 1200 SERIES VALVE COVERS	2
MO 68456	MOROSO BIG DUKE VALVE COVERS	2
MO 68471	MOROSO BILLET BR 7 VALVE COVERS	2
MO 68483	MOROSO SR 20 VALVE COVERS	2
MO 68486	MOROSO SHEET METAL VALVE COVERS TO FIT STANDARD BIG BLOCK	2



VALVE COVER BREATHER KITS

PART #	DESCRIPTION	PER
BR BT	VALVE COVER BREATHER TUBE	1
MG 3001	VALVE COVER BREATHER TUBE GASKET	1
JR CP 142	VALVE COVER BREATHER TUBE FILTER	1

VALVE COVER GASKETS

SUPPLIED BY FEL-PRO, MONTCO MANUFACTURING, AND FLATOUT GROUP

PART #	DESCRIPTION	PER
FP 1603	23° SMALL BLOCK 7/32" CORK-RUBBER	1
FP 1604	23° SMALL BLOCK 5/16" CORK-RUBBER WITH STEEL CORE	1
FP 1630	CORK-LAM 5/16" CORK-RUBBER STEEL CORE BIG BLOCK	1
FP 1634	PRO STOCK VALVE COVER GASKET	1
FP 1644	23° SMALL BLOCK (NOTCHED) 1/4" CORK- RUBBER WITH STEEL CORE	1
FP 1696	BRODIX 5" BORE SPACE VALVE COVER GASKET	1
MG 1000	BRODIX SMALL BLOCK VALVE COVER GASKET	1
MG 1634	BRODIX BIG DUKE VALVE COVER GASKET	1
MG 1654	BRODIX BIG DUKE VALVE COVER GASKET (.120 THICK)	1
MG 1900	BRODIX CANTED VALVE, VALVE COVER GASKET	1
MG 2000	BRODIX BIG BLOCK VALVE COVER GASKET	1
MG 2016	PB 2005 VALVE COVER GASKET	1
MG 2020	BRODIX SR 20 VALVE COVER GASKET	1
MG 3000	BRODIX T1 F AND ST 5.0 SMALL BLOCK VALVE COVER GASKET	1
MG 7000	BRODIX B1 DVC VALVE COVER GASKET	1
MG 9000	PB 9000 VALVE COVER GASKET	1
FG 6108.3	SR 20 VALVE COVER GASKET	1
FG 6111.2	PB 2005 / PB 1200 VALVE COVER GASKET	1
FG 6143.2	DN-9 VALVE COVER GASKET	1

PARTS

HEAD GASKETS

SUPPLIED BY COMETIC AND FEL-PRO DESCRIPTION

PART #	DESCRIPTION	PER
CO C5054S	BIG BLOCK HEAD GASKET 4.630 BORE (.051" THICK)	1
CO C5399	SMALL BLOCK HEAD GASKET 4.030 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5400	SMALL BLOCK HEAD GASKET 4.125 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5401	SMALL BLOCK HEAD GASKET 4.135 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5402	SMALL BLOCK HEAD GASKET 4.160 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5402-5	SMALL BLOCK HEAD GASKET 4.165 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5403	SMALL BLOCK HEAD GASKET 4.200 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5403-054	SMALL BLOCK HEAD GASKET 4.200 BORE 12-23 DEGREE HEADS (.051" THICK)	1
CO C5404	BD 2000 HEAD GASKET 4.030 BORE (.040" THICK)	1
CO C5405	BD 2000 HEAD GASKET 4.125 BORE (.040" THICK)	1
CO C5406	BD 2000 HEAD GASKET 4.135 BORE (.040" THICK)	1
CO C5407	BD 2000 HEAD GASKET 4.160 BORE (.040" THICK)	1
CO C5408	BD 2000 HEAD GASKET 4.200 BORE (.040" THICK)	1
CO C5432	BIG BLOCK HEAD GASKET 4.31 BORE (.040" THICK)	1
CO C5433	BIG BLOCK, BIG DUKE HEAD GASKET 4.57 BORE (.040" THICK)	1
CO C5434	BIG BLOCK, BIG DUKE HEAD GASKET 4.63 BORE (.040" THICK)	1
CO C5491	BIG BLOCK, BIG DUKE HEAD GASKET 4.50 BORE (.040" THICK)	1
CO C5492	BIG BLOCK, BIG DUKE HEAD GASKET 4.60 BORE (.040" THICK)	1
CO C5954	SMALL BLOCK HEAD GASKET 4.060 BORE 12-23 DEGREE HEADS (.040" THICK)	1
FP 1003	SMALL BLOCK HEAD GASKET TO FIT 265, 283, 302, 307, 327, 350, 4.166 BORE	1
FP 1004	SMALL BLOCK HEAD GASKET TO FIT 400 AND MOST ALUMINUM BLOCKS, 4.190 BORE	1
FP 1017	BIG BLOCK HEAD GASKET TO FIT 396-454, 4.540 BORE	1
FP 1027	BIG BLOCK HEAD GASKET TO FIT 396, 402, 427, 454, COPPER RING, 4.370 BORE	1
FP 1034	SMALL BLOCK HEAD GASKET TO FIT 400, CRUSHED SOFT STEEL RING, 4.200 BORE	1
FP 1037	BIG BLOCK HEAD GASKET TO FIT GEN V, 4.370 BORE	1
FP 1045	LOC WIRE HEAD GASKET TO FIT SMALL BLOCK CHEVY, 4.180 BORE	1
FP 1047	BIG BLOCK HEAD GASKET TO FIT GEN V, 4.500 BORE	1
FP 1057	BIG BLOCK 454, 4.630 BORE	1
FP 1077	MLS HEAD GASKET 4.630 BORE (.040" THICK)	1
FP 1093	PRO STOCK GASKET (.053" THICK)	1
FP 17048	BIG BLOCK, MARINE GASKET, 4.500 BORE	1
FP 17049	BIG BLOCK, MARINE GASKET, 4.630 BORE	1
FP 26465-041	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.700 BORE (.041" THICK)	1
FP 26465-053	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.700 BORE (.053" THICK)	1
FP 26466-041	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.745 BORE (.041" THICK)	1
FP 26466-053	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.745 BORE (.053" THICK)	1
FP 26467-041	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.795 BORE (.041" THICK)	1
FP 26467-053	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.795 BORE (.053" THICK)	1

THERMOSTAT GASKETS

SUPPLIED BY FEL-PRO DESCRIPTION

PART #	DESCRIPTION	PER
FP 2202	O-RING THERMOSTAT WATER HOUSING GASKET, MOLDED RUBBER	1

INTAKE GASKETS

SUPPLIED BY COMETIC, MONTCO MANUFACTURING, FEL-PRO, AND FLATOUT GROUP DESCRIPTION

PART #	DESCRIPTION	PER
CG 1002	BRODIX 23° SMALL BLOCK (1.390 X 2.390)	1
CG 1003	BRODIX 23° SMALL BLOCK STREET GASKET FITS HP 1 MANIFOLD	1
CG 1902	BIG PORT CANTED VALVE INTAKE GASKET (1.670 X 2.140)	1
CO C3250	18X INTAKE GASKET	1
CO C5414	SMALL BLOCK INTAKE GASKET .060" THICK, T1, -8, -10, -11X HEADS	1
CO C5416	STREET HEAD INTAKE GASKET	1
CO C5419	BIG DUKE INTAKE GASKET	1
CO C5421	BD 2000 INTAKE GASKET .060" THICK	1
CO C5423	GB 2000 INTAKE GASKET .060" THICK	1
CO C5425	WP 12 SP B INTAKE GASKET	1
CO C5426	WP 247 RI INTAKE GASKET	1
CO C5427	WP 262 RI INTAKE GASKET	1

INTAKE GASKETS

PARTS

PART #	DESCRIPTION	PER
CO C5428	BIG BLOCK INTAKE GASKET RECTANGLE PORT (.060" THICK)	1
CO C5430	BIG BLOCK OVAL PORT INTAKE GASKET	1
CO C5436	BIG BLOCK INTAKE GASKET (CNC RECTANGLE PORT)	1
MG 1202	BRODIX 12° MAN EATER INTAKE GASKET (.060" THICK)	1
MG 1206	SMALL BLOCK INTAKE GASKET	1
MG 1211	RACE-RITE BB-R INTAKE GASKET (WITH UPPER BOLT HOLE)	1
MG 1212-30	BRODIX 12X12 .030 UNDER INTAKE GASKET (1.380 X 2.300)	1
MG 1212-30/90	BRODIX 12X12 .030 UNDER INTAKE GASKET (1.380 X 2.300), .090" THICK	1
MG 1215	BRODIX SMALL BLOCK INTAKE GASKET FOR LM 12 (.060" THICK)	1
MG 1229	BRODIX SMALL BLOCK HEAD HUNTER INTAKE GASKET (OVAL PORT)	1
MG 1234	BRODIX SMALL BLOCK HEAD HUNTER RO INTAKE GASKET	1
MG 1550	BRODIX SMALL BLOCK INTAKE GASKET FOR WP 15 (1.380 X 2.210)	1
MG 1600	SMALL BLOCK 16° INTAKE GASKET (1.370 X 2.210)	1
MG 1800	BRODIX SMALL BLOCK 18° INTAKE GASKET WITH 10° INTAKE FACE (1.400 X 2.280)	1
MG 1801	BRODIX SMALL BLOCK 18 C INTAKE GASKET	1
MG 1901	CANTED VALVE SMALL PORT INTAKE GASKET	1
MG 2001	BRODIX BIG BLOCK (1.800 X 2.480) BLOCKED HEAT RISER	1
MG 2002	BIG BLOCK TALL DECK GASKET (1.800 X 2.480) .100" THICK	1
MG 2003	EB 650 INTAKE GASKET, TRIM TO FIT	1
MG 2006	BB-3 XTRA O INTAKE GASKET (.100" THICK)	1
MG 2009	RACE RITE BB-3 XTRA O INTAKE GASKET	1
MG 2010	BRODIX BIG DUKE INTAKE GASKET (1.800 X 2.400)	1
MG 2011	BRODIX BIG DUKE INTAKE GASKET (1.800 X 2.400), .120" THICK	1
MG 2012	BIG DUKE 16° INTAKE GASKET	1
MG 2013	BRODIX BIG DUKE OVAL PORT INTAKE GASKET	1
MG 2015	PB 2005 INTAKE GASKET	1
MG 2015-.120	PB 2005 INTAKE GASKET (.120" THICK)	1
MG 2021	BRODIX SR 20 INTAKE GASKET	1
MG 2021-.120	BRODIX SR 20 INTAKE GASKET (.120" THICK)	1
MG 2040	PB 1204 INTAKE GASKET	1
MG 2040-.120	PB 1204 INTAKE GASKET (.120" THICK)	1
MG 2050	BRODIX CNC PORTED BB 3 XTRA 0 332 cc INTAKE GASKET	1
MG 2104	BB-3 XTRA O INTAKE GASKET	1
MG 2150	BRODIX CNC PORTED BB 3 XTRA 0 365 cc INTAKE GASKET	1
MG 2177	BRODIX HEAD HUNTER INTAKE GASKET	1
MG 2177-.120	BRODIX HEAD HUNTER 383 cc INTAKE GASKET (.120" THICK)	1
MG 2200	GB 2000 (286 cc) INTAKE GASKET	1
MG 2201	WP GB 2200 (282 cc) INTAKE GASKET	1
MG 2400	GB 2400 INTAKE GASKET	1
MG 9001	PB 9000 / DN-9 INTAKE GASKET	1
FP 1204	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.230 X 1.990) NO HEAT RISER	1
FP 1205	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.280 X 2.090) INTAKE	1
FP 1206	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.340 X 2.210) INTAKE	1
FP 1207	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.380 X 2.280) INTAKE	1
FP 1209	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.380 X 2.380) INTAKE	1
FP 1210	BIG BLOCK GASKET FOR USE WITH CHEVY (1.820 X 2.050) BLOCKED HEAT RISER	1
FP 1211	BIG BLOCK GASKET FOR USE WITH CHEVY (1.820 X 2.540) RECTANGLE PORT	1
FP 1212	BIG BLOCK GASKET FOR USE WITH CHEVY (1.820 X 2.050) OVAL PORT WITH HEAT RISER	1
FP 1212 R	BIG BLOCK OVAL PORT GASKET SET, .090" THICK	1
FP 1223-1	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.030" THICK)	1
FP 1223-2	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.045" THICK)	1
FP 1223-3	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.061" THICK)	1
FP 1223-4	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.090" THICK)	1
FP 1223-5	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.120" THICK)	1
FP 1244	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.250 X 1.900 TO 1.400 X 2.300)	1
FP 1245	SMALL BLOCK 23° GASKET (1.250 X 1.900 TO 1.400 X 2.400) .125" THICK	1
FP 1252-3	BIG BLOCK RECTANGLE PORT GASKET SET WITH PRINT-O-SEAL (1.800 X 2.475)	1
FP 1262	SMALL BLOCK INTAKE GASKET SET FOR USE WITH FORD	1
FP 1263	SMALL BLOCK GASKET TO FIT CHEVY (1.310 X 2.020) RAISED RUNNER HEADS	1
FP 1265	BRODIX BF 300 GASKET(1.350 X 2.200)	1
FP 1266	SMALL BLOCK GASKET TO FIT CHEVY (1.340 X 2.210) .125" THICK	1
FP 1276	B1 ORIGINAL INTAKE GASKET	1
FP 1281-5	BIG BLOCK HEAD HUNTER INTAKE GASKET (.120" THICK)	1
FP 1282	18° SMALL BLOCK GASKET (1.250 X 2.150) RAISED INTAKE	1
FP 1298	BIG BLOCK GASKET, BRODIX BIG DUKE (1.860 X 2.460)	1
FP 89271	CV SP 330 GASKET WITH PRINT-O-SEAL (1.670 X 2.140)	1
FG 8275	SR 20 INTAKE GASKET	1
FG 8413	PB 2005 / PB 1200 INTAKE GASKET	1
FG 8414	DN-9 INTAKE GASKET	1

VALVE SEATS

PART #	DESCRIPTION	PER
DB P 1.650 3/8	1.650 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (POWDER METAL)	1
P 1.650	1.650 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.650 3/8 LID	1.650 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.650 3/8 LID A45	1.650 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.650 A45	1.650 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.650 D	1.650 SPECIAL DIAMOND SEAT (DUCTILE IRON)	1
P 1.650 X .400	1.650 o.d./ 1.345 i.d./ .400 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.650 X .400 A45	1.650 o.d./ 1.345 i.d./ .400 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.660	1.660 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.660 X .450	1.660 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.660 X .450 A45	1.660 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.670	1.670 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.670 A45	1.670 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.670 X .450	1.670 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.670 X .450 A45	1.670 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.680	1.680 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.680 A45	1.680 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.680 X .450	1.680 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.680 X .450 A45	1.680 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.690	1.690 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.690 A45	1.690 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.700	1.700 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.700 A45	1.700 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.700 X .450 A45	1.700 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.720	1.720 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.720 A45	1.720 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.720 X .450 A45	1.720 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.720 X .450	1.720 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.800	1.800 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.800 A45	1.800 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.820 3/8	1.820 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.8315 3/8	BRODIX BF300 - 301 EXHAUST SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.834	1.834 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (DUCTILE IRON)	1
P 1.834 A45	1.834 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (AMPCO)	1
P 1.844	1.844 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (DUCTILE IRON)	1
P 1.854	1.854 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (DUCTILE IRON)	1
P 1.900 X .450	1.900 o.d./ 1.620 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 1.900 X .450 A45	1.900 o.d./ 1.620 i.d./ .450 DEEP BIG BLOCK SEAT (AMPCO)	1
P 1.920 X .450 A45	1.920 o.d./ 1.625 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.920 EB	1.920 o.d./ 1.600 i.d./ .425 DEEP EB SEAT (DUCTILE IRON)	1
P 1.960	1.960 o.d./ 1.625 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.960 A45	1.960 o.d./ 1.625 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.960 3/8 LID	1.960 o.d./ 1.655 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.960 3/8 LID A45	1.960 o.d./ 1.655 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.960 EB	1.960 o.d./ 1.645 i.d./ .425 DEEP EB SEAT (DUCTILE IRON)	1
P 1.960 X .450	1.960 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.960 X .450 A45	1.960 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.9615 X .450 A45	1.9615 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.970 3/8 LID A45	1.970 o.d./ 1.650 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.980	1.980 o.d./ 1.625 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.980 X .450 A45	1.980 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.006	2.006 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.006 3/8 A45	2.006 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.006 3/8 LID	2.006 o.d./ 1.655 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
DB P 2.006 3/8 LIDO	2.006 o.d./ 1.675 i.d./ .375 DEEP BIG BLOCK SEAT (POWDER METAL)	1
P 2.006 3/8 LIDO	2.006 o.d./ 1.675 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.006 3/8 LID A45	2.006 o.d./ 1.655 i.d./ .375 BIG BLOCK SEAT (AMPCO)	1
P 2.016	2.016 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1

VALVE SEATS

PARTS

PART #	DESCRIPTION	PER
P 2.026	2.026 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.030 X .450 A45	2.030 o.d./ 1.625 i.d./ .450 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.046	2.046 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.079 5/16	2.079 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 3/8	2.131 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
DB P 2.131 5/16	2.131 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (POWDER METAL)	1
P 2.131 5/16	2.131 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 5/16 F	2.131 o.d./ 1.730 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 5/16 LID	2.131 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 5/16 LID A45	2.131 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.141 5/16	2.141 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.151 5/16	2.151 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.170 5/16	2.170 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.190 5/16	2.190 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.200 3/8	2.200 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.200 5/16	2.200 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.200 5/16 A45	2.200 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.200 5/16 LID	2.200 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.210 3/8	2.210 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.220 3/8	2.220 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.230 3/8	2.230 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.230 3/8 A45	2.230 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.231 3/8	2.231 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 3/8 A45	2.250 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.250 3/8	2.250 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 3/8 LID	2.250 o.d./ 1.920 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16	2.250 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16 A45	2.250 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.250 5/16 D	2.250 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16 LID	2.250 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16 LIDX	2.250 o.d./ 1.880 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 X .400	2.250 o.d./ 1.810 i.d./ .400 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 X .400 A45	2.250 o.d./ 1.810 i.d./ .400 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.260 3/8	2.260 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.260 5/16	2.260 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.260 X .400	2.260 o.d./ 1.810 i.d./ .400 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.270 3/8	2.270 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.270 3/8 A45	2.270 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.270 5/16	2.270 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.270 5/16 A45	2.270 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.280 3/8	2.280 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.280 3/8 A45	2.280 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.280 5/16	2.280 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.280 5/16 A45	2.280 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.290 3/8	2.290 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.290 5/16	2.290 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.290 5/16 SID A45	2.290 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.300 3/8	2.300 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.300 3/8 A45	2.300 o.d./ 1.810 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.300 5/16	2.300 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.310 5/16	2.310 o.d./ 1.810 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
DB P 2.350 3/8	2.350 o.d./ 1.940 i.d./ .375 DEEP BIG BLOCK SEAT (POWDER METAL)	1
P 2.350 3/8	2.350 o.d./ 1.940 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.350 3/8 A45	2.350 o.d./ 1.940 i.d./ .375 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.350 3/8 BP	2.350 o.d./ 2.000 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.350 3/8 LID	2.350 o.d./ 2.005 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.360 3/8	2.360 o.d./ 1.940 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.370 3/8	2.370 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.390 3/8	2.390 o.d./ 1.940 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.400 3/8	2.400 o.d./ 1.970 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.435 EB	2.435 o.d./ 2.050 i.d./ .425 EB SEAT (DUCTILE IRON)	1
P 2.460 3/8	2.460 o.d./ 2.000 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 3/8 LID	2.460 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 3/8 LIDX	2.460 o.d./ 2.100 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 3/8 LID A45	2.460 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.460 X .400	2.460 o.d./ 1.810 i.d./ .400 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 X .450	2.460 o.d./ 2.000 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.460 X .450 A45	2.460 o.d./ 2.000 i.d./ .450 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.480 3/8	2.480 o.d./ 2.000 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.485 EB	2.485 o.d./ 2.100 i.d./ .425 EB SEAT (DUCTILE IRON)	1

VALVE SEATS

PART #	DESCRIPTION	PER
P 2.500 3/8	2.500 o.d./ 1.940 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.500 3/8 LID A45	2.500 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.500 X .450 A45	2.500 o.d./ 1.940 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.500 X .450 LID	2.500 o.d./ 2.040 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.510 3/8 LID A45	2.510 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.520 3/8	2.520 o.d./ 2.000 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.560 3/8	2.560 o.d./ 2.165 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.560 EB	2.560 o.d./ 2.160 i.d./ .425 EB SEAT (DUCTILE IRON)	1
P 2.565	2.565 o.d./ 2.000 i.d./ .400 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.560 X .450	2.560 o.d./ 1.960 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.580 X .450	2.580 o.d./ 2.250 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.580 X .450 A45	2.580 o.d./ 2.250 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.5815 X .450 A45	2.5815 o.d./ 2.250 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.600 3/8	2.600 o.d./ 1.940 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.600 3/8 LID A45	2.600 o.d./ 2.140 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.600 X .450 A45	2.600 o.d./ 1.940 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.610 3/8	2.610 o.d./ 1.950 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.610 X .450 A45	2.610 o.d./ 1.950 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.640 X .500 A45	2.640 o.d./ 2.250 i.d./ .500 DEEP PRO STOCK SEAT (AMPCO)	1

VALVE GUIDES || BIG BLOCK

PART #	DESCRIPTION	PER
BG .502 11/32 SSAR	SILICON .502 o.d./ 3.150 LONG, SONNY'S 14.5	1
BG .502 11/32 SSARL	SILICON .502 o.d./ 3.500 LONG, SONNY'S 14.5	1
BG .502 5/16 SSAR	SILICON .502 o.d./ 309 i.d./ 3.150 LONG	1
BG .502 5/16 SSARL	SILICON .502 o.d./ 3.500 LONG, SONNY'S 14.5	1
BG .545 11/32 CI	CAST IRON .545 o.d./ .342 i.d./ 2.420 LONG	1
BG .545 11/32 NLE	NICKEL .545 o.d./ .342 i.d./ 2.875 LONG	1
BG .545 11/32 SS	SOFT STEEL .545 o.d./ .342 i.d./ 2.420 LONG	1
BG .545 11/32 SSAR	SILICON .545 o.d./ 3.150 LONG, SONNY'S 14.5	1
BG .545 11/32 SSARL	SILICON .545 o.d./ 3.500 LONG, SONNY'S 14.5	1
BG .545 3/8 CI	CAST IRON .545 o.d./ .372 i.d./ 2.420 LONG	1
BG .545 3/8 SS	SOFT STEEL .545 o.d./ .372 i.d./ 2.420 LONG	1
BG .545 5/16 PLI	PHOSPHOROUS .545 o.d./ .309 i.d./ 3.000 LONG	1
BG .555 11/32 P	PHOSPHOROUS .555 o.d./ .342 i.d./ 2.420 LONG	1
BG .555 3/8 P	PHOSPHOROUS .555 o.d./ .372 i.d./ 2.420 LONG	1
BG .565 11/32 SS	SOFT STEEL .565 o.d./ .342 i.d./ 2.420 LONG	1
BG .745 11/32 CI	CAST IRON .745 o.d./ .342 i.d./ 2.420 LONG (BLANK)	1
BG .745 11/32 N	NICKEL .745 o.d./ .342 i.d./ 2.420 LONG (BLANK)	1
BG .745 11/32 SS	SOFT STEEL .745 o.d./ .342 i.d./ 2.420 LONG (BLANK)	1
BG .745 3/8 CI	CAST IRON .745 o.d./ .372 i.d./ 2.420 LONG (BLANK)	1
BG .745 3/8 NL	NICKEL .745 o.d./ .372 i.d./ 2.937 LONG (BLANK)	1
BG .745 3/8 SS	SOFT STEEL .745 o.d./ .372 i.d./ 2.420 LONG (BLANK)	1
BH .502 11/32 P	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.420 LONG	1
BH .502 11/32 PCFE	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.375 LONG, .500 TOP	1
BH .502 11/32 PL	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.675 LONG TAPERED NOSE	1
BH .502 5/16 PCFE	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.375 LONG, .500 TOP	1
BH .502 5/16 PL	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.675 LONG TAPERED NOSE	1
BH .545 11/32 M	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG	1
BH .545 11/32 P	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG	1
BH .545 11/32 PL	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.680 LONG	1
BH .545 11/32 PLE	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.875 LONG	1
BH .545 11/32 PLI	PHOSPHOROUS .545 o.d./ .340 i.d./ 3.000 LONG	1
BH .545 11/32 PN	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.375 LONG, TAPERED NOSE	1
BH .545 11/32 PSA5	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG, .500 TOP	1
BH .545 11/32 PSR	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.675 LONG (SR 20)	1
BH .545 11/32 PWIL	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG	1
BH .545 11/32 3X PE	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 11/32 3X PI	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 3/8 P	PHOSPHOROUS .545 o.d./ .372 i.d./ 2.375 LONG	1
BH .545 3/8 PSA5	PHOSPHOROUS .545 o.d./ .372 i.d./ 2.375 LONG, .500 TOP	1
BH .545 5/16 P	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.420 LONG	1

VALVE GUIDES || BIG BLOCK

PARTS

PART #	DESCRIPTION	PER
BH .545 5/16 PL	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.675 LONG	1
BH .545 5/16 PLE	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.875 LONG	1
BH .545 5/16 PLI	PHOSPHOROUS .545 o.d./ .309 i.d./ 3.000 LONG	1
BH .545 5/16 PSR	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.675 LONG (SR 20)	1
BH .545 5/16 3X PE	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 5/16 3X PI	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 5/16 PSR	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.675 LONG, SR 20	1
BH .547 11/32 P	PHOSPHOROUS .547 o.d./ .340 i.d./ 2.375 LONG	1
BH .565 11/32 P	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.420 LONG	1
BH .565 11/32 PL	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.675 LONG	1
BH .565 11/32 PLE	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.875 LONG	1
BH .565 11/32 PLI	PHOSPHOROUS .565 o.d./ .340 i.d./ 3.000 LONG	1
BH .565 5/16 P	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.375 LONG	1
BH .565 5/16 PL	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.675 LONG	1
BH .565 5/16 PLE	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.875 LONG	1
BH .565 5/16 PLI	PHOSPHOROUS .565 o.d./ .309 i.d./ 3.000 LONG	1
BH .565 11/32 3X PE	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .565 11/32 3X PI	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .580 11/32 PLI	PHOSPHOROUS .580 o.d./ .340 i.d./ 3.000 LONG	1
BH .603 11/32 P	PHOSPHOROUS .603 o.d./ .340 i.d./ 2.375 LONG	1
BH .603 11/32 PLE	PHOSPHOROUS .603 o.d./ .340 i.d./ 2.875 LONG	1
BH .603 11/32 PLI	PHOSPHOROUS .603 o.d./ .340 i.d./ 3.000 LONG	1
BH CIR 11/32 PE	CAST IRON REPLACEMENT EXHAUST	1
BH CIR 11/32 PI	CAST IRON REPLACEMENT INTAKE	1
BH CIR 3/8 PE	CAST IRON REPLACEMENT EXHAUST	1
BH CIR 3/8 PI	CAST IRON REPLACEMENT INTAKE	1
BHC .502 3/8 M	MANGANESE .502 o.d./ .372 i.d./ 2.375 LONG	1
BHC .545 11/32 CIL	CAST IRON WITH LINER .545 o.d./ .340 i.d./ 2.375 LONG	1
BHC .545 11/32 3X ME	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BHC .545 11/32 3X MI	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1

CHRISTY PERKINSON

DRIVER: RANDY PERKINSON



ENGINE BUILDER: PAR RACING ENGINES - SCOTT DUGGINS

VALVE GUIDES // SMALL BLOCK

PART #	DESCRIPTION	PER
SG .502 5/16 O	NICKEL .502 o.d./ .309 i.d./ 2.000 LONG, NON-SERRATED, TAPERED NOSE	1
SG .504 5/16 N	NICKEL .504 o.d./ .309 i.d./ 2.000 LONG	1
SG .504 5/16 NO	NICKEL .504 o.d./ .309 i.d./ 2.000 LONG, TAPERED NOSE	1
SG .545 11/32 CI	CAST IRON .545 o.d./ .341 i.d./ 2.000 LONG	1
SG .545 11/32 CIP	CAST IRON .545 o.d./ .341 i.d./ 2.000 LONG, PRECISION	1
SG .545 11/32 NO	NICKEL .545 o.d./ .340 i.d./ 2.000 LONG, TAPERED NOSE	1
SG .545 3/8 CI	CAST IRON .545 o.d./ .372 i.d./ 2.000 LONG	1
SG .545 5/16 N	NICKEL .545 o.d./ .309 i.d./ 2.000 LONG	1
SG .547 11/32 N	NICKEL .547 o.d./ .342 i.d./ 2.000 LONG	1
SG .555 11/32 N	NICKEL .555 o.d./ .342 i.d./ 2.000 LONG	1
SG .565 11/32 CI	CAST IRON .565 o.d./ .341 i.d./ 2.000 LONG	1
SG .565 5/16 N	NICKEL .565 o.d./ .309 i.d./ 2.000 LONG	1
SG .603 11/32 NL	NICKEL .603 o.d./ .342 i.d./ 2.000 LONG	1
SG .620 11/32 N	NICKEL .620 o.d./ .342 i.d./ 2.000 LONG	1
SG .620 11/32 NO	NICKEL .620 o.d./ .342 i.d./ 2.000 LONG, TAPERED NOSE	1
SG .745 11/32 N	NICKEL .745 o.d./ .342 i.d./ 2.000 LONG	1
SH .502 11/32 P	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.000 LONG	1
SH .502 11/32 PL	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.250 LONG	1
SH .502 5/16 P	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.000 LONG	1
SH .502 5/16 P7	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.000 LONG	1
SH .502 5/16 P7 BS	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.150 LONG	1
SH .504 11/32 P	PHOSPHOROUS .504 o.d./ .340 i.d./ 2.000 LONG	1
SH .545 11/32 P	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.000 LONG	1
SH .545 11/32 PL	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.250 LONG	1
SH .545 11/32 PLWBMC	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.250 LONG	1
SH .545 11/32 PWBMC	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.145 LONG	1
SH .545 5/16 P	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.000 LONG	1
SH .545 5/16 PL	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.250 LONG	1
SH .545 5/16 P7	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.000 LONG (BR 7)	1
SH .547 11/32 MG	MANGANESE .545 o.d./ .340 i.d./ 2.075 LONG	1
SH .547 11/32 MGL	MANGANESE .547 o.d./ .340 i.d./ 2.325 LONG	1
SH .547 11/32 P	PHOSPHOROUS .547 o.d./ .340 i.d./ 2.000 LONG	1
SH .547 11/32 PL	PHOSPHOROUS .547 o.d./ .340 i.d./ 2.250 LONG	1
SH .547 5/16 P	PHOSPHOROUS .547 o.d./ .309 i.d./ 2.000 LONG	1
SH .565 11/32 MGL	MANGANESE .565 o.d./ .340 i.d./ 2.325 LONG	1
SH .565 11/32 P	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.000 LONG	1
SH .565 11/32 PL	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.250 LONG	1
SH .565 11/32 PLO	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.250 LONG, OLD NOSE	1
SH .565 11/32 PWIL	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.250 LONG	1
SH .565 11/32 SCR	SILICON .565 o.d./ .340 i.d./ 2.075 LONG, ROUND NOSE	1
SH .565 5/16 MG	MANGANESE .565 o.d./ .309 i.d./ 2.075 LONG	1
SH .565 5/16 MGL	MANGANESE .565 o.d./ .309 i.d./ 2.325 LONG	1



STREET OUTLAWS

VALVE GUIDES // SMALL BLOCK

PARTS

PART #	DESCRIPTION	PER
SH .565 5/16 P	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.000 LONG	1
SH .580 11/32 P	PHOSPHOROUS .580 o.d./ .340 i.d./ 2.000 LONG	1
SH .580 11/32 PL	PHOSPHOROUS .580 o.d./ .340 i.d./ 2.250 LONG	1
SH .580 11/32 PW	PHOSPHOROUS .580 o.d./ .340 i.d./ 2.000 LONG	1
SH .603 11/32 P	PHOSPHOROUS .603 o.d./ .340 i.d./ 2.000 LONG	1
SH .625 11/32 P	PHOSPHOROUS .625 o.d./ .340 i.d./ 2.000 LONG	1
SHC .455 X 7MM	MANGANESE .455 o.d./ 7 mm i.d./ 1.970 LONG	1
SHC .502 11/32 ML	MANGANESE .502 o.d./ .340 i.d./ 2.250 LONG	1
SHC .502 5/16 AKM	MANGANESE .502 o.d./ .309 i.d./ 2.350 LONG	1
SHC .502 5/16 AKML	MANGANESE .502 o.d./ .308 i.d./ 2.750 LONG	1
SHC .502 5/16 AKMW	MANGANESE .502 o.d./ .308 i.d./ 2.500 LONG	1
SHC .502 5/16 MGL	MANGANESE .502 o.d./ .308 i.d./ 2.325 LONG	1
SHC .502 5/16 ML	MANGANESE .502 o.d./ .309 i.d./ 2.250 LONG	1
SHC .502 7MM MGXL	MANGANESE .502 o.d./ 7 mm i.d./ 2.575 LONG	1
SHC .502 8MM M7	MANGANESE .502 o.d./ 8 mm i.d./ 2.050 LONG	1
SHC .502 8MM ML7	MANGANESE .502 o.d./ 8 mm i.d./ 2.250 LONG	1
SHC .545 11/32 CIL	CAST IRON WITH LINER .545 o.d./ .340 i.d./ 2.000 LONG	1
SHC .545 11/32 M	MANGANESE .545 o.d./ .340 i.d./ 2.000 LONG	1
SHC .545 11/32 MG	MANGANESE .545 o.d./ .3385 i.d./ 2.075 LONG	1
SHC .545 11/32 ML	MANGANESE .545 o.d./ .340 i.d./ 2.250 LONG	1
SHC .545 11/32 MGIL	MANGANESE .545 o.d./ .3385 i.d./ 2.325 LONG, TAPERED	1
SHC .545 11/32 MGL	MANGANESE .545 o.d./ .340 i.d./ 2.325 LONG	1
SHC .545 11/32 MGXL	MANGANESE .545 o.d./ .340 i.d./ 2.575 LONG	1
SHC .545 11/32 MBL	MANGANESE .545 o.d./ .340 i.d./ 2.600 LONG	1
SHC .545 5/16 M	MANGANESE .545 o.d./ .309 i.d./ 2.000 LONG	1
SHC .545 5/16 MG	MANGANESE .545 o.d./ .308 i.d./ 2.075 LONG	1
SHC .545 5/16 MGIL	MANGANESE .545 o.d./ .308 i.d./ 2.325 LONG, TAPERED	1
SHC .545 5/16 MGL	MANGANESE .545 o.d./ .308 i.d./ 2.325 LONG	1
SHC .545 5/16 ML	MANGANESE .545 o.d./ .308 i.d./ 2.250 LONG	1
SHC .545 5/16 MGXL	MANGANESE .545 o.d./ .308 i.d./ 2.575 LONG	1
SHC .545 5/16 MBL	MANGANESE .545 o.d./ .309 i.d./ 2.600 LONG	1
SHC .545 7MM MGL	MANGANESE .545 o.d./ 7 mm i.d./ 2.325 LONG	1
SHC .545 7MM MGXL	MANGANESE .545 o.d./ 7 mm i.d./ 2.575 LONG	1
SHC .547 11/32 M	MANGANESE .547 o.d./ .340 i.d./ 2.000 LONG	1
SHC .547 11/32 MGL	MANGANESE .547 o.d./ .340 i.d./ 2.325 LONG	1
SHC .547 5/16 M	MANGANESE .547 o.d./ .308 i.d./ 2.000 LONG	1
SHC .547 5/16 MGL	MANGANESE .547 o.d./ .308 i.d./ 2.325 LONG	1
SHC .565 11/32 M	MANGANESE .565 o.d./ .340 i.d./ 2.000 LONG	1
SHC .565 11/32 MG	MANGANESE .565 o.d./ .3385 i.d./ 2.075 LONG	1
SHC .565 11/32 MGL	MANGANESE .565 o.d./ .340 i.d./ 2.325 LONG	1
SHC .565 11/32 ML	MANGANESE .565 o.d./ .340 i.d./ 2.250 LONG	1
SHC .565 5/16 M	MANGANESE .565 o.d./ .308 i.d./ 2.000 LONG	1
SHC .565 5/16 MG	MANGANESE .565 o.d./ .308 i.d./ 2.075 LONG	1
SHC .565 5/16 MGL	MANGANESE .565 o.d./ .308 i.d./ 2.325 LONG	1
SHC .565 5/16 MGXL	MANGANESE .565 o.d./ .310 i.d./ 2.575 LONG	1
SHC .565 7MM MG	MANGANESE .565 o.d./ 7 mm i.d./ 2.075 LONG	1
SHC .565 7MM MGL	MANGANESE .565 o.d./ 7 mm i.d./ 2.325 LONG	1

TODD COONEY



ACCOMPLISHMENTS:

- 3-TIME IMCA SUPER NATIONALS LATE MODEL CHAMPION

PRODUCTS: BRODIX IMCA SPEC HEADS

ENGINE BUILDER: KEVIN STOA ENGINEERING

STANDARD SEAT & GUIDE APPLICATION CHART

HEAD	INTAKE SEAT PIN	i.d.	EXHAUST SEAT PIN	i.d.	INTAKE VALVE GUIDE	EXHAUST VALVE GUIDE
BR 7, STS BR 7, STS BR 7 273, BR 3, BP BR 3	P 2.300 3/8	1.812	P 1.680 3/8	1.345	SH 502 5/16 M7	SH 502 5/16 M7
STS BR 7 BS 273	P 2.300 3/8	1.812	P 1.680 3/8	1.345	SH 502 5/16 ML7	SH 502 5/16 ML7
BP BR 7 BS 285, BP BR 7 BS 300	P 2.300 3/8	1.812	P 1.680 3/8 A45	1.345	SH 502 5/16 ML7	SH 502 5/16 ML7
BR 7-3	P 2.250 3/8	1.812	P 1.650 3/8	1.345	SH 502 5/16 ML7	SH 502 5/16 ML7
-8,-10	P 2.200 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
-8,-10 PKG	P 2.200 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 P
-8 RI,-10 RI,-11 RI	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
-10X,-11X,-11,T1 STD X, STS T1 233, STS T1 245, BP HH SB O 229, BP HH SB RO 225/234	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
-10X,-11X,-11 PKG, 11 X ASCS, 11 X SUPR	P 2.250 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 P
BP 11 SP X, -10X RI, -12, -18	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
-12, -18 MINOR AND COMP. PORT	P 2.250 5/16 LID	1.842	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 PL
-18 SP X	P 2.250 5/16 LIDX	1.900	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
12 X 12	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
BP 13 STD	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SH 545 11/32 PL WBMC	SH 545 11/32 PL WBMC
FF 10 STD, WP FF 13 STD, WP BD 4510	P 2.350 3/8	1.960	P 1.680 X 450	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
12 X 12 RP	P 2.250 3/8	1.812	P 1.670 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
WP LM 12 STD	P 2.280 3/8	1.812	P 1.670 3/8	1.345		
CV SP	P 2.270 3/8	1.812	P 1.650 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
CV SP MINOR AND COMP. PORT	P 2.270 3/8	1.812	P 1.650 3/8 LID	1.385	BH 545 11/32 P	BH 545 11/32 P
ST STD -1	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
T1 STD BARE, RR 180, RR 200	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
T1 STD PKG, SP CH, T1 FX, SP FO, SP MO	P 2.131 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 P
IK 180, 200 BARE, PKG, BP IK 210	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
STS T1 215, STS T1 227, DS 225	P 2.200 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
-10X WT	P 2.250 3/8	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MG
-12 B WT, -12 P WT	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
-15 SP, -15 STD, -16 STD	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
-18 SP WT	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
-18 SP C, -18 SP C WT	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SHC 545 11/32 MG	SHC 545 11/32 MG
BD 1000, WP BD 1000	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
BD 1010, WP BD 1010	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BD 2000, 2001, WP BD 2000, 2001	P 2.270 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BD 2300	P 2.280 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BP AK 270, BP AK 275, BP AK 285	P 2.270 5/16	1.812	P 1.650 3/8	1.345	SHC 502 5/16 AKML	SHC 502 5/16 AKM
GB 2000, 2001, 2002, 2003, 2100, 2200	P 2.250 5/16	1.812	P 1.650 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
GB 2300	P 2.270 5/16	1.812	P 1.650 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
GB 2400	P 2.280 3/8	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MBL	SHC 545 11/32 MBL
WP GB 2000, 2001, 2002, 2003, 2100, 2300	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
WP DR 1213	P 2.300 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BB-1, -2, -2 PLUS, BP RR BB-2 PLUS, RR BB-2 X, RR BB-2 XTRA, BP RR BB-2XTRA	P 2.350 3/8	1.960	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
RR BB-O, RR BB-R	DBP 2.350 3/8	1.960	DBP 2.006 3/8 LIDO	1.675	BH 545 11/32 P	BH 545 11/32 P
STS BB-1, -2	P 2.350 3/8	1.960	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BP BB-2 PLUS, RR BB-2 PLUS	P 2.350 3/8	1.960	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BB-1, -2, -2 PLUS PKG	P 2.350 3/8 BP	2.000	P 2.006 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
BB-2X, -2 XTRA, BP BB-2 XTRA	P 2.350 3/8 BP	2.000	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BB-2X, -2 XTRA PKG	P 2.350 3/8 LID	2.040	P 2.006 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
RR BB-3 XTRA 345, BP RR BB-3 XTRA O, BB-3, -4	P 2.460 3/8	2.000	P 1.960 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
STS BB-4 XTRA	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
BB-5	P 2.460 3/8 LID	2.040	P 1.960 3/8	1.625	BH 545 11/32 PSA5	BH 545 11/32 PSA5
BB-3 PKG, -3 XTRA 345, -3 XTRA 363, 3 XTRA O	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
BP BB-3 XTRA, BP 3 XTRA O,	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID	1.655	BH 545 11/32 3XPI	BH 545 11/32 3XPE
BP HH BB 383	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID A45	1.655	BH 545 11/32 3XPI	BH 545 11/32 3XPE
BP HH BB 383 MC, BP HH BB 395 MC	P 2.500 3/8 LID A45	2.040	P 1.960 3/8 LID A45	1.655	BH 545 11/32 3XPI	BH 545 11/32 3XPE
BR X	P 2.460 X .450	2.040	P 1.900 X 450 A45	1.625	BH 545 11/32 P	BH 545 11/32 P
SR 20	P 2.460 X .450	2.040	P 1.900 X .450 A45	1.625	BH 545 11/32 PSR	BH 545 11/32 PSR
BP PB 1200, 1201, 1202, PB 1203, BP PB 1204	P 2.580 X .450 A45	2.250	P 1.960 X .450 A45	1.625	BH 545 11/32 PL	BH 545 11/32 PL
PB 1800, 1801, 1802	P 2.500 3/8	2.000	P 1.960 3/8	1.625	BH 545 11/32 PLI	BH 545 11/32 PLI
BP PB 1803, PB 1803, BP PB 1600	P 2.500 3/8 LID A45	2.040	P 1.960 3/8 A45	1.625	BH 545 11/32 PLI	BH 545 11/32 PLI
PB 2005, BP PB 2005	P 2.580 X .450	2.250	P 1.960 X .450	1.625	BG 502 11/32 SSARL	BG 502 11/32 SSAR
BP PB 2002	P 2.610 X .450 A45	1.950	P 2.030 X .450 A45	1.625	BG 502 11/32 SSARL	BG 502 11/32 SSAR
DN-9	P 2.640 X .500 A45		P 1.920 X .450 A45		BH 545 11/32 PL	BH 545 11/32 PL
BP PB 5000, BP PB 5001, PB 5002	P 2.600 3/8 LID A45	2.040	P 2.006 3/8 LID A45	1.655	BH 545 11/32 PL	BH 545 11/32 PL
BP LH F 17 195, BP LH F 17 210	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 502 11/32 P	SH 502 11/32 P
ST 5.0, 5.0 R, BP ST 5.0 R	P 2.131 5/16 F	1.730	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
T1 F, STS T1 F 214 / 225, 27-223	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
BF 201, 202	P 2.250 5/16	1.812	P 1.670 3/8	1.345	SH 545 11/32 PL	SH 545 11/32 P
BP T1 F STD X RI	P 2.200 3/8	1.812	P 1.650 3/8	1.345	SH 502 11/32 PL	SH 502 11/32 PL
BP HH F 302	P 2.250 3/8	1.812	P 1.650 400 A45	1.345	SH 502 11/32 PL	SH 502 11/32 PL
B1 MO	P 2.350 3/8 BP	2.000	P 1.834 3/8	1.515	SH 545 11/32 PL	SH 545 11/32 PL
B1 MO MC	P 2.460 3/8	2.000	P 1.834 3/8	1.515	SH 545 11/32 PL	SH 545 11/32 PL
B1 BA, 27-222	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
B1 BA MC	P 2.200 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
B1 BS, STS B1 BS	P 2.250 3/8 LID	1.845	P 1.834 3/8	1.515	SH 545 11/32 PL	SH 545 11/32 PL

BRODIX® T-SHIRTS

MS BRODIX T	SHORT SLEEVE BLACK (YELLOW LOGO DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL ADULT 4XL YOUTH 10/12 - 14/16
MS BLACK T	SHORT SLEEVE BLACK (SILVER LOGO DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL
MS T LONG SLEEVE	LONG SLEEVE BLACK (SILVER LOGO DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL
MS BDRAG	SHORT SLEEVE BLACK (DRAG CAR DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL
MS BDRAG LS	LONG SLEEVE BLACK (DRAG CAR DESIGN)	YOUTH 2/4 - 14/16 ADULT S-XL ADULT 2XL ADULT 3XL
MS TS DRG GRY	SHORT SLEEVE GREY (DRAG CAR DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL
MS TS DRG GRY LS	LONG SLEEVE GREY (DRAG CAR DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL
MS BLATEM	SHORT SLEEVE BLACK (LATE MODEL DESIGN)	YOUTH 2/4 - 14/16
MS TS DIRT BLK	SHORT SLEEVE BLACK (LATE MODEL DESIGN)	ADULT S-XL ADULT 2XL ADULT 3XL



MS BRODIX T



MS BLACK T



MS BDRAG



MS TS DRG GRY



MS BLATEM



MS TS DIRT BLK



MST LONG SLEEVE



MS TS DRG GRY LS

BRODIX® JACKETS

MS HJ	HOODED JACKET WITH EMBROIDERED LOGO	ADULT S-3XL
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BRODIX® SWEATSHIRTS

MS BLACK SS	BLACK SWEATSHIRT WITH SCREEN PRINT LOGO	ADULT S-3XL
MS HOODIE	BLACK HOODED SWEATSHIRT WITH SCREEN PRINT LOGO	ADULT M-2XL

BRODIX® BARSTOOL

MS STOOL	BRODIX LOGO STOOL	HEIGHT 30"
MS STOOL ROLLER	BRODIX LOGO STOOL	ADJUSTABLE

BRODIX® SIGN

MS BRODIX SIGN	STAMPED ALUMINUM SIGN
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BRODIX® HATS

MS BLACK HAT	BLACK HAT
MS HAT	YELLOW AND BLACK HAT

MISCELLANEOUS



MS HOODIE



MS STOOL



MS STOOL ROLLER



MS BLACK HAT



MS HAT

ALUMINUM CYLINDER HEAD OPTIONS

PART#

PS MINOR PORTING (SMALL BLOCK) - COMPETITION RADIUS VALVE JOB, INTAKE PORTS MATCHED AND TRANSITIONED 2" INTO RUNNER, CHAMBERS POLISHED AND WORKED TO SPECIFIC cc, ANGLE MILLED, BOWLS CLEANED, PROFILED AND POLISHED EXHAUST PORTS (COMPLETELY ASSEMBLED IF PARTS ARE PURCHASED OR PROVIDED)

PS MINOR PORTING (BIG BLOCK) - COMPETITION RADIUS VALVE JOB, INTAKE PORTS MATCHED AND TRANSITIONED 2" INTO RUNNER, CHAMBERS POLISHED AND WORKED TO SPECIFIC cc, ANGLE MILLED, BOWLS CLEANED, PROFILED AND POLISHED EXHAUST PORTS (COMPLETELY ASSEMBLED IF PARTS ARE PURCHASED OR PROVIDED)

PS COMPLETE PORTING (SMALL BLOCK) - ABOVE MINOR PORTING PLUS FURTHER PORTING OF INTAKE AND EXHAUST RUNNERS, CHAMBERS COMPLETELY POLISHED WITH FLOW SHEET PROVIDED

PS COMPLETE PORTING (BIG BLOCK) - ABOVE MINOR PORTING PLUS FURTHER PORTING OF INTAKE AND EXHAUST RUNNERS, CHAMBERS COMPLETELY POLISHED WITH FLOW SHEET PROVIDED

PS VALVE JOB (SMALL OR BIG BLOCK) - COMPETITION RADIUS VALVE JOB AND GUIDES HONED

SS ANGLE MACHINE (SMALL OR BIG BLOCK) - MILLED ON AN ANGLE BEFORE BOLT HOLES ARE DRILLED IN HEADS, INTAKE FLANGE ANGLE CORRECTED TO MATCH

SS ANGLE MILL (SMALL OR BIG BLOCK) - MILLED AFTER BOLT HOLES ARE DRILLED, INTAKE FLANGE ANGLE CORRECTED TO MATCH, HEAD BOLT HOLES SPOT FACED

SS MD INJ (SMALL BLOCK ONLY) - HOLES DRILLED FOR DOWN NOZZLE INJECTORS

SS STAHL (SMALL BLOCK ONLY) - STAHL EXHAUST PATTERN DRILLED ON A STANDARD OR SPREAD PORT EXHAUST FLANGE (NOT AVAILABLE ON TRACK 1)

SS STEAM (SMALL BLOCK ONLY) - STEAM HOLES DRILLED IN HEADS FOR STREET USE ON 400 SMALL BLOCK

MS SOLID HEAD - SOLID CASTINGS OPTION

PS CSA (SMALL OR BIG BLOCK) - VALVE ANGLES ROUGH CUT INTO THE SEATS, SPECIFY VALVE SIZE, DIAMETER IS LEFT SMALL (THIS IS NOT A VALVE JOB)

SS HT - HEAT TREATING ONLY, DOES NOT INCLUDE ANY FINISHED WORK

PS MI - MATCH INTAKE PORTS TO GASKET

PS MI M - MATCH INTAKE MANIFOLD TO HEADS

SS CC - CNC MACHINE PORT AND POLISH COMBUSTION CHAMBERS, ANGLE MILLING NOT INCLUDED

PS CC - HAND PORT AND POLISH COMBUSTION CHAMBERS, ANGLE MILLING NOT INCLUDED

PS CB - CLEAN VALVE BOWLS

SS CF - CORE FILING (CORE FILE SHEET MUST BE PROVIDED)

PS PKG WK - CLEAN BOWLS, MATCH INTAKE PORTS, AND VALVE JOB BARE HEADS

SS CUT REC GROOVES - MACHINE RECEIVER GROOVES IN HEADS

SS MACH 10 DEG DECK HOLES (BIG BLOCK) - MACHINE 10° DECK HOLES FOR EXTRA CLAMPING

SS HELI COIL EXH - HELICOIL EXHAUST

SS HARD ANODIZE - HARD ANODIZING FOR SALT WATER PROTECTION

SS POLISH SB - OUTSIDE POLISH OF SMALL BLOCK HEADS

SS POLISH BB - OUTSIDE POLISH OF BIG BLOCK HEADS

OPTIONAL WATER CIRCULATION HOLES FOR SMALL BLOCK ENGINES

BRODIX heads do not have steam holes drilled in them; however, the head gasket can be modified to eliminate the need for steam holes. This example shows six holes in the deck of a BRODIX small block head. Lay a head gasket on the deck, noting where the gasket covers the holes in the deck; punch 3/8" holes in the head gasket. This procedure can be done to both head gaskets to improve water circulation.

