

PERFORMER ALUMINUM CYLINDER HEADS

for Big-block Chevrolet V8s

CATALOG #6046 (bare) and #6047 (complete)

INSTALLATION INSTRUCTIONS

PostScript Picture
Edelbrock B/W Logo.eps

Please study these instructions carefully before installing your new cylinder heads. If you have any questions or problems, do not hesitate to contact our **Technical Hotline at: (800) 416-8628** from 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time or e-mail us at: edelbrock@edelbrock.com.

DESCRIPTION

The Edelbrock Performer Cylinder Head is designed for street high performance use, and is interchangeable with any early-style (1965-75) large oval port big-block Chevrolet cylinder head. This new cylinder head offers "out of the box" bolt-on performance with no additional porting required. The performance range is 1500-6500 rpm for great throttle response throughout the power band as well as top-end horsepower. The intake and exhaust ports are CNC machine "matched" and have been designed for maximum flow velocity when matched with Edelbrock Performer or Performer RPM intake manifolds. These heads have an exhaust crossover passage and are street legal replacement parts on any vehicle (E.O. #D-215-46). A totally unique intake port design yields flow numbers traditionally associated with high performance rectangular port heads, but with the smaller runner size and velocity of an oval port. The 110 cc combustion chamber is a semi-open chamber design to maximize combustion efficiency with streetable compression ratios. **NOTE:** This cylinder head is compatible with both early style Mark IV and late model Mark V blocks.

Complete cylinder heads are assembled with the following components: Stainless steel, one-piece, swirl-polished intake and exhaust valves with under-cut stems for increased flow; 2-ring positive oil control seals; 7/16" rocker studs and 3/8" guideplates; Edelbrock Sure-Seat Valve Springs #5745, retainers #9715, and valve keepers #9615. Complete cylinder heads are assembled and prepared for installation right out of the box. **Bare cylinder heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.**

ACCESSORIES: Although Edelbrock Street Cylinder Heads will accept OEM components (rocker arms, valve covers, intake manifold, head bolts, etc.) we highly recommend that premium quality hardware be used with your new heads.

HEAD BOLTS or STUDS: High quality head studs or head bolts with hardened washers must be used to prevent galling of the aluminum bolt bosses. **Edelbrock Head Bolt Kit #8551 includes eight longer-than-stock bolts which must be used with these cylinder heads. If you use any other head bolts, you must use the eight head bolts and washers supplied with these heads in positions #15, #8, #2, and #7 in Figure 1.** These positions will not accept stock length head bolts.

NOTE: Head bolts may bottom out in blocks with blind bolt holes (Bowtie, 502 Mark V, etc.). Check for clearance, and if necessary shorten bolts or replace with a set specifically designed for use with blind holes.

ROCKER ARMS: Whether you use stock or aftermarket rocker arms, it is recommended that geometry of the valve train be carefully checked. The rocker arm should contact the center of the valve tip at one half of the cam's lift and form a 90 degree angle with the stem axis at that same half lift point. Minor adjustments are made by moving the guide plate and by changing pushrod length. Chances are good that no such adjustments will be needed if your engine is otherwise stock but you should check to make sure. The valve springs are designed for use with Edelbrock hydraulic tappet

camshafts. Check that the springs are compatible with the camshaft you have chosen.

NOTE: A visual inspection of rocker arm to valve alignment is recommended. In some cases, it maybe necessary to loosen the guide plate and adjust the plate to get proper alignment. Make sure to re-torque the studs to recommended torque listed below.

VALVE COVERS: Because most roller rockers are physically larger than stock rockers, taller valve covers are usually required to clear them. Use Edelbrock Signature Series chrome valve covers #4680 or Elite Series polished aluminum valve covers #4280.

INTAKE MANIFOLD: Although stock intake manifolds will fit, the Edelbrock Performer Cylinder Heads are matched in size and operating range with Edelbrock Performer or Performer RPM intake manifolds. For best results, use stock or Edelbrock intake manifolds listed as stock replacement parts for the year and model of your vehicle. Fel-Pro intake manifold gaskets #1212 are recommended. Oval port intake manifolds may be used as-is, or port matched to the same configuration as the cylinder heads for optimum performance. Apply Gasgacinch Edelbrock #9300 to intake surface of the heads. Do not use cork or rubber end seals; instead, use a sensor safe RTV silicone sealer. Apply a 1/4" bead along front and rear of block, overlapping gaskets at the four corners. Torque manifold bolts to 25 ft./lbs.

***Not legal for sale or use on pollution-controlled motor vehicles.**

EXHAUST HEADERS: Any header or manifold designed for original equipment heads will fit the Edelbrock Street Cylinder Heads. Exhaust ports are CNC profiled to match Fel-Pro #1411 exhaust gaskets which are recommended for this application.

VALVE SPRING SEAT/LOCATORS: If hardened valve spring seats are preferred for your application, valve spring seats, #5770 (set of 16), are available. This spring seat/locator is designed for the #5745 valve springs that are standard in the #6047 complete cylinder heads. The spring seat/locator has a register for the I.D. of the inner spring that has a .795" dia. and the seat O.D. is 1.52". The spring seat thickness is .060".

SPARK PLUGS: Use 14mm x 3/4" reach gasketed spark plugs. Heat range will depend on the application. The Champion RC-12YC or equivalent is a good starting point. **Use anti-seize on the plug threads to prevent**

galling in the cylinder head, and torque to 10 ft./lbs. Do not overtighten sparkplugs!

INSTALLATION : Installation is the same as for original equipment cylinder heads. Consult service manual for specific procedures, if necessary. For 454 and smaller Mark IV engines use Fel-Pro head gasket #1017-1 or equivalent. For 454 Mark V engines use Fel-Pro head gasket #1037 or equivalent. For 502 c.i.d. Mark V engines use Fel-Pro head gasket #1047 or equivalent. Be sure that the surface of the block and the surface of the head is thoroughly cleaned to remove any oily film before installation. Use alcohol or lacquer thinner on a lint-free rag to clean. Apply liquid teflon or suitable thread sealer to head bolt threads. Torque short bolts to 65 ft./lbs. and long ones to 75 ft./lbs. in three steps following the factory tightening sequence (see Figure 1). A re-torque is recommended after initial start-up and cool-down (allow 2-3 hours for adequate cooling).

SPECIFICATIONS

Head bolt torque:65 ft./lbs. (short bolts; #11, #5, #4, and #10), 75 ft./lbs. (long bolts; all others)
Rocker stud torque:45 ft./lbs.
Combustion chamber volume:110 cc
Deck thickness:9/16"
Valve Seats:	Hardened, interlocking, compatible with unleaded fuels
Valve Size:	Intake- 2.19", Exhaust- 1.88"
Valve Stem Diameter:11/32"
Valve Spring Diameter:	1.54"
Valve Spring Installed Height:	1.975"
Valve Spring Seat Pressure:	120 lbs.
Max. Valve Lift:700"

Bolt Boss Height

- A = 3.38"**
- B = 2.88"**
- C = 4.44"**
- D = 1.38"**

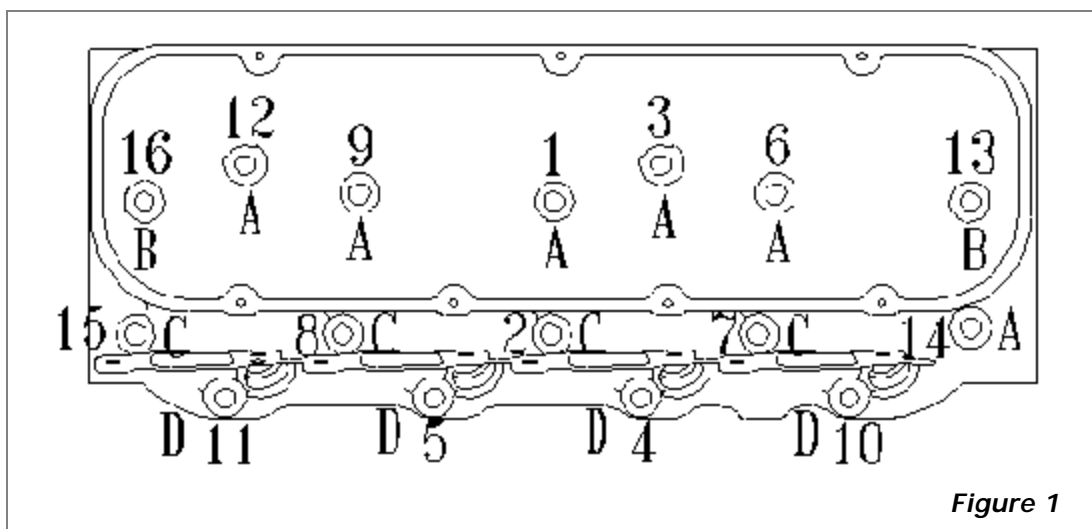


Figure 1

PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part # ____" space.

THANK YOU.

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