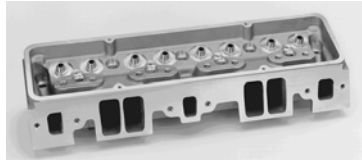


# IMPORTANT



***These Cylinder Heads should be assembled only by experienced cylinder head technicians.***

## INSPECTION

Upon receiving these heads they should be thoroughly inspected for shipping damage.

**Prior to machining and assembly please inspect the following items:**

Valve seats - Port walls – Valve guides - Deck surfaces - All threads

## MEASURING & MACHINING

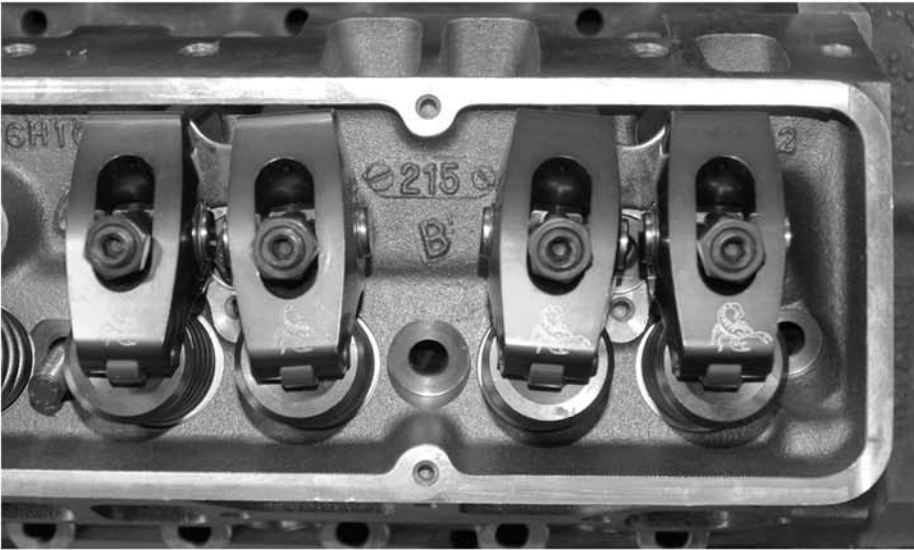
- ❑ All initial measuring should be done before any machining or porting has begun.
- ❑ Chamber volume is machined to nominal size. Please measure actual volume (cc) before milling if you need a particular chamber volume.
- ❑ Valve to valve guide clearance is finished at .0012” - .002” with our valves (OD .3415”). If you have a particular clearance for your valves or application the guides should be measured and sized to your specifications.
- ❑ We recommend the use of a flat guide-plate for this application.  
*Note: 165cc SS heads do not require a guide plate.*
- ❑ With a multitude of rocker arm, lifter, cam, spring and push rod combinations it is important to check clearance of all moving parts, especially pushrod to head and rocker arm to retainer clearance before final assembly.

## CLEANING

- ❑ These heads are thoroughly pressure washed before shipping. Occasionally there may be machining chips that get stuck in the water jackets and can dislodge during shipping. Even though we tape up all water jacket openings of assembled heads prior to shipping, sometimes a small amount of these chips can escape from the taped openings. Be sure to blow off the head with compressed air paying particular attention to the intake and exhaust ports.



## Dart Iron Eagle & PRO 1 Cylinder Heads Rocker Arm Alignment Information For Small-Block Chevy



Dart cylinder heads are designed as high-performance components, and as such there are some significant differences from stock parts.

The valve locations are shifted in order to fit larger valves, and the intake ports are enlarged to increase airflow.

The pushrod locations are dictated by the lifter position in the block so that stock style blocks and cams may be used.

This causes the intake rocker arms to sit at a slight angle in order to center over the valve tip properly.

When installing rocker arms, position the guide plates so as to center the rockers over the valve tips and allow the rockers to sit at the angle which provides the correct tip alignment.

The resulting rocker angle will be different than it would be on a stock head due to the port size and valve location in the Dart heads. This will produce the optimal geometry for performance and longevity.

