

HP over the old SE. Before you mill the head, check thickness. It's likely it's been milled before (STD: 4.640"; Sprint: 4.600"). For a minor increase in torque, advance the inlet cam 5° over standard.

Stage III - 150 HP

Carburetion and tuning are per Sprint spec.

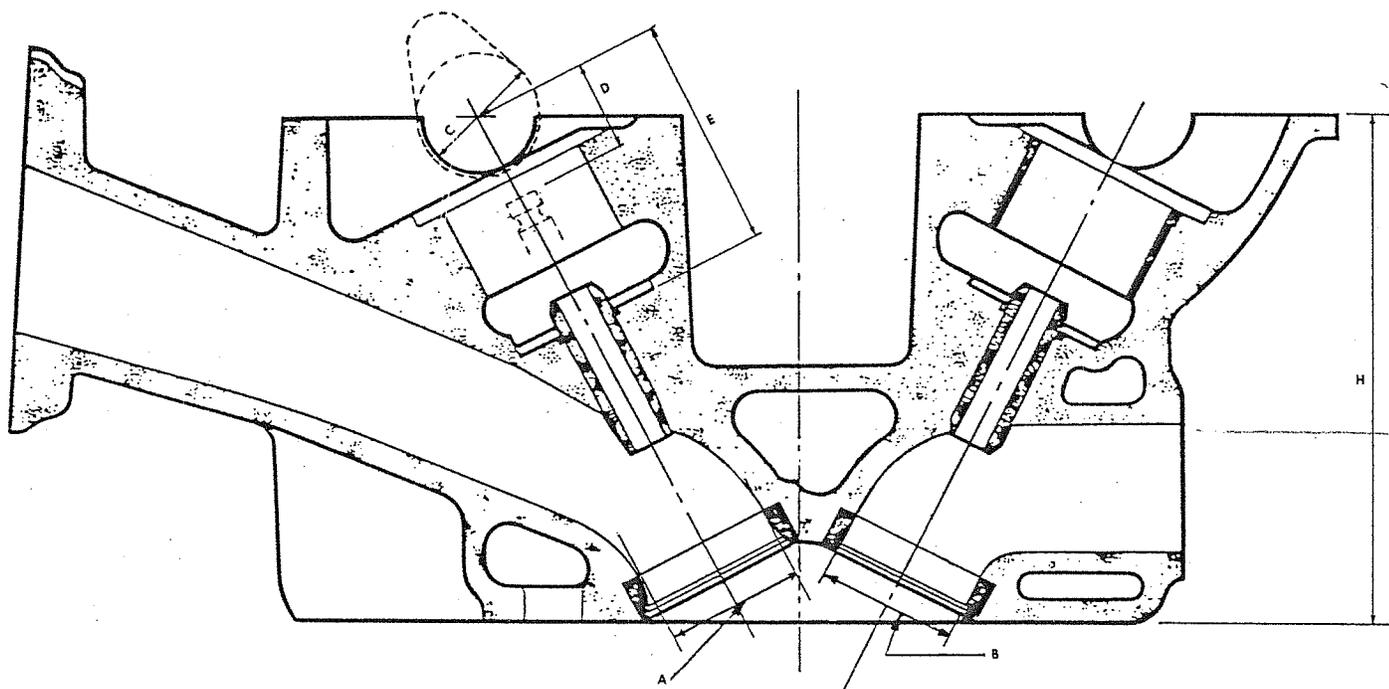
Stage II - 130-135 HP

This is an economical hop-up job done on the Sprint-based cylinder head. It costs very little extra to do in the course of a major rebuild, and it will give tractable, reliable road performance. Primarily, it consists of a mild porting job (our "street port") and either the Sprint cam or our 112 grind. This .370" lift cam represents the maximum you can accommodate with standard valve gear and un-deepened spring pockets. It will give an extra 4-5 HP and 500 RPM over the Sprint with only minor loss below 3500 RPM. Porting only "turns the corner"; i.e., not full length increases in diameter. Throats are opened to 1.38" inlet and 1.20" exhaust. Head is milled for 10.3:1 C.R. Piston to valve clearance **MUST** be checked. Headers are required, and carb tuning is per Section L. This is the hottest combination we recommend for Stromberg heads.

This is where the serious power and money starts -- primarily because the high lift, short duration cam is just what the T/C wants and the added port and valve area maximize the volumetric efficiency of the carb/cam/chamber combination. High lift and porting are also where the money goes. Porting a T/C, with those long inlet runners, is not anybody's idea of a fun 3 days. And accommodating a .420" lift 114 cam requires a completely different valve gear design. Longer (1.63" and 1.37") valves and special springs, retainers, bases, and even keepers are required. Spring pockets must be deepened an additional 0.090" to accommodate the longer spring and lift. Standard pistons will require larger and deeper valve reliefs cut -- or our forged racing pistons fitted. Our larger bore headers are required, along with the jetting recommendations listed on page LX. Head is milled to achieve 10.3:1 compression ratio. Full length porting is required with inlet throats opened to 1.460" and exhaust to 1.25", which also requires larger O.D. seats to be fitted. Figure on 150 (true) HP, with usable torque from 3,000 to 7,000 RPM.

continued

HEAD MODIFICATION DIMENSIONS



STAGE	CAM/LIFT	INLET VALVE	EXHAUST VALVE	A INLET THROAT	B EXHAUST THROAT	C CAM BASE CIRCLE	D SEATED VALVE POSITION (Cam ϕ to Valve Tip)	E SPRING POCKET (Cam ϕ to Spring Seat)	SPRING PACK	TAPPET	H HEAD THICKNESS
0 (STD/SE)	0101/.34"	026E 0019	026E 0020	1.30	1.20	1.20	.93	2.10	STD	026E 0024	4.64
I (Sprint)	0102/.35"	536E 0019	026E 0020	1.37	1.20	1.14-1.16	.92	2.10	STD	026E 0024	4.60
II	0112/.37"	536E 0019	026E 0020	1.38	1.22	1.10	.90	2.10	STD	026E 0024	4.60
III	0114/.41"	576E 0019	576E 0020	1.45	1.25	1.06	.85	2.18	Stage IV	026E 0024 or 554E 0024	4.60 (Max)
III +1	0104/.44"	576E 0019	576E 0020	1.45	1.25	1.04	.84	2.20	Stage IV	554E 0024	4.54
III -1	0114/.41"	550E 0019	550E 0020	1.38	1.22	1.06	.85	2.18	Stage IV	026E 0024 or 554E 0024	4.60 (Max)
IV	0116/.49"	576E 0019	576E 0020	1.5+	1.25+	.98	.80	2.25	Stage IV	575E 0024	4.54

