

Please read before attempting cylinder head installation

- Butler Performance thoroughly cleaned your heads prior to shipment. They were washed in a water soluble chemical in a high pressure spray cabinet and blown out 3 to 4 times before they were boxed. However, during some machining operations, chips are packed and wedged into the water jacketing and occasionally come loose in transit. It is not unusual to see foreign debris, or chips find their way out of the water jacketing when high pressure air is blown in them. We recommend that you thoroughly blow out your heads prior to installation. We apply tape to the cylinder heads to prevent any particles from coming out and entering the intake/exhaust runners. **It is not uncommon to find metal/aluminum shavings stuck to the tape covering the water passages, this is why we use tape when shipping.**
- Piston dome to cylinder head clearance must be checked prior to final assembly of engine. Piston to valve clearance should also be checked. Pay special attention to the inside edge of the valve relief in the piston.
- Apply moly based lubricant to head bolt threads, washers, and bolt heads to prevent galling and improper torque readings. Torque the bolts/studs to 100 FT/LBS. Re-torque the bolts/studs after initial start up and cool down (allow 2-3 hours for cooling).
- We suggest not using a torque wrench on intake and exhaust manifold bolts. Snug the bolts hand tight with a wrench only. Re tighten after initial start up and cool down. Check the bolts after a few start up and cool down cycles.
- Spark plug selection is dictated by many factors including RPM levels, compression ratio, and fuel type. For most naturally aspirated combinations, it is a good idea to start with a medium heat range spark plug: for Edelbrock heads-NGK #6962 (BKR-6-E) or 4091(R5671A-7), 1971 and earlier years cast iron heads-NGK #2746 (R5670-6), 1972 and later years cast iron heads, use NGK #4449 (R5674-6).
- Apply anti-seize to spark plug threads for long thread life.

The pre-assembly mock-up of an engine to assure its proper fit, clearance, and alignment is essential to any correctly built engine.

*****THE ENGINE BUILDER must check for any defects in material or manufacturing PRIOR TO INSTALLATION/ASSEMBLY. It is the final responsibility of the engine builder to do this inspection. If a defect is found the part must be returned to Butler Performance *immediately******