World Products has been producing affordable high performance cast iron engine blocks and cylinder heads for over twenty five years, beginning with a pioneering small block Chevrolet cylinder head and continually expanding the line to become a leading aftermarket manufacturer.

World Products aftermarket cast iron division was acquired by new ownership in October of 2012, shortly before the SEMA show. The first step was to immediately set about implementing a series of production improvements to ensure that the World Products brand will represent a quality product in every possible way. The foundry tooling was evaluated and freshened where necessary. World castings are made in the USA from high strength iron alloy. Machining operations have been moved to a new facility and utilize state-of-the-art CNC machining centers manned by experienced technicians. An all new, stringent quality control program has been implemented with hands-on monitoring and sophisticated CMM inspection procedures. Customer service is a top priority at World. Engine blocks and cylinder heads are kept in stock in World’s warehouse in order to facilitate fast delivery to virtually any part of the country.

At World Products we listen to what our customers needs are and we are constantly changing our products to keep up to date with the latest technology and engine combinations. We offer only high quality components, our products are suited to various performance levels from street, drag racing, oval track and professional venues.

<table>
<thead>
<tr>
<th>Table of Contents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Content</td>
</tr>
<tr>
<td>New Products &amp; Apparel</td>
</tr>
<tr>
<td>Motown II SBC Oiling System</td>
</tr>
<tr>
<td><strong>Engine Blocks</strong></td>
</tr>
<tr>
<td>Motown II SBC</td>
</tr>
<tr>
<td>Motown II RC SBC</td>
</tr>
<tr>
<td>Motown Pro Light Weight SBC</td>
</tr>
<tr>
<td>Motown LS SBC</td>
</tr>
<tr>
<td>Motown LS Accessories</td>
</tr>
<tr>
<td>Merlin III BBC</td>
</tr>
<tr>
<td>Merlin IV BBC</td>
</tr>
<tr>
<td>Merlin Gen VI BBC</td>
</tr>
<tr>
<td>8.1 Liter BBC</td>
</tr>
<tr>
<td>Man O’War SBF</td>
</tr>
<tr>
<td><strong>Cylinder Heads</strong></td>
</tr>
<tr>
<td>S/R SBC</td>
</tr>
<tr>
<td>S/R Torquer SBC</td>
</tr>
<tr>
<td>Sportsman II SBC</td>
</tr>
<tr>
<td>Motown 220 SBC</td>
</tr>
<tr>
<td>Merlin BBC</td>
</tr>
<tr>
<td>Merlin BBC</td>
</tr>
<tr>
<td>Windsor Sr.</td>
</tr>
<tr>
<td>Windsor Jr.</td>
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<tr>
<td><strong>Intake Manifolds &amp; ARP</strong></td>
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</tbody>
</table>

Sales Policies & Procedures
We accept Visa® or Master Card. Method of shipping is UPS and Fed-Ex.

Return Policy
All returned merchandise must be authorized by World Products. A 15% restocking fee may apply. Merchandise must be in re-sellable condition to receive credit.

Warranty Policy
LIMITED ONE YEAR WARRANTY
World Products warrants to the original purchaser only that products sold by World Products under the name World Products are free from defects in material and workmanship, and against excessive wear under normal use for a period of one (1) year from the date of purchase. World’s obligation under this warranty is limited to the repair or replacement of covered products and only when the product has been returned, freight prepaid to 7301 Global Drive, Louisville, Ky 40258. World Products retains sole discretion in determining defective merchandise.

There are no warranties which extend beyond the description on the face hereof.

It is the responsibility of the installer to ensure that all components are correct before installation. Proper assembly always requires that the installer measure all tolerances for proper clearance. World Products assumes no responsibility for any error made in tolerances, component selection or installation and this warranty does not cover any labor, diagnostics, removal, inconvenience, towing and/or any other damages or expenses. There is absolutely no warranty, implied or otherwise, on any product used in competition/racing applications, any product that has been physically altered, improperly installed, abused, or not used in conjunction with proper parts.

There is no warranty, implied or otherwise, of merchantability or fitness for a particular purpose. Where required by law, implied warranties of merchantability and fitness are limited for a term of one (1) year from the date of original purchase. World Products will not be responsible for incidental and consequential damages, property damage or personal injury to the extent permitted by law. This limited warranty gives you specific legal rights. You may have other legal rights, which vary from state to state. This warranty shall apply only within the boundaries of the continental United States.

World Products reserves the right to make necessary changes in products it manufactures and markets at any time to improve product performance. These changes in products will be made without obligation to change or improve products that were previously manufactured.

WARNING:
Some products sold by World Products have been designed and are intended for Off-Highway application only. Installation on a vehicle intended for use on public roads may violate U.S., Canadian, State or Provincial laws and regulations including those related to emission requirements and motor vehicle safety standards. Purchaser bears full risk of any such violation.

IMPORTANT NOTICE
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NEW PRODUCTS

Merlin IV Big Block Chevy

- Improved Bores for inside Head Studs
- Available 964 Lifter Bores
- Cam Journals up to 60mm Balbitt
- Increased Main Web Thickness

Motown Pro Light Weight Small Block Chevy

- Available with .342 or .904 Lifter Bores
- Weights 178 lbs
- New 40,000 psi Cast Iron Alloy
- Siamese Cylinder Bores Can Be Bored to 6.189"
- Clearance for 4.060" Stroke Crankshaft
- 7/16" ARP Main Fasteners
- Low Restriction Priority Mains Oiling System
- Increased Volume Priority Mains Oiling System

8.1 Liter Big Block Chevy

- Direct Replacement For OE Style 8.1
- Water Between Cylinders For Optimal Cooling
- Thin Head Gasket, Thin Crankcase For Improved Efficiency
- Stock Style Oil Filter Provision
- Stock Style Oil Cooler Provision

Man O’War Small Block Ford

- New 40,000 psi Cast Iron Alloy
- Increased Oil Drain-Back from Heads to Crankcase
- Increased Main Web Thickness +.060" Front +.020" Center 2
- 7/16" ARP Fasteners Increased Main Web Strength
- Low Restriction Priority Mains Oiling System
- Cylinder Barrel Extended .290" into Crankcase Super Push Support With Long Strokes

APPAREL

World Products Cap
- BLKWCAP

T-Shirt Still Play With Blocks
- M PWBMED
- L PWBLG
- XL PWBXL
- 2X PWB2XL
- 3X PWB3XL

T-Shirt - Merlin
- M MERMED
- L MERLG
- XL MERXL
- 2X MER2XL
- 3X MER3XL

Scan for World Cylinder Head Casting ID
WORLD PRODUCTS
Has taken the tried and true SBC design and continued its evolution to improve on the previous design and greatly improve its capabilities.

Illustration 1)
World Products re-engineered the oiling system to improve lubrication and redirect it to critical areas. This new design incorporates priority main oiling which lubricates the main bearings first, then the camshaft and lifters. Another benefit of this new design is that the distributor is now at the end of the oiling cycle. This is a significant improvement because if the distributor is improperly fitted or if the O-rings are damaged or missing, an oil leak is inevitable. This leak would now happen only after all the other critical components have been lubricated instead of before as in the OE design.

Illustration 2)
The OE factory oiling holes in the cam journals, located at 6 o'clock, were moved in the new design to the 5 o'clock position. This was a necessity as camshafts requiring high spring pressures would force the camshaft down, effectively closing off the oiling hole when it was in the 6 o'clock position.

Illustration 3)
The oil restrictors are now located in the middle of the lifter valley to equalize oil distribution. An important advantage of this move is that you no longer need to remove the transmission, converter or clutch and flywheel to access the oil restrictors.

A. Relocated cam journal oiling holes
B. Priority main oiling
C. Integral bosses front and rear for dry sump applications.

E. Cam journal can be machined to accommodate 55mm cam bearings.
F. Oil restrictors are shown in their new location in the middle of the lifter valley. Their new location makes for easier access.
World Products has developed a refined version of its popular MOTOWN block in the form of the MOTOWN II for small block Chevrolet applications.

The MOTOWN II can be bored to a maximum of 4.200" and is clearanced for a 4.000" crank. The oil system features an integral boss for front and rear oil feed. The rear main cap has provisions for a wet sump pump. The valley has cross-feed lines between left and right lifter oil galleys.

Like all World blocks and heads, the Motown II is 100% American made. World’s new digital inspection equipment and quality verification procedures ensure dimensional accuracy and mean you can be assured of total quality and superior performance.

- High density cast iron construction
- Priority main oiling
- Expanded water jackets
- Bores to 4.200” (3.995” or 4.120” std.)
- Cylinder walls .250” @ 4.200
- 350 or 400 mains
- Nodular or billet main caps
- Clearance for 4.000” stroke crank
- 2.000” cam bore std.
- 9.025” stock deck height
- Splayed 4-bolt main caps w/dowels & stepped register, ARP fasteners
- Accepts standard SBC components
- Dual motor mounts
- Provision for dry sump
- OE style fuel pump & starter mounts
- Approximately 200 lbs.
MOTOWN II RC SBC Raised Cam Block

World’s Motown II RC small block provides an ingenious solution to a long standing problem. By raising the camshaft location in the block +.134”, World Products has created a robust platform for big inch small blocks which upgrades the cam journal to a BBC 2.120" bore.

The MOTOWN II RC also features bushed lifter bores in your choice of .842" or .904". These upgrades provide exceptional valve train stability at high rpm operation. Raising the cam location also allows clearance for the use of H-Beam connecting rods with a 4.000" stroke crankshaft for greater bottom end strength.

Standard small block style oil pans, timing covers, intakes and other components are used.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Deck Ht.</th>
<th>Bore</th>
<th>Cam Loc.</th>
<th>Cam Lifters</th>
<th>Mains</th>
<th>Caps</th>
</tr>
</thead>
<tbody>
<tr>
<td>084120RC</td>
<td>9.025</td>
<td>4.120</td>
<td>+.134</td>
<td>BBC .842</td>
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<td>Billet</td>
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<td>084120RC-904</td>
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<td>+.134</td>
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<tr>
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<td>4.120</td>
<td>+.134</td>
<td>BBC .904</td>
<td>400</td>
<td>Billet</td>
</tr>
</tbody>
</table>

Billet timing sets are available for this application. Part # 8981TRC or 8981TARC w/ adjustable upper gear.

- High density cast iron construction
- Raised cam location +.134"
- BBC 2.120” cam bearing bore
- Bushed lifter bores (.842 or .904)
- Clearance for 4.000" stroke w/H-beam rods
- Priority main oiling
- Expanded water jackets
- Bores to 4.200” (4.120” std.)
- Cylinder walls .250” @ 4.200
- 350 or 400 mains
- 9.025” stock deck height
- Splayed 4-bolt billet main caps w/dowels & stepped register, ARP studs
- Dual motor mounts
- Provision for dry sump
- OE style fuel pump & starter mounts
- Approximately 200 lbs.

Scan For Tech Sheet

Torque Specs Mains:
TQ 7/16 Inner Main Bolts 70 FT.LB.
TQ 7/16 Front & Rear Outer Bolts 70 FT.LB.
TQ 7/16 Center Splayed Bolts 70 FT.LB.
MOTOWN PRO Light Weight SBC Block

World’s new Motown Pro Light-Weight block offers tremendous performance potential in a new lightweight package that will appeal to both circle track racers and drag racers.

Weighing in at a nominal 178 lbs, the Motown Pro Light-Weight is cast from a special 40,000 psi iron alloy for increased strength while weighing significantly less than typical aftermarket blocks. The new block is available with either a standard SBC cam journal and lifters, or with a BBC cam journal and .904” lifter bores to provide enhanced valve train stability and performance.

Ductile iron main caps are fitted with 4-bolt splayed caps on #2, 3 & 4 and 2-bolt caps for #1 & 5 which allow easy oil pan fitment. The main caps are secured by high strength 7/16” ARP bolts for maximum stability.

- 40,000psi cast iron construction
- 178 lbs. average weight
- Standard SBC or BBC 2.120” cam bore
- .842 or .904 lifter bores
- Clearance for 4.000” stroke
- Priority main oiling
- Expanded water jackets
- Bores to 4.185”
- 350 mains
- 9.025” stock deck height
- Splayed 4-bolt main caps on #2, 3 & 4
- Ductile main caps
- ARP main bolts
- Provision for oil restrictors
- OE style fuel pump & starter mounts

### Torque Specs Mains:
TQ 7/16 Inner Main Bolts 70 FT.LB.
TQ 7/16 Front & Rear Outer Bolts 70 FT.LB.
TQ 7/16 Center Splayed Bolts 70 FT.LB.
**MOTOWN II LS LS/SBC Hybrid Block**

The Motown LS block allows the use of high flowing LS style cylinder heads with affordable SBC rotating assemblies and related components.

The camshaft location has been raised in the block by +.134” and the block now comes standard with a 55mm cam tunnel. This design allows clearance for the use of a 4.000” stroke crankshaft, and the large cam core provides for exceptional valve train stability at high RPM operation. Bushed lifter bores are standard with a choice of .842” or .904” diameter. The Motown LS can be built with carburetor or EFI induction and distributor or crank trigger ignition. A standard LS 9.240” deck height means off the shelf LS intake manifolds can be used.

**The Motown LS makes LS swaps into classic chassis easy!**

### Part No. | Deck Ht. | Bore | Cam Loc. | Cam | Lifters | Mains | Caps
---|---|---|---|---|---|---|---
084080 9.240 | 3.995 | +.134 | 55mm | .842 | 350 | Nodular
084080-904 9.240 | 3.995 | +.134 | 55mm | .904 | 350 | Nodular
084081 9.240 | 4.120 | +.134 | 55mm | .842 | 350 | Nodular
084081-904 9.240 | 4.120 | +.134 | 55mm | .904 | 350 | Nodular
084180 9.240 | 3.995 | +.134 | 55mm | .842 | 350 | Billet
084180-904 9.240 | 3.995 | +.134 | 55mm | .904 | 350 | Billet
084181 9.240 | 4.120 | +.134 | 55mm | .842 | 350 | Billet
084181-904 9.240 | 4.120 | +.134 | 55mm | .904 | 350 | Billet

- High density cast iron construction
- Uses high-flowing LS cylinder heads
- LS style reverse flow cooling
- 9.240” stock LS deck height
- Uses affordable SBC rotating assemblies
- Raised SBC cam location +.134”
- Clearance for 4.000” stroke w/H-beam rods
- 55mm babbit cam bearing bore
- Bushed lifter bores (.842 or .904)
- Priority main oiling
- Bores to 4.200” (4.120” std.)
- Cylinder walls .250” @ 4.200
- 350 SBC mains
- Splayed 4-bolt main caps w/dowels & stepped register, ARP fasteners
- SBC style motor mounts
- SBC style fuel pump & starter mounts

### Torque Specs Mains:
- TQ 7/16 Inner Main Bolts 70 FT.LB.
- TQ 7/16 Front & Rear Outer Bolts 70 FT.LB.
- TQ 7/16 Center Splayed Bolts 70 FT.LB.
## MOTOWN II LS Accessories

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPI703844</td>
<td>Valley plate for carburetor intake manifolds</td>
</tr>
<tr>
<td>WPI703844-I</td>
<td>Valley plate for LS efi intake manifolds</td>
</tr>
<tr>
<td>WPI703848-K</td>
<td>Cylinder head end plates</td>
</tr>
<tr>
<td>WPI705017</td>
<td>Head stud kit</td>
</tr>
<tr>
<td>WPI703849-K</td>
<td>Water Return Kit - Pro-Lok Hose</td>
</tr>
<tr>
<td>WPI703850-K</td>
<td>Water Return Kit - Braided Steel Hose</td>
</tr>
<tr>
<td>ERSE115996</td>
<td>Erson Camshaft Hydraulic Roller Custom Grind</td>
</tr>
<tr>
<td>ERSE115999</td>
<td>Erson Camshaft Solid Roller Custom Grind</td>
</tr>
<tr>
<td>ARP135-7901</td>
<td>Oil pump drive shaft</td>
</tr>
<tr>
<td>8981TRC</td>
<td>Billet timing set</td>
</tr>
<tr>
<td>8981TARC</td>
<td>Billet adjustable timing set</td>
</tr>
<tr>
<td>DURGMP55</td>
<td>Cam bearing set</td>
</tr>
</tbody>
</table>

Valley plates for carburetor or LS efi intakes

Cylinder head end plates to adapt SBC accessories

ARP head stud kit

Water return kits Pro-Lok or Braided Steel Hose

Hydraulic or solid roller camshaft

Billet timing sets

Durabond cam bearings
The Merlin block has earned a reputation for providing reliable big-inch power, and this 3rd edition has been refined from design, manufacturing and quality control standpoints. To ensure total customer satisfaction every block is subjected to stringent quality control standards. The MERLIN III can be bored to a maximum of 4.625” and 9.800 deck blocks are clearance for a 4.375” stroke and 10.200 deck blocks are clearance for a 4.750” crank. With a reinforced bottom end featuring 4-bolt splayed main caps, the MERLIN III can handle serious horsepower with complete reliability.

World’s digital inspection equipment and quality verification procedures ensure dimensional accuracy and mean you can be assured of total quality and superior performance.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Deck Ht.</th>
<th>Bore</th>
<th>Cam</th>
<th>Lifters</th>
<th>Caps</th>
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<tr>
<td>081102</td>
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<tr>
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<td>085110-55</td>
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<td>4.495</td>
<td>55mm</td>
<td>.904</td>
<td>Billet</td>
</tr>
</tbody>
</table>

- High density cast iron construction
- Priority main oiling
- Expanded water jackets
- Bores to 4.625 (4.245, 4.495 or 4.595 std.)
- Cylinder walls .250” @ 4.600
- Valley accommodates OE roller lifters or use +.300” tall aftermarket lifters
- 9.800” or 10.200” deck heights
- Clearance for 4.750” stroke (10.200” deck) or for 4.375” stroke (9.800” deck)
- Splayed 4-bolt main caps w/dowels & stepped register, ARP fasteners
- Standard BBC cam bearing bore
- Available 55mm babbit cam & .904 lifters
- OE style fuel pump & starter mounts
- Approximately 270 lbs.
World Products has redesigned the famed Merlin Big Block Chevy casting, incorporating numerous improvements and new features. Designated the Merlin IV, this new block is sure be a favorite among racers and professional engine builders.

New features include thicker main webs for increased strength and thicker cylinder walls which are nominally .310” @ 4.600” bore. The oiling system is revised with enlarged passages and cross overs in front, uses simple pipe plug type restrictors, .500 oil gallery is relocated so 55mm cam does not require lifter bushings. The block will accept cam journals up to 2.480” or 60mm Babbitt and 1.060” lifter bores. Also new are deck heights from 9.500” to 9.850” and 10.200” to 10.250”.

**NEW 396 Style Block with 4.120 Bore**  
Non-Saimese  PN 091090

- High density cast iron construction
- Priority main oiling
- Front oil inlet and restrictor provision
- Bore to 4.625 (4.245, 4.495 or 4.595 std.)
- Cylinder walls .310” @ 4.600
- Valley accommodates OE roller lifters or use +.300” tall aftermarket lifters
- 9.500” to 10.250” deck heights
- Clearance for 4.750” stroke (10.200” deck) or for 4.375” stroke (9.800” deck)
- Splayed 4-bolt main caps w/dowels & stepped register, ARP fasteners
- 2.120” BBC cam bearing bore
- Available 55mm babbitt cam & .904 lifters
- OE style fuel pump & starter mounts
- Approximately 270 lbs.

**Part No.**  
**Deck Ht.**  
**Bore**  
**Cam**  
**Lifters**  
**Caps**

091100  
9.800  
4.245  
Std.  
Std.  
Nodular

091101  
9.800  
4.495  
Std.  
Std.  
Nodular

091101- 55  
9.800  
4.495  
55mm  
.904  
Nodular

091102  
9.800  
4.595  
Std.  
Std.  
Nodular

091107  
9.850  
4.595  
Std.  
Std.  
Nodular

091110  
10.200  
4.245  
Std.  
Std.  
Nodular

091111  
10.200  
4.495  
Std.  
Std.  
Nodular

091112  
10.200  
4.595  
Std.  
Std.  
Nodular

091117  
10.250  
4.595  
Std.  
Std.  
Nodular

091090*  
9.800  
4.120  
Std.  
Std.  
Nodular

*396 style with water between bores, non-saimese

095000  
9.800  
4.245  
Std.  
Std.  
Billet

095010  
9.800  
4.495  
Std.  
Std.  
Billet

095012  
9.800  
4.595  
Std.  
Std.  
Billet

095013- 55  
9.500  
4.595  
55mm  
.904  
Billet

095017  
9.850  
4.595  
Std.  
Std.  
Billet

095100  
10.200  
4.245  
Std.  
Std.  
Billet

095110  
10.200  
4.495  
Std.  
Std.  
Billet

095110- 55  
10.200  
4.495  
55mm  
.904  
Billet

095112  
10.200  
4.595  
Std.  
Std.  
Billet

095112- 55  
10.200  
4.595  
55mm  
.904  
Billet

095117  
10.250  
4.595  
Std.  
Std.  
Billet
World Products is offering a new Gen VI Big Block compatible design. This block uses a one-piece rear seal, and has the Gen VI style oil pan rail and front cover bolt pattern. The block can utilize either the OE type roller lifters or +.300” tall tie bar lifters. It also features a Mk IV style fuel pump boss and oil filter pad. The water jacket and deck surface will accommodate either Mk IV or Gen V-VI style cylinder heads, making this block extremely versatile.

Like all World blocks and heads, the Gen VI is American made. World’s new digital inspection equipment and quality verification procedures ensure dimensional accuracy and mean you can be assured of total quality and superior performance.

- High density cast iron construction
- Accepts Mk IV or Gen V-VI Heads
- Gen VI style 1-piece rear seal
- Gen VI style oil pan rail bolt pattern
- Gen VI style timing cover bolt pattern
- Priority main oiling
- Expanded water jackets
- Bores to 4.625 (4.245, 4.495 or 4.595 std.)
- Cylinder walls .250” @ 4.600
- Valley accommodates OE roller lifters or use +.300” tall aftermarket lifters
- 9.800” or 10.200” deck heights
- Clearance for 4.750” stroke (10.200” deck) or for 4.375” stroke (9.800” deck)
- Splayed 4-bolt main caps w/dowels & stepped register, OE style fasteners
- Mk IV style fuel pump & starter mounts
- Approximately 270 lbs.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Deck Ht.</th>
<th>Bore</th>
<th>Cam</th>
<th>Lifters</th>
<th>Caps</th>
</tr>
</thead>
<tbody>
<tr>
<td>091103</td>
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<tr>
<td>081114*</td>
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<td>4.495</td>
<td>Std.</td>
<td>Std.</td>
<td>Nodular</td>
</tr>
</tbody>
</table>

* Discontinued - available while supplies last

Torque Specs Mains:
- TQ 1/2 Inner Main Bolts 100 FT.LB.
- TQ 1/2 Front & Rear Outer Bolts 100 FT.LB.
- TQ 1/2 Center Splayed Bolts 100 FT.LB.
8.1 LITER VORTEC STYLE BBC Block

World Products new 8.1 liter block is a direct replacement style with all the OE fitments and accessory mounts. The 8.1 engine is no longer in production and until now there have been no direct replacement blocks available. These engines are common in trucks, motor homes, marine and industrial applications. Full water jackets between the cylinders of the standard 2.245" bore ensure proper cooling capacity, and bore sizes of 4.495 and 4.595 are available with siamese bores. The block is compatible with stock cylinder heads and other components.

Like all World blocks and heads, the 8.1 liter is American made. World’s new digital inspection equipment and quality verification procedures ensure dimensional accuracy and mean you can be assured of total quality and superior performance.

- Cast iron construction
- Direct stock 8.1 replacement block
- Accepts stock 8.1 heads
- Stock style oil filter provisions
- Stock style oil cooler provisions
- Stock style accessory mounts
- Full water jackets between cylinders
- Stock crank sensor position
- Approximately 270 lbs.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Deck Ht.</th>
<th>Bore</th>
<th>Cam</th>
<th>Lifters</th>
<th>Caps</th>
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<tr>
<td>018100</td>
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<td>4.495</td>
<td>Std.</td>
<td>Std.</td>
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<tr>
<td>018102</td>
<td>10.240</td>
<td>4.595</td>
<td>Std.</td>
<td>Std.</td>
<td>Nodular</td>
</tr>
</tbody>
</table>

Torque Specs Mains:
- TQ 1/2 Inner Main Bolts 100 FT.LB.
- TQ 1/2 Front & Rear Outer Bolts 100 FT.LB.
- TQ 1/2 Center Splayed Bolts 100 FT.LB.

Scan For Tech Sheet
MAN O’WAR SBF Block

No other 302/351 style Ford block compares to the ruggedness of World Products’ MAN O’WAR family of engine blocks. World has upgraded the iron to a 40,000 psi alloy and added material to the main webs. The front web is now .080” thicker and the center three are increased by .030”. World also changed from 1/2” main cap fasteners to 7/16” ARP fasteners, leaving more material in the webs in order to strengthen the main web structure further.

The Man O’War is the only SBF block with six head bolts per cylinder for secure gasket clamping and now uses standard head bolts or studs.

The cylinder barrels are extended into the crankcase at the bottom by 1/2” to provide superior piston support with long stroke crankshafts.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Deck Ht.</th>
<th>Bore</th>
<th>Cam</th>
<th>Lifters</th>
<th>Mains</th>
<th>Caps</th>
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<tr>
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<td>087110</td>
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<td>Std.</td>
<td>Std.</td>
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<td>Billet</td>
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<td>Std.</td>
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<td>Billet</td>
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<td>087150</td>
<td>9.200</td>
<td>3.995</td>
<td>Std.</td>
<td>Std.</td>
<td>2.248</td>
<td>Billet</td>
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<td>087160</td>
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<td>3.995</td>
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<tr>
<td>087162</td>
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<td>4.120</td>
<td>Std.</td>
<td>Std.</td>
<td>2.749</td>
<td>Billet</td>
</tr>
</tbody>
</table>

Torque Specs Mains:
TQ 7/16 Inner Main Bolts 70 FT.LB.
TQ 7/16 Front & Rear Outer Bolts 70 FT.LB.
TQ 7/16 Center Splayed Bolts 70 FT.LB.

- NEW 40,000psi cast iron construction
- NEW Increased main web thickness
- NEW 7/16 fasteners increase web strength
- NEW low restriction priority main oiling
- 6 head bolts/cylinder - exclusive feature
- Now uses standard head bolts or studs
PN Bolts 154-3603 / Studs WPI705027
- 8.200”, 9.200” or 9.500” deck heights
- Bores to 4.200” (3.995” or 4.120” std.)
- Clearance for 3.500” crank w/8.200 Deck
- Clearance for 4.250” crank w/9.500 Deck
- Clearance for 4.000” crank w/9.200 Deck
- Splayed 4-bolt main caps w/dowels & stepped register, ARP fasteners
- Improved oil drain back from heads
- Accepts standard SBF components
- Provision for dry sump
- Approximately 200 lbs.
S/R SBC Heads

Stock replacement style 23° heads for small block Chevy.

World’s S/R cylinder heads are the preferred alternative to expensive OEM castings or junkyard rebuilds.

These heads are designed with extra-thick decks and walls for improved reliability as well as equipped with hardened steel exhaust seats that are compatible with today’s unleaded gasolines. They are machined for screw-in rocker arm studs for extra durability.

S/R Cylinder heads are fully 50-state emissions legal and because they are an OEM replacement head, they are legal for use by many oval tracks and race Sanctioning organizations.

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron
- Spring Seats: Machined for 1.250”
- Valve Diameter: 1.940” int, 1.500” exh (11/32” stem)
- Valves: Ersen stainless steel valves in assemblies
- Rocker Arm Studs: Screw-in style
- Rocker Arms: 1.5 ratio (use of 1.6 ratio will require elongation of pushrod holes)
- Intake Runner: 170cc, standard port location
- Exhaust Ports: 65cc, standard location
- Combustion Chamber: 67cc or 76cc, straight plug
- Spark Plug: 14mm 5/8”.460” reach tapered style. Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail raised w/perimeter and center bolt
- Valve Angle: Stock 23°
- Accessory Bolt Holes: Stock
- 50-State Emissions legal
- Accepted by most oval tracks and sanctions as stock replacements. Check rule book.

58cc chamber is suited for 305 cubic inch SBC

-1: 1.250” valve springs for hydraulic flat tappet cams
S/R TORQUER SBC Heads

Improved stock replacement style 23° heads for small block Chevy.

World’s SR Torquer provides up to 30HP over stock heads. These heads are designed with extra-thick decks and walls for improved reliability as well as equipped with hardened steel exhaust seats that are compatible with today’s unleaded gasolines. They are machined for screw-in rocker arm studs for extra durability. They feature a larger 2.02 Intake Valve and a 1.60 Exhaust Valve.

<table>
<thead>
<tr>
<th>S/R Torquer</th>
<th>Intake Port</th>
<th>Chamber Volume</th>
<th>Intk/Exh Valves</th>
<th>Spark Plugs</th>
<th>Valve Springs</th>
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<tbody>
<tr>
<td>042660</td>
<td>170cc</td>
<td>67cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>Bare</td>
</tr>
<tr>
<td>042660-1</td>
<td>170cc</td>
<td>67cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.250</td>
</tr>
<tr>
<td>042670</td>
<td>170cc</td>
<td>76cc</td>
<td>2.020/1.600</td>
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<td>Bare</td>
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<tr>
<td>042670-1</td>
<td>170cc</td>
<td>76cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.250</td>
</tr>
</tbody>
</table>

Notes:
Requires pushrod guide plates
-1: 1.250” valve springs for hydraulic flat tappet cams

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron, machined for .530” seals
- Spring Seats: Machined for 1.250”
- Valves: Ersen stainless steel valves in assemblies
- Valve Diameter: 2.02” int, 1.60” exh (11/32” stem)
- Rocker Arm Studs: Screw-in style
- Rocker Arms: 1.5 ratio (use of 1.6 ratio will require elongation of pushrod holes)
- Intake Runner: 170cc, standard port location
- Exhaust Ports: 65cc, standard location
- Combustion Chamber: 67cc or 76cc, straight plug
- Spark Plug: 14mm 5/8”.460” reach tapered style. Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail raised w/perimeter and center bolt
- Valve Angle: Stock 23°
- Accessory Bolt Holes: Stock
- 50-State Emissions legal
- Accepted by most oval tracks and sanctions as stock replacements. Check rule book.
SPORTSMAN II SBC Heads

The first true aftermarket performance cylinder head, good for 30-70HP over stock, and emissions legal!

The industry's most popular true high performance cast iron cylinder head has been continuously improved since its introduction over 20 years ago. With 200cc intake and 69cc exhaust ports, World's SPORTSMAN II heads offer 30-70 horsepower gains over OEM heads, yet are 50-state emissions legal (E.O. #D-343-1).

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron, machined for .530” seals
- Spring Seats: Machined for 1.550”
- Valves: Erson stainless steel valves in assemblies
- Valve Diameter: 2.020” int, 1.600” exh (11/32” stem)
- Rocker Arm Studs: Screw-in style
- Rocker Arms: 1.5 ratio (use of 1.6 ratio will require elongation of pushrod holes)
- Intake Runner: 200cc, standard port location
- Exhaust Ports: 69cc, standard location
- Combustion Chamber: 50cc, 64cc or 72cc
- Straight or angle plugs
- Spark Plug: 14mm 5/8” .460” reach tapered style. Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail raised w/perimeter and center bolt
- Valve Angle: Stock 23°
- Accessory Bolt Holes: Stock
- 50-State Emissions legal
- Accepted by most oval tracks and sanctions as stock replacements. Check with rule book.

### SPORTSMAN II SBC Heads

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Intake Port</th>
<th>Chmb Volume</th>
<th>Intk/Exh Valves</th>
<th>Spark Plugs</th>
<th>Valve Springs</th>
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<tbody>
<tr>
<td>011150</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>Bare</td>
</tr>
<tr>
<td>011150-1</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.250</td>
</tr>
<tr>
<td>011150-2</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.437</td>
</tr>
<tr>
<td>011150-3</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.540</td>
</tr>
<tr>
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<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>Bare</td>
</tr>
<tr>
<td>011250-1</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.250</td>
</tr>
<tr>
<td>011250-2</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.437</td>
</tr>
<tr>
<td>011250-3</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.540</td>
</tr>
<tr>
<td>012150</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>Bare</td>
</tr>
<tr>
<td>012150-1</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.250</td>
</tr>
<tr>
<td>012150-2</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.437</td>
</tr>
<tr>
<td>012150-3</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.540</td>
</tr>
<tr>
<td>012250</td>
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<td>72cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>Bare</td>
</tr>
<tr>
<td>012250-1</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.250</td>
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<tr>
<td>012250-2</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.437</td>
</tr>
<tr>
<td>012250-3</td>
<td>200cc</td>
<td>72cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.540</td>
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### NEW Sportsman 50cc Chambers

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<tr>
<th>Part No.</th>
<th>Intake Port</th>
<th>Chmb Volume</th>
<th>Intk/Exh Valves</th>
<th>Spark Plugs</th>
<th>Valve Springs</th>
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<td>50cc</td>
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<td>Angle</td>
<td>Bare</td>
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<tr>
<td>011150-50-1</td>
<td>200cc</td>
<td>50cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
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<td>200cc</td>
<td>50cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
<td>1.437</td>
</tr>
<tr>
<td>011150-50-3</td>
<td>200cc</td>
<td>50cc</td>
<td>2.020/1.600</td>
<td>Angle</td>
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<td>011250-50</td>
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<td>2.020/1.600</td>
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<td>Bare</td>
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<tr>
<td>011250-50-1</td>
<td>200cc</td>
<td>50cc</td>
<td>2.020/1.600</td>
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<td>011250-50-2</td>
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<td>50cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
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<tr>
<td>011250-50-3</td>
<td>200cc</td>
<td>50cc</td>
<td>2.020/1.600</td>
<td>Straight</td>
<td>1.540</td>
</tr>
</tbody>
</table>

### Notes:

- Requires pushrod guide plates
- 1: 1.250” valve springs for hydraulic flat tappet cams
- 2: 1.437” valve springs for solid flat tappet or hyd roller cams
- 3: 1.540” valve springs for solid roller cams
MOTOWN 220 SBC Heads

Racing style 23° iron heads for small block Chevy.

Designed for use in racing applications where cast iron heads are mandated or for larger displacement small block street-type engines, World’s 220cc intake MOTOWN heads are the ULTIMATE cast iron SBC head.

Employing 220cc intake ports, big 2.080” diameter intake valves and a highly efficient 64cc combustion chamber, the MOTOWN provides significant power increases over other heads on the market. They are ideally suited for high rpm use on small block Chevy engines of 383” or larger displacements.

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron, machined for .530” seals
- Spring Seats: Machined for 1.550”
- Valves: Erson stainless steel valves in assemblies
- Valve Diameter: 2.080” intake, 1.600” exhaust (11/32” stem)
- Rocker Arm Studs: Screw-in style
- Rocker Arms: 1.5 ratio (use of 1.6 ratio will require elongation of pushrod holes)
- Intake Runner: 220cc, standard port location
- Exhaust Ports: 70cc, standard location
- Combustion Chamber: 50cc or 64cc
- Straight or Angle plugs (Angle only on 50cc heads)
- Spark Plug: 14mm 5/8” .460” reach tapered style.
  Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail raised w/perimeter and center bolt
- Valve Angle: Stock 23°
- Accessory Bolt Holes: Stock
- Accepted by most oval tracks and sanctions as stock replacements. Check with rule book.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Intake Port Chmb. Volume</th>
<th>Intk/Exh Valves</th>
<th>Spark Plugs</th>
<th>Valve Springs</th>
</tr>
</thead>
<tbody>
<tr>
<td>014150</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Angle Bare</td>
<td></td>
<td></td>
</tr>
<tr>
<td>014150-1</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Angle 1.250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>014150-2</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Angle 1.437</td>
<td></td>
<td></td>
</tr>
<tr>
<td>014150-3</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Angle 1.540</td>
<td></td>
<td></td>
</tr>
<tr>
<td>014250</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Straight Bare</td>
<td></td>
<td></td>
</tr>
<tr>
<td>014250-1</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Straight 1.250</td>
<td></td>
<td></td>
</tr>
<tr>
<td>014250-2</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Straight 1.437</td>
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<tr>
<td>014250-3</td>
<td>220cc 64cc 2.080/1.600</td>
<td>Straight 1.540</td>
<td></td>
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</tr>
</tbody>
</table>

New Motown 50cc Chambers

- Requires pushrod guide plates
- 1: 1.250” valve springs for hydraulic flat tappet cams
- 2: 1.437” valve springs for solid flat tappet or hyd roller cams
- 3: 1.540” valve springs for solid roller cams

Scan For Tech Sheet
The cast iron MERLIN rectangular port design is available with intake ports in 320 and 345cc configurations. Choose the port size that will provide the optimum balance of flow and velocity for your engine combination.

They are available bare or in complete assemblies that feature multi-angle valve jobs, Erson stainless steel valves and valve springs matched to camshaft requirements.

World Products Merlin cylinder heads for big block Chevys combine large intake runners with open combustion chambers to produce good torque and low-end power.

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron
- Spring Seats: Machined for 1.550” (1.625” max.)
- Valves: Erson stainless steel valves in assemblies (inconel exhaust valves on marine applications)
- Valve Diameter: 2.300” intake, 1.880” exhaust (11/32” stem)
- Guide Plates: Stock
- Rocker Arm Studs: Screw-in style
- Rocker Arms: Standard
- Intake Runner: 320 or 345cc, standard port location
- Exhaust Ports: 137cc, Raised .600
- Combustion Chamber: 119cc
- Spark Plug: 14mm 5/8”.460” reach tapered style, Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail: Raised
- Valve Angle: Stock 24°
- Accessory Bolt Holes: Stock
- Chamber Design: Open

Part No. | Intake Port | Chmb Volume | Intk/Exh Valves Port | Valve Shape | Valve Springs
---------|-------------|--------------|----------------------|-------------|-----------------
030620   | 320cc      | 119cc        | 2.300/1.880 Rect    | Bare        |
030620-1 | 320cc      | 119cc        | 2.300/1.880 Rect 1.500S |
030620-2 | 320cc      | 119cc        | 2.300/1.880 Rect 1.460D |
030620M-2| 320cc      | 119cc        | 2.300/1.880 Rect 1.460D |
030620-3 | 320cc      | 119cc        | 2.300/1.880 Rect 1.550D |
030630   | 345cc      | 119cc        | 2.300/1.880 Rect    | Bare        |
030630-1 | 345cc      | 119cc        | 2.300/1.880 Rect 1.500S |
030630-2 | 345cc      | 119cc        | 2.300/1.880 Rect 1.460D |
030630-3 | 345cc      | 119cc        | 2.300/1.880 Rect 1.550D |

Notes:
-1: 1.500” valve springs for hydraulic flat tappet cams
-2: 1.460” valve springs for solid flat tappet or hyd roller cams
M-2: -2 Assembly with Inconel exhaust valve for Marine use
-3: 1.550” valve springs for solid roller cams
MERLIN OVAL PORT BBC Heads

Oval port 24° iron performance heads for big block Chevy.

World’s MERLIN series has earned a reputation as the performance industry standard for Big Block Chevy power.

The 269cc oval port design provides great low to mid-range power and throttle response for street and racing engines up to 496 cubic inches.

They are available bare or in complete assemblies that feature multi-angle valve jobs, Eron stainless steel valves and valve springs matched to camshaft requirements.

### Specifications

- **Part No.**
  - 030040  269cc 119cc 2.300/1.880 Oval Bare
  - 030040-1 269cc 119cc 2.300/1.880 Oval 1.500S
  - 030040-2 269cc 119cc 2.300/1.880 Oval 1.460D
  - 030040M-2 269cc 119cc 2.300/1.880 Oval 1.460D

### Notes:

- **-1:** 1.500” valve springs for hydraulic flat tappet cams
- **-2:** 1.460” valve springs for solid flat tappet or hyd roller cams
- **M-2:** -2 Assembly with Inconel exhaust valve for Marine use

- **Material:** High density cast iron
- **Valve Seats:** Intake (integral), exhaust (hardened)
- **Valve Guides:** Integral cast iron
- **Spring Seats:** Machined for 1.550” (can machine to 1.625”)
- **Valves:** Eron stainless steel valves in assemblies (Inconel exhaust valves on marine applications)
- **Valve Diameter:** 2.300” intake, 1.880” exhaust (11/32” stem)
- **Guide Plates:** Stock
- **Rocker Arm Studs:** Screw-in style
- **Rocker Arms:** Standard
- **Intake Runner:** 269cc, standard port location
- **Exhaust Ports:** 137cc, Raised .600
- **Combustion Chamber:** 119cc
- **Spark Plug:** 14mm 5/8” .460” reach tapered style, Accel 276 or 276S or equivalent
- **Valve Job:** Multi-angle intake and radiused exhaust
- **Valve Cover Rail:** Raised
- **Valve Angle:** Stock 24°
- **Accessory Bolt Holes:** Stock
- **Chamber Design:** Open

Scan For Tech Sheet
WINDSOR SR. SBF Heads

High performance replacement 20° iron heads for small block Ford.

When it comes to high performance replacements for factory cast iron heads, World’s WINDSOR SR. boasting 200cc intake ports, plus 64cc exhausts ports that are substantially larger than OEM Ford heads. Add a highly efficient combustion chamber design and larger valves and you have big bolt-on power.

Marine applications are also available upon request, equipped with high temperature inconel exhaust valves. The WINDSOR series of heads are the cost-effective choice for serious power from your 302/351.

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron
- Spring Seats: Machined for 1.550” (can machine to 1.625”)
- Valves: Erson stainless steel valves in assemblies (inconel exhaust valves on marine applications)
- Valve Diameter: 2.020” intake, 1.600” exhaust (11/32” stem)
- Rocker Arm Studs: Screw-in style
- Rocker Arms: Adjustable rockers recommended. 1.6 ratio (use of 1.73 ratio will require elongation of pushrod holes)
- Intake Runner: 200cc, standard port location
- Exhaust Ports: 64cc, standard location (dual exhaust bolt pattern to accommodate large custom headers)
- Combustion Chamber: 64cc
- Spark Plug: 14mm 5/8” .460” reach tapered style, Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail: Raised
- Valve Angle: Stock 20°
- Accessory Bolt Holes: Stock

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Intake Port</th>
<th>Chmbr Volume</th>
<th>Intk/Exh Valves</th>
<th>Valve Springs</th>
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</thead>
<tbody>
<tr>
<td>053040</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>Bare</td>
</tr>
<tr>
<td>053040-1</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>1.500S</td>
</tr>
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<td>053040-2</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>1.437D</td>
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<tr>
<td>053040-3</td>
<td>200cc</td>
<td>64cc</td>
<td>2.020/1.600</td>
<td>1.540D</td>
</tr>
</tbody>
</table>

Notes:
- Requires pushrod guide plates
  -1: 1.500” valve springs for hydraulic flat tappet cams
  -2: 1.437” valve springs for solid flat tappet or hyd roller
  -3: 1.540” valve springs for solid roller cams

Scan For Tech Sheet
Improved replacement 20° iron performance heads for small block Ford.

When it comes to high performance replacements for factory cast iron heads, World's WINDSOR JR. has the market covered with 180cc intake runners, plus the 64cc exhausts ports are substantially larger than OEM Ford heads. Add a highly efficient combustion chamber design and larger valves and you have big bolt-on power.

Part No. | Intake Port | Chmbr Volume | Intk/Exh Valves | Valve Springs
---|---|---|---|---
053030 | 180cc | 58cc | 1.940/1.600 | Bare
053030-1 | 180cc | 58cc | 1.940/1.600 | 1.500S
053030-2 | 180cc | 58cc | 1.940/1.600 | 1.437D
053030-3 | 180cc | 58cc | 1.940/1.600 | 1.540D

Notes:
Requires pushrod guide plates
-1: 1.500” valve springs for hydraulic flat tappet cams
-2: 1.437” valve springs for solid flat tappet or hyd roller
-3: 1.540” valve springs for solid roller cams

- Material: High density cast iron
- Valve Seats: Intake (integral), exhaust (hardened)
- Valve Guides: Integral cast iron
- Spring Seats: Machined for 1.550” (can machine to 1.625”)
- Valves: Erson stainless steel valves in assemblies (inconel exhaust valves on marine applications)
- Valve Diameter: 1.940” intake, 1.600” exhaust (11/32” stem)
- Rocker Arm Studs: Screw-in style
- Rocker Arms: Adjustable rockers recommended. 1.6 ratio (use of 1.73 ratio will require elongation of pushrod holes)
- Intake Runner: 180cc, standard port location
- Exhaust Ports: 64cc, standard location (dual exhaust bolt pattern to accommodate large custom headers)
- Combustion Chamber: 58cc
- Spark Plug: 14mm 5/8” .460” reach tapered style, Accel 276 or 276S or equivalent
- Valve Job: Multi-angle intake and radiused exhaust
- Valve Cover Rail: Raised
- Valve Angle: Stock 20°
- Accessory Bolt Holes: Stock
World Products uses and recommends ARP fasteners. Common part numbers to suit World blocks and heads are listed below. Available from World Products.

**Main Fasteners**
- World SBC w/ new 7/16 fasteners
  - WPI701406 Billet cap Stud kit
  - WPI701407 Nodular cap Bolt kit
- World BBC Merlin III
  - WPI701415 BBC billet cap stud kit
  - WPI701414 BBC nodular cap bolt kit
- World BBC Merlin IV
  - WPI701416 BBC billet cap stud kit
  - WPI701413 BBC nodular cap bolt kit
- World SBF w/ New 7/16 fasteners
  - WPI701432 Billet cap stud kit
  - WPI701431 Nodular cap bolt kit

**Head Bolt Kits**
- Chevrolet - Black Oxide
  - 134-3601 SB 23° cast iron OEM, GEN 111 Vortec/Truck & most Edelbrock LT-AFR, Brodix-8, -10, -11, -11xb, LT-1, Pro-1, Hex
  - 134-3701 SB 23° cast iron OEM, GEN 111 Vortec/Truck & most Edelbrock LT-AFR, Brodix -8, -10, -11, -11xb, LT-1, Pro-1, 12 pt

**Head Stud Kits**
- Chevrolet
  - 134-4001 23°OEM iron/alum Chev Gen III Vortec/Trk hex head
  - 234-4401 23°OEM iron/alum Chev Gen III Vortec/Trk 12 pt
  - 234-4301 23°OEM iron/alum Chev Gen III Vortec/Trk 12 pt u/cut
  - 234-4601 BBC Cast OEM, Alum factory heads, also early Bowtie
- Ford World SBF
  - WPI705027 OEM & most aftermarket

**Rocker Studs**
- Chevrolet
  - 134-7101 SB 3/8 typical application
  - 134-7104 SB 3/8 w/roller rockers
  - 134-7103 SB 7/16 typical application
  - 235-7204 SB Alum. heads int. studs
  - 235-7203 SB Alum. heads Exh. studs