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SMALL BLOCK CHEVY COMPATIBLE TOP END COMBOS



Hassle-Free



WARNING: Cancer and
Reproductive Harm-
www.P65Warnings
.ca.gov

PACKAGE COMPONENTS

Cylinder Heads Complete
Intake Manifold (4150 Series)
Valve Covers
Head Bolts & Washers
Intake Bolts & Washers

Valve Cover Studs & Nuts
Head Gaskets
Intake Gaskets
Exhaust Gaskets

Carburetor Gaskets
Valve Cover Gaskets
Spark Plugs
BRODIX® Hat

AVAILABLE UPGRADES FOR SMALL BLOCK

4500 Series Intake

ARP Head Studs

AVAILABLE SMALL BLOCK COMBOS

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Track 1 400	Max .700 Lift	9991001	Page 16
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STS Track 1 400 (227)	Max .700 Lift	9991004	Page 16
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BP 18 SP C	Max .700 Lift	9991025	Page 20
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BIG BLOCK CHEVY COMPATIBLE TOP END COMBOS



PACKAGE COMPONENTS

Cylinder Heads Complete
Intake Manifold (4150 Series)
Valve Covers
Head Bolts & Washers
Intake Bolts & Washers

Valve Cover Studs & Nuts
Head Gaskets
Intake Gaskets
Exhaust Gaskets

Carburetor Gaskets
Valve Cover Gaskets
Spark Plugs
BRODIX® Hat

AVAILABLE UPGRADES FOR BIG BLOCK

4500 Series Intake

ARP Head Studs

1.645 Triple Springs

AVAILABLE BIG BLOCK COMBOS

RR BB-O	Max .600 Lift	1.470 Springs	9992014-3	Page 34
RR BB-O	Max .700 Lift	1.550 Springs	9992015-3	Page 34
RR BB-R	Max .700 Lift	1.550 Springs	9992006-3	Page 34
RR BB-2 PLUS	Max .700 Lift	1.550 Springs	9992008-3	Page 34
BB-2 PLUS	Max .700 Lift	1.550 Springs	9992000-3	Page 40
BB-2 PLUS	Max .800 Lift	1.625 Springs	9992004-3	Page 40
BP RR BB-2 PLUS	Max .700 Lift	1.550 Springs	9992013-3	Page 34
BP BB-2 PLUS	Max .800 Lift	1.625 Springs	9992002-3	Page 40
BB-2 X	Max .800 Lift	1.625 Springs	9992005-3	Page 42
BB-2 XTRA	Max .800 Lift	1.625 Springs	9992001-3	Page 42
BP BB-2 XTRA	Max .800 Lift	1.625 Springs	9992003-3	Page 42
DS 320	Max .600 Lift	1.550 Springs	9992019-3	Page 38
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DS 320	Max .800 Lift	1.640 Springs	9992021-3	Page 38
DS 320	Max .800 Lift	1.645 Springs	9992022-3	Page 38
DS 365	Max .700 Lift	1.550 Springs	9992023-3	Page 38
DS 365	Max .800 Lift	1.640 Springs	9992024-3	Page 38
DS 365	Max .900 Lift	1.645 Springs	9992025-3	Page 38
BB-3 XTRA*	Max .800 Lift	1.625 Springs	9992016-3	Page 44
BP BB-3 XTRA	Max .800 Lift	1.625 Springs	9992007-3	Page 44
BP BB-3 XTRA	Max .800 Lift	1.625 Springs	9992018-3	Page 44
BP BB-3 XTRA O*	Max .800 Lift	1.625 Springs	9992009-3	Page 44
BP HH BB 383	Max .800 Lift	1.625 Springs	9992010-3	Page 46
BP HH BB 383 MC	Max .800 Lift	1.625 Springs	9992011-3	Page 46
BP HH BB 395 MC	Max .800 Lift	1.625 Springs	9992012-3	Page 46
BP SR 20 With T&D Rockers	Max .800 Lift	1.625 Springs	9992017-3	Page 32

* Please Specify Intake Port Volume

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BR 7™ SERIES

LS COMPATIBLE 12° CYLINDER HEADS

BRODIX delivers the industry's most durable replacement for the LS style cylinder heads with the introduction of the BR series. The BR 7 is an out-of-the-box version that comes standard with 71 cc combustion chambers, bowls blended, and intake ports matched. The STS BR 7 is a 100% CNC ported version that flows over 375 cfm. The BR 7 and the STS BR 7 both utilize a 12° valve angle and 2.204 / 1.614 valve combination. The STS BR 7 273 flows over 415 cfm with a 72 cc combustion chamber and 2.250 / 1.614 valves. The BP BR 7 BS 285 is 100% CNC ported and flows over 415 cfm. This version of the BR 7 has a 285 cc intake port and 72 cc combustion chambers. 2.250 / 1.580 valves are installed to accommodate the new, bigger high flow exhaust ports for turbo or blowers. The BP BR 7 BS 300 adds a newly designed 300 cc intake port that flows over 437 cfm. The BR 7 heads accept all standard LS components and share all of the legendary BRODIX features including: easily repairable A-356 virgin aluminum alloy and the strongest deck surface in the business. The STS BR 7 BS 273 has been added to the series for the racer who wants to use a 1.650 or smaller o.d. roller valve spring, but requires longer valves and special rockers.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORTS
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.204 X 5.200 o.a.l. X 8 mm STEM, BEADLOCK - BR 70204 (BR 7, STS BR 7)
2.250 X 5.200 o.a.l. X 8 mm STEM, BEADLOCK - BR 70225 (STS BR 7 273)
2.250 X 5.450 o.a.l. X 8 mm STEM, BEADLOCK - BR 72225 (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Exhaust Valves: 1.614 X 5.230 o.a.l. X 8 mm STEM, BEADLOCK - BR 70614
1.614 X 5.230 o.a.l. X 8 mm STEM INCONEL, BEADLOCK - BR 79004 (BR 7, STS BR 7, STS BR 7 273)
1.614 X 5.450 o.a.l. X 8 mm STEM, BEADLOCK - BR 72614
1.614 X 5.450 o.a.l. X 8 mm STEM INCONEL, BEADLOCK - BR 79005 (STS BR 7 BS 273)
1.580 X 5.450 o.a.l. X 8 mm STEM, BEADLOCK - BR 72580
1.580 X 5.450 o.a.l. X 8 mm STEM INCONEL, BEADLOCK - BR 79003 (BP BR 7 BS 285, BP BR 7 BS 300)
- Valve Springs: 1.350 HYDRAULIC ROLLER SPRING - MA 221435, 180 lb CLOSED, 430 lb OPEN, 1.885 INSTALLED HEIGHT, .700 MAXIMUM LIFT (BR 7, STS BR 7, STS BR 7 273)
1.550 ROLLER SPRING - PAC 1325, 260 lb CLOSED, 770 lb OPEN, 2.155 INSTALLED HEIGHT, .800 MAXIMUM LIFT (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Retainers: 1.290 7° STEEL - MA 23610 (BR 7, STS BR 7, STS BR 7 273)
1.550 10° TITANIUM - MA 2398BR+ 50 (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Valve Locks: 7° MACHINED BEADLOCK - MA 13098 (BR 7, STS BR 7, STS BR 7 273)
10° SUPER BEADLOCK - CC 632-16 (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Rocker Studs: NOT AVAILABLE
- Valve Seals: 8 mm - US VS31500 V

FACTS AND RELATED COMPONENTS

- Torque Heads: 11 mm STUDS - 85 ft-lb WITH OIL
8 mm STUDS - 26 ft-lb WITH OIL
- Torque Rocker Studs: 22 ft-lb
- Intake Gaskets: GM 19172113, FEL-PRO 1208-3 (.060) - (BR 7, STS BR 7)
GM 19172113 TRIM TO FIT, FEL-PRO 1208-3 TRIM TO FIT - (STS BR 7 273, STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Head Gaskets: GM 12582179, FEL-PRO 1185-041 (4.175 BORE)
- Exhaust Gaskets: FEL-PRO 1440
- Head Studs: ARP 234-4319 (6 pt.)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: 14 mm 3/4 REACH SEALS WITH WASHER
NGK R5671A-7 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.300 3/8
- Exhaust Valve Seats: P 1.680 3/8 (BR 7, STS BR 7, STS BR 7 273, STS BR 7 BS 273)
P 1.680 3/8 A45 (BP BR 7 BS 285, BP BR 7 BS 300)
- Intake and Exhaust Valve Guides: SAG 502 8MM CM7 (BR 7, STS BR 7, STS BR 7 273)
SAG 502 8MM CM7 BS (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Spring Pockets: 1.350 OUT OF THE BOX, MAY NOT BE CUT ANY LARGER OR DEEPER (BR 7, STS BR 7, STS BR 7 273)
1.550 OUT OF THE BOX, MAY BE CUT TO 1.650 - NO LARGER OR DEEPER (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Valve Angle: 12°
- Flat Milling: .0060 in PER cc
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (BR 7, STS BR 7, STS BR 7 273)
SPECIAL (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Pistons: STANDARD
- Rocker Arms: STANDARD OR CROWER 74107 WITH MACHINING (BR 7, STS BR 7, STS BR 7 273)
CROWER 74164F (STS BR 7 BS 273, BP BR 7 BS 285, BP BR 7 BS 300)
- Lifters: STANDARD
- Pushrods: MEASURE FOR PROPER LENGTH
- Valve Centerline: STANDARD
- Intake Manifold: STANDARD



**BR 7 - MACHINED FOR CROWER
(TOP VIEW)**



STS BR 7

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800	0.900
BR 7	2.204 INTAKE	150	144	294	334	360	364			
	1.614 EXHAUST	113	158	188	208	216	221			
STS BR 7 (CNC Ported)	2.204 INTAKE	159	240	303	343	369	376	364		
	1.614 EXHAUST	116	169	208	224	233	235	240		
STS BR 7 273 (CNC Ported)	2.250 INTAKE 50°	147	233	286	344	381	409	416		
	1.614 EXHAUST 45°	116	169	208	224	233	235	240		
STS BR 7 BS 273 (CNC Ported)	2.250 INTAKE 50°	147	233	286	344	381	409	416		
	1.614 EXHAUST 45°	116	169	208	224	233	235	240		
BP BR 7 BS 285 (CNC Ported)	2.250 INTAKE 50°	161	236	298	351	389		402	407	418
	1.580 EXHAUST 55°	87	140	185	222	240		250	256	257
BP BR 7 BS 300 (CNC Ported)	2.250 INTAKE 50°	159	241	296	357	397		421	436	437
	1.580 EXHAUST 55°	87	140	185	222	240		250	256	257

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR 7 BARE	1170000	262	71					2
BR 7 PKG	1171000	262	71	2.204/1.614	180	1.350	ST	2
STS BR 7 BARE	1178000	264	71					2
STS BR 7 273 BARE	1178001	273	72					2
STS BR 7 BS 273 BARE	1178002	273	72					2
STS BR 7 PKG	1178100	264	71	2.204/1.614	180	1.350	ST	2
STS BR 7 273 PKG	1178101	273	72	2.250/1.614	180	1.350	ST	2
STS BR 7 BS 273 PKG	1178102	273	72	2.250/1.614	260	1.550	TI	2
BP BR 7 BS 285 BARE	1178004	285	72					2
BP BR 7 BS 285 PKG	1178103	285	72	2.250/1.580	260	1.550	TI	2
BP BR 7 BS 300 BARE	1178005	300	72					2
BP BR 7 BS 300 PKG	1178105	300	72	2.250/1.580	260	1.550	TI	2

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

BR 7™

- LS Compatible
- 262 cc Rectangular Intake Port Flows Over 360 cfm
- Exhaust Port Flows 221 cfm
- 71 cc CNC Ported Combustion Chambers
- 2.204 / 1.614 Valve Sizes
- Most Powerful Out-of-the-Box Head in Its Class
- 4.125 Minimum Bore

STS BR 7

- LS Compatible
- 264 cc Rectangular Intake Port Flow Over 375 cfm
- Exhaust Port Flows 240 cfm
- 71 cc Combustion Chambers
- 2.204 / 1.614 Valve Sizes
- 100% CNC Ported
- 4.125 Minimum Bore

BP BR 7 BS 285™

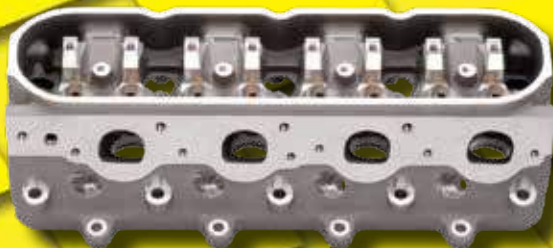
- 12° Valve Angle
- 285 cc Intake Ports
- 2.250 / 1.580 Valve Sizes
- Flows Over 400 cfm
- 100% CNC Ported
- New High Flowing Exhaust for Turbo/Blower Use
- Large Valve Spring Pockets for Roller Cam
- Special Rockers Required
- A45 Copper Exhaust Valve Seats

STS BR 7 273

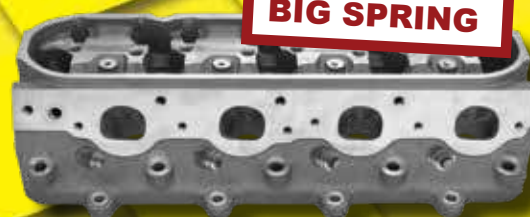
- Flows Over 415 cfm
- 2.250 / 1.614 Valve Sizes
- 50° Valve Job (Intake)
- 45° Valve Job (Exhaust)
- 273 cc Intake Port
- Uses Standard LS7 Components
- 12° Valve Angle

BP BR 7 BS 300™

- New 300 cc Intake Port Flows Over 437 cfm
- High Flowing Exhaust for Turbo/Blower Use



BIG SPRING



STS BR 7 BS 273

- Accepts up to 1.650 Springs
- Flows Over 415 cfm
- 2.250 / 1.614 Valve Sizes
- 12° Valve Angle
- Uses Special Rockers





BR 3™ SERIES 15° CYLINDER HEADS

BRODIX delivers the industry's most durable replacement for the LS3 style cylinder heads with the introduction of the BR 3 series. The BP BR 3 is a 100% CNC ported head that features a 280 cc intake port that flows over 363 cfm. The BR 3 is the unported version designed for outstanding "out-of-the-box" performance. Both heads utilize a 15° valve angle, a 71 cc combustion chamber, and a 2.165 / 1.590 valve combination, and accept all standard LS3 components. The BR 3 series shares all of the legendary BRODIX features including easily repairable A-356 virgin aluminum alloy and the strongest deck surface in the industry.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORTS TO FEL-PRO 1223-3
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.165 X 4.900 o.a.l. X 8 mm STEM, BEADLOCK - BR 79002
- Exhaust Valves: 1.590 X 4.923 o.a.l. X 8 mm STEM, BEADLOCK - BR 79001
- Valve Springs: 1.350 HYDRAULIC ROLLER VALVE SPRING - MA 221435
180 lb CLOSED, 435 lb OPEN, 1.850 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- ID Locators: MANLEY 42135
- Retainers: 1.290 7° STEEL - MA 23610
- Valve Locks: MA 13098
- Rocker Studs: N/A
- Guide Plates: N/A
- Valve Seals: 8 mm - US VS31500 V

FACTS AND RELATED COMPONENTS

- Torque Heads: 11 mm STUDS - 85 ft-lb WITH OIL
8 mm STUDS - 26 ft-lb WITH OIL
- Torque Rocker Studs: 22 ft-lb
- Intake Gaskets: FEL-PRO 1222-3
- Head Gaskets: GM 19170418
- Exhaust Gaskets: FEL-PRO MS 92467
- Head Studs: ARP 234-4317 (6 pt.) FOR L92 / LS3 BLOCKS
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-7 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.300 3/8
- Exhaust Valve Seats: P 1.680 3/8
- Intake and Exhaust Valve Guides: SAG 502 8MM CM7
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.350
- Valve Angle: 15°
- Flat Milling: .0060 in PER cc
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Pistons: STANDARD
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: STANDARD

BR 3™

- 15° Valve Angle
- 2.165 / 1.590 Valve Sizes
- Out-of-the-Box Horsepower
- 71 cc Combustion Chambers
- LS3 Compatible
- Uses Existing LS3 Rockers



BP BR 3™

- 100% CNC Ported
- 280 cc Intake Ports
- Flows Over 360 cfm
- 15° Valve Angle
- LS3 Compatible
- Uses All Standard LS3 Components

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
BR 3	2.165 INTAKE	150	213	266	316	342	345	348
	1.590 EXHAUST	93	142	171	187	200	203	206
BP BR 3 (CNC Ported)	2.165 INTAKE	146	213	268	318	347	357	364
	1.590 EXHAUST	100	146	183	209	226	229	234

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EKH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR 3 BARE	1173000	275	71					2
BR 3 PKG	1173001	275	71	2.165 / 1.590	180	1.350	ST	2
BP BR 3 BARE	1173002	280	71					2
BP BR 3 PKG	1173100	280	71	2.165 / 1.590	180	1.350	ST	2

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"OVER 100 BIG BUCK BRACKET RACE WINS OF \$10,000 OR MORE USING BRODIX CYLINDER HEADS EVERY TIME!"

- PETER BIONDO

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- **2022 AMERICAN DOORSLAMMER NATIONALS BACK TO BACK \$20,000 WINNER**
- **52-TIME NHRA NATIONAL EVENT WINNER**
- **7-TIME NHRA WORLD CHAMPION**
- **MULTIPLE TIME BIG BUCK BRACKET RACE WINNER INCLUDING**

PRODUCTS: 12° BRODIX HEADS AND BRODIX BLOCK



BR 13.5™ SERIES

LS COMPATIBLE 13.5° CYLINDER HEADS

BRODIX has once again raised the bar in the LS compatible cylinder head war! With the introduction of the BP BR 1 13, BRODIX delivers the best LS cathedral port compatible cylinder head on the market. This head offers a 13.5° valve angle that fits existing pistons. The 100% CNC ported head utilizes 2.100 / 1.600 valve sizes, newly designed 245 cc intake ports that flow over 370 cfm, and redesigned exhaust ports that flow over 235 cfm. The new as cast BR 5.3 features 2.020 / 1.550 valve sizes, intake ports that flow 298 cfm, and exhaust ports that flow over 180 cfm. As with all legendary BRODIX products, these heads are made in the USA with A-356 virgin aluminum alloy.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORTS TO FP 1312-3
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.020 X 4.900 o.a.l. X 8 mm STEM, BEADLOCK - BR 79013 (BR 5.3)
2.100 X 4.900 o.a.l. X 8 mm STEM, BEADLOCK - BR 79011 (BR 1 13)
- Exhaust Valves: 1.550 X 4.915 o.a.l. X 8 mm STEM, BEADLOCK - BR 79012 (BR 5.3)
1.550 X 4.915 o.a.l. X 8 mm STEM, INCONEL, BEADLOCK - BR 79014 (BR 5.3)
1.600 X 4.915 o.a.l. X 8 mm STEM, BEADLOCK - BR 79010 (BR 1 13)
- Valve Springs: 1.350 HYDRAULIC ROLLER VALVE SPRING - MA 221435
185 lb CLOSED, 408 lb OPEN, 1.870 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- ID Locators: MANLEY 42135
- Retainers: MA 23610
- Valve Locks: MA 13098
- Rocker Studs: N/A
- Guide Plates: N/A
- Valve Seals: 8 mm - US VS31500 V

BP BR 1 13™

- LS Cathedral Port Compatible
- 13.5° Valve Angle
- Newly Designed 245 cc Intake Port Flows Over 370 cfm!
- Newly Designed Exhaust Port Flows Over 235 cfm!
- 2.100 / 1.600 Valve Sizes
- 100% CNC Ported
- A-356 Virgin Aluminum Alloy
- Made in the USA

FACTS AND RELATED COMPONENTS

- Torque Heads: 11 mm STUDS - 85 ft-lb WITH OIL
8 mm STUDS - 26 ft-lb WITH OIL
- Torque Rocker Studs: 22 ft-lb
- Intake Gaskets: FEL-PRO 1312-3
- Head Gaskets: COMETIC C5933 (RIGHT), COMETIC C5934 (LEFT)
- Exhaust Gaskets: GM 12617944
- Head Studs: ARP 234-4319 (LSX BLOCK), ARP 234-4341 (DART BLOCK)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: 14 mm 3/4 REACH SEALS WITH WASHERS
NGK R5671A-7 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.131 3/8 (BR 5.3)
P 2.200 3/8 (BR 1 13)
- Exhaust Valve Seats: P 1.650 3/8
- Intake and Exhaust Valve Guides: SAG 502 8MM CM7
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.500
- Valve Angle: 13.5°
- Flat Milling: .0060 in PER cc
- Dowel Shift: N/A
- Pushrod Slots: STANDARD
- Pistons: STANDARD
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: STANDARD

BR 5.3™

“AS CAST”

- LS Compatible
- 13.5° Valve Angle
- Intake Port Flows 298 cfm
- Exhaust Port Flows Over 180 cfm
- 2.020 / 1.550 Valve Sizes
- Out-of-the-Box Horsepower
- Thick Deck for Nitrous/Blown Applications
- Toughest Castings in the Business



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
BR 5.3	2.020 INTAKE	121	178	226	267	298		
	1.550 EXHAUST	106	137	158	171	177		
								182
BP BR 1 13 (CNC Ported)	2.100 INTAKE	150	226	287	337	359	365	370
	1.600 EXHAUST	97	147	198	224	232	233	236

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR 5.3 BARE	1176000	245	65					2
BP BR 1 13 BARE	1175800	245	70					2
BP BR 1 13 PKG	1175801	245	70	2.100 / 1.600	180	1.350	ST	2

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

RYAN GUSTIN



ACCOMPLISHMENTS:

- 2-TIME USMTS NATIONAL CHAMPION
- 101 CAREER USMTS MAIN EVENT WINS

ENGINE BUILDER:

JAY DICKENS RACING ENGINES



IK® SERIES 23° CYLINDER HEADS

You have spoken and we have listened... these small block Chevy compatible heads offer the only two things that matter... performance and price! The features for the IK® 180 / 200 include a revolutionary ultra casting, versatile 180 cc, 200 cc, and 215 cc intake ports that are specifically designed for optimum versatility, and 64 cc or 70 cc combustion chambers that allow the use of several types of fuels.

The all new 100% CNC ported "Wild Thing"™ (BP IK 210) bridges the gap between our Pro Street heads and our complete line of race heads. These heads feature 210 cc intake ports and flow 287 cfm while utilizing all standard components. Standard features are A-356 virgin aluminum alloy, phosphorous bronze valve guides, valve seats for use with unleaded fuel, ends milled and drilled for accessories, and a straight spark plug angle. The combustion chambers are available as large as 74 cc. These are the most affordable high quality aluminum cylinder heads on the market.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1204 (IK 180)
MATCH INTAKE PORT TO FP 1206 (IK 200, IK 215)
MATCH INTAKE PORT TO FP 1205 (BP IK 210)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.020 X 4.920 o.a.l. - BR 6170DI (IK 180, IK 200)
2.080 X 4.965 o.a.l. - BR 81019 (IK 215, BP IK 210)
- Exhaust Valves: 1.600 X 4.920 o.a.l. - BR 6169DI (IK 180, IK 200)
1.600 X 4.965 o.a.l. - BR 81021 (IK 215, BP IK 210)
- Valve Springs: 1.250 HYDRAULIC VALVE SPRING - CC 981,
100 lb CLOSED, 300 lb OPEN, 1.850
INSTALLED HEIGHT, .525 MAXIMUM LIFT
(IK 180, IK 200)
1.470 HYDRAULIC ROLLER VALVE SPRING - CC 987
125 lb CLOSED, 325 lb OPEN, 1.900
INSTALLED HEIGHT, .575 MAXIMUM LIFT
(IK 180, IK 200)
1.550 FLAT TAPPET VALVE SPRING - BT 120121,
150 lb CLOSED, 365 lb OPEN, 1.950
INSTALLED HEIGHT, .600 MAXIMUM LIFT
(IK 215, BP IK 210)
1.550 ROLLER VALVE SPRING - PAC 1941,
255 lb CLOSED, 610 lb OPEN, 1.950
INSTALLED HEIGHT, .700 MAXIMUM LIFT
(IK 215, BP IK 210)
- Retainers: 1.250 7° STEEL - CC 742 (IK 180, IK 200)
1.430 7° STEEL - CC 743 (IK 180, IK 200)
1.550 10° STEEL - CC 752 (IK 215, BP IK 210)
- Valve Locks: 7° - PI PF-555 (IK 180, IK 200)
10° JUMBO - CC 611 (IK 215, BP IK 210)
- Rocker Studs: 3/8 - BR 318S (IK 180, IK 200)
7/16 - BR 716L, AR RRS-4I (IK 215, BP IK 210)
- Guide Plates: 5/16 - CC 4808
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1204, COMETIC C5416 (IK 180)
FEL-PRO 1206, COMETIC C5414 (IK 200, IK 215)
FEL-PRO 1205 (BP IK 210)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1404, COMETIC C5415 (IK 180, IK 200)
FEL-PRO 1406, COMETIC C5415 (IK 215, BP IK 210)
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 134-4001 (6 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE
3924 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: DBP 2.131 5/16
- Exhaust Valve Seats: DBP 1.650 3/8
- Intake and Exhaust Valve Guides: SAG 545 11/32 CM
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: BR 6435
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: HP-1 / HV 1016 (IK 180)
HV 1014 / HV 1016 (IK 200, IK 210, IK 215)
BM 1000 (IK 215)



- Standard Valve Cover Pattern
- 64 cc / 70 cc Combustion Chambers
- Straight Spark Plugs
- Ends Milled and Drilled for Accessories
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- CNC Ported Combustion Chambers Available as Large as 75 cc

**ALSO AVAILABLE
POLISHED**



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
IK 180	2.020 INTAKE	138	188	234	243	245		
	1.600 EXHAUST	112	149	167	175	178		
IK 200	2.020 INTAKE	123	181	230	253	261		
	1.600 EXHAUST	100	145	164	171	176		
IK 215	2.080 INTAKE	134	189	239	263	276	276	276
	1.600 EXHAUST	93	138	164	177	181	183	185
BP IK 210 (CNC Ported)	2.080 INTAKE	148	217	260	278	284	285	287
	1.600 EXHAUST	110	166	200	214	219	222	224

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
IK 180 BARE	1020001	180	70					2
IK 180 PKG	1021002	180	70	2.020/1.600	100	1.250	ST	2
IK 180 PKG	1021003	180	70	2.020/1.600	125	1.470	ST	2
IK 180 PKG	1021004	180	64	2.020/1.600	100	1.250	ST	2
IK 180 PKG	1021005	180	64	2.020/1.600	125	1.470	ST	2
IK 180 350 COMBO	9991012	180	70	2.020/1.600	125	1.470	ST	1
IK 180 400 COMBO	9991013	180	70	2.020/1.600	125	1.470	ST	1
IK 200 BARE	1020000	200	64					2
IK 200 BARE	1020002	200	70					2
IK 200 PKG	1021000	200	64	2.020/1.600	100	1.250	ST	2
IK 200 PKG	1021001	200	64	2.020/1.600	125	1.470	ST	2
IK 200 PKG	1021006	200	70	2.020/1.600	100	1.250	ST	2
IK 200 PKG	1021007	200	70	2.020/1.600	125	1.470	ST	2
IK 200 350 COMBO	9991010	200	70	2.020/1.600	125	1.470	ST	1
IK 200 400 COMBO	9991011	200	70	2.020/1.600	125	1.470	ST	1
IK 215 BARE	1020003	215	64					2
IK 215 BARE	1020004	215	70					2
IK 215 PKG	1021008	215	70	2.080/1.600	150	1.550	ST	2
IK 215 PKG	1021009	215	70	2.080/1.600	240	1.550	ST	2
IK 215 PKG	1021010	215	64	2.080/1.600	150	1.550	ST	2
IK 215 PKG	1021011	215	64	2.080/1.600	240	1.550	ST	2
IK 215 350 COMBO	9991029	215	70	2.080/1.600	150	1.550	ST	1
IK 215 400 COMBO	9991030	215	70	2.080/1.600	250	1.550	ST	1
BP IK 210 BARE	1028000	210	75					2
BP IK 210 PKG	1028100	210	75	2.080/1.600	125	1.470	ST	2
BP IK 210 PKG	1028101	210	75	2.080/1.600	240	1.550	ST	2
BP IK 210 PKG	1028102	210	75	2.080/1.600	240	1.550	TI	2
BP IK 210 PKG	1028103	210	68	2.080/1.600	125	1.470	ST	2
BP IK 210 PKG	1028104	210	68	2.080/1.600	240	1.550	ST	2
BP IK 210 PKG	1028105	210	68	2.080/1.600	240	1.550	TI	2
BP IK 210 PKG	1028106	210	64	2.080/1.600	125	1.470	ST	2
BP IK 210 PKG	1028107	210	64	2.080/1.600	240	1.550	ST	2
BP IK 210 PKG	1028108	210	64	2.080/1.600	240	1.550	TI	2
BP IK 210 350 COMBO	9991014	210	75	2.080/1.600	125	1.470	ST	1
BP IK 210 400 COMBO	9991015	210	75	2.080/1.600	125	1.470	ST	1

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WILD
THING
IK 215 210

THE IK® 180, IK® 200, IK® 215 AND
BP IK® 210 ARE AVAILABLE IN A TOP END
COMBO KIT (SEE PAGE 2).

CYLINDER HEAD PARTS KITS
(SEE PAGE 90)

HK 2021230 S
HK 2021470 S
HK 2081550 S



-10 CX™ SERIES 21° CYLINDER HEADS

The BRODIX BP 10 STD CX is the newest creation in a long line of successful small block Chevrolet compatible heads. This new 100% CNC ported offering has a rolled 21° valve angle, as well as redesigned valve spacing of 75/90. This head also features newly designed intake and exhaust ports that flow an amazing 349 cfm on the intake and 242 cfm on the exhaust! The new highly efficient 60 cc combustion chambers utilize a 2.125 / 1.600 valve combination. These heads also come standard with all the finest qualities that BRODIX has to offer.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1207
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.125 X 5.300 o.a.l.
- Exhaust Valves: 1.600 X 5.300 o.a.l. - BR 81051
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb CLOSED, 610 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - PAC 1225, 255 lb CLOSED, 761 lb OPEN, 2.000 INSTALLED HEIGHT, .800 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: N/A
- Guide Plates: N/A
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1207
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1407
- Head Bolts: N/A
- Head Bolt Washers: N/A
- Head Studs: SK HS10 C X
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.250 3/8 A45
- Exhaust Valve Seats: P 1.670 A45
- Intake and Exhaust Valve Guides: SHC 502 11/32 ML
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 21°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: N/A
- Rocker Arms: T&D SHAFT SYSTEM - T&D 22191
- Lifters: .180 OFFSET INTAKE
- Valve Centerline: 75/90
- Intake Manifold: BM 1005 / BM 1006



BP 10 STD CX™

- Requires Offset Rockers and Lifters
- Ampco 45 Exhaust Seats
- Nitrous-Friendly Deck Surface
- A-356 Virgin Aluminum; Easily Repaired
- 100% CNC Ported



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
BP 10 STD CX (CNC Ported)	2.125 INTAKE 50°	154	219	271	323	339	344	349
	1.600 EXHAUST 55°	77	132	166	198	219	234	242

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP 10 STD CX BARE	1108003	258	60					2

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

SHANE MADDUX



ACCOMPLISHMENTS:

- MULTI-TIME BIG MONEY WINNER

**PRODUCTS: BRODIX SR 20 CYLINDER HEADS
AND BRODIX ALUMINUM BLOCK**

ENGINE BUILDER: PAR RACING ENGINES - SCOTT DUGGINS

DRAGON SLAYER™ 23° CYLINDER HEADS SERIES

Economical out-of-the-box horsepower is what comes to mind with this new series of Dragon Slayer heads from BRODIX. The new Dragon Slayer 225 comes standard with CNC ported 68 cc combustion chambers allowing this port to flow over 300 cfm @ .600 cam lift. The best thing about this head is that all standard components such as rockers, lifters, and intake manifold may be used.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021
- Valve Springs: 1.550 FLAT TAPPET VALVE SPRING - BT 120121,
150 lb CLOSED, 365 lb OPEN, 1.950
INSTALLED HEIGHT, .600 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED HEIGHT,
.700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 5/16 - CC 4808
- Valve Seals: 11/32 - US VS529V



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1206, COMETIC C5414
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1406, COMETIC C5415
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 234-4301(12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.200 5/16
- Exhaust Valve Seats: P 1.650 3/8
- Intake and Exhaust Valve Guides: SAG 545 11/32 CM
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: BR 6435
- Rocker Arms: STANDARD
T&D ECONOMY OR JESEL SHAFT SYSTEM -
T&D 2256, JESEL KPS 01001
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: BM 1000 / HV 1000 / HV 1002 / SE 100 / SE 102

"Dragon Slayer"™

DS 225™

- "As Cast" 225 cc Intake Port
- 2.080 / 1.600 Valve Sizes
- CNC Ported Chambers
- Uses Standard Rockers and Components
- Flows Over 300 cfm at .600 Lift
- Best "As Cast" Head in Its League
- 23° Small Block Chevy Compatible



**THE DS 225™ IS AVAILABLE IN A TOP
END COMBO KIT (SEE PAGE 2).**

**CYLINDER HEAD PARTS KITS
(SEE PAGE 90)**

HK 2081550 S



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
DS 225	2.080 INTAKE	142	212	260	287	302	302	304
	1.600 EXHAUST	115	154	183	199	204	207	210

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
DS 225 BARE	1320000	225	68					2
DS 225 PKG	1321000	225	68	2.080/1.600	140	1.550	ST	2
DS 225 PKG	1321001	225	68	2.080/1.600	240	1.550	ST	2
DS 225 PKG	1321002	225	64	2.080/1.600	140	1.550	ST	2
DS 225 PKG	1321003	225	64	2.080/1.600	240	1.550	ST	2
DS 225 PKG	1321004	225	68	2.080/1.600	240	1.550	TI	2
DS 225 PKG	1321005	225	64	2.080/1.600	240	1.550	TI	2
DS 225 400 COMBO	9991024	225	68	2.080/1.600	240	1.550	ST	1

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Ricky Thornton, Jr.

ACCOMPLISHMENTS:

- 2024 LUCAS OIL LATE MODEL DIRT SERIES NATIONAL CHAMPION
- 2021 LUCAS OIL LATE MODEL DIRT SERIES ROOKIE OF THE YEAR
- 2020 IMCA SUPER NATIONALS LATE MODEL AND MODIFIED CHAMPION
- 2019 IMCA SUPER NATIONALS LATE MODEL CHAMPION
- 2016 IMCA SUPER NATIONALS MODIFIED CHAMPION

**PRODUCTS: BRODIX FF 11 STD CNC CYLINDER HEADS,
BRODIX 8B 1250 D ALUMINUM BLOCK, AND
BRODIX BM 1100 INATKE MANIFOLD
ENGINE BUILDER: CLEMENTS AUTOMOTIVE**



PHOTO CREDIT: HEATH LAWSON PHOTOGRAPHY

TRACK 1™ SERIES 23° CYLINDER HEADS

The BRODIX Track 1® has a 221 cc intake port and a 67 cc combustion chamber. This head was designed for the drag or oval track racer who wants a lighter weight cylinder head that can make a significant difference in horsepower. The BRODIX Track 1® has a very thick deck that is compatible with nitrous, and comes with phosphorous bronze valve guides and hardened valve seats installed for unleaded fuel. ***The spring pockets must not be cut any larger or deeper than 1.550.**

The BRODIX Track 1® is also available completely CNC ported at an economical price. CNC porting ensures maximum consistency between each intake and exhaust port. No special components are required with the CNC ported BRODIX Track 1® head. This head is available in four intake port volumes. Exhaust ports accommodate a standard Chevy pattern only. The industry standard has been taken to the next level with modernized CNC porting.

SMALL BLOCK CHEVY COMPATIBLE HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206
MATCH INTAKE PORT TO FP 1207 (STS T1 245)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019 (TRACK 1, STS T1 215, STS T1 227)
2.125 X 5.065 o.a.l. - BR 60025 (STS T1 233)
2.150 X 5.065 o.a.l. - BR 60050 (STS T1 245)
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021 (TRACK 1, STS T1 215, STS T1 227)
1.600 X 5.065 o.a.l. - BR 60030 (STS T1 233, STS T1 245)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb CLOSED, 610 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752 (TRACK 1)
1.550 10° TITANIUM - MA 2398BR (CNC TRACK 1)
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - CC 4808 (TRACK 1, STS T1 215, STS T1 227)
5/16 - BR 5160 (STS T1 233)
- Valve Seals: 11/32 - US VS529V

**BRODIX
TRACK I®**



- Ductile Iron Valve Seats for Use With Unleaded Fuel
- Combustion Chambers Available in a Variety of Sizes (Available CNC Ported as Large as 76 cc)
- Ends Milled and Drilled for Accessories
- Optional LT1 Modifications Available
- Nitrous-Friendly Deck Surface

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1206, COMETIC C5414
FEL-PRO 1207 (STS T1 245)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1406, COMETIC C5415
- Head Bolts: ARP 134-3601, MANLEY 42313
- Head Bolt Washers: MANLEY 42102
- Head Studs: ARP 234-4301(12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.131 5/16 (TRACK 1)
P 2.200 5/16 (STS T1 215, STS T1 227)
P 2.250 5/16 (STS T1 233, STS T1 245)
- Exhaust Valve Seats: P 1.650 3/8
- Intake and Exhaust Valve Guides: SAG 545 11/32 CM (TRACK 1)
SH 545 11/32 P (STS T1 215, STS T1 227, STS T1 233, STS T1 245)
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (TRACK 1, STS T1 215, STS T1 227)
40/60 (STS T1 233, STS T1 245)
- Stud Girdle: BR 6435 (TRACK 1, STS T1 215, STS T1 227)
NOT AVAILABLE (STS T1 245)
BR 6440 (STS T1 233)
- Rocker Arms: STANDARD (TRACK 1, STS T1 215, STS T1 227, STS T1 233)
T&D ECONOMY OR JESEL SHAFT SYSTEM (TRACK 1, STS T1 215, STS T1 227) - T&D 2256, JESEL KPS 01001
T&D ECONOMY 40/60 OR JESEL 40/60 SHAFT SYSTEM (STS T1 233) - T&D 2256, JESEL KPS 01302
T&D OR JESEL SHAFT SYSTEM (STS T1 245) - T&D 2216, JESEL KRA-013020 (.450 OFFSET)
- Lifters: STANDARD (TRACK 1, STS T1 215, STS T1 227, STS T1 233)
.180 OFFSET LIFTERS WITH 3/8" PUSHRODS (STS T1 245)
- Valve Centerline: STANDARD (TRACK 1, STS T1 215, STS T1 227)
40/60 (STS T1 233, STS T1 245)
- Intake Manifold: BM 1000 / HV 1000 / HV 1002 / SE 100 / SE 102 (TRACK 1, STS T1 215, STS T1 227, STS T1 233, STS T1 245)

**THE TRACK 1™ AND CNC PORTED
TRACK 1™ ARE AVAILABLE IN A TOP
END COMBO KIT (SEE PAGE 2).**



WARNING: Cancer and
Reproductive Harm-
www.P65Warnings
.ca.gov

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800
TRACK 1	2.080 INTAKE	124	179	228	264	276	278	279	
	1.600 EXHAUST	103	138	164	178	186	188	190	
STS T1 215 (CNC Ported)	2.080 INTAKE	150	213	258	285	303	305	305	
	1.600 EXHAUST	116	150	185	208	219	224	227	
STS T1 227 (CNC Ported)	2.080 INTAKE	154	223	270	303	312	314	316	
	1.600 EXHAUST	116	150	185	208	219	224	227	
STS T1 233 (CNC Ported)	2.125 INTAKE 50°	139	200	254	296	319	325	326	
	1.600 EXHAUST 45°	106	145	181	209	224	228	233	
STS T1 245 (CNC Ported)	2.150 INTAKE 50°	135	197	255	300	328	338	341	342
	1.600 EXHAUST 45°	106	145	180	209	224	228	233	235

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
T1 STD BARE	1000000 A	221	67					2
T1 STD BARE	1000001 S	221	67					2
T1 STD PKG	1001000 A	221	67	2.055/1.600	140	1.550	ST	2
** T1 STD PKG **	1001001 A	221	67	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001002 A	221	67	2.080/1.600	240	1.550	TI	2
T1 STD PKG	1001003 S	221	67	2.055/1.600	140	1.550	ST	2
T1 STD PKG	1001004 S	221	67	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001005 S	221	67	2.080/1.600	240	1.550	TI	2
T1 STD PKG	1001006 A	221	64	2.055/1.600	140	1.550	ST	2
** T1 STD PKG **	1001007 A	221	64	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001008 A	221	64	2.080/1.600	240	1.550	TI	2
T1 STD PKG	1001009 S	221	64	2.055/1.600	140	1.550	ST	2
T1 STD PKG	1001010 S	221	64	2.080/1.600	240	1.550	ST	2
T1 STD PKG	1001011 S	221	64	2.080/1.600	240	1.550	TI	2
T1 STD SPECIAL	1009000	CUSTOM ORDER						2
STS T1 STD BARE	1008000	215	68					2
STS T1 STD 227 BARE	1008002	227	68					2
** STS T1 STD PKG **	1008100	215	68	2.080/1.600	240	1.550	TI	2
STS T1 STD PKG	1008101	215	64	2.080/1.600	240	1.550	TI	2
STS T1 STD PKG	1008102	215	68	2.080/1.600	240	1.550	ST	2
STS T1 STD PKG	1008103	215	64	2.080/1.600	240	1.550	ST	2
STS T1 STD 227 PKG	1008104	227	68	2.080/1.600	240	1.550	TI	2
** STS T1 STD 227 PKG **	1008105	227	64	2.080/1.600	240	1.550	TI	2
STS T1 STD 227 PKG	1008110	227	68	2.080/1.600	240	1.550	ST	2
STS T1 STD 227 PKG	1008111	227	64	2.080/1.600	240	1.550	ST	2
STS T1 STD SPECIAL	1009002	CUSTOM ORDER						2
STS T1 STD 227 SPECIAL	1009003	CUSTOM ORDER						2
STS T1 STD 233 BARE	1008003	233	68					2
STS T1 STD 233 PKG	1008106	233	68	2.125/1.600	240	1.550	TI	2
STS T1 STD 233 PKG	1008107	233	64	2.125/1.600	240	1.550	TI	2
STS T1 STD 233 PKG	1008112	233	68	2.125/1.600	240	1.550	ST	2
STS T1 STD 233 PKG	1008113	233	64	2.125/1.600	240	1.550	ST	2
STS T1 STD 233 SPECIAL	1009004	CUSTOM ORDER						2
STS T1 STD 245 BARE	1008004	245	68					2
STS T1 STD 245 PKG	1008108	245	68	2.150/1.600	240	1.550	TI	2
STS T1 STD 245 PKG	1008109	245	64	2.150/1.600	240	1.550	TI	2
STS T1 STD 245 PKG	1008114	245	68	2.150/1.600	240	1.550	ST	2
STS T1 STD 245 PKG	1008115	245	64	2.150/1.600	240	1.550	ST	2
TRACK 1 350 COMBO	9991000	221	67	2.080/1.600	240	1.550	ST	1
TRACK 1 400 COMBO	9991001	221	67	2.080/1.600	240	1.550	ST	1
STS TRACK 1 350 COMBO	9991003	215	68	2.080/1.600	240	1.550	TI	1
STS TRACK 1 400 COMBO	9991004	227	68	2.080/1.600	240	1.550	TI	1
STS TRACK 1 STD 233 COMBO	9991017	233	68	2.125/1.600	240	1.550	TI	1

** Indicates most popular packages sold. **, A = Angled, S = Straight

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NON-STOCKING ITEM / SPECIAL ORDER ONLY

4.500 BORE SPACING SERIES

10°, 12°, AND 13° CYLINDER HEADS

The BRODIX 4.500 bore spacing series opens a whole new world of development for the small block Chevrolet compatible engine. This 4.500 bore spacing feature allows for a cylinder bore of 4.250 to be utilized which greatly enhances durability and airflow. This new series offers a variety of different valve angles, port locations, and port sizes. Special components needed for proper installation include: headers, shaft rocker system, sheet metal valve covers, head stud kit, and cam core.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: CALL FOR OPTIONS
- Exhaust Valves: CALL FOR OPTIONS
- Valve Springs: 1.550 ROLLER VALVE SPRING - IS 9985,
260 lb CLOSED, 600 lb OPEN, 1.950
INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V



4.500 Series WP FF 13 STD

- 13° Wedge Design
- Proven Performance
- Industry Leading Reliability



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: CUSTOM - HAND FABRICATED
- Head Gaskets: FEL-PRO 26476
- Exhaust Gaskets: CUSTOM - HAND FABRICATED
- Valve Cover Gaskets: COMETIC VC 261188ML (WP FF 13 STD)
- Head Studs: SK HS BD 45 (WP BD 4510)
SK HSSB 13/45 (WP FF 13 STD)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 -
NO LARGER OR DEEPER
- Valve Angle: 12° (WP BD 4510), 13° (WP FF 13 STD)
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: PORTED ARE CUT, UNPORTED ARE LEFT UNCUT
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM - T&D 22202 (WP BD 4510),
T&D 2291 (WP FF 13 STD)
- Lifters: .180 ALL TO THE LEFT (WP BD 4510)
.180 (WP FF 13 STD)
- Pistons: SPECIAL 12° (WP BD 4510)
SPECIAL 13° (WP FF 13 STD)
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: BRODIX 5°
- Valve Centerline: 88/184
- Intake Manifold: SHEET METAL (WP BD 4510)
EDELBROCK 2845 FOR STANDARD DECK (WP FF 13 STD)
EDELBROCK 28458 FOR TALL DECK (WP FF 13 STD)

4.500 Series WP BD 4510

- Symmetrical Port 12° Head
- Best Late Model Head Available
- +30 hp Over Wedge Heads

**SPECIAL INTAKE GASKETS AND SPREAD
PORT EXHAUST GASKETS ARE AVAILABLE
EXCLUSIVELY FROM BRODIX®.**

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
WP BD 4510 (CNC Ported)	2.200 INTAKE	159	243	307	356	378	390	402
	1.600 EXHAUST	114	155	196	229	251	258	263
WP FF 13 STD (CNC Ported)	2.200 INTAKE	159	238	304	356	377	386	389
	1.600 EXHAUST	114	155	194	237	253	260	265

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
FF 10 STD CNC BARE	1450002							2
FF 13 STD CNC BARE	1450001	290	49					2
WP FF 13 STD BARE	1458001	290	49					2
WP BD 4510 BARE	1458000	292	50					1

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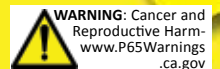


FF 10 STD CNC BARE

WP FF 13 STD



WP BD 4510



-18 C™ SERIES**18° CYLINDER HEADS**

The BRODIX 18 C cylinder head has an 18° valve angle that works well on dirt late model or serious drag racing applications. This head has special valve centerlines and dowel location requiring special components. Interlocking valve seats are installed along with replaceable phosphorous bronze guides. The combustion chambers may be angle milled down to the mid 40 cc range without weakening the deck surface. The 18 C has two exhaust bolt patterns available and a 5° intake face requiring a special intake manifold and components.

PACKAGE HEADS

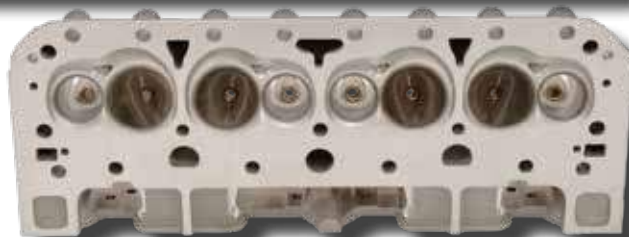
- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 1801 (BP 18 SP C)
MATCH INTAKE PORT TO MG 1600 (BP 18 SP C 269)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.540 o.a.l. - BR 60518D
- Exhaust Valves: 1.625 X 5.540 o.a.l. - BR 60154
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941,
255 lb CLOSED, 610 lb OPEN, 1.950
INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V



- 5° Intake Flange
- 18° Standard or Spread Port Exhaust
- Flows Over 380 cfm CNC Ported
- 58/107 Valve Spacing
- Available CNC Ported
- A-356 Virgin Aluminum; Easily Repaired

**FACTS AND RELATED COMPONENTS**

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 1801, MODIFIED FEL-PRO 1282 (BP 18 SP C)
BRODIX MG 1600 (BP 18 SP C 269)
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: SPREAD PORT - BRODIX MG 52464 (TRIM TO
FIT), COMETIC C5424
- Head Studs: ARP 234-4727 (12 pt WITH 3/8 CENTER STUDS)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.280 3/8
- Exhaust Valve Seats: P 1.670 3/8
- Intake and Exhaust Valve Guides: SHC 545 11/32 MG
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 -
NO LARGER OR DEEPER
- Valve Angle: 18°
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: 58/107
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 58/107 SPACING, CHECK HEADS
FOR INTAKE OFFSET - T&D 2229, JESEL KPS 15409
- Lifters: .180 OFFSET
- Pistons: SPECIAL 18°
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: 5°
- Valve Centerline: 58/107
- Intake Manifold: HV 1813 / HV 1814



**SPECIAL SPREAD PORT EXHAUST
GASKETS ARE AVAILABLE
EXCLUSIVELY FROM BRODIX®.**

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BP 18 SP C (CNC Ported)	2.180 INTAKE	163	232	288	335	351	360	
	1.625 EXHAUST	119	172	214	233	242	250	
BP 18 SP C 269 (CNC Ported)	2.180 INTAKE	160	234	294	345	361	374	381
	1.625 EXHAUST	119	172	213	232	241	250	253

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
18 SP C BARE	1180003	185	40					2
18 STD C BARE	1180005	185	40					2
BP 18 SP C BARE	1188004	254	56					2
BP 18 SP C PKG	1188106	254	56	2.180/1.625	240	1.550	TI	2
BP 18 SP C 269 BARE	1188005	269	56					2
BP 18 SP C 269 PKG	1188107	269	56	2.180/1.625	240	1.550	TI	2
BP 18 SP C COMBO	9991025	254	56	2.180/1.625	240	1.550	TI	1
BP 18 SP C COMBO With T&D Rockers	9991026	254	56	2.180/1.625	240	1.550	TI	1

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Dylan Thornton

ACCOMPLISHMENTS:

- 2024 IMCA SUPER NATIONALS LATE MODEL CHAMPION
- 2024 IMCA SUPER NATIONALS MODIFIED CHAMPION
- 2023 IMCA SUPER NATIONALS STOCK CAR CHAMPION

ENGINE BUILDER: HALABUILT COMPETITION ENGINES



THE CNC PORTED 18 SP C™
IS AVAILABLE IN A TOP END COMBO
KIT (SEE PAGE 2).



-13™ SERIES 13° CYLINDER HEADS

With the introduction of the BP 13, BRODIX added yet another weapon to its arsenal of cutting edge cylinder heads. Due to the use of our unique "Total Control" process, the BP 13 is unmatched in both quality and performance. It utilizes a 13° valve angle, moved valve centerlines, and a 47 cc wet flow friendly combustion chamber. This 100% CNC ported offering from BRODIX is destined to become the industry standard.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 1600 (TRIM TO FIT), MR. GASKET 143
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.550 o.a.l. (50° SEAT ANGLE)
- Exhaust Valves: 1.625 X 5.550 o.a.l. (45° SEAT ANGLE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb CLOSED, 610 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

- Flows 370 cfm CNC Ported
- 283 cc Intake Ports
- New 13° Valve Angle
- Exhaust Pattern - Compatible With 18° Standard Chevrolet
- 100% CNC Ported



THE BP 13 STD™ IS AVAILABLE
IN A TOP END COMBO KIT
(SEE PAGE 2).

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 1600 (TRIM TO FIT), MR. GASKET 143
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: FEL-PRO 1407
- Head Studs: SK HSSB 13 (ALUMINUM BLOCK)
BR HS 13 STD CI (CAST IRON)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.280 3/8
- Exhaust Valve Seats: P 1.670 3/8
- Intake and Exhaust Valve Guides: SH 545 11/32 PL WBMC
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 13°
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: 85/134
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 85/134 SPACING, CHECK HEADS FOR INTAKE OFFSET - T&D 2126, JESEL KPS 41942
- Lifters: .180 OFFSET
- Pistons: SPECIAL 13°
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: 5°
- Valve Centerline: 85/134
- Intake Manifold: HV 1300 / HV 1301 / Edelbrock 2955 / Edelbrock 2958



- Raised Intake Port
- Dual Exhaust Bolt Pattern
- Center Cylinder Valve Placement
- Available With Copper or Ductile Iron Valve Seats



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BP 13 STD	2.180 INTAKE 50°	159	239	307	352	359	364	370
(CNC Ported)	1.625 EXHAUST 45°	113	164	213	236	247	258	263

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING PRESSURE	SEAT SPRING DIAM.	RET. ST/TI	PER
13 STD CNC BARE	1230000							2
BP 13 STD BARE	1238000	283	47					2
BP 13 STD PKG	1238100	283	47	2.180/1.625	240	1.550	TI	2
BP 13 STD PKG	1238101	283	47	2.180TI/1.625ST	240	1.550	TI	2
BP 13 STD PKG	1238102	283	47	2.180TI/1.625TI	240	1.550	TI	2
BP 13 STD COMBO	9991027	283	47	2.180ST/1.625	240	1.550	TI	1
BP 13 STD COMBO With T&D Rockers	9991028	283	47	2.180ST/1.625	240	1.550	TI	1

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90° V6 SERIES

23° CYLINDER HEADS

The 90° V6 head is another fine product offered by BRODIX. The V6 cylinder head is available in two different intake ports. The V6 -8 is for a low rpm, Pro Street style engine. The V6 -10 is for a larger cubic inch engine, higher rpm range, and racing environment. The BRODIX V6 heads are made of virgin A-356 aluminum material and have ductile iron seats and solid phosphorous bronze guides. Helicoils are installed in the rocker stud bosses to assure stability.



CYLINDER HEAD SPECIFICATIONS

	INTAKE PORT	CHAMBER VOLUME	VALVE SIZES INTAKE/EXHAUST
V6 -8	194 cc	67 cc	2.080/1.600
V6 -10	210 cc	67 cc	2.080/1.600

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
V6 -8	2.080 INTAKE	134	191	230	240			
	1.600 EXHAUST	110	139	155	161			
V6 -10	2.080 INTAKE	145	195	240	253	262	262	262
	1.600 EXHAUST	110	139	155	161	166	168	168

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1203
- Valve Cover Gaskets: FEL-PRO 1601
- Head Gaskets: FEL-PRO 1002
- Exhaust Gaskets: FEL-PRO 1403
- Head Bolts: MANLEY 42313 (V8 KIT)
- Head Bolt Washers: MANLEY 42102 (V8 KIT)
- Head Studs: ARP 234-4301 (V8 KIT)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE 3924 FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 23°
- Angle Milling: .0078 in PER cc
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: NOT APPLICABLE
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Valve Centerline: STANDARD
- Intake Manifold: EDELBROCK PERFORMER 90° V6 (DUAL PLANE)
- Available with Straight or Angle Plug



WARNING: Cancer and Reproductive Harm-
www.P65Warnings.ca.gov

AK™ SERIES

13° CYLINDER HEADS

The AK series is the latest in sprint car technology. This head offers new features such as: a 13° valve angle, a relocated spark plug and down nozzle location, and an 80/135 valve spacing. The BP AK head is offered in three intake port sizes, 270 cc, 275 cc, and 285 cc. Special components required for these heads are injectors, sheet metal valve covers, and a shaft rocker system.

SMALL BLOCK CHEVY COMPATIBLE HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: O-RINGED (1.435 X 2.100)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.950 X 5/16
- Exhaust Valves: 1.600 X 5.950 X 5/16
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb CLOSED, 610 lb OPEN, 1.950 INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 5/16 - CC 610
- Valve Seals: 5/16 - CC 500



- 5/16 Valves Available
- 2.180 Intake Valves
- Down Nozzles Drilled Upon Request
- Spread Port Exhaust



- 52 cc
- Available Lightened
- 80/135 Valve Centerline
- 1.600 Exhaust Valves
- Available in Three Intake Port Volumes, 270, 275 and 285 cc

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: O-RINGED
- Head Gaskets: 350 - FEL-PRO 1003, COMETIC C5399
400 - FEL-PRO 1004, COMETIC C5403
- Exhaust Gaskets: SPREAD PORT - BRODIX MG 52464 (TRIM TO FIT), COMETIC C5424
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX - BRODIX BR HSAP (ALUMINUM BLOCK)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.270 5/16
- Exhaust Valve Seats: P 1.650 3/8
- Intake Valve Guides: SHC 502 5/16 AKML
- Exhaust Valve Guides: SHC 502 5/16 AKM
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 - NO LARGER OR DEEPER
- Valve Angle: 13°
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0060 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrods: SPECIAL LENGTH
- Rocker Arms: SHAFT SYSTEM - T&D 2341, JESEL KPS 20592
- Lifters: .180 OFFSET
- Pistons: SPECIAL 13°
- Intake Face Angle: 5°
- Valve Centerline: 80/135
- Intake Manifold: FUEL INJECTION



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800
BP AK 270 (CNC Ported)	2.180 INTAKE	154	236	298	333	361	373	376	
	1.600 EXHAUST	110	161	213	238	248	256	258	
BP AK 275 (CNC Ported)	2.180 INTAKE	157	237	305	348	374	380	387	388
	1.600 EXHAUST	110	161	213	238	248	256	258	261
BP AK 285 (CNC Ported)	2.180 INTAKE	157	239	298	339	369	378	382	
	1.600 EXHAUST	110	161	213	238	248	256	258	

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
AK 270 BARE	1310000							2
BP AK 270 BARE	1318000	270	52					2
BP AK 270 L BARE	1318001	270	52					2
BP AK 275 BARE	1318004	275	52					2
BP AK 275 L BARE	1318005	275	52					2
BP AK 285 BARE	1318002	285	52					2
BP AK 285 L BARE	1318003	285	52					2
BP AK 270 SPECIAL	1319000	CUSTOM ORDER						2
BP AK 285 SPECIAL	1319001	CUSTOM ORDER						2

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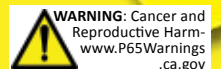
BLAKE HAHN



ACCOMPLISHMENTS:

- 2021 AND 2022 Lucas Oil ASCS NATIONAL CHAMPION
- 2018, 2019, AND 2021 ASCS SHORT TRACK NATIONALS CHAMPION

OWNER: EMMETT HAHN



NON-STOCKING ITEM / SPECIAL ORDER ONLY**BD™ SERIES****12° AND 13.5°
CYLINDER HEADS**

The BRODIX BD series is the latest in cylinder head technology. This symmetrical port design virtually eliminates head gasket problems that have plagued the small block Chevy for decades. The BD heads are available CNC ported in several port volumes. Special components needed for proper installation include: injector or intake manifold, headers, shaft rocker system, sheet metal valve covers, head stud kit, and camshaft core.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO COMETIC C5421
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.200 X 6.090 o.a.l. - BX 2200-609T (BD 2000)
2.200 X 6.250 o.a.l. - BX 2200-625T (BD 1010)
2.230 X 6.250 o.a.l. - BX 2230-625T (BD 2300)
- Exhaust Valves: 1.580 X 6.090 o.a.l. - BR 91580 (BD 2000)
1.580 X 6.250 o.a.l. - BX 1580-625T 25 (BD 1010)
1.600 X 6.250 o.a.l. (BD 2300)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V



- Symmetrical Intake and Exhaust Port
- Wet Flow Technology at Its Finest
- Steam Evacuation in Intake Face
- 5° Intake Flange
- "Line of Sight" Intake Ports
- Highly Efficient Combustion Chambers
- Maximum Head Gasket Sealing
- A-356 Virgin Aluminum; Easily Repaired

**SPECIAL INTAKE GASKETS AND
SPREAD PORT EXHAUST GASKETS ARE
AVAILABLE EXCLUSIVELY
FROM BRODIX®.**

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: COMETIC C5421
- Head Gaskets: 350 - COMETIC C5404
400 - COMETIC C5408
- Exhaust Gaskets: COMETIC C5420
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/BD CI BLOCK (CAST IRON BLOCK)
BRODIX SKHS BD (ALUMINUM BLOCK)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.270 5/16 (BD 2000, WP BD 2000)
P 2.280 5/16 (BD 2300)
P 2.250 5/16 (BD 1010)
- Exhaust Valve Seats: P 1.650 3/8
- Intake and Exhaust Valve Guides: SHC 545 11/32 MGL
- Spring Pockets: 1.550 OUT OF THE BOX, MAY BE CUT TO 1.625 -
NO LARGER OR DEEPER
- Valve Angle: 13.5° (BD 2000, BD 2300)
12° (BD 1010)
- Angle Milling: .0065 in PER cc
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: SPECIFY PER APPLICATION
- Stud Girdle: NOT AVAILABLE
- Rocker Arms: SHAFT SYSTEM WITH 85/125 OR 58/125 SPACING,
CHECK HEADS FOR INTAKE OFFSET - T&D 2223
(BD 2000), T&D 22201 (BD 1010), JESEL KPS 20693
- Lifters: .180 OFFSET RIGHT (8) AND .180 OFFSET LEFT (8)
- Pistons: BD 2000 - 13.5° WITH -12 SPARK PLUG ANGLE (#1 CYLINDER)
BD 2300 - CUSTOM
BD 1010 - SPECIAL 12° (#1 CYLINDER)
- Pushrods: SPECIAL LENGTH
- Intake Face Angle: BRODIX 5°
- Valve Covers: SHEET METAL
- Valve Centerline: 85/125 (WP BD 2000)
95/150 (WP BD 2300)
58/125 (WP BD 1010)
- Intake Manifold: BM 100 / BM 102 WITH VALLEY TRAY REQUIRED -
AVAILABLE EXCLUSIVELY FROM BRODIX.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.750	0.800
WP BD 2000 (CNC Ported)	2.200 INTAKE	157	238	302	353	381	389	399		
	1.580 EXHAUST	109	152	205	232	241	247	250		
WP BD 2300 (CNC Ported)	2.230 INTAKE	150	223	275	331	382		401	410	417
	1.600 EXHAUST	113	164	219	246	256		262	265	267
WP BD 1010 (CNC Ported)	2.200 INTAKE	152	229	292	343	375	383	388		
	1.580 EXHAUST	117	162	220	245	255	257	260		

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EKH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BD 1010 BARE (12°)	1200001	265	64					1
BD 2000 BARE (13.5°)	1200000	265	64					1
BD 2000 SPECIAL	1209000	CUSTOM ORDER						1
WP BD 1010 BARE (12°)	1208001	299	64					1
WP BD 1010 PKG (12°)	1208101	299	64	2.200TI/1.580ST	240	1.550	TI	1
WP BD 2000 BARE (13.5°)	1208000	285	74					1
WP BD 2000 PKG (13.5°)	1208100	285	74	2.200TI/1.580ST	240	1.550	TI	1
WP BD 2000 SPECIAL	1209001	CUSTOM ORDER						1
WP BD 2300 BARE (13.5°)	1208002	311	49					1

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WP BD 2300



- Flows Over 410 cfm
- May Be Drilled for Down Nozzles
- 2.230 Intake Valves
- 311 cc Intake Ports
- 1.600 Exhaust Valves

Tim Ortiz

PRODUCTS: BRODIX PB 9000 CYLINDER HEADS AND
BRODIX 8B 2000 C ALUMINUM HEADS
ENGINE BUILDER: SUNSET PERFORMANCE ENGINES



ACCOMPLISHMENTS:

- 2023 SOUTHERN DRAG BOAT ASSOCIATION PRO COMP FLAT CHAMPION



BR X™ SERIES 20° CYLINDER HEADS

The revolutionary BR X from BRODIX is by far the most powerful “as cast” conventional head on the market with a raised .300”, 444 cc intake port that flows 495 cfm! The exhaust port flows 305 cfm through only a 1.800 valve. This head features an efficient 100 cc chamber, as well as a valve angle rolled to 20 degrees. This new head is completely compatible with all existing 20° BRODIX components. As always, these heads come standard with all the fine qualities that you have come to expect from BRODIX.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2021
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.400 X 6.030 o.a.l. - BR 81403
- Exhaust Valves: 1.800 X 5.930 o.a.l. - BR 81080
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248, 315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb CLOSED, 775 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 SPRING)
11/32 - US VS485V (1.645 SPRING)

BR X™

- 20° Valve Angle
- 444 cc Intake Ports
- 2.400 / 1.800 Valve Sizes
- Flows 495 cfm
- Out-of-the-Box Horsepower
- 100 cc Combustion Chambers

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Stands: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2021, FLATOUT FG 8275
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412
- Valve Cover Gaskets: BRODIX MG 2020, FLATOUT FG 6108.3
- Head Studs: BRODIX SK HS SR 20 FOR BRODIX ALUMINUM BLOCK
AR 235-4323 FOR CAST IRON BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.460 X .450
- Exhaust Valve Seats: P 1.900 X .450 A45
- Intake and Exhaust Valve Guides: BH 545 11/32 PL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 20° AND 4° INTAKE, 13° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL KPS 441184, T&D 3142
- Lifters: STANDARD
- Pistons: SPECIAL
- Pushrods: SPECIAL LENGTH
- Valve Covers: MOROSO 68483
- Intake Manifold: BM 2020 (STANDARD)
BM 2021 (TALL DECK)
- 4.600 MINIMUM BORE



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BR X (CNC Combustion Chambers)	2.400 INTAKE	167	250	338	404	461	489	488	495
	1.800 EXHAUST	106	169	215	249	269	286	301	305

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BR X BARE	2070000	444	100					1
BR X PKG	2071000	444	100	2.400 / 1.800	250	1.640	TI	1
BR X PKG	2071001	444	100	2.400 / 1.800	315	1.645	TI	1
BR X PKG	2071002	444	97	2.400 TI / 1.800 TI	250	1.640	TI	1
BR X PKG	2071003	444	97	2.400 TI / 1.800 TI	315	1.645	TI	1

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Mark Yeager

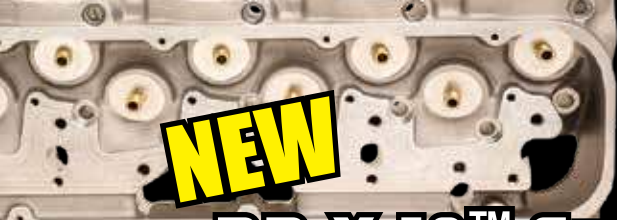


Timmy Markoglu



**PRODUCTS: BRODIX PB 9000 CYLINDER HEADS AND
BRODIX 8B 2000 C ALUMINUM BLOCK**

ENGINE BUILDER: SUNSET PERFORMANCE ENGINES



BR X 18™ SERIES

18° CYLINDER HEADS

With the introduction of the NEW BP BR X 18™, BRODIX® has once again set the standard in the big block Chevy compatible market. Inspired by Pro Stock technology, the BP BR X 18 far outshines all others in its class. This head features a NEW 18° valve angle, designed to produce the maximum amount of torque and horsepower, in a conventional package. The intake port is raised .900 and amazingly flows 520 cfm with a 2.500 valve! The exhaust port flows over 310 cfm through only a 1.830 valve! This head also has an extremely efficient 93 cc combustion chamber that is nitrous friendly. This head requires pistons, valve covers, shaft rockers, and an intake manifold specifically designed for the BP BR X 18. As always, these NEW heads come standard with all of the fine qualities that only BRODIX has to offer.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2021
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.500 X 6.265 o.a.l. 55°
- Exhaust Valves: 1.830 X 5.990 o.a.l. - 55°
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248, 315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb CLOSED, 775 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 SPRING)
11/32 - US VS485V (1.645 SPRING)

- 100% CNC Ported
- Copper Exhaust Seats
- Copper Intake Seats



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Stands: 40-45 ft-lb
- Intake Gaskets: FLATOUT FG 8626 (.060), FLATOUT FG 8626.2 (.120)
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412
- Valve Cover Gaskets: FLATOUT FG 6207.2
- Head Studs: BRODIX SK HS BRX 18 FOR BRODIX ALUMINUM BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.600 X .450 A45
- Exhaust Valve Seats: P 1.920 X .450 A45
- Intake and Exhaust Valve Guides: BHC 502 5/16 BRX 18 M
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 18°
- Angle Milling: .NOT AVAILABLE
- Flat Milling: .NOT AVAILABLE
- Angle Machining: .NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL K1S 624250
- Lifters: .210 OFFSET
- Pistons: SPECIAL
- Pushrods: SPECIAL LENGTH
- Valve Covers: MS BR X 18 VC (SHEET METAL)
- Intake Manifold: BM 2018 PC 18 (9.800)
BM 2028 PC 18 (10.200)
- 4.600 MINIMUM BORE

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP BR X 18 (CNC Ported)	2.500 INTAKE 55°	153	240	327	396	454	492	511	520
	1.830 EXHAUST 55°	103	143	182	221	255	283	300	311

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP BR X 18 BARE	2080000	515	93					1
BP BR X 18 PKG	2081000	515	93	2.500TI/1.830TI	315	1.645	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer



Jay Oakley

PRODUCTS: BRODIX BP SR 20 CYLINDER HEADS AND
BRODIX 8B 2000 C ALUMINUM BLOCK



Phillip Oakley

PRODUCTS: BRODIX BP BR X 18 CYLINDER HEADS,
BRODIX 8B 2000 C ALUMINUM BLOCK,
AND BRODIX BM 2018 PC 18 MANIFOLD



ENGINE BUILDER: OAKLEY MOTORSPORTS



SR 20 SERIES 20° CYLINDER HEADS

The new SR 20 from BRODIX is at the cutting edge of conventional big block Chevy compatible technology. This new offering raises the bar to a level that is unreachable by the competition! Inspired by TPSA technology, the SR 20 surpasses any other head in its class by leaps and bounds. Utilizing a .500" raised 440 cc intake port with a 2.400 intake valve, this head flows an unheard of 507 cfm. The exhaust port flows an amazing 335 cfm through only a 1.800 valve. To allow for the newly designed 95 cc combustion chamber, the intake valve angle of this head has been rolled to 20 degrees. This head requires pistons, valve covers, head studs, shaft rockers, and an intake manifold designed specifically for the SR 20. As always, these heads come standard with all the fine qualities that only BRODIX has to offer.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2021
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.400 X 6.030 o.a.l. - BR 81403
- Exhaust Valves: 1.800 X 5.930 o.a.l. - BR 81080
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248, 315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb CLOSED, 775 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 SPRING)
11/32 - US VS485V (1.645 SPRING)



- 100% CNC Ported
- Copper Exhaust Seats
- Ductile Iron Intake Seats



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Stands: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2021, FLATOUT FG 8275
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412
- Valve Cover Gaskets: BRODIX MG 2020, FLATOUT FG 6108.3
- Head Studs: BRODIX SK HS SR 20 FOR BRODIX ALUMINUM BLOCK AR 235-4323 FOR CAST IRON BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.460 X .450
- Exhaust Valve Seats: P 1.900 X .450 A45
- Intake and Exhaust Valve Guides: BH 545 11/32 PSR
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 20° AND 4° INTAKE, 13° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL KPS 441184, T&D 3142
- Lifters: STANDARD
- Pistons: SPECIAL
- Pushrods: SPECIAL LENGTH
- Valve Covers: MOROSO 68483
- Intake Manifold: BM 2020 (STANDARD)
BM 2021 (TALL DECK)
- 4.600 MINIMUM BORE



THE BP SR 20 IS
AVAILABLE IN A TOP
END COMBO KIT
(SEE PAGE 3).

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP SR 20 (CNC Ported)	2.400 INTAKE 50°	161	242	326	399	455	487	498	507
	1.800 EXHAUST 55°	129	176	216	254	291	308	326	335

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP SR 20 BARE	2208000	440	95	2.400/1.800				1
BP SR 20 PKG	2208100	440	95	2.400/1.800	315	1.645	TI	1
BP SR 20 COMBO With T&D Rockers	9992017-3	440	95	2.400/1.800	315	1.645	TI	1

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CYLINDER HEAD PARTS KITS (SEE PAGE 88)

HK 2400165 T



Peeps Pennington

"OUR FAMILY HAS RELIED SOLELY ON BRODIX PRODUCTS FOR OVER 30 YEARS. THE QUALITY AND CUSTOMER SERVICE WE GET WITH BRODIX GIVES US NO REASON TO CHANGE."
-PEEPS PENNINGTON



ACCOMPLISHMENTS:

- 2022 MILLION DOLLAR RACE WINNER
- 2022 SPRING FLING SATURDAY WINNER
- 2019 K&N SPRING FLING MILLION WINNER

ENGINE BUILDER: HUNTSVILLE ENGINE



RACE-RITE® BIG BLOCK SERIES

26° CYLINDER HEADS

Finally, the most user-friendly big block head on the market has been developed. BRODIX is now manufacturing a cylinder head that bolts directly in place of stock cast iron heads allowing reuse of the intake manifold and pistons. The most important improvement is that the exhaust ports are in the stock location eliminating header or manifold interference. The Race-Rite® rectangular or oval port is the answer for more horsepower, a hassle-free installation, and a great-looking engine compartment.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1211 (RR BB-R)
MATCH INTAKE PORT TO FP 1210 (RR BB-O)
MATCH INTAKE PORT TO BRODIX MG 2001 (RR BB-2 PLUS,
BP RR BB-2 PLUS, RR BB-2 X, RR BB-2 XTRA, BP RR BB-2 XTRA)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.250 X 5.218 o.a.l. - BR 81040 (RR BB-R, RR BB-O
RR BB-2 PLUS, BP RR BB-2 PLUS)
2.190 X 5.230 o.a.l. - BR 70019 (RR BB-O)
2.300 X 5.468 o.a.l. - BR 81241 (RR BB-2 X, RR BB-2 XTRA,
BP RR BB-2 XTRA)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038
- Valve Springs: 1.550 HYDRAULIC ROLLER VALVE SPRING -
BT 120121, 150 lb CLOSED, 365 lb OPEN, 1.950
INSTALLED HEIGHT, .600 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V

**Race-
rite®**



- Ductile Iron Valve Seats for Use With Unleaded Fuel
- A-356 Virgin Aluminum; Easily Repaired
- Exhaust Ports in Stock Location (Eliminates Clearance Problems)
- Bulletproof Rocker Stands
- Completely Machined Valve Cover Rail
- Air Conditioner Bracket Holes
- Ends Milled and Drilled for Accessories
- High Torque Intake Ports



+ 90 hp!

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1211 (RR BB-R)
FEL-PRO 1210, COMETIC C5430 (RR BB-O)
BRODIX MG 2001, COMETIC C5428,
FEL-PRO 1252-3 (RR BB-2 PLUS, BP RR BB-2
PLUS, RR BB-2X, RR BB-2 XTRA, BP RR BB-2
XTRA)
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3601
- Head Studs: ARP 135-4001 (6 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: DBP 2.350 3/8 (RR BB-O, RR BB-R)
P 2.350 3/8 (RR BB-2 PLUS, BP RR BB-2 PLUS,
RR BB-2 X, RR BB-2 XTRA)
- Exhaust Valve Seats: DBP 2.006 3/8 LIDO (RR BB-O, RR BB-R)
P 2.006 3/8 (RR BB-2 PLUS, BP RR BB-2 PLUS,
RR BB-2 X, RR BB-2 XTRA)
- Intake and Exhaust Valve Guides: BAG 545 11/32 CM
- Spring Pockets: MAY BE STEP CUT TO 1.625 - CALL FOR DETAILS
- Valve Angle: 26° and 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: AVAILABLE UPON REQUEST
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON
THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: HV 2000 / HV 2001 / HV 2016 (RR BB-R, RR BB-2 PLUS,
BP RR BB-2 PLUS, RR BB-2 X, RR BB-2 XTRA,
BP RR BB-2 XTRA)
EDELbrock #7561 / HV 2007 / HV 2008 / HV 2017
(RR BB-O)

THE RR BB-O™, RR BB-R™,
RR BB-2 PLUS™, AND
BP RR BB-2 PLUS™
ARE AVAILABLE IN A
TOP END COMBO KIT
(SEE PAGE 3).



WARNING: Cancer and
Reproductive Harm-
www.P65Warnings
.ca.gov

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700	0.800
RR BB-R	2.250 INTAKE	160	226	276	314	337	341	342	
	1.880 EXHAUST	116	145	172	196	217	230	236	
RR BB-R (CNC Combustion Chambers)	2.250 INTAKE	161	228	281	321	339	343	346	
	1.880 EXHAUST	112	146	178	203	222	230	235	
RR BB-O	2.250 INTAKE	159	223	270	314	334	336	340	
	1.880 EXHAUST	116	145	172	196	217	230	236	
RR BB-O (CNC Combustion Chambers)	2.250 INTAKE	160	224	280	321	340	342	344	
	1.880 EXHAUST	113	147	179	203	222	231	236	
RR BB-2 PLUS	2.250 INTAKE	150	215	265	311	334	340	344	
	1.880 EXHAUST	116	145	172	196	217	230	236	
BP RR BB-2 PLUS (CNC Ported)	2.250 INTAKE	162	244	285	328	359		369	
	1.880 EXHAUST	126	164	201	228	251		267	
RR BB-2 X	2.300 INTAKE	153	221	276	322	357		363	
	1.880 EXHAUST	116	145	172	196	217		236	
RR BB-2 X (CNC Combustion Chambers)	2.300 INTAKE	153	225	285	333	368		365	365
	1.880 EXHAUST	116	145	172	196	217		236	270
RR BB-2 XTRA	2.300 INTAKE	160	220	277	325	360		379	
	1.880 EXHAUST	116	145	172	196	217		236	
BP RR BB-2 XTRA (CNC Ported)	2.300 INTAKE	167	232	295	346	381		402	408
	1.880 EXHAUST	126	164	201	228	251		267	272

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
RR BB-O BARE	2060000	270	119					1
RR BB-O PKG	2061000	270	119	2.250/1.880	150	1.550	ST	1
** RR BB-O PKG **	2061001	270	119	2.250/1.880	240	1.550	ST	1
RR BB-O PKG	2061003	270	115	2.250/1.880	150	1.550	ST	1
RR BB-O PKG	2061004	270	115	2.250/1.880	240	1.550	ST	1
RR BB-R BARE	2060001	294	119					1
RR BB-R PKG	2061009	294	119	2.250/1.880	150	1.550	ST	1
RR BB-R PKG	2061010	294	119	2.250/1.880	240	1.550	ST	1
RR BB-R PKG	2061012	294	115	2.250/1.880	150	1.550	ST	1
RR BB-R PKG	2061013	294	115	2.250/1.880	240	1.550	ST	1
RR BB-2 PLUS BARE	2060002	312	119					1
RR BB-2 PLUS PKG	2061018	312	119	2.250/1.880	150	1.550	ST	1
RR BB-2 PLUS PKG	2061019	312	119	2.250/1.880	240	1.550	ST	1
RR BB-2 PLUS PKG	2061027	312	119	2.250/1.880	250	1.625	TI	1
RR BB-2 PLUS PKG	2061022	312	115	2.250/1.880	240	1.550	ST	1
RR BB-2X BARE	2060003	340						1
RR BB-2X PKG	2061030	340	119	2.300/1.880	240	1.550	ST	1
RR BB-2X PKG	2061031	340	119	2.300/1.880	250	1.640	TI	1
RR BB-2X PKG	2061032	340	119	2.300/1.880	315	1.645	TI	1
BP RR BB-2 PLUS BARE	2068000	320	119					1
BP RR BB-2 PLUS PKG	2068101	320	119	2.250/1.880	240	1.550	TI	1
BP RR BB-2 PLUS PKG	2068102	320	119	2.250/1.880	250	1.625	TI	1
BP RR BB-2 PLUS PKG	2068104	320	115	2.250/1.880	250	1.625	TI	1
BP RR BB-2 XTRA BARE	2068002	355						1
BP RR BB-2 XTRA PKG	2068105	355	119	2.300/1.880	240	1.550	TI	1
BP RR BB-2 XTRA PKG	2068106	355	119	2.300/1.880	250	1.640	TI	1
BP RR BB-2 XTRA PKG	2068107	355	119	2.300/1.880	315	1.645	TI	1
RR BB-O COMBO	9992014-3	270	119	2.250/1.880	150	1.550	ST	1
RR BB-O COMBO	9992015-3	270	119	2.250/1.880	240	1.550	ST	1
RR BB-R COMBO	9992006-3	294	119	2.250/1.880	240	1.550	ST	1
RR BB-2 PLUS COMBO	9992008-3	312	119	2.250/1.880	240	1.550	ST	1
BP RR BB-2 PLUS COMBO	9992013-3	320	119	2.250/1.880	240	1.550	TI	1

** Indicates most popular packages sold. **

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

ALSO
AVAILABLE
POLISHED



CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2250155 SH
HK 2250155 SR



RACE-RITE® BIG BLOCK SERIES

24° CYLINDER HEADS

BRODIX is happy to introduce its new line of Race-Rite 24° cylinder heads. These new 24° heads are available in an oval or rectangular port. The BP RR-3 XTRA O is designed to be the ultimate 100% CNC ported street/pro-street head available on the market today. The precision designed 298 cc intake port flows well in the 390 cc range. This new oval port design has an amazing port velocity second to none. Also available in the 24° Race-Rite series is the RR BB-3 XTRA 345. This rectangular port cylinder head flows over 415 cfm as cast with combustion chambers that are CNC ported to assure accuracy. The valve bowls are blended, intake ports are matched, and a competition valve job comes standard. Both of the 24° Race-Rite heads have 2.300/1.800 valves, exhaust ports in standard location, and 119 cc chambers. The Race-Rite series is the answer for more horsepower and less hassle during installation.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 2001 (RR BB-3 XTRA 345)
MATCH INTAKE PORT TO MG 2009 (BP RR BB-3 XTRA O)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.300 X 5.568 o.a.l. - BR 81341
- Exhaust Valves: 1.880 X 5.494 o.a.l. - BR 81138
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248,
315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED
HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V (1.550, 1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)



RR BB-3 XTRA 345™

- 24° Valve Angle
- 345 cc Intake Ports
- 2.300 / 1.880 Valve Sizes
- Flows Over 415 cfm
- Out-of-the-Box Horsepower
- 119 cc CNC Ported Combustion Chambers
- Exhaust Ports in Stock Location

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, FP 1252-3 (RR BB-3 XTRA 345)
BRODIX MG 2009 (BP RR BB-3 XTRA O)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 / MANLEY 42102
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.460 3/8
- Exhaust Valve Seats: P 1.960 3/8
- Intake and Exhaust Valve Guides: BH 545 11/32 P
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN
1.750
- Valve Angle: 24° and 4° INTAKE, 15° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: N / A
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: 2° VALVE ROLLED PISTONS
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD
INSTALLED ON THE ENGINE BLOCK BEFORE
FINAL ASSEMBLY
- Intake Manifold: BM 2017* / BM 2027* (RR BB-3 XTRA 345)
HV 2007 / HV 2008 / HV 2017 (BP RR BB-3 XTRA O)

* Oval Port Manifold MUST Be Port Matched to Fit Rectangular Port Heads

BP RR BB-3 XTRA O™

- 100% CNC Ported
- 24° Valve Angle
- Flows Over 390 cfm
- 298 cc Intake Port
- Exhaust Ports in Stock Location

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
RR BB-3 XTRA 345 (CNC Combustion Chambers)	2.300 INTAKE	162	244	312	355	389	406	414	417
	1.880 EXHAUST	112	146	178	203	222	235	238	241
BP RR BB-3 XTRA O (CNC Ported)	2.300 INTAKE	163	242	313	362	393	394	392	
	1.880 EXHAUST	122	170	207	237	262	279	286	

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
RR BB-3 XTRA 345 BARE	2060004	345	119					1
RR BB-3 XTRA 345 PKG	2061040	345	119	2.300/1.880	240	1.550	ST	1
RR BB-3 XTRA 345 PKG	2061041	345	119	2.300/1.880	250	1.640	TI	1
RR BB-3 XTRA 345 PKG	2061042	345	119	2.300/1.880	315	1.645	TI	1
RR BB-3 XTRA 345 PKG	2061043	345	115	2.300/1.880	240	1.550	ST	1
RR BB-3 XTRA 345 PKG	2061044	345	115	2.300/1.880	250	1.640	TI	1
RR BB-3 XTRA 345 PKG	2061045	345	115	2.300/1.880	315	1.645	TI	1
BP RR BB-3 XTRA O BARE	2068001	298	119					1
BP RR BB-3 XTRA O PKG	2068120	298	119	2.300/1.880	150	1.550	TI	1
BP RR BB-3 XTRA O PKG	2068121	298	119	2.300/1.880	240	1.550	TI	1
BP RR BB-3 XTRA O PKG	2068122	298	119	2.300/1.880	250	1.625	TI	1
BP RR BB-3 XTRA O PKG	2068123	298	115	2.300/1.880	240	1.550	TI	1
BP RR BB-3 XTRA O PKG	2068124	298	115	2.300/1.880	250	1.640	TI	1

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DANE WARD

ACCOMPLISHMENTS:

- 2023 NHRA LODRS TOP DRAGSTER DIVISION 4 CHAMPION
- 2023 NHRA LODRS TOPEKA DIVISIONAL DOUBLE TOP DRAGSTER WINNER AND RUNNER-UP
- 2022 NHRA U.S. NATIONALS TOP DRAGSTER RUNNER-UP
- 2022 NHRA LODRS TULSA DIVISIONAL TOP DRAGSTER WINNER



PHOTO CREDIT: ALEX OWENS // ALKEY/ALEX/PHOTOS

PRODUCTS: BRODIX BP BB-3 XTRA 380 HEADS, BRODIX 8B 2000 C ALUMINUM BLOCK, AND BRODIX BM 2017 MANIFOLD

ENGINE BUILDER: ADVANCED PRODUCT DESIGN



DRAGON SLAYER™ SERIES

26° CYLINDER HEADS

The new BRODIX® DS 320 and DS 365 big block Chevrolet compatible cylinder heads are the latest additions to the Dragon Slayer™ series. These heads require no porting, making them the most powerful heads in their class, and are available with 320 or 365 cc intake ports. These heads also accept standard pistons, intake manifolds, and rocker arms.

BIG BLOCK CHEVY COMPATIBLE HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.250 X 5.218 o.a.l. - BR 81040 (DS 320 STANDARD PACKAGE)
2.250 X 5.318 o.a.l. - BR 81140 (DS 320 SPRING UPGRADE)
2.300 X 5.468 o.a.l. - BR 81241 (DS 365 STANDARD PACKAGE)
2.300 X 5.568 o.a.l. - BR 81341 (DS 365 SPRING UPGRADE)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038 (STANDARD PACKAGE)
1.880 X 5.494 o.a.l. - BR 81138 (SPRING UPGRADE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT (STANDARD PACKAGE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248,
315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED
HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - TR 752
1.550 10° TITANIUM - MA 2398 BR
1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, COMETIC C5428, FEL-PRO 1252-3
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: DBP 2.350 3/8 LID
- Exhaust Valve Seats: DBP 2.006 3/8
- Intake and Exhaust Valve Guides: BAG 545 11/32 CM
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.625
- Valve Angle: 26° AND 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: AVAILABLE UPON REQUEST
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED
ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: BM 2000 / HV 2001

"Dragon Slayer"™

BIG BLOCK

DS 320™ AND DS 365™

- Latest Additions to the Dragon Slayer Series
- New and Improved "As Cast" Intake and Exhaust Ports
- New 320 cc Intake Port Flows Over 370 cfm
- New 365 cc Intake Port Flows Over 392 cfm



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
DS 320	2.250 INTAKE	162	226	283	339	368	370	371
	1.880 EXHAUST	106	145	179	210	234	258	272
DS 365	2.300 INTAKE	160	223	287	328	359	379	393
	1.880 EXHAUST	106	145	179	210	234	258	272

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
DS 320 BARE	2320000	320	119					1
DS 320 PKG	2321100	320	119	2.250/1.880	150	1.470	ST	1
DS 320 PKG	2321000	320	119	2.250/1.880	250	1.550	ST	1
DS 320 PKG	2321001	320	119	2.250/1.880	250	1.550	TI	1
DS 320 PKG	2321002	320	119	2.250/1.880	250	1.625	TI	1
DS 320 PKG	2321003	320	119	2.250/1.880	315	1.645	TI	1
DS 320 PKG	2321006	320	115	2.250/1.880	250	1.625	TI	1
DS 320 PKG	2321010	320	110	2.250/1.880	250	1.625	TI	1
DS 365 BARE	2320001	365	119					1
DS 365 PKG	2321013	365	119	2.300/1.880	250	1.550	ST	1
DS 365 PKG	2321014	365	119	2.300/1.880	250	1.550	TI	1
DS 365 PKG	2321015	365	119	2.300/1.880	250	1.625	TI	1
DS 365 PKG	2321016	365	119	2.300/1.880	315	1.645	TI	1
DS 365 PKG	2321019	365	115	2.300/1.880	250	1.625	TI	1
DS 365 PKG	2321023	365	110	2.300/1.880	250	1.625	TI	1
DS 320 COMBO	9992019-3	320	119	2.250/1.880	150	1.470	ST	1
DS 320 COMBO	9992020-3	320	119	2.250/1.880	250	1.550	ST	1
DS 320 COMBO	9992021-3	320	119	2.250/1.880	250	1.625	TI	1
DS 320 COMBO	9992022-3	320	119	2.250/1.880	315	1.645	TI	1
DS 365 COMBO	9992023-3	365	119	2.300/1.880	250	1.550	ST	1
DS 365 COMBO	9992024-3	365	119	2.300/1.880	250	1.625	TI	1
DS 365 COMBO	9992025-3	365	119	2.300/1.880	315	1.645	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

THE DS 320™ AND DS 365™ ARE
AVAILABLE IN A TOP END COMBO KIT
(SEE PAGE 2).



CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2250155 SH
HK 2250155 SR
HK 2250162 T



HK 2300155 S
HK 2300162 T
HK 2300165 T



BB-2 PLUS™ SERIES**26° CYLINDER HEADS**

The BB-2 Plus heads work well with a heavy car and smaller engine (427-509 cu in). The BB-2 Plus has a 312 cc intake port and flows over 340 cfm with only the bowls blended and the intake ports matched. The heads may be purchased angle milled to 110 cc. The combustion chambers are 119 cc and are properly shaped for use with either methanol or gasoline, preventing detonation. While creating the BB-2 Plus CNC, the professionals at BRODIX invested many long hours on the flow bench and at the track developing a completely ported cylinder head. The BRODIX porting design was incorporated into a 100% CNC ported masterpiece that can be mass produced. The CNC ported BB-2 Plus castings are CNC ported to a mirror finish and flow within 1% of each other. The bottom line is that our customers can now buy the most accurate, best flowing out-of-the-box cylinder heads available at the best price.

All of these cylinder heads accept standard pistons, intake manifolds, and rocker arms. The exhaust ports are raised .600 higher than stock, and the valve cover rails are now raised to assure no oil leakage.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.250 X 5.218 o.a.l. - BR 81040 (STANDARD PACKAGE)
2.250 X 5.318 o.a.l. - BR 81140 (SPRING UPGRADE)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038 (STANDARD PACKAGE)
1.880 X 5.494 o.a.l. - BR 81138 (SPRING UPGRADE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED HEIGHT,
.700 MAXIMUM LIFT (STANDARD PACKAGE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING
UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, COMETIC C5428, FEL-PRO 1252-3
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.350 3/8 BP
- Exhaust Valve Seats: P 2.006 3/8 LID
- Intake and Exhaust Valve Guides: BH 545 11/32 P
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.625
- Valve Angle: 26° AND 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED
ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: HV 2000 / HV 2001

CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2250155 SH
HK 2250155 SR
HK 2250162 T



**SPECIAL INTAKE GASKETS ARE AVAILABLE
EXCLUSIVELY FROM BRODIX®.**

**THE BB-2 PLUS™ AND BP BB-2 PLUS™
ARE AVAILABLE IN A TOP END COMBO KIT
(SEE PAGE 3).**



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BB-2 PLUS	2.250 INTAKE	150	215	265	311	334	344	
	1.880 EXHAUST	122	148	187	216	229	238	
BP BB-2 PLUS (CNC Ported)	2.250 INTAKE	162	244	285	328	359	369	373
	1.880 EXHAUST	132	169	204	234	261	274	284

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BB-2 PLUS BARE	2020001	312	119					1
BB-2 PLUS PKG	2021012	312	119	2.250/1.880	240	1.550	ST	1
BB-2 PLUS PKG	2021013	312	119	2.250/1.880	240	1.550	TI	1
** BB-2 PLUS PKG **	2021014	312	119	2.250/1.880	250	1.625	TI	1
BB-2 PLUS PKG	2021015	312	119	2.250/1.880	315	1.645	TI	1
BB-2 PLUS PKG	2021016	312	115	2.250/1.880	240	1.550	ST	1
BB-2 PLUS PKG	2021017	312	115	2.250/1.880	240	1.550	TI	1
** BB-2 PLUS PKG **	2021018	312	115	2.250/1.880	250	1.625	TI	1
BB-2 PLUS PKG	2021019	312	115	2.250/1.880	315	1.645	TI	1
BB-2 PLUS PKG	2021020	312	110	2.250/1.880	240	1.550	ST	1
BB-2 PLUS PKG	2021021	312	110	2.250/1.880	240	1.550	TI	1
BB-2 PLUS PKG	2021022	312	110	2.250/1.880	250	1.625	TI	1
BB-2 PLUS PKG	2021023	312	110	2.250/1.880	315	1.645	TI	1
BB-2 PLUS SPECIAL	2029001	CUSTOM ORDER						1
BP BB-2 PLUS BARE	2028001	320	119					1
BP BB-2 PLUS PKG	2028109	320	119	2.250/1.880	240	1.550	TI	1
** BP BB-2 PLUS PKG **	2028110	320	119	2.250/1.880	250	1.625	TI	1
BP BB-2 PLUS PKG	2028111	320	119	2.250/1.880	315	1.645	TI	1
BP BB-2 PLUS PKG	2028112	320	115	2.250/1.880	240	1.550	TI	1
** BP BB-2 PLUS PKG **	2028113	320	115	2.250/1.880	250	1.625	TI	1
BP BB-2 PLUS PKG	2028114	320	115	2.250/1.880	315	1.645	TI	1
BP BB-2 PLUS SPECIAL	2029005	CUSTOM ORDER						1
BB-2 PLUS COMBO	9992000-3	312	119	2.250/1.880	240	1.550	ST	1
BB-2 PLUS COMBO	9992004-3	312	119	2.250/1.880	250	1.625	TI	1
BP BB-2 PLUS COMBO	9992002-3	320	119	2.250/1.880	250	1.625	TI	1

** Indicates most popular packages sold. **

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer



- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 119 cc Combustion Chambers
- Ends Milled and Drilled for Accessories
- Raised Valve Cover Rail
- A-356 Virgin Aluminum; Easily Repaired
- Reinforced Thick Deck
- 100% CNC Ported
- .600 Raised Exhaust Port

BB-2 X™ AND BB-2 XTRA™ SERIES

26° CYLINDER HEADS

The BB-2 X head works well with a light car or large engine (509-555 cu in). It has a 340 cc intake port and flows over 360 cfm with only the bowls blended and the intake ports matched to the gasket. The BB-2 X may be purchased angle milled to 110 cc or angle machined to 98 cc. The BB-2 XTRA head works well on a 540 cu in or larger engine. It has a 365 cc intake port and flows over 375 cfm with only the bowls blended and the intake ports matched to the gasket. While creating the BB-2 XTRA CNC, the professionals at BRODIX invested many long hours on the flow bench and at the track developing a completely ported cylinder head. BRODIX incorporated this porting design into a 100% CNC ported masterpiece that can be mass produced. One of the most accurate, best flowing out-of-the-box cylinder heads is now available. Each of the castings flows within 1% of each other and is CNC ported to a mirror finish. The bottom line is that our customers can now buy the best casting with the best CNC porting at the best price. These cylinder heads accept all standard pistons, intake manifolds, and rocker arms. The exhaust ports are raised .600 higher than stock. Valve cover rails are now raised to assure no oil leakage.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001 (BB-2 X, BB-2 XTRA)
MATCH INTAKE PORT TO CO C5436 (BP BB-2 XTRA)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.300 X 5.468 o.a.l. - BR 81241 (STANDARD PACKAGE)
2.300 X 5.568 o.a.l. - BR 81341 (SPRING UPGRADE)
- Exhaust Valves: 1.880 X 5.394 o.a.l. - BR 81038 (STANDARD PACKAGE)
1.880 X 5.494 o.a.l. - BR 81138 (SPRING UPGRADE)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT (STANDARD
PACKAGE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-41
- Guide Plates: 3/8 - CC 4806 (BB-2 X, BB-2 XTRA, AND BP BB-2 XTRA)
- Valve Seals: 11/32 - US VS529V



- Raised Valve Cover Rail
- A-356 Virgin Aluminum; Easily Repaired
- 119 cc Combustion Chambers
- Raised Exhaust
- Available CNC Ported
- Great Out-of-the-Box Horsepower



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, COMETIC C5428,
FEL-PRO 1252-3 (BB-2 X, BB-2 XTRA)
- Head Gaskets: 4.310 - FEL-PRO 1027, COMETIC C5432
4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.350 3/8 LID
- Exhaust Valve Seats: P 2.006 3/8 LID
- Intake and Exhaust Valve Guides: BH 545 11/32 P
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 26° AND 4° INTAKE, 17° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD
- Lifters: STANDARD
- Pistons: STANDARD (BB-2 X, BB-2 XTRA, AND BP BB-2 XTRA)
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED
ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Valve Centerline: STANDARD (BB-2 X, BB-2 XTRA, BP BB-2 XTRA)
- Intake Manifold: HV 2000 / HV 2001

CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2300155 S
HK 2300162 T
HK 2300165 T



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BB-2 X	2.300 INTAKE	153	221	276	322	357	363	
	1.880 EXHAUST	122	138	171	198	216	229	
BB-2 X (CNC Combustion Chambers)	2.300 INTAKE	153	225	285	333	368	365	365
	1.880 EXHAUST	132	176	211	235	254	264	270
BB-2 XTRA	2.300 INTAKE	160	220	277	325	360	379	
	1.880 EXHAUST	132	159	193	219	234	250	
BP BB-2 XTRA (CNC Ported)	2.300 INTAKE	167	232	295	346	381	402	408
	1.880 EXHAUST	132	177	222	255	291	301	313

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BB-2 X BARE	2020003	340	119					1
BB-2 X PKG	2021036	340	119	2.300/1.880	240	1.550	ST	1
BB-2 X PKG	2021037	340	119	2.300/1.880	240	1.550	TI	1
** BB-2 X PKG **	2021038	340	119	2.300/1.880	250	1.625	TI	1
BB-2 X PKG	2021039	340	119	2.300/1.880	315	1.645	TI	1
BB-2 X PKG	2021040	340	115	2.300/1.880	240	1.550	ST	1
BB-2 X PKG	2021041	340	115	2.300/1.880	240	1.550	TI	1
** BB-2 X PKG **	2021042	340	115	2.300/1.880	250	1.625	TI	1
BB-2 X PKG	2021043	340	115	2.300/1.880	315	1.645	TI	1
BB-2 X PKG	2021044	340	110	2.300/1.880	240	1.550	ST	1
BB-2 X PKG	2021045	340	110	2.300/1.880	240	1.550	TI	1
BB-2 X PKG	2021046	340	110	2.300/1.880	250	1.625	TI	1
BB-2 X PKG	2021047	340	110	2.300/1.880	315	1.645	TI	1
BB-2 X SPECIAL	2029003	CUSTOM ORDER						1
BB-2 XTRA BARE	2020002	365	119					1
BB-2 XTRA PKG	2021024	365	119	2.300/1.880	240	1.550	ST	1
BB-2 XTRA PKG	2021025	365	119	2.300/1.880	240	1.550	TI	1
** BB-2 XTRA PKG **	2021026	365	119	2.300/1.880	250	1.625	TI	1
BB-2 XTRA PKG	2021027	365	119	2.300/1.880	315	1.645	TI	1
BB-2 XTRA PKG	2021028	365	115	2.300/1.880	240	1.550	ST	1
BB-2 XTRA PKG	2021029	365	115	2.300/1.880	240	1.550	TI	1
** BB-2 XTRA PKG **	2021030	365	115	2.300/1.880	250	1.625	TI	1
BB-2 XTRA PKG	2021031	365	115	2.300/1.880	315	1.645	TI	1
BB-2 XTRA PKG	2021032	365	110	2.300/1.880	240	1.550	ST	1
BB-2 XTRA PKG	2021033	365	110	2.300/1.880	240	1.550	TI	1
BB-2 XTRA PKG	2021034	365	110	2.300/1.880	250	1.625	TI	1
BB-2 XTRA PKG	2021035	365	110	2.300/1.880	315	1.645	TI	1
BB-2 XTRA SPECIAL	2029002	CUSTOM ORDER						1
BP BB-2 XTRA BARE	2028000	355	119					1
BP BB-2 XTRA PKG	2028100	355	119	2.300/1.880	240	1.550	TI	1
** BP BB-2 XTRA PKG **	2028101	355	119	2.300/1.880	250	1.625	TI	1
BP BB-2 XTRA PKG	2028102	355	119	2.300/1.880	315	1.645	TI	1
BP BB-2 XTRA PKG	2028103	355	115	2.300/1.880	240	1.550	TI	1
** BP BB-2 XTRA PKG **	2028104	355	115	2.300/1.880	250	1.625	TI	1
BP BB-2 XTRA PKG	2028105	355	115	2.300/1.880	315	1.645	TI	1
BP BB-2 XTRA SPECIAL	2029004	CUSTOM ORDER						1
BB-2 X COMBO	9992005-3	340	119	2.300/1.880	250	1.625	TI	1
BB-2 XTRA COMBO	9992001-3	365	119	2.300/1.880	250	1.625	TI	1
BP BB-2 XTRA COMBO	9992003-3	355	119	2.300/1.880	250	1.625	TI	1

** Indicates most popular packages sold. **

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

THE BB-2 X™, BB-2 XTRA™, AND
BP BB-2 XTRA™ ARE AVAILABLE
IN A TOP END COMBO KIT
(SEE PAGE 3).



**SPECIAL INTAKE GASKETS
ARE AVAILABLE EXCLUSIVELY
FROM BRODIX®.**



BB-3 XTRA™ SERIES

24° CYLINDER HEADS

The BRODIX BB-3 XTRA has taken the conventional big block to the next level. These cylinder heads feature a valve angle that is rolled two degrees. The -3 XTRA is available in a rectangular-shaped or oval-shaped intake port configuration, and two of them are offered completely CNC ported. The out-of-the-box version is available in three port volumes, 327 cc, 345 cc or 363 cc, with CNC ported 119 cc combustion chambers, CNC bowls blended and ports matched, and flow over 436 cfm. The BB-3 XTRA CNC ported version is available in two port volumes, 366 cc and 380 cc. The 380 cc version flows over 440 cfm. The BB-3 XTRA CNC ported oval ports are available in three port volumes: 332 cc, 351 cc, and 365 cc. This wide range of port volumes allows the oval port to compliment virtually any engine combination available. Port shape, port velocity, and the latest technology have propelled these cylinder heads to the top of their class.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2001 (BB-3 XTRA 327, BB-3 XTRA 345, BB-3 XTRA 363)
MATCH INTAKE PORT TO MG 2001 (BP BB-3 XTRA, BP BB-3 XTRA 380)
MATCH INTAKE PORT TO BRODIX MG 2104 (BB-3 XTRA O, BP BB-3 XTRA O 351)
MATCH INTAKE PORT TO BRODIX MG 2050 (BP BB-3 XTRA O 332)
MATCH INTAKE PORT TO BRODIX MG 2150 (BP BB-3 XTRA O 365)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.300 X 5.568 o.a.l. - BR 81341 (BB-3 XTRA 327, BB-3 XTRA 345, BB-3 XTRA 363, BP BB-3 XTRA, BP BB-3 XTRA O 332)
2.350 X 5.568 o.a.l. - BR 81351 (BB-3 XTRA O, BP BB-3 XTRA 380, BP BB-3 XTRA O 351, BP BB-3 XTRA O 365)
- Exhaust Valves: 1.880 X 5.494 o.a.l. - BR 81138
- Valve Springs: 1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb CLOSED, 775 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (STANDARD PACKAGE)
1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248, 315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 3/8 - CC 4806
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)



- Raised Valve Cover Rail
- 24° Valve Angle
- Newly Designed Intake and Exhaust Ports
- +40 hp Over Standard Heads
- Available CNC Ported
- A-356 Virgin Aluminum; Easily Repaired

BB-3 XTRA 380-B™

- Newly Designed All-Billet Heads
- The Ultimate in Performance and Durability for Turbo/ Blower Applications
- 380 cc Rectangular Intake Port Flows Over 440 cfm
- 119 cc Combustion Chambers
- 2.350 / 1.880 Valve Sizes
- 100% CNC Ported
- Uses T&D Shaft System



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2001, FEL-PRO 1252-3 (BB-3 XTRA 327, BB-3 XTRA 345, BB-3 XTRA 363)
BRODIX MG 2001, FEL-PRO 1252-3, COMETIC C5436 (BP BB-3 XTRA, BP BB-3 XTRA 380)
BRODIX MG 2104 (BB-3 XTRA O, BP BB-3 XTRA O 351)
BRODIX MG 2050 (BP BB-3 XTRA O 332)
BRODIX MG 2150 (BP BB-3 XTRA O 365)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1411, COMETIC C5429
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.460 3/8 LID
- Exhaust Valve Seats: P 1.960 3/8 LID
- Intake Valve Guides: BH 545 11/32 P (BB-3 XTRA 327, BB-3 XTRA 345, BB-3 XTRA 363, BB-3 XTRA O)
BH 545 11/32 3XPI (BP BB-3 XTRA, BP BB-3 XTRA 380, BP BB-3 XTRA O)
- Exhaust Valve Guides: BH 545 11/32 P (BB-3 XTRA 327, BB-3 XTRA 345, BB-3 XTRA 363, BB-3 XTRA O)
BH 545 11/32 3XPE (BP BB-3 XTRA, BP BB-3 XTRA 380, BP BB-3 XTRA O)
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 24° AND 4° INTAKE, 15° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE ON CNC PORTED HEADS
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Stud Girdle: STANDARD, BRODIX 1230
- Rocker Arms: STANDARD (BB-3 XTRA 327 / 345 / 363, BP BB-3 XTRA, BP BB-3 XTRA O 332 / 351 / 365)
T & D SHAFT SYSTEM - TD 3128 (BP BB-3 XTRA 380)
- Lifters: STANDARD
- Pistons: 2° VALVE ROLLED PISTON
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: BM 2017* / BM 2027* (BB-3 XTRA 327, BB-3 XTRA 345, BB-3 XTRA 363, BP BB-3 XTRA, BP BB-3 XTRA 380)
BM 2017 / BM 2027 (BB-3 XTRA O, BP BB-3 XTRA O 332, BP BB-3 XTRA O 351, BP BB-3 XTRA O 365)

* Oval Port Manifold Must Be Port Matched to Fit Rectangular Port Heads

THE BB-3 XTRA™, BP BB-3 XTRA™, AND BP BB-3 XTRA O™ ARE AVAILABLE IN A TOP END COMBO KIT (SEE PAGE 3).

SPECIAL INTAKE GASKETS FOR BP BB-3 XTRA AND BP BB-3 XTRA O ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BB-3 XTRA 327	2.300 INTAKE	163	237	307	361	401	406	401	
	1.880 EXHAUST	128	173	215	247	270	280	283	
BB-3 XTRA 345	2.300 INTAKE	162	244	312	355	389	406	414	417
	1.880 EXHAUST	142	187	217	243	265	275	280	281
BB-3 XTRA 363	2.300 INTAKE	162	234	305	360	399	430	433	436
	1.880 EXHAUST	142	187	217	243	265	275	280	281
BP BB-3 XTRA (CNC Ported)	2.300 INTAKE	159	237	307	362	394	416	423	426
	1.880 EXHAUST	134	177	216	249	277	304	308	313
BP BB-3 XTRA 380 (CNC Ported)	2.350 INTAKE 45°	159	237	309	362	401	430	443	442
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313
BB-3 XTRA O	2.350 INTAKE 45°	162	233	298	355	397	417	420	411
	1.880 EXHAUST 45°	142	187	217	243	265	275	280	281
BP BB-3 XTRA O 332 (CNC Ported)	2.300 INTAKE 50°	155	231	300	354	396	424	425	428
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313
BP BB-3 XTRA O 351 (CNC Ported)	2.350 INTAKE 50°	154	226	300	356	405	433	441	444
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313
BP BB-3 XTRA O 365 (CNC Ported)	2.350 INTAKE 50°	150	224	296	356	407	439	452	460
	1.880 EXHAUST 45°	134	177	216	249	277	304	308	313

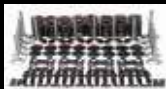
BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BB-3 XTRA 327 BARE	2030030	327	119	2.300/1.880				1
BB-3 XTRA 327 PKG	2031031	327	119	2.300/1.880	140	1.550	ST	1
BB-3 XTRA 327 PKG	2031033	327	119	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 327 PKG	2031035	327	115	2.300/1.880	240	1.550	ST	1
BB-3 XTRA 327 BARE	2031037	327	115	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 345 BARE	2030003	345	119	2.300/1.880				1
BB-3 XTRA 345 PKG	2031014	345	119	2.300/1.880	240	1.550	ST	1
BB-3 XTRA 345 PKG	2031015	345	119	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 363 BARE	2030001	363	119					1
BB-3 XTRA 363 PKG	2031003	363	119	2.300/1.880	250	1.625	TI	1
BB-3 XTRA 363 PKG	2031005	363	115	2.300/1.880	250	1.625	TI	1
BB-3 XTRA O BARE	2030002	335	119					1
BB-3 XTRA O PKG	2031007	335	119	2.350/1.880	240	1.550	ST	1
BB-3 XTRA O PKG	2031008	335	119	2.350/1.880	250	1.625	TI	1
BB-3 XTRA O PKG	2031010	335	115	2.350/1.880	240	1.550	ST	1
BB-3 XTRA O PKG	2031011	335	115	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA BARE	2038000	366	119					1
BP BB-3 XTRA PKG	2038100	366	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA PKG	2038102	366	115	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA SPECIAL	2039001	CUSTOM ORDER						1
BP BB-3 XTRA 380 BARE	2038004	380	119					1
BP BB-3 XTRA 380 PKG	2038116	380	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA 380 PKG	2038118	380	115	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 332 BARE	2038002	332	119					1
BP BB-3 XTRA O 332 PKG	2038108	332	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA O 332 PKG	2038112	332	115	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA O 351 BARE	2038001	351	119					1
BP BB-3 XTRA O 351 PKG	2038104	351	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 351 PKG	2038106	351	115	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 365 BARE	2038003	365	119					1
BP BB-3 XTRA O 365 PKG	2038110	365	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O 365 PKG	2038114	365	115	2.350/1.880	250	1.625	TI	1
BB-3 XTRA COMBO	9992016-3	345/366	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA COMBO	9992007-3	366	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA COMBO	9992018-3	380	119	2.350/1.880	250	1.625	TI	1
BP BB-3 XTRA O COMBO	9992009-3	332	119	2.300/1.880	250	1.625	TI	1
BP BB-3 XTRA O COMBO	9992009-3	351/365	119	2.350/1.880	250	1.625	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2300155 S
HK 2300162 T
HK 2300165 T



WARNING: Cancer and Reproductive Harm.
www.P65Warnings.ca.gov

HEAD HUNTER™ SERIES

24° CYLINDER HEADS

The BRODIX Head Hunter series represents the cutting edge of conventional big block technology. These heads are 100% CNC ported and utilize features such as raised, oval-shaped intake ports that flow an amazing 489 cfm and up, and newly designed exhaust ports that flow 335 cfm with only a 1.850 exhaust valve. The new HH X offers a redesigned rocker system for increased stability. Standard features include an extra thick deck, high valve cover rail, and the best castings in the business.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2177 (BP HH BB 383, BP HH BB 383 MC, BP HH BB 395 MC)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.375 X 5.610 o.a.l. - BR 81375 (BP HH BB 383)
2.400 X 5.610 o.a.l. - BR 81400 (BP HH BB 383 MC, BP HH BB 395 MC)
2.400 X 5.975 o.a.l. - BR 81401 (HH X)
- Exhaust Valves: 1.850 X 5.494 o.a.l. - BR 81185
- Valve Springs: 1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb CLOSED, 775 lb OPEN, 2.050 INSTALLED HEIGHT, .800 MAXIMUM LIFT (STANDARD PACKAGE)
1.645 ROLLER VALVE SPRING - PAC 1247 OR PAC 1248, 315 lb CLOSED, 875 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)



- A-356 Virgin Aluminum; Easily Repaired
- 100% CNC Ported
- 24° Valve Angle
- Redesigned Exhaust Ports
- Best Flowing Conventional Head Available

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2177 (BP HH BB 383, BP HH BB 383 MC, BP HH BB 395 MC)
NOT AVAILABLE (HH X)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412, COMETIC C5418
- Head Bolts: ARP 135-3606, MANLEY 42192 BOLTS / 42102 WASHERS
- Head Studs: ARP 235-4702 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.460 3/8 LID (BP HH BB 383)
P 2.500 3/8 LID A45 (BP HH BB 383 MC, BP HH BB 395 MC)
- Exhaust Valve Seats: P 1.960 3/8 LID A45
- Intake Valve Guides: BH 545 11/32 3XPI
- Exhaust Valve Guides: BH 545 11/32 3XPE
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.625
- Valve Angle: 24° AND 4° INTAKE, 15° AND 4° EXHAUST
- Angle Milling: .0066 in PER cc
- Flat Milling: .0050 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: SPECIAL
- Stud Girdle: N/A
- Rocker Arms: JESEL OR T&D SHAFT SYSTEM -
JESEL KPS 284139, T&D 3124 (BP HH BB)
JESEL KPS 372150, T&D 3125 (BP HH BB MC)
T&D 3158 (HH X)
- Lifters: STANDARD
- Pistons: 2° VALVE ROLLED PISTON
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Valve Centerline: STANDARD (BP HH BB 383)
25/50 (BP HH BB 383 MC, BP HH BB 395 MC, HH X)
- Intake Manifold: BM 2017 / BM 2027 (BP HH BB 383, BP HH BB 383 MC, BP HH BB 395 MC)
BM 2030 / BM 2031 (HH X)

THE BP HH BB™ AND
BP HH BB MC™ ARE AVAILABLE
IN A TOP END COMBO KIT
(SEE PAGE 3).



SPECIAL INTAKE GASKETS, EXHAUST GASKETS, AND VALVE COVER GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP HH BB 383 (CNC Ported)	2.375 INTAKE 52°	145	221	295	353	400	443	458	469
	1.850 EXHAUST 55°	138	186	229	256	278	305	315	320
BP HH BB 383 MC (CNC Ported)	2.400 INTAKE 55°	143	218	291	354	402	449	470	482
	1.850 EXHAUST 55°	138	186	229	256	278	305	315	320
BP HH BB 395 MC (CNC Ported)	2.400 INTAKE 55°	142	217	294	360	412	455	477	489
	1.850 EXHAUST 55°	138	186	229	256	278	308	315	320
BP HH X (CNC Ported)	2.400 INTAKE 55°	154	227	307	366	411	459	475	478
	1.850 EXHAUST 55°	106	158	192	222	258	299	323	335

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP HH BB 383 BARE	2138000	383	119					1
BP HH BB 383 PKG	2138100	383	119	2.375/1.850	250	1.625	TI	1
BP HH BB 383 PKG	2138102	383	119	2.375/1.850	350	1.645	TI	1
BP HH BB 383 PKG	2138104	383	115	2.375/1.850	250	1.625	TI	1
BP HH BB 383 PKG	2138105	383	115	2.375/1.850	350	1.645	TI	1
BP HH BB 383 MC BARE	2138001	383	119					1
BP HH BB 383 MC PKG	2138101	383	119	2.400/1.850	250	1.625	TI	1
BP HH BB 383 MC PKG	2138103	383	119	2.400/1.850	350	1.645	TI	1
BP HH BB 383 MC PKG	2138106	383	115	2.400/1.850	250	1.625	TI	1
BP HH BB 383 MC PKG	2138107	383	115	2.400/1.850	350	1.645	TI	1
BP HH BB 395 MC BARE	2138002	395	119					1
BP HH BB 395 MC PKG	2138108	395	119	2.400/1.850	250	1.625	TI	1
BP HH BB 395 MC PKG	2138109	395	119	2.400/1.850	350	1.645	TI	1
BP HH BB 395 MC PKG	2138110	395	115	2.400/1.850	250	1.625	TI	1
BP HH BB 395 MC PKG	2138111	395	115	2.400/1.850	350	1.645	TI	1
BP HH BB X BARE	2138003	396	126					1
BP HH BB X PKG	2138112	396	126	2.400/1.850	250	1.625	TI	1
BP HH BB X PKG	2138113	396	126	2.400/1.850	350	1.645	TI	1
BP HH BB X PKG	2138114	396	119	2.400/1.850	250	1.625	TI	1
BP HH BB X PKG	2138115	396	119	2.400/1.850	350	1.645	TI	1
BP HH BB 383 COMBO	9992010-3	383	119	2.375/1.850	250	1.625	TI	1
BP HH BB 383 MC COMBO	9992011-3	383	119	2.400/1.850	250	1.625	TI	1
BP HH BB 395 MC COMBO	9992012-3	395	119	2.400/1.850	250	1.625	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

- Requires Shaft Rockers
- 1.850 Exhaust Valves
- 383 cc or 395 cc Intake Ports
- 396 cc Intake Ports (HH X)



CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2375162 T
HK 2375165 T
HK 2400162 T
HK 2400165 T



- Milled for One-Piece Rocker System
- 119 cc Combustion Chambers
- 126 cc Combustion Chambers (HH X)



NON-STOCKING ITEM / SPECIAL ORDER ONLY

18° CYLINDER HEADS THE BIG DUKE® PB 1800™ SERIES

- Minimum of 80 hp Gain Over Standard Big Block Heads
- 18° Valve Angle
- Cast Intake Manifold Available
- Nitrous Friendly Deck Surface
- Standard Exhaust Flange
- Raised Intake and Exhaust Ports

THE BIG DUKE® SERIES

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
 - Torque Rocker Studs: 40-45 ft-lb
 - Intake Gaskets: FEL-PRO 1298, COMETIC C5419 (PB 1800-1802)
BRODIX MG 2013 (PB 1803, BP PB 1803)
 - Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
 - Exhaust Gaskets: FEL-PRO 1412, COMETIC C5418
 - Head Studs: ARP 235-4712 (12 pt) FOR CAST IRON BLOCK
SK HS BIG DUKE FOR ALUMINUM BLOCK
 - Accessory Bolt Holes Are Drilled
 - Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
 - Intake Valve Seats: P 2.500 3/8 (PB 1802)
P 2.500 3/8 LID A45 (BP PB 1803, PB 1803)
 - Exhaust Valve Seats: P 1.960 3/8 LID (PB 1802)
P 1.960 3/8 A45 (BP PB 1803, PB 1803)
 - Intake and Exhaust Valve Guides: BH 545 11/32 PLI
 - Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
 - Valve Angle: 18° AND 4° INTAKE, 9° AND 4° EXHAUST
 - Angle Milling: NOT AVAILABLE
 - Flat Milling: .0055 in PER cc
 - Angle Machining: NOT AVAILABLE
 - Dowel Shift: NOT AVAILABLE
 - Pushrod Slots: STANDARD
 - Rocker Arms: SHAFT SYSTEM - T&D 3036, JESEL KPS 22797
 - Lifters: STANDARD
 - Pistons: STANDARD 18° X 9° VALVE ANGLE
 - Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED
ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
 - 4.375 MINIMUM BORE
 - Intake Manifold: PM 1800 / PM 1903* / PM 1913* (PB 1802)
PM 1813 / PM 1903 / PM 1913 (PB 1803, BP PB 1803)
- * Oval Port Manifold MUST Be Port Matched to Fit Rectangular Port Heads

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1298 (PB 1802)
MATCH INTAKE PORT TO BRODIX MG 2013 (PB 1803)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.400 X 6.600 o.a.l. - BR 81660, 45° SEAT ANGLE
(PB 1800-1802)
2.450 X 6.650 o.a.l. - BR 81665, 55° SEAT ANGLE
(PB 1803)
- Exhaust Valves: 1.900 X 6.450 o.a.l. - BR 81645, 45° SEAT ANGLE
(PB 1800-1802)
1.860 X 6.550 o.a.l. - BR 81685, 55° SEAT ANGLE
(PB 1803)
- Valve Springs: 1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT
1.645 ROLLER VALVE SPRING - PAC 1248, 315 lb
CLOSED, 915 lb OPEN, 2.100 INSTALLED
HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
PB 1802	2.400 INTAKE 45°	135	205	280	351	409	449	480	
4.600 BORE	1.900 EXHAUST 45°	100	151	193	234	265	296	306	
PB 1802 (CNC	2.400 INTAKE 45°	156	230	305	361	414	453	476	
Combustion Chambers)	1.900 EXHAUST 45°	135	180	219	252	294	306	313	
PB 1803 (CNC	2.450 INTAKE 55°	137	217	296	362	418	464	484	490
Combustion Chambers)	1.860 EXHAUST 55°	110	162	204	238	265	288	320	328
BP PB 1803	2.450 INTAKE 55°	145	224	300	369	425	475	500	515
(CNC Ported)	1.860 EXHAUST 55°	126	172	211	245	270	318	338	351

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
PB 1802 BARE	2180001	456	91					1
PB 1802 PKG	2181002	456	91	2.400/1.900	250	1.625	TI	1
** PB 1802 PKG **	2181003	456	91	2.400/1.900	315	1.645	TI	1
PB 1802 SPECIAL	2189001	CUSTOM ORDER						1
PB 1803 BARE	2180003	413	95					1
PB 1803 PKG	2181006	413	95	2.450/1.860	250	1.625	TI	1
PB 1803 PKG	2181007	413	95	2.450/1.860	315	1.645	TI	1
BP PB 1803 BARE	2188001	410	95					1
BP PB 1803 PKG	2188102	410	95	2.450/1.860	250	1.625	TI	1
BP PB 1803 PKG	2188103	410	95	2.450/1.860	315	1.645	TI	1
BP PB 1803 PKG	2188104	410	91	2.450TI/1.860TI	250	1.625	TI	1

** Indicates most popular packages sold. **

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NON-STOCKING ITEM / SPECIAL ORDER ONLY

PB 1600™ SERIES

16° CYLINDER HEADS

The Sweet 16 lives up to its name. This head is by far the most versatile in its class. The Sweet 16 satisfies the requirements of both nitrous and naturally aspirated engines. This 100% CNC ported masterpiece utilizes a 16° valve angle, as well as 416 cc raised, oval-shaped intake ports that flow in excess of 515 cfm. This head utilizes all standard BRODIX features that have become famous including the strongest deck surface in the business for use in nitrous applications.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2012
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.450 X 6.650 o.a.l. - BR 81665, 55° SEAT ANGLE
- Exhaust Valves: 1.860 X 6.550 o.a.l. - BR 81685, 55° SEAT ANGLE
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1248, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.625 10° TITANIUM - MA 23640
1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V (1.625 VALVE SPRING)
11/32 - US VS485V (1.645 VALVE SPRING)

SWEET
16
BP PB 1600

- 416 cc Oval Intake Ports
- New 16° Valve Angle
- Flows 515 cfm
- 100% CNC Ported



- Nitrous Friendly
- 1.860 Exhaust Valves
- Copper Valve Seats

- 2.450 Intake Valves
- 93 cc Chambers

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2012
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO 1412, COMETIC C5418
- Head Studs: ARP 235-4712 (12 pt)
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.500 3/8 LID A45
- Exhaust Valve Seats: P 1.960 3/8 A45
- Intake and Exhaust Valve Guides: BH 545 11/32 PLI
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 16° AND 4° INTAKE, 9° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3038, JESEL KPS 330137
- Lifters: STANDARD
- Pistons: STANDARD 16° X 9° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- 4.375 MINIMUM BORE
- Intake Manifold: PM 1813 / PM 1903 / PM 1913

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP PB 1600 (CNC Ported)	2.450 INTAKE 55°	147	232	314	383	439	482	506	515
	1.860 EXHAUST 55°	113	177	224	274	310	333	340	345

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP PB 1600 BARE	2168000	416	96					1
BP PB 1600 PKG	2168100	416	93	2.450TI/1.860TI	350	1.645	TI	1
BP PB 1600 PKG	2168101	416	96	2.450/1.860	350	1.645	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

SPECIAL INTAKE GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

PB 2000 SERIES

14.5° CYLINDER HEADS

The BRODIX PB 2005 cylinder head was designed by legendary engine builder Sonny Leonard. If you are looking for raw horsepower in a cylinder head, here is your answer. The PB 2005 is simply the best of the best. This head is offered in two versions, out-of-the-box and completely CNC ported. The PB 2005 out-of-the-box flows an unbelievable 535 cfm. The BP PB 2002 flows 587 cfm fully CNC ported with conical chambers. This chamber design is nitrous friendly. Valve sizes include 2.520 intake valves and 1.860 exhaust valves, both with a 55° seat angle. All of this horsepower would go to waste without the strong castings BRODIX provides. As usual, the PB 2005 and BP PB 2002 offer the standard qualities of solid phosphorous guides, gorilla valve seats, extra thick deck, and the best aluminum in the business (A-356 Virgin Aluminum).

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2015
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.920 o.a.l. - BR 81692, 55° SEAT ANGLE
- Exhaust Valves: 1.860 X 6.600 o.a.l. - BR 81686, 55° SEAT ANGLE
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1248, 330 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS485V



- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Designed by Sonny Leonard
- 14.5° Valve Angle

**SPECIAL INTAKE GASKETS,
EXHAUST GASKETS, AND VALVE
COVER GASKETS ARE AVAILABLE
EXCLUSIVELY FROM BRODIX®.**

BP PB 2002™

- 14.5° Valve Angle
- 545 cc Intake Ports
- 2.520 / 1.860 Valve Sizes
- Flows Over 580 cfm
- 100% CNC Ported
- Nitrous Friendly
- Conical Chambers

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2015, FLATOUT FG 8413
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: BRODIX MG 2005
- Valve Cover Gaskets: BRODIX MG 2016, FLATOUT FG 6111.2
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/PB 2005 CI BLK (12 pt) FOR CAST
IRON BLOCK
BRODIX SK HS PB 2005 (12 pt) FOR ALUMINUM
BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.580 X .450 (PB 2005, BP PB 2005)
P 2.610 X .450 A45 (BP PB 2002)
- Exhaust Valve Seats: P 1.960 X .450 (PB 2005, BP PB 2005)
P 2.030 X .450 A45 (BP PB 2002)
- Intake Valve Guides: BG 502 11/32 SSARL
- Exhaust Valve Guides: BG 502 11/32 SSARL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.750
- Valve Angle: 14.5° AND 4° INTAKE, 6° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3051 (PB 2005),
T&D 3069 (BP PB 2002)
- Lifters: STANDARD
- Pistons: STANDARD 14.5° X 6° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED
ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: PM 1907 / PM 1917



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
PB 2005	2.520 INTAKE 55°	129	199	287	363	431	482	517	540
	1.860 EXHAUST 55°	111	156	196	231	258	274	287	293
BP PB 2002 (CNC Ported)	2.520 INTAKE 55°	149	230	316	390	461	521	561	587
	1.860 EXHAUST 55°	122	173	212	249	275	318	344	360

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
PB 2005 BARE	2140000	490	80					1
PB 2005 PKG	2141000	490	80	2.520/1.860	330	1.645	TI	1
PB 2005 PKG	2141001	490	76	2.520TI/1.860TI	330	1.645	TI	1
PB 2005 SPECIAL	2149000	CUSTOM ORDER						1
BP PB 2002 BARE	2140001	545						1
BP PB 2002 PKG	2148102	545	88	2.520 / 1.860	330	1.650	TI	1
BP PB 2002 PKG	2148103	545	84	2.520 TI / 1.860 TI	330	1.650	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

PB 2005

- 55° Valve Angle
- Oval Intake Ports
- Shaft Rockers Required
- Flows Over 535 cfm Out of the Box



LUKE BOGACKI



ACCOMPLISHMENTS:

- 3-TIME NHRA Lucas Oil/SUPER GAS WORLD CHAMPION
- 2021 DragChamp SUPER CLASS RACER OF THE YEAR
- MULTI-TIME BIG BUCKS BRACKET WINNER AND DIVISION CHAMPION



PRODUCTS: BRODIX SR 20 CYLINDER HEADS, BRODIX ALUMINUM BLOCK, AND BRODIX INTAKE MANIFOLD





DN-9™ SERIES

9° CYLINDER HEADS

The all new DN-9 represents the latest in cylinder head technology. The all new, shallow 9 degree valve angle makes this head the leader in its class. This head features raised 540 cc intake ports that flow over 588 cfm, and exhaust ports that flow over 354 cfm! This head utilizes a newly designed, efficient combustion chamber that measures 66 cc. The DN-9 also features the most rigid rocker system on the market. This head comes standard with a 2.520 / 1.810 valve combination as well as copper intake/exhaust valve seats. These heads are machined to accept 1.740 valve spring cups and can be used in manifolds.

BIG BLOCK CHEVY COMPATIBLE HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO MG 9001
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.920 o.a.l., 55° SEAT ANGLE
- Exhaust Valves: 1.800 X 6.550 o.a.l.
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1248, 330 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS485V

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 9001, FLATOUT FG 8414
- Head Gaskets: 4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: FEL-PRO FP 1412
- Valve Cover Gaskets: BRODIX MG 9000, FLATOUT FG 6143.2
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/PB 2005 CI BLK (12 pt) FOR CAST IRON BLOCK
BRODIX SK HS PB 2005 (12 pt) FOR ALUMINUM BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.640 X .500 A45
- Exhaust Valve Seats: P 1.920 X .450 A45
- Intake and Exhaust Valve Guides: BH 545 11/32 PL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 9° AND 4° INTAKE, 5° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3074
- Lifters: STANDARD
- Pistons: SPECIAL 9°
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD INSTALLED ON THE ENGINE BLOCK BEFORE FINAL ASSEMBLY
- Intake Manifold: PM 1908 / PM 1918



BP DN-9™

- 9° Valve Angle
- 540 cc Intake Ports
- 2.520 / 1.800 Valve Sizes
- Flows 588 cfm
- 100% CNC Ported
- 66 cc Combustion Chambers With Titanium Valves
- 70 cc Combustion Chambers With Steel Valves

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP DN-9 (CNC Ported)	2.520 INTAKE 55°	157	239	331	411	484	536	569	586
	1.800 EXHAUST 55°	119	177	225	269	308	332	347	354

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP DN-9 BARE	2190000	540	70					1
BP DN-9 PKG	2191000	540	70	2.520 / 1.800	330	1.645	TI	1
BP DN-9 PKG	2191001	540	66	2.520 TI / 1.800 TI	330	1.645	TI	1

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STEVE WILLIAMS

"THE KEY TO RUNNING FAST AND CONSISTENT STARTS WITH THE BRODIX BLOCK AND HEADS! THE FOUNDATION OF THE 622 IN MY DRAGSTER USES BRODIX BP PB 5000 HEADS AND AN 8B 5000 C BLOCK, AND IT MADE OVER 1350 HORSEPOWER. I CAN'T IMAGINE A BETTER BLOCK AND HEAD COMBINATION EXISTS IF YOU WANT TO RUN FAST AND WIN.

THE 565 IN MY CORVETTE USES THE NEW BP DN-9 HEADS AND 8B 2000 C BLOCK, MAKES 1284 HP, AND RAN 9.90 AT 178 MPH CONSISTENTLY. NOW THAT MY DAUGHTER SHELBY IS RACING, YOU BETTER BELIEVE WE USED A BRODIX BLOCK AND HEAD COMBINATION! THANKS FOR THE BEST BLOCKS AND HEADS IN THE BUSINESS!!!"

- STEVE WILLIAMS

K & N FILTERS



DRAGSTER PRODUCTS: BRODIX BP PB 5000 CYLINDER HEADS AND BRODIX 8B 5000 C ALUMINUM BLOCK



CORVETTE PRODUCTS: BRODIX BP DN-9 CYLINDER HEADS AND BRODIX 8B 2000 C ALUMINUM BLOCK

SHELBY WILLIAMS

"THE BRODIX RACE-RITE 180 CYLINDER HEADS AND BRODIX CAST IRON BLOCK HELPED SHELBY WILLIAMS WIN BOTH THE K&N FALL FLING SHOOTOUT AND HER FIRST NHRA NATIONAL EVENT! RACING OFF THE BOTTOM REQUIRES HIGH VELOCITY IN THE INTAKE PORTS FOR GREAT THROTTLE RESPONSE AND CONSISTENCY."

- STEVE WILLIAMS



CAMARO PRODUCTS: BRODIX RACE-RITE 180 SERIES CYLINDER HEADS AND BRODIX CAST IRON BLOCK



WARNING: Cancer and Reproductive Harm.
www.P65Warnings.ca.gov

THE MAN EATER™ PB 1200™ SERIES

12° CYLINDER HEADS

The Man Eater PB 1200 series takes the big block world to the next plateau! This head comes equipped with several features that include: 12° valve angle; raised, oval-shaped intake ports designed to achieve a delicate balance between horsepower and torque; and precision contoured shallow chambers with outstanding wet flow characteristics. The new BP PB 1204 features raised 510 cc intake ports that flow over 570 cfm and exhaust ports that flow over 350 cfm! The PB 1203 is the latest in as-cast technology. It is the most powerful out-of-the-box head in its class. The PB 1202 takes the Man Eater PB 1200 series a step further. This head features 497 cc oval-shaped intake ports that are raised an additional .125 and utilizes a 2.520 intake valve. The Man Eater PB 1200 series is available 100% CNC ported to ensure accuracy. The standard features are A-356 virgin aluminum alloy, phosphorous bronze valve guides, and copper valve seats. These heads are machined to accept 1.740 valve spring cups and can be used in conjunction with the BRODIX PM series of manifolds.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 2015 (BP PB 1200, BP PB 1201, PB 1203)
MATCH INTAKE PORT TO BRODIX MG 1202 (BP PB 1202)
MATCH INTAKE PORT TO BRODIX MG 2040 (BP PB 1204)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.920 o.a.l. - 55° SEAT ANGLE (BP PB 1200, BP PB 1202, PB 1203, BP PB 1204)
2.450 X 6.920 o.a.l. - 55° SEAT ANGLE (BP PB 1201)
- Exhaust Valves: 1.860 X 6.620 o.a.l. - 55° SEAT ANGLE
- Valve Springs: 1.645 ROLLER VALVE SPRING - PAC 1248, 315 lb CLOSED, 915 lb OPEN, 2.100 INSTALLED HEIGHT, .850 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS485V



- Raised, Oval-Shaped Intake Ports
- A-356 Virgin Aluminum; Easily Repaired
- 12° Valve Angle
- 68 cc Combustion Chambers
- Copper Valve Seats
- Available 100% CNC Ported



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 2015, FLATOUT FG 8413 (BP PB 1200, BP PB 1201, PB 1203)
BRODIX MG 1202 (BP PB 1202)
BRODIX MG 2040 (BP PB 1204)
- Head Gaskets: 4.540 - FEL-PRO 1017, COMETIC C5433
4.600 - FEL-PRO 1057, COMETIC C5434
- Exhaust Gaskets: BRODIX MG 2005
- Valve Cover Gaskets: BRODIX MG 2016, FLATOUT FG 6111.2
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS/PB 2005 CI BLK (12 pt) FOR CAST IRON BLOCK
BRODIX SK HS PB 2005 (12 pt) FOR ALUMINUM BLOCK
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.580 X .450 A45
- Exhaust Valve Seats: P 1.960 X .450 A45
- Intake and Exhaust Valve Guides: BH 545 11/32 PL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 12° AND 4° INTAKE, 6° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3070, JESEL KPS 390156
- Lifters: STANDARD
- Pistons: 12° X 6° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD
INSTALLED ON THE ENGINE BLOCK BEFORE
FINAL ASSEMBLY
- Intake Manifold: PM 1907 / PM 1917

**SPECIAL INTAKE GASKETS, EXHAUST GASKETS,
AND VALVE COVER GASKETS ARE AVAILABLE
EXCLUSIVELY FROM BRODIX®.**

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP PB 1200 (CNC Ported)	2.520 INTAKE 55°	153	234	319	389	457	507	545	564
	1.860 EXHAUST 55°	119	174	222	261	308	333	344	349
BP PB 1201 (CNC Ported)	2.450 INTAKE 55°	151	243	330	400	454	495	521	533
	1.860 EXHAUST 55°	119	174	222	261	308	333	344	349
BP PB 1202 (CNC Ported)	2.520 INTAKE 55°	151	230	318	392	460	512	551	569
	1.860 EXHAUST 55°	119	174	222	261	308	333	344	349
PB 1203	2.520 INTAKE 55°	150	230	309	377	442	495	530	536
	1.860 EXHAUST 55°	119	169	217	251	280	306	316	323
BP PB 1204 (CNC Ported)	2.520 INTAKE 55°	150	230	318	390	454	501	540	571
	1.860 EXHAUST 55°	122	176	222	263	316	338	351	358

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP PB 1200 BARE	2128000	483	72					1
BP PB 1200 PKG	2128100	483	72	2.520/1.860	350	1.645	TI	1
BP PB 1200 PKG	2128101	483	68	2.520TI/1.860TI	350	1.645	TI	1
BP PB 1200 SPECIAL	2129000	CUSTOM ORDER						1
BP PB 1201 BARE	2128001	480	72					1
BP PB 1201 PKG	2128105	480	70	2.520/1.860	350	1.645	TI	1
BP PB 1201 PKG	2128102	480	68	2.450TI/1.860TI	350	1.645	TI	1
BP PB 1202 BARE	2128002	497	72					1
BP PB 1202 PKG	2128103	497	72	2.520/1.860	350	1.645	TI	1
BP PB 1202 PKG	2128104	497	68	2.480TI/1.860TI	350	1.645	TI	1
PB 1203 BARE	2120000	475	72					1
PB 1203 PKG	2121000	475	72	2.520/1.860	350	1.645	TI	1
PB 1203 PKG	2121001	475	68	2.520TI/1.860TI	350	1.645	TI	1
BP PB 1204 BARE	2128003	510	71					1
BP PB 1204 PKG	2128106	510	71	2.520TI/1.860TI	350	1.645	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer



- Flows Over 560 cfm CNC Ported
- Cast Intake Available
- Small Efficient Combustion Chambers
- 100% CNC Ported



PB 5000™ SERIES

15° CYLINDER HEADS

The introduction of the PB 5000 series heads blows the 5.0 bore spacing market wide open. These all new masterpieces are by far the most user-friendly heads in their class. These heads offer several features that include: 15° valve angle, raised oval-shaped intake ports, and specially designed combustion chambers that are nitrous-friendly. The standard features are copper valve seats, phosphorous bronze valve guides, and A-356 virgin aluminum alloy.

BIG BLOCK CHEVY COMPATIBLE HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO BRODIX MG 5010
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.520 X 6.900 o.a.l. - 55° SEAT ANGLE
- Exhaust Valves: 1.860 X 6.820 o.a.l. - 55° SEAT ANGLE
- Valve Springs: 1.650 ROLLER VALVE SPRING - MA 221448, 350 lb CLOSED, 890 lb OPEN, 2.150 INSTALLED HEIGHT, .900 MAXIMUM LIFT
- Retainers: 1.645 10° TITANIUM - MA 2001
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS485V

- **Available 100% CNC Ported**
- **A-356 Virgin Aluminum; Easily Repaired**
- **Copper Valve Seats**
- **15° Valve Angle**
- **Nitrous-Friendly Combustion Chambers**

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: BRODIX MG 5010, FEL-PRO 1223 (.030 - .120 THICK)
- Head Gaskets: FEL-PRO 26465, FEL-PRO 26466, OR FEL-PRO 26467 (.041 OR .053 THICK)
- Exhaust Gaskets: BRODIX MG 5020, FEL-PRO 1428
- Valve Cover Gaskets: BRODIX MG 5000, FEL-PRO 1696
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX - SK HS PB 5000
- Accessory Bolt Holes Are Not Drilled
- Spark Plug Starting Points: NGK R5671A-10 FOR ALCOHOL
NGK R5671A-9 FOR RACING GAS
- Intake Valve Seats: P 2.600 3/8 LID A45
- Exhaust Valve Seats: P 2.006 3/8 LID A45
- Intake and Exhaust Valve Guides: BH 545 11/32 PL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.750
- Valve Angle: 15° AND 4° INTAKE, 6° AND 4° EXHAUST
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD
- Rocker Arms: SHAFT SYSTEM - T&D 3076, JESEL KPS 319132
- Lifters: STANDARD
- Pistons: 15° X 6° VALVE ANGLE
- Pushrods: CHECK PUSHROD CLEARANCE WITH HEAD
INSTALLED ON THE ENGINE BLOCK BEFORE
FINAL ASSEMBLY
- Bore Size: 4.750 Only (BP PB 5000)
4.675 - 4.750 (BP PB 5001, PB 5002)
- Intake Manifold: Custom Sheet Metal



SPECIAL INTAKE GASKETS, EXHAUST GASKETS, AND VALVE COVER GASKETS ARE AVAILABLE EXCLUSIVELY FROM BRODIX®.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900
BP PB 5000 (CNC Ported)	2.520 INTAKE	154	237	323	398	461	506	539	557
	1.860 EXHAUST	116	172	219	263	297	330	351	364
BP PB 5001 (CNC Ported)	2.520 INTAKE	156	245	338	415	471	511	545	566
	1.860 EXHAUST	119	169	217	261	301	343	367	382
PB 5002	2.520 INTAKE	148	242	335	406	464	505	535	546
	1.860 EXHAUST	113	167	217	254	316	348	353	359

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP PB 5000 BARE	2158000	515	80					1
BP PB 5000 PKG	2158100	515	80	2.520TI/1.860TI	400	1.670	TI	1
BP PB 5001 BARE	2158001	515	80					1
BP PB 5001 PKG	2158101	515	80	2.520TI/1.860TI	400	1.670	TI	1
PB 5002 BARE	2150000	509	80					1
PB 5002 PKG	2151000	509	80	2.520TI/1.860TI	350	1.645	TI	1

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- Most Economical 5 Inch Head Available
- 2.520 Intake Valves
- 1.860 Exhaust Valves
- Oval Intake Ports
- Special Headers Required
- One-Piece Rocker Bar

Pat Warr

**PRODUCTS: BRODIX PB 5000 CYLINDER HEADS AND
BRODIX 8B 5000 ALUMINUM BLOCK**

ENGINE BUILDER : SUNSET PERFORMANCE ENGINES



BF SERIES**11° CYLINDER HEADS**

The BRODIX BF series is a state-of-the-art line of Ford compatible heads. Many years of technology have been put into these heads. BRODIX and Al Neal have tried all types of valve placement and valve positioning to achieve flow numbers well into the 390 cfm range. The BF 201 works well with nitrous engines utilizing a small combustion chamber. The BF 202 is best suited for blower or turbo-charged engines requiring a larger combustion chamber.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1265
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.740 o.a.l. - BX 2180-574 T
- Exhaust Valves: 1.600 X 5.640 o.a.l. - BR 60064D
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT (STANDARD
PACKAGE)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING UPGRADE)
- Retainers: 1.550 10° TITANIUM - MA 2398BR
1.625 10° TITANIUM - MA 23640
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: SHAFT SYSTEM REQUIRED
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
- Intake Gaskets: FEL-PRO 1265
- Head Gaskets: FEL-PRO 1022 OR FEL-PRO 1023
- Head Studs: ARP 254-4312
- Exhaust Gaskets: FEL-PRO 1431
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.250 5/16
- Exhaust Valve Seats: P 1.670 3/8
- Intake Valve Guides: SH 545 11/32 PL
- Exhaust Valve Guides: SH 545 11/32 P
- Spring Pockets: 1.750 OUT OF THE BOX
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0055 in PER cc
- Rocker Arms: SHAFT SYSTEM - T&D 7384, T&D 7386, JESEL KPS 16089



- A-356 Virgin Aluminum; Easily Repaired
- Ends Milled and Drilled for Accessories
- Ductile Iron Valve Seats for Use With Unleaded Fuel

- Nitrous-Friendly Deck Surface
- Shaft Rockers Required
- Copper Seats Available

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BF 201-202 (Hand Ported)	2.180 INTAKE	153	218	277	333	370	388	391
	1.600 EXHAUST	105	143	200	236	249	258	263

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
• BF 201 BARE	1040001	255	46	2.180/1.600				2
• BF 201 PKG	1041003	255	46	2.180/1.600	250	1.625	TI	1
• BF 202 BARE	1040002	255	46	2.180/1.600				2
• BF 202 PKG	1041005	255	46	2.180/1.600	250	1.625	TI	1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer



HEAD HUNTER™ F SERIES 15° CYLINDER HEADS

With the development of the BP HH F 302, BRODIX breaks new ground by introducing the Head Hunter series to the Ford world. This 100% CNC ported head offers an all new, shallow 15° valve angle. Featuring a newly designed 302 cc intake port that flows in excess of 412 cfm, a reshaped exhaust port that flows over 247 cfm, an ultra-efficient 60 cc combustion chamber, and a 2.180/1.600 valve combination, this head is available in many stages from bare to assembled packages. All of these features combine to make the BP HH F 302 head the leader in its class!

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO COMETIC CO CIR149SPV059 F
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.180 X 5.540 o.a.l. - BR 60518D
- Exhaust Valves: 1.600 X 5.540 o.a.l. - BR 60054
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941,
255 lb CLOSED, 610 lb OPEN, 1.950
INSTALLED HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Valve Seals: 11/32 - US VS529V



**HEAD
HUNTER**
series



FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: COMETIC CO CIR149SPV059 F
- Head Gaskets: 4.180 - FEL-PRO 1134
4.200 - FEL-PRO 1135
- Exhaust Gaskets: FEL-PRO 1427 (TRIM TO FIT)
- Head Studs: AVAILABLE EXCLUSIVELY FROM BRODIX -
BRODIX BR HS / HH F 302
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Intake Valve Seats: P 2.250 3/8
- Exhaust Valve Seats: 1.650 400 A45
- Intake and Exhaust Valve Guides SH 502 11/32 PL
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.625
- Valve Angle: 15°
- Angle Milling: .010 in PER cc
- Flat Milling: .0060 in PER cc
- Rocker Arms: SHAFT SYSTEM - T&D 7352
- Lifters: .150 OFFSET
- Valve Centerline: 53/165
- Intake Manifold: EDELBROCK 2828 (9.500 DECK)



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700	0.800
BP HH F 302 (CNC Ported)	2.180 INTAKE	159	215	277	339	373	397	413
	1.600 EXHAUST	93	138	196	222	236	243	247

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
BP HH F 302 BARE	1068004	302	60					2
BP HH F 302 PKG	1068109	302	60	2.180 / 1.600	240	1.550	TI	2

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer



ST 5.0™ SERIES**20° CYLINDER HEADS**

The BRODIX ST 5.0 cylinder head was developed to fit the Ford Windsor engine. Out of the box, completely assembled ST 5.0 heads produce a 50 horsepower increase over other stock heads, and the combustion chambers may be milled into the mid 50 cc range. All existing stock 5.0 accessories can be used in the installation of the BRODIX ST 5.0. A modified version, the BRODIX ST 5.0 R, allows the use of 7/16 Ford roller rockers. The exhaust ports are raised .500 higher than stock Windsor heads on both versions. The BP CNC ported ST 5.0 R outflows all other heads in its class.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1250
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 1.940 X 4.920 o.a.l. - BR 60194D
2.020 X 4.920 o.a.l. - BR 6170DI
- Exhaust Valves: 1.600 X 4.940 o.a.l. - BR 6169DI
- Valve Springs: 1.470 HYDRAULIC ROLLER VALVE SPRING -
CC 987, 125 lb CLOSED, 325 lb OPEN, 1.900
INSTALLED HEIGHT, .575 MAXIMUM LIFT
- Retainers: 1.430 7" STEEL - CC 743
- Valve Locks: 7" - PI PF-555
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (ST 5.0 R)
- Guide Plates: 5/16 - BR 289351 (ST 5.0 R)
- Valve Seals: 11/32 - US VS529V



- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Rocker Stands Available for Pedestal and Roller Rockers
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 60 or 55 cc Combustion Chambers
- Available CNC Ported

- 53 / 119 Valve Centerline
- Flows Over 275 cfm, CNC Ported
- Available Bare or Complete
- Flows Over 240 cfm out of the Box
- 1.940 / 2.020 Intake Valves
- 1.600 Exhaust Valves

**FACTS AND RELATED COMPONENTS**

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Stands: 30 ft-lb (ST 5.0)
- Torque Rocker Studs: 40-45 ft-lb (ST 5.0 R, BP ST 5.0 R)
- Intake Gaskets: FEL-PRO 1250
- Head Gaskets: FEL-PRO 1011-1 OR FEL-PRO 1011-2
- Head Studs: ARP 154-4005 FOR 289-302
ARP 154-4203 FOR 351
- Head Bolts: ARP 154-3605 FOR 289-302
ARP 154-3603 FOR 351
- Exhaust Gaskets: FEL-PRO 1487, BRODIX MG 1350
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION C63CX OR AUTOLITE 3922
- Intake Valve Seats: P 2.131 5/16 F
- Exhaust Valve Seats: P 1.650 3/8
- Intake and Exhaust Valve Guides: SH 545 11/32 P
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN 1.550
- Valve Angle: 20°
- Angle Milling: NOT AVAILABLE
- Flat Milling: .0060 in PER cc
- Pushrods: STOCK LENGTH 6.250; MAY REQUIRE SPECIAL LENGTH IF
HEADS ARE MILLED
- Rocker Arms: FORD STOCK 5.0 STANDARD NON-ADJUSTABLE ROCKERS
(MOTORSPORTS PART # M6564-B351) FOR ST 5.0
ANY FORD ROLLER ROCKERS WITH 7/16" ROCKER STUDS
FOR ST 5.0 R
- Stud Girdle: 53/119 - BR 6430
- Air Tube: STOCK AIR TUBE CAN BE USED WITH MINOR
MODIFICATIONS
- Valve Centerline: 53/119
- Intake Manifold: SMALL BLOCK FORD

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.700
ST 5.0	1.940 INTAKE	130	186	225	237	241	
	1.600 EXHAUST	100	132	156	172	184	
ST 5.0 R	1.940 INTAKE	130	186	225	237	241	
	1.600 EXHAUST	100	132	156	172	184	
BP ST 5.0 R (CNC Ported)	2.020 INTAKE	145	208	245	272	277	281
	1.600 EXHAUST	119	150	179	198	209	216

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
ST 5.0 BARE	1050000	171	60					2
** ST 5.0 PKG **	1051000	171	60	1.940/1.600	125	1.470	ST	2
ST 5.0 PKG	1051001	171	60	2.020/1.600	125	1.470	ST	2
ST 5.0 PKG	1051002	171	55	1.940/1.600	125	1.470	ST	2
ST 5.0 PKG	1051003	171	55	2.020/1.600	125	1.470	ST	2
ST 5.0 SPECIAL	1059000	CUSTOM ORDER						2
ST 5.0 R BARE	1050001	171	60					2
** ST 5.0 R PKG **	1051004	171	60	1.940/1.600	125	1.470	ST	2
ST 5.0 R PKG	1051005	171	60	2.020/1.600	125	1.470	ST	2
ST 5.0 R PKG	1051006	171	55	1.940/1.600	125	1.470	ST	2
ST 5.0 R PKG	1051007	171	55	2.020/1.600	125	1.470	ST	2
ST 5.0 R SPECIAL	1059001	CUSTOM ORDER						2
BP ST 5.0 R BARE	1058000	185	66					2
** BP ST 5.0 R PKG **	1058100	185	66	2.020/1.600	125	1.470	TI	2
BP ST 5.0 R PKG	1058101	185	60	2.020/1.600	125	1.470	TI	2
BP ST 5.0 R SPECIAL	1059002	CUSTOM ORDER						2

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Marco Abruzzi

ACCOMPLISHMENTS:

- 2024 BEECH BEND RACEWAY \$75,000 WINNER
- MULTI-TIME NHRA AND IHRA CHAMPION

**PRODUCTS: BRODIX BR X 18 CYLINDER HEADS AND
BRODIX 8B 2000 C ALUMINUM BLOCK**

ENGINE BUILDER: FRANZ PERFORMANCE





20° CYLINDER HEADS

COMPATIBLE SERIES

You have spoken and we have listened again... the new IK Series small block Ford compatible heads offer legendary performance and price! New features for the IK F 195 include a revolutionary casting, 195 cc intake ports that are specifically designed for optimum versatility, and 68 cc combustion chambers that allow the use of several types of fuels. Standard features are A-356 virgin aluminum alloy, phosphorous bronze valve guides, valve seats for use with unleaded fuel, and ends milled and drilled for accessories. CNC ported combustion chambers are available as large as 74 cc. These are the most affordable high quality aluminum cylinder heads on the market.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1262
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.020 X 4.915 o.a.l. - BR 6169 DI
- Exhaust Valves: 1.600 X 4.910 o.a.l. - BR 6170 DI
- Valve Springs: 1.250 HYDRAULIC VALVE SPRING - CC 981,
100 lb CLOSED, 300 lb OPEN, 1.850 INSTALLED
HEIGHT, .525 MAXIMUM LIFT
1.470 HYDRAULIC ROLLER VALVE SPRING - CC 987,
125 lb CLOSED, 325 lb OPEN, 1.900 INSTALLED
HEIGHT, .575 MAXIMUM LIFT
- Retainers: 1.430 7° STEEL - CC 743
- Valve Locks: 7° - PI PF-555
- Rocker Studs: BR 318S
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM
BRODIX
- Valve Seals: 11/32 - US VS529V

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1262
- Head Gaskets: FEL-PRO 1011-1 OR FEL-PRO 1011-2
- Head Studs: ARP 154-4203
- Head Bolts: ARP 154-3603
- Exhaust Gaskets: FEL-PRO 1487 OR BRODIX MG 1350
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE 3924
FOR PUMP GAS
- Intake Valve Seats: DBP 2.131 5/16
- Exhaust Valve Seats: DBP 1.650 3/8
- Intake and Exhaust Valve Guides: SAG 545 11/32 CM
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 20°
- Angle Milling: .010 in PER cc
- Flat Milling: .0060 in PER cc
- Rocker Arms: FORD 3/8" ROLLER ROCKERS
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM
BRODIX
- Lifters: STANDARD
- Valve Centerline: 53/119
- Intake Manifold: SMALL BLOCK FORD



- 20° Valve Angle
- Machined Valve Cover Rail
- 53/119 Valve Centerline

- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Ductile Iron Valve Seats for Use With Unleaded Fuel

CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2021470 S



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
IK F 195	2.020 INTAKE	139	182	224	252	267	269	270
	1.600 EXHAUST	87	130	158	172	180	182	184

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
IK F 195 PKG	1501000	195	68	2.020/1.600	100	1.250	ST	2
IK F 195 PKG	1501001	195	68	2.020/1.600	125	1.470	ST	2

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MONSTER JAM



GRAVE DIGGER



TRACK 1 FORD COMPATIBLE SERIES

20° CYLINDER HEADS

The BRODIX Track 1 F series was designed for bolt-on horsepower, reliability, and weight loss. This head has become the cylinder head of choice in the Ford market for racers using the Windsor-style engine. It is available in many stages ranging from out-of-the-box bare castings to 100% CNC ported, assembled packages. The BRODIX Track 1 F comes standard with an exhaust port that has been raised .500". The X exhaust that incorporates the "N" bolt pattern is available as an option, and the combustion chambers may be angle milled. BRODIX has the perfect head for all applications with port sizes ranging from 195 cc to 225 cc.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1262 (T1 F STD, STS T1 F STD 214)
MATCH INTAKE PORT TO FP 1262R (STS T1 F STD 225)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.055 X 4.920 o.a.l. - BR 60005 (T1 F STD)
2.080 X 4.965 o.a.l. - BR 81019 (T1 F STD)
2.100 X 4.965 o.a.l. - BR 81011 (STS T1 F STD 214/225)
- Exhaust Valves: 1.600 X 4.940 o.a.l. - BR 60001 (T1 F STD)
1.600 X 4.965 o.a.l. - BR 81021 (T1 F STD, STS T1 F STD 214/225)
- Valve Springs: 1.470 HYDRAULIC ROLLER VALVE SPRING - CC 987,
125 lb CLOSED, 325 lb OPEN, 1.900 INSTALLED
HEIGHT, .575 MAXIMUM LIFT
1.550 FLAT TAPPET VALVE SPRING - BT 120121,
150 lb CLOSED, 365 lb OPEN, 1.950 INSTALLED
HEIGHT, .600 MAXIMUM LIFT
1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.430 7° STEEL - CC 743
1.550 10° STEEL - CC 752 (T1 F STD)
1.550 10° TITANIUM - MA 2398BR (STS T1 F STD 214/225)
- Valve Locks: 7° - PI PF-555
10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Valve Seals: 11/32 - US VS529V



- Combustion Chambers Available in a Variety of Sizes
- Ends Milled and Drilled for Accessories
- A-356 Virgin Aluminum; Easily Repaired
- Available CNC Ported
- Ductile Iron Valve Seats for Use With Unleaded Fuel (Copper Seats Available)

FACTS AND RELATED COMPONENTS

- Torque Heads: 100 ft-lb WITH 1/2" STUDS
70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb
- Intake Gaskets: FEL-PRO 1262 (T1 F STD, STS T1 F STD 214)
FEL-PRO 1262R (STS T1 F STD 225)
- Head Gaskets: FEL-PRO 1011-1 OR FEL-PRO 1011-2
- Head Studs: ARP 154-4203
- Head Bolts: ARP 154-3603
- Exhaust Gaskets: FEL-PRO 1487 OR BRODIX MG 1350
T1 F STD X EXHAUST USES BRODIX MG 1351 -
AVAILABLE EXCLUSIVELY FROM BRODIX
- Accessory Bolt Holes Are Drilled
- Spark Plug Starting Points: CHAMPION RN12YC OR AUTOLITE 3924
FOR PUMP GAS
NGK R5671A-8 FOR RACING GAS
NGK R5671A-9 FOR ALCOHOL
- Intake Valve Seats: P 2.131 5/16 (T1 F, STS T1 F 214/225)
P 2.200 3/8 (BP T1 F STD X RI)
- Exhaust Valve Seats: P 1.650 3/8 (T1 F, STS T1 F 214/225, BP T1 F STD X RI)
- Intake and Exhaust Valve Guides: SH 545 11/32 P (T1 F, STS T1 F 214/225)
SH 502 11/32 PL (BP T1 F STD X RI)
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 20°
- Angle Milling: .010 in PER cc
- Flat Milling: .0060 in PER cc
- Stud Girdle: 53/119, BR 6430 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Rocker Arms: FORD 7/16" ROLLER ROCKERS
- Guide Plates: 5/16 - BR 289351 - AVAILABLE EXCLUSIVELY FROM BRODIX
- Lifters: STANDARD
- Valve Centerline: 53/119
- Intake Manifold: SMALL BLOCK FORD

- 20° Valve Angle
- Machined Valve Cover Rail
- 53/119 Valve Centerline



FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
T1 F STD	2.080 INTAKE	124	172	212	241	255	260	261
	1.600 EXHAUST	100	129	153	166	176	179	180
T1 F STD X	2.080 INTAKE	124	172	212	241	255	260	261
	1.600 EXHAUST	100	134	164	184	195	200	203
STS T1 F STD 214 (CNC Ported)	2.080 INTAKE	141	211	265	298	320	323	326
	1.600 EXHAUST	119	161	190	203	213	216	221
STS T1 F STD 225 (CNC Ported)	2.100 INTAKE	147	215	262	303	324	333	334
	1.600 EXHAUST	119	161	190	203	213	216	221
BP T1 F STD X RI (CNC Ported)	2.140 INTAKE	142	200	263	314	332	341	351
	1.600 EXHAUST	106	151	190	217	235	246	251

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
T1 F STD BARE	1060000	195	68					2
T1 F STD PKG	1061000	195	68	2.055/1.600	140	1.550	ST	2
T1 F STD PKG	1061001	195	68	2.055/1.600	140	1.550	TI	2
** T1 F STD PKG **	1061002	195	68	2.080/1.600	240	1.550	ST	2
T1 F STD PKG	1061003	195	68	2.080/1.600	240	1.550	TI	2
T1 F STD PKG	1061004	195	60	2.055/1.600	140	1.550	ST	2
T1 F STD PKG	1061005	195	60	2.055/1.600	140	1.550	TI	2
T1 F STD PKG	1061006	195	60	2.080/1.600	240	1.550	ST	2
T1 F STD PKG	1061007	195	60	2.080/1.600	240	1.550	TI	2
T1 F STD SPECIAL	1069000	CUSTOM ORDER						2
T1 F STD X BARE	1060001	195	68					2
T1 F STD X PKG	1061008	195	68	2.055/1.600	140	1.550	ST	2
T1 F STD X PKG	1061009	195	68	2.055/1.600	140	1.550	TI	2
T1 F STD X PKG	1061010	195	68	2.080/1.600	240	1.550	ST	2
T1 F STD X PKG	1061011	195	68	2.080/1.600	240	1.550	TI	2
T1 F STD X PKG	1061012	195	60	2.055/1.600	140	1.550	ST	2
T1 F STD X PKG	1061013	195	60	2.055/1.600	140	1.550	TI	2
T1 F STD X PKG	1061014	195	60	2.080/1.600	240	1.550	ST	2
T1 F STD X PKG	1061015	195	60	2.080/1.600	240	1.550	TI	2
T1 F STD X SPECIAL	1069001	CUSTOM ORDER						2
STS T1 F STD 214 BARE	1068001	214	68					2
STS T1 F STD 214 PKG	1068104	214	68	2.080/1.600	140	1.550	TI	2
STS T1 F STD 214 PKG	1068105	214	68	2.080/1.600	240	1.550	TI	2
STS T1 F STD 225 BARE	1068002	225	68					2
STS T1 F STD 225 PKG	1068106	225	68	2.100/1.600	140	1.550	TI	2
STS T1 F STD 225 PKG	1068107	225	68	2.100/1.600	240	1.550	TI	2
BP T1 F STD X RI BARE	1068003	267	60	2.140/1.600				2
BP T1 F STD X RI PKG	1068108	267	60	2.140/1.600	240	1.550	ST	2

** Indicates most popular packages sold. **

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

BP T1 F STD X RI

- Small Block Ford Compatible
- 20° Valve Angle
- 100% CNC Ported



CYLINDER HEAD PARTS KITS (SEE PAGE 90)

HK 2051550 S
HK 2081550 S
HK 2081550 T



WARNING: Cancer and Reproductive Harm.
www.P65Warnings.ca.gov

B1 SERIES

15° AND 18°
CYLINDER HEADS

The small block B1 BA is usable for many applications such as Pro Street, oval track, and drag racing. Standard exhaust headers, intake manifolds, and valve covers may be used. A relocated spark plug, along with improved port and combustion chamber design, provides excellent performance gains over any other Mopar compatible heads. If using an R Block that oils through the pushrods, small block Chevrolet rockers may be used. Special guide plates may have to be fabricated to use the Chevrolet rockers. If using a standard 340 or 360 block, standard adjustable Chrysler rocker arms may be used with special B1 stands. Some stock manifolds may require milling. The B1 BA MC has unmachined pushrod slots, requires a shaft mounted rocker system, and uses an intake manifold that works with W-5 or W-7 cylinder heads. The exhaust face is also left blank so that a W-5, W-7, or stock exhaust pattern can be drilled.

The B1 BS is available in two different versions, out-of-the-box and 100% CNC ported. These versions offer a 90-120 hp gain over their cast iron competitors. The out-of-the-box version has bowls blended, intake ports matched, and a multi-angle valve job. The 100% CNC ported version is completely ported and contoured to assure maximum airflow and velocity. The B1 BS is absolutely the best buy for Mopar racers who would like to replace their cast iron heads and add horsepower. Some special parts such as rockers, head studs, and longer pushrods must be used.

The B1 MO is designed for the serious Chrysler B big block racers and is easily capable of flowing over 400 cfm. The B1 MO requires some special parts such as pistons, rocker system, intake manifold, and valve covers. This head uses standard headers and a B block. A moved centerline (MC) version is also available. All heads in the B1 Series utilize a thick deck that is compatible with nitrous.

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1213 (B1 BA)
MATCH INTAKE PORT TO FP 1214 (B1 BS)
MATCH INTAKE PORT TO FP 1276 (B1 MO OR MC)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 5.065 o.a.l. - BR 60029 (B1 BA)
2.140 X 5.290 o.a.l. - BR 81050 (B1 BA MC)
2.200 X 5.290 o.a.l. - BR 81049 (B1 BS)
2.300 X 5.380 o.a.l. - BR 86002 (B1 MO)
2.400 X 5.500 o.a.l. - BX 2400-550T (B1 MO MC)
- Exhaust Valves: 1.600 X 5.065 o.a.l. - BR 60030 (B1 BA)
1.600 X 5.300 o.a.l. - BR 81051 (B1 BA MC)
1.810 X 5.300 o.a.l. - BR 81081 (B1 BS)
1.780 X 5.400 o.a.l. - BR 86003 (B1 MO OR MC)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT (B1 BA, B1 BS)
1.640 ROLLER VALVE SPRING - PAC 1224, 270 lb
CLOSED, 775 lb OPEN, 2.050 INSTALLED
HEIGHT, .800 MAXIMUM LIFT (SPRING
UPGRADE - B1 BS, B1 MO OR MC)
- Retainers: 1.550 10° STEEL - CC 752
1.625 10° TITANIUM - MA 23640 (B1 BS, B1 MO)
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: STOCK ROCKERS (B1 BA RS, B1 BA)
SHAFT SYSTEM REQUIRED (B1 BA MC, B1 MO OR MC)
B1 BS ROCKER SYSTEM (B1 BS)
- Valve Seals: 11/32 - US VS529V



- A-356 Virgin Aluminum; Easily Repaired
- Ductile Iron Valve Seats for Use With Unleaded Fuel
- 18° Valve Angle

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb WITH 7/16" STUDS
100 ft-lb WITH 1/2" STUDS
- Torque Rocker Studs: 30 ft-lb
- Intake Gaskets: FEL-PRO 1213 (B1 BA)
FEL-PRO 1214 (B1 BS)
FEL-PRO 1276 (B1 MO OR MC)
- Head Gaskets: FEL-PRO 1008 (B1 BA)
FEL-PRO 1009 (B1 BS, B1 MO OR MC)
- Exhaust Gaskets: FEL-PRO 1413 (B1 BA)
FEL-PRO 1414 (B1 BS, B1 MO)
- Head Studs: ARP 144-4204 (B1 BA)
ARP 145-4012 (B1 BS)
ARP 145-4007 (B1 MO OR MC)
- Accessory Bolt Holes Are Not Drilled (B1 BA), Are Drilled (B1 BS)
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- * Intake Valve Seats: P 2.131 5/16 (B1 BA)
P 2.200 5/16 (B1 BA MC)
P 2.250 3/8 LID (B1 BS, STS B1 BS)
P 2.350 3/8 BP (B1 MO)
P 2.460 3/8 (B1 MO MC)
- Exhaust Valve Seats: P 1.650 3/8 (B1 BA, B1 BA MC)
P 1.834 3/8 (B1 MO, B1 MO MC, B1 BS, STS B1 BS)
- Intake and Exhaust Valve Guides: SH 545 11/32 P (B1 BA, B1 BA MC)
SH 545 11/32 PL (B1 MO, B1 MO MC,
B1 BS, STS B1 BS)
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER THAN
1.550 (B1 BA), 1.625 (B1 BS, B1 MO OR MC)
- Valve Angle: 18° (B1 BA), 15° (B1 BS, B1 MO OR MC)
- Angle Milling: NOT AVAILABLE (B1 BA), .0065 in PER cc (B1 BS),
.0070 in PER cc (B1 MO OR MC)
- Flat Milling: .0055 in PER cc
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (B1 BA, B1 BS, B1 MO)
NOT MACHINED (B1 BA MC)
- Pistons: STANDARD CLOSED CHAMBER (B1 BA)
SPECIAL 18° (B1 BA MC)
STANDARD CLOSED CHAMBER (B1 BS)
SPECIAL 15° (B1 MO OR MC)
- Rocker Arms: SPECIAL ROCKER STAND KIT FOR STOCK ROCKERS
(B1 BA)
SHAFT SYSTEM - T&D 8019, JESEL KPS 11663 (B1 BA)
T&D 8017, JESEL KPS 23998, (B1 BA MC) T&D 8010,
JESEL KPS SP1100 (B1 MO) T&D 8025 (B1 MO MC)
B1 BS ROCKER SYSTEM (B1 BS)

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
B1 BA	2.080 INTAKE	129	180	221	249	263	267	269
	1.600 EXHAUST	119	160	182	190	195	196	198
B1 BA (Ported)	2.080 INTAKE	145	203	250	286	300	302	303
	1.600 EXHAUST	121	169	195	208	214	216	217
B1 BA MC (Ported)	2.140 INTAKE	147	216	272	309	332	341	347
	1.600 EXHAUST	120	170	198	210	215	219	220
B1 BS	2.200 INTAKE	145	204	249	284	294	295	295
	1.810 EXHAUST	123	155	184	206	222	228	233
STS B1 BS (CNC Ported)	2.200 INTAKE	145	214	267	305	337	341	348
	1.810 EXHAUST	126	171	211	238	255	269	279
B1 MO	2.300 INTAKE	151	220	277	325	364	382	396
	1.780 EXHAUST	116	174	216	227	227	227	227

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
B1 BA BARE	3180000	195	65					1
B1 BA PKG	3181000	195	65	2.080/1.600	240	1.550	ST	1
B1 BA PKG	3181001	195	65	2.080/1.600	240	1.550	TI	1
B1 BA SPECIAL	3189000	CUSTOM ORDER						1
B1 BA MC BARE	3180002	239	67					1
B1 BA MC SPECIAL	3189002	CUSTOM ORDER						1
B1 BS BARE	3180001	230	65					1
B1 BS PKG	3181002	230	65	2.200/1.810	240	1.550	ST	1
B1 BS PKG	3181003	230	65	2.200/1.810	240	1.550	TI	1
B1 BS SPECIAL	3189001	CUSTOM ORDER						1
STS B1 BS BARE	3188000	243	80					1
STS B1 BS PKG	3188100	243	80	2.200/1.810	240	1.550	TI	1
B1 MO BARE	3150000	300	68					1
B1 MO PKG	3151000	300	68	2.300/1.780	240	1.625	TI	1
B1 MO PKG	3151001	300	68	2.300/1.780	240	1.645	TI	1
B1 MO SPECIAL	3159000	CUSTOM ORDER						1

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

- Center Water Circulation
- Machined Valve Cover Rail
- Toughest Casting Available



FACTS AND RELATED COMPONENTS CONT.

- Lifters: STANDARD
- Pushrods: SPECIAL LENGTH
- Valve Centerline: STANDARD-A (B1 BA)
60/100 (B1 BA MC)
STANDARD-B (B1 BS, STS B1 BS)
SPECIAL (B1 MO, B1 MO MC)
- Intake Manifold: SMALL BLOCK CHRYSLER (B1 BA)
W-5 or W-7 CHRYSLER (B1 BA MC)
BIG BLOCK CHRYSLER (B1 BS, STS B1 BS)
B1 MANIFOLD (B1 MO, B1 MO MC)





SPEC. CYLINDER HEADS

**TO FIT
CHEVY-FORD-MOPAR**

The BRODIX Spec. heads are made for tracks wanting cylinder heads that are cost effective and equal for all competitors. These cylinder heads are very durable and user-friendly. Replaceable phosphorous bronze guides are installed along with ductile iron seats. The Spec. head is 100% CNC machined. Do not cut spring seats any larger or deeper than 1.550. Contact your local association for exact rules. Please advise BRODIX of your track affiliation.

SPEC. HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206 (SP CH)
MATCH INTAKE PORT TO FP 1262 (SP FO)
MATCH INTAKE PORT TO FP 1213 (SP MO)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019 (SP CH OR SP FO)
2.080 X 5.065 o.a.l. - BR 60029 (SP MO)
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021 (SP CH OR SP FO)
1.600 X 5.065 o.a.l. - BR 60030 (SP MO)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° STEEL - CC 752
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (SP CH OR SP FO)
SHAFT SYSTEM REQUIRED (SP MO)
- Guide Plates: 5/16 - CC 4808 (SP CH)
5/16 - BR 289351 (SP FO)
NOT AVAILABLE (SP MO)
- Valve Seals: 11/32 - US VS529V



SP CH

- Ends Milled and Drilled for Accessories
Except on SP MO
- Ductile Iron Valve Seats for Use With
Unleaded Fuel
- A-356 Virgin Aluminum; Easily Repaired

FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb (SP CH OR SP FO)
- Torque Rocker Shaft: 30 ft-lb (SP MO)
- Intake Gaskets: FEL-PRO 1206 (SP CH)
FEL-PRO 1262 (SP FO)
FEL-PRO 1213 (SP MO)
- Head Gaskets: 350 - FEL-PRO 1003 (SP CH)
FEL-PRO 1011-1 OR FEL-PRO 1011-2 (SP FO)
FEL-PRO 1008 (SP MO)
- Exhaust Gaskets: FEL-PRO 1406 (SP CH)
BRODIX MG 1351 (SP FO, "N" BOLT PATTERN)
FEL-PRO 1413 (SP MO)
- Head Studs: ARP 234-4301 (SP CH)
ARP 154-4203 (SP FO)
ARP 144-4204 (SP MO)
- Accessory Bolt Holes Are Drilled Except on SP MO
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 23° (SP CH)
20° (SP FO)
18° (SP MO)
- Angle Milling: CHECK RULES FOR YOUR ASSOCIATION
- Flat Milling: .0060 in PER cc (SP CH OR SP FO)
.0055 in PER cc (SP MO)
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: STANDARD (SP CH)
53/119 SPACING (SP FO)
SPECIAL (SP MO)
- Stud Girdle: STANDARD, BR 6435 (SP CH)
53/119 BRODIX BR 6430 (SP FO)
SHAFT SYSTEM REQUIRED (SP MO)
- Rocker Arms: STANDARD (SP CH OR SP FO)
SHAFT SYSTEM REQUIRED (SP MO) - T&D 8019,
JESEL KPS 248102
- Lifters: STANDARD
- Pushrods: SPECIAL LENGTH

CYLINDER HEAD SPECIFICATIONS

	INTAKE PORT	VALVE SIZES INTAKE/EXHAUST	PLUG ANGLE	EXHAUST PATTERN	VALVE CENTERLINE	INTAKE MANIFOLD
SP CH*	215 cc	2.080/1.600	Straight / Angle	Standard	Standard	See Rule Book
SP FO*	195 cc	2.080/1.600	Angle	"N" Style	53/119	See Rule Book
SP MO*	192 cc	2.080/1.600	Angle	Standard	Standard	See Rule Book

* Available in several versions to comply with rule requirements.
Please advise BRODIX sales staff of your track affiliation when ordering heads.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
SP CH	2.080 INTAKE	121	176	223	249	261	265	269
	1.600 EXHAUST	92	134	158	172	179	182	182
SP FO	2.080 INTAKE	120	180	224	255	267	268	270
	1.600 EXHAUST	103	130	159	179	191	198	202
SP MO	2.080 INTAKE	129	180	221	249	263	267	269
	1.600 EXHAUST	119	160	182	190	195	196	198

BASIC EASY ORDER NUMBERS AND MORE

- SP CH Bare*
- SP FO Bare*
- SP MO Bare*

67 Chamber
67 Chamber
67 Chamber

Custom Order
Custom Order
Custom Order

*PLEASE ADVISE BRODIX SALES STAFF OF YOUR TRACK AFFILIATION WHEN ORDERING HEADS.

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

SP MO

- CNC Bowl Blended
- 192 cc Intake Ports



SP FO

- 195 cc Intake Ports
- Phosphorous Bronze Guides
- "N" Exhaust Pattern



ASCS / SUPR SERIES CYLINDER HEADS

**TO FIT
CHEVY - FORD - MOPAR**

The BRODIX Spec. heads are made for tracks wanting cylinder heads that are cost effective and equal for all competitors. These cylinder heads are very durable and user-friendly. Replaceable phosphorous bronze guides are installed along with ductile iron seats. The Spec. head is 100% CNC machined. Do not cut spring seats any larger or deeper than 1.550. Contact your local association for exact rules. Please advise BRODIX of your track affiliation.

SPEC. HEADS

PACKAGE HEADS

- PS CB: VALVE BOWLS BLENDED
- PS MI: MATCH INTAKE PORT TO FP 1206 (CH)
MATCH INTAKE PORT TO FP 1262 (FO)
MATCH INTAKE PORT TO FP 1213 (MO)
- PS Valve Job: COMPETITION VALVE JOB
- Intake Valves: 2.080 X 4.965 o.a.l. - BR 81019 (FO)
2.080 X 5.065 o.a.l. - BR 60029 (CH OR MO)
- Exhaust Valves: 1.600 X 4.965 o.a.l. - BR 81021 (FO)
1.600 X 5.065 o.a.l. - BR 60030 (CH OR MO)
- Valve Springs: 1.550 ROLLER VALVE SPRING - PAC 1941, 255 lb
CLOSED, 610 lb OPEN, 1.950 INSTALLED
HEIGHT, .700 MAXIMUM LIFT
- Retainers: 1.550 10° TITANIUM - MA 2398BR
- Valve Locks: 10° JUMBO - CC 611
- Rocker Studs: 7/16 - BR 716L, AR RRS-4I (CH OR FO)
SHAFT SYSTEM REQUIRED (MO)
- Guide Plates: 5/16 - BR 5160 (CH)
5/16 - BR 289351 (FO)
NOT AVAILABLE (MO)
- Valve Seals: 11/32 - US VS529V



- Ends Milled and Drilled for Accessories Except on 27-222 / B1 BA SUPR
- A-356 Virgin Aluminum; Easily Repaired
- Ductile Iron Valve Seats for Use With Unleaded Fuel



FACTS AND RELATED COMPONENTS

- Torque Heads: 70 ft-lb WITH 7/16" STUDS
- Torque Rocker Studs: 40-45 ft-lb (CH OR FO)
- Torque Rocker Shaft: 30 ft-lb (MO)
- Intake Gaskets: FEL-PRO 1206 (CH)
FEL-PRO 1262 (FO)
FEL-PRO 1213 (MO)
- Head Gaskets: 350 - FEL-PRO 1003 (CH)
FEL-PRO 1011-1 OR FEL-PRO 1011-2 (FO)
FEL-PRO 1008 (MO)
- Exhaust Gaskets: BRODIX MG 1500, COMETIC C5424 (CH)
BRODIX MG 1351 (FO, "N" BOLT PATTERN)
FEL-PRO 1413 (MO)
- Head Studs: ARP 234-4301 (CH)
ARP 154-4203 (FO)
ARP 144-4204 (MO)
- Accessory Bolt Holes Are Drilled Except on 27-222 / B1 BA SUPR
- Spark Plug Starting Points: NGK R5671A-9 FOR ALCOHOL
NGK R5671A-8 FOR RACING GAS
- Spring Pockets: MAY NOT BE CUT ANY LARGER OR DEEPER
THAN 1.550
- Valve Angle: 23° (CH)
20° (FO)
18° (MO)
- Angle Milling: .0078 in PER cc (CH)
NOT AVAILABLE (FO OR MO)
- Flat Milling: .0060 in PER cc (CH OR FO)
.0055 in PER cc (MO)
- Angle Machining: NOT AVAILABLE
- Dowel Shift: NOT AVAILABLE
- Pushrod Slots: 40/60 SPACING (CH)
53/119 SPACING (FO)
SPECIAL (MO)
- Stud Girdle: 40/60, BRODIX BR 6440 (CH)
53/119, BRODIX BR 6430 (FO)
SHAFT SYSTEM REQUIRED (MO)
- Rocker Arms: STANDARD (CH OR FO)
SHAFT SYSTEM REQUIRED (MO) - T&D 8019,
JESEL KPS 248102
- Lifters: STANDARD
- Pushrods: SPECIAL LENGTH

11 SP X ASCS / SUPR

- 40/60 Valve Centerline
- Spread Exhaust Ports
- Available ASCS Ported
- Center Water Circulation

CYLINDER HEAD SPECIFICATIONS

	INTAKE PORT	VALVE SIZES INTAKE/EXHAUST	PLUG ANGLE	EXHAUST PATTERN	VALVE CENTERLINE	INTAKE MANIFOLD
11 SP X ASCS/SUPR*	215 cc	2.080/1.600	Angle	Spread Port	40/60	See Rule Book
27-223/T1 F STD X SUPR*	195 cc	2.080/1.600	Angle	"N" Style	53/119	See Rule Book
27-222/B1 BA SUPR*	192 cc	2.080/1.600	Angle	Standard	Standard	See Rule Book

* Available in several versions to comply with rule requirements.

Please advise BRODIX sales staff of your track affiliation when ordering heads.

FLOW CHART CFM @ 28" H₂O

	VALVE SIZE	0.200	0.300	0.400	0.500	0.600	0.650	0.700
11 SP X ASCS/SUPR	2.080 INTAKE	130	187	232	265	267	269	270
	1.600 EXHAUST	100	132	162	185	201	206	210
27-223/T1 F STD X SUPR	2.080 INTAKE	120	180	224	255	267	268	270
	1.600 EXHAUST	103	130	159	179	191	198	202
27-222/B1 BA SUPR	2.080 INTAKE	129	180	221	249	263	267	269
	1.600 EXHAUST	119	160	182	190	195	196	198

BASIC EASY ORDER NUMBERS AND MORE

PART #	EASY ORDER #	PORT VOL.	CHAM. VOL.	INT/EXH VALVE	SPRING SEAT PRESSURE	SPRING DIAM.	RET. ST/TI	PER
11 SP X ASCS BARE	1110002	215	67					2
11 SP X ASCS PKG	1111004	215	67	2.080/1.600	240	1.550	TI	2
11 SP X ASCS PKG	1111005	215	62	2.080/1.600	240	1.550	TI	2
11 SP X ASCS SPECIAL	1119002							2
11 SP X SUPR BARE	1110003	215	67					2
11 SP X SUPR PKG	1111006	215	67	2.080/1.600	240	1.550	TI	2
11 SP X SUPR PKG	1111007	215	62	2.080/1.600	240	1.550	TI	2
11 SP X SUPR SPECIAL	1119003							2

Contact BRODIX for Racer Pricing or Visit Our Website for Your Nearest Dealer

BRODIX® OFFERS SMALL BLOCK CHEVY ALUMINUM BLOCKS APPROVED FOR ASCS COMPETITION

PART #		CAM
8B 1000 A	400 MAIN / 400 BORE	STANDARD
8B 1050 A	350 MAIN / 400 BORE	STANDARD
8B 1100 A	400 MAIN / 350 BORE	STANDARD
8B 1150 A	350 MAIN / 350 BORE	STANDARD
8B 1000 I	400 MAIN / 400 BORE	RAISED
8B 1050 I	350 MAIN / 400 BORE	RAISED
8B 1100 I	400 MAIN / 350 BORE	RAISED
8B 1150 I	350 MAIN / 350 BORE	RAISED

CAM AND LIFTER SIZE MUST BE SPECIFIED WHEN ORDERING



ALUMINUM SMALL BLOCK BRODIX® BLOCKS

BRODIX has developed the strongest and most versatile block in the industry. The BRODIX 8B 1000 aluminum block has conquered the late model and sprint car markets. The strength and durability of this block is unmatched by any competitors in the industry. The BRODIX blocks are 100% CNC machined in-house and offer many deck heights, lightening programs, cam bearings, and main cap options.

BLOCK PART NUMBERS

- 8B 1000*: 400 Main / 4.125 Bore
- 8B 1050*: 350 Main / 4.125 Bore
- 8B 1100*: 400 Main / 4.000 Bore
- 8B 1150*: 350 Main / 4.000 Bore
- 8B 1000-410: 400 Main / 4.125 Bore
- * Must Specify Bellhousing Style, Deck Height, Cam Bearing Style, and Cam Locations

BLOCK SPECIFICATIONS

- Made in the USA
- Proprietary A-356 Virgin Aluminum
- Standard and 50 mm Roller Cam Bearings Machined at No Additional Charge
- Strongest Main Webbing in the Business
- Raised Cam Location Available
- Choose From Wet or Dry Sump
- Optional Lightening Packages
- Available With or Without a Fuel Pump Boss
- No Provision for Starter on Sprint Car Blocks
- Available With Three Bellhousing Styles: Drag Race, Late Model, and Sprint Car
- Head Studs Are Available From BRODIX
- Plug Kit Is Provided With the Block
- Raised Cam Block Is Available With Standard or Wide Pan Rail
- Best Block in the Industry
- Side Water Reverse Cooling (8B 1000-410)
- Front Oil Scavenge (8B 1000-410)
- Solid Front Water Pump Housing (8B 1000-410)
- All O-Ring Fittings (8B 1000-410)
- Moved Lifter Location (8B 1000-410)
- Spark Plug Coolant Holes (8B 1000-410)



BASIC EASY ORDER NUMBERS

• 8B 1000 A	400 Main/400 Bore	8011000	PER 1
• 8B 1150 A	350 Main/350 Bore	8011001	PER 1
• 8B 1000 C*	400 Main/400 Bore	8031000	PER 1
• 8B 1000-410*	400 Main/400 Bore	8011000	PER 1
* Raised Cam			

**Contact BRODIX for Racer Pricing or
Visit Our Website for Your Nearest Dealer**



Standard Bellhousing



Late Model Bellhousing



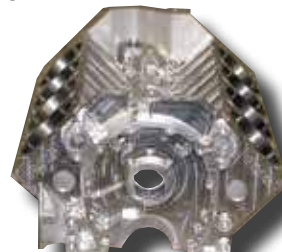
Sprint Car Bellhousing



**Side Lightening Option
(Ultra Lightened)**



Lifter Valley Lightening



Front Timing Cover Lightening

CAM BEARINGS

- Cam Bearings Are Sold Separately
- Small Block Babbit Bearings*
- Big Block Babbit Bearings*
- Standard Roller Bearings (2.250 o.d.)Δ
- 50 mm Roller BearingsΔ
- 55 mm Roller BearingsΔ

Δ Roller cam bearings use spiral locks on all cam bearings.

MAIN CAPS

- 350 or 400 Mains
- Standard Light Steel and Titanium Main Caps
- All Rear Caps Are Available in Wet or Dry Sump
- Rear Main Seal: 350 - FP 2900, 400 - FP 2909

TORQUE SPECS

- Outside Main: 65 ft-lb
- Inside Main: 75 ft-lb
- Front and Rear Main: 30 ft-lb, 3/8 12 pt
- * All torque specs are based on use of light motor oil.

STROKE CLEARANCE

- Standard Cam Location - 4.125
- 410 Sprint - 3.800
- Raised Cam Location - 4.250

CAM LOCATIONS

- Standard or .391 Raised Cam Location

DECK HEIGHT

- 9.000 - 9.300 (8B 1000 A)
- 9.020 (8B 1000-410)
- 9.000 - 9.900 (8B 1000 C)

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

SMALL BLOCK OPTIONS

PART

SS SPECIAL DECK HEIGHT
SS ALIGN HONE
SS FINISH HONE BORE (ES 405)
SS BLK LITN SIDES/LM
SS BLK LITN SIDES/SC
SS BLK LITN SIDES/ULTRA LM
SS BLK LITN TIMING COVER
SS BLK LITN VALLEY
SS BLK MACH (SB 55 MM)
SS BLK MACH .875 LIFTER BORES
SS BLK MACH .903 LIFTER BORES
SS BLK MACH ALLPRO LIFTER LOCA
SS BLK MACH SB2 LIFTER LOCA
MS SOLID BLOCK
MS HIP BLOCK

DESCRIPTION

MACHINE SPECIAL DECK HEIGHTS
FINISH HONE OF CRANKSHAFT MAINS
FINISH HONE OF CYLINDER BORE (CALL FOR DETAILS)
LIGHTEN SIDES/POCKETS ONLY FOR LATE MODEL
LIGHTEN SIDES FOR SPRINT CAR
LIGHTEN SIDES, POCKETS, TIMING COVER, AND LIFTER VALLEY FOR LATE MODEL
LIGHTEN TIMING COVER AREA (FRONT OF BLOCK)
LIGHTEN LIFTER VALLEY
MACHINE FOR 55 mm ROLLER BEARINGS ON C & D BLOCKS ONLY
MACHINE SMALL BLOCK BRODIX BLOCK FOR .875 LIFTER BORES
MACHINE SMALL BLOCK BRODIX BLOCK FOR .903 LIFTER BORES
MACHINE SMALL BLOCK BRODIX BLOCK FOR ALL PRO LIFTER LOCATION
MACHINE SMALL BLOCK BRODIX BLOCK FOR SB2 LIFTER LOCATION
SOLID BLOCK - NO WATER
HIP PROCESS FOR ALUMINUM BLOCK

SMALL BLOCK HEAD STUD KITS

PART

SK HSSB
SK HSRI
SK HS 12/18
SK HS 12/18 CWT
SK HSSB 16
SK HSSB 13
SK HSRP/GB UNMILLED
SK HSRP/GB
SK HSGB 2400
SK HSGB 2411
SK HSCV SP
SK HSBD
BR HSSB2/ALUM BLOCK
SK HSBD 2300
SK HSAP

DESCRIPTION

BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR STANDARD SMALL BLOCK
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR RAISED INTAKE
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12/18
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12/18 WITH 3/8 CENTER STUDS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 16° HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 13° HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12X12 RP & GB 2000
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR 12X12 RP & GB 2000
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR GB 2400 HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR GB 2411 HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR CV SP HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BD 1010, BD 2000
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR SB2 HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BD 2300 HEADS
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX AK SERIES AND ALL-PRO HEADS
HEAD STUDS ARE SOLD SEPARATELY

SMALL BLOCK CAM BEARINGS

PART

8B CAM BEARINGS
8B CAM BEARINGS-BB
8B CAM BEARINGS-ROLLER CAM
8B CAM BEARINGS-ROLLER CAM 50
8B CAM BEARINGS SP RLR 50 MM
8B CAM BEARINGS-SP ROLLER CAM

DESCRIPTION

CAM BEARING SET FOR STANDARD SMALL BLOCK CAM
CAM BEARING SET FOR STANDARD BIG BLOCK CAM
CAM BEARING SET FOR STANDARD ROLLER CAM
CAM BEARING SET FOR 50 mm ROLLER CAM
CAM BEARING SET FOR 50 mm ROLLER CAM SPRINT BLOCK
CAM BEARING SET FOR STANDARD ROLLER CAM SPRINT BLOCK



NEW

ALUMINUM SMALL BLOCK BRODIX® BLOCKS

BLOCK PART NUMBERS

- 8B 1000 HD: 400 Main / 4.125 Bore
- 8B 1050 HD: 350 Main / 4.125 Bore
- * Must Specify Bellhousing Style, Deck Height, Cam Bearing Style, and Cam Locations

HD SPRINT

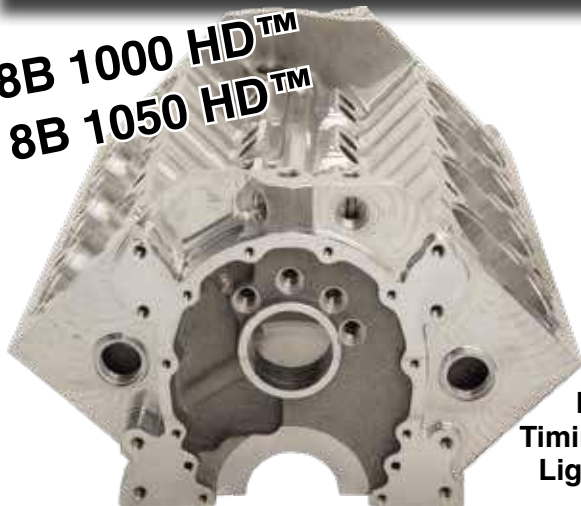
The BRODIX HD 410 sprint block is the latest creation in a long line of successful aluminum BRODIX blocks. We have listened to top engine builders and delivered the most durable and user-friendly sprint block in the industry. The fully lightened HD 410 sprint block is offered with several standard features that include: priority main oiling system, front oil pressure feed, front oil scavenge location, internal spring oiler port, and hot isostatic press (HIP) process. The HD 410 sprint block is the future of sprint car racing!

BLOCK SPECIFICATIONS

- Made in the USA
- Proprietary A-356 Virgin Aluminum
- Strongest Main Webbing in the Business
- Raised Cam Location
- Choose From Wet or Dry Sump
- Fully Lightened
- No Provision for Starter on Sprint Car Blocks
- Late Model Bellhousing Only
- Head Studs Are Available From BRODIX
- Plug Kit Is Provided With the Block
- Raised Cam Block Is Available With Standard Pan Rail
- Best Block in the Industry
- Side Water Reverse Cooling
- Front Oil Scavenge
- Solid Front Water Pump Housing
- All O-Ring Fittings
- Moved Lifter Location
- Spark Plug Coolant Holes
- New Front Scavenge Location Eliminates the Need for External Tubes to Scavenge Entire Valley
- Front Oil Pressure Feed
- Fully Lightened

**Contact BRODIX for Racer Pricing or
Visit Our Website for Your Nearest Dealer**

8B 1000 HD™
8B 1050 HD™



Front
Timing Cover
Lightening



Side Lightening Option



Lifter Valley Lightening



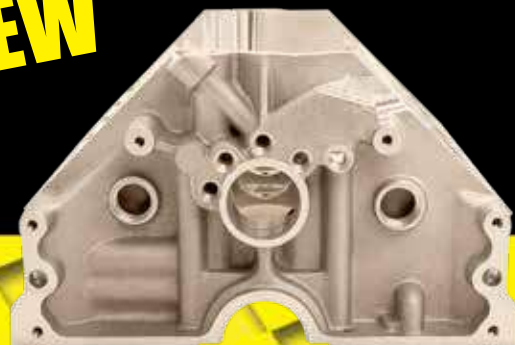
CHEVY COMPATIBLE SMALL BLOCK

CAM BEARINGS

- Cam Bearings Are Sold Separately
- 55 mm Roller Bearings Δ

Δ Roller cam bearings use spiral locks on all cam bearings.

NEW



MAIN CAPS

- 350 or 400 Mains
- Standard Light Steel and Titanium Main Caps
- All Rear Caps Are Available in Wet or Dry Sump
- Rear Main Seal: 350 - FP 2900, 400 - FP 2909

STROKE CLEARANCE

- 3.800

CAM LOCATIONS

- .391 Raised Cam Location

DECK HEIGHT

- 8.820 - 9.020

TORQUE SPECS

- Outside Main: 65 ft-lb
- Inside Main: 75 ft-lb
- Front and Rear Main: 30 ft-lb, 3/8 12 pt
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

SMALL BLOCK OPTIONS

PART

DESCRIPTION

SS BLK LITN SIDES/SC
SS BLK LITN TIMING COVER
SS BLK LITN VALLEY
SS BLK MACH .903 LIFTER BORES
SS BLK MACH ALLPRO LIFTER LOCA
MS HIP BLOCK

LIGHTEN SIDES FOR SPRINT CAR
LIGHTEN TIMING COVER AREA (FRONT OF BLOCK)
LIGHTEN LIFTER VALLEY
MACHINE SMALL BLOCK BRODIX BLOCK FOR .903 LIFTER BORES
MACHINE SMALL BLOCK BRODIX BLOCK FOR ALL PRO LIFTER LOCATION
HIP PROCESS FOR ALUMINUM BLOCK

SMALL BLOCK HEAD STUD KITS

PART

DESCRIPTION

SK HSAP

BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX AK SERIES AND ALL-PRO HEADS
HEAD STUDS ARE SOLD SEPARATELY

SMALL BLOCK CAM BEARINGS

PART

DESCRIPTION

8B CAM BEARINGS 55 mm SPRINT

CAM BEARING SET FOR 55 mm SPRINT BLOCK



ALUMINUM SMALL BLOCK BRODIX® BLOCKS

4.500 BORE SPACING

The only way to describe the BRODIX 8B 1200 4.500 bore spacing block is big and efficient. The standard bore size of this block is 4.180, but it may be bored to 4.250. The larger bore size increases the efficiency of this block with 500 cubic inch engines. Some of the features available include roller cam bearings (50-55 mm), .391 raised cam, 350 or 400 mains, and your choice of .843-.937 lifter bore housings. The maximum deck height of 9.900 will allow the engine builder plenty of room for a larger stroke and rod combination. BRODIX has definitely taken the small block market to the next step with this aluminum block.



**BILLET MAIN CAPS INSTALLED
WITH SPLAYED BOLT PATTERN**

**Contact BRODIX for Racer Pricing or
Visit Our Website for Your Nearest Dealer**

BLOCK PART NUMBERS

- 8B 1200 C: 400 Main / 400 Bore / Raised Cam / Standard BellHousing
- 8B 1200 D: 400 Main / 400 Bore / Raised Cam / Open BellHousing
- 8B 1250 C: 350 Main / 400 Bore / Raised Cam / Standard BellHousing
- 8B 1250 D: 350 Main / 400 Bore / Raised Cam / Open BellHousing

BLOCK SPECIFICATIONS

- Made in the USA
- Proprietary A-356 Virgin Aluminum
- 4.500 Bore Spacing
- 350 or 400 Main
- Machined for Roller Cam Bearings (50 mm or 55 mm)
- Strongest Main Webbing in the Business
- Raised Cam Location (.391) With Wide Pan Rail
- Choose From Wet or Dry Sump
- Available With or Without a Fuel Pump Boss
- Available With Two BellHousing Styles: Drag Race or Late Model
- Head Studs Are Available From BRODIX
- Plug Kit Is Provided With the Block
- Thick Wall Sleeves Allow Bore Sizes up to 4.250
- Available With .843, .875, .903 or .937 Lifter Bore Sizes
- Best Block in the Industry



REINFORCED LIFTER VALLEY



**SLEEVES WITH THICK REGISTERS
INSTALLED ASSURING
PROPER RING SEAL**

CAM BEARINGS

- Cam Bearings Are Sold Separately
 - 50 mm Roller Bearings Δ
 - 55 mm Roller Bearings Δ
- Δ Roller cam bearings use spiral locks on all cam bearings.

MAIN CAPS

- 350 or 400 Mains
- Standard Light Steel
- Rear Main Seal: 350 - FP 2900, 400 - FP 2909

STROKE CLEARANCE

- 4.375 Standard
- 4.500 (With Additional Machining)

CAM LOCATIONS

- .391 Raised Cam Location Only

DECK HEIGHT

- 9.000 - 9.900



TORQUE SPECS

- Outside Main: 65 ft-lb
- Inside Main: 75 ft-lb
- Front and Rear Main: 30 ft-lb, 3/8 12 pt
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

SMALL BLOCK OPTIONS

PART

SS SPECIAL DECK HEIGHT
SS ALIGN HONE
SS FINISH HONE BORE (ES 405)
SS BLK MACH .875 LIFTER BORES
SS BLK MACH .903 LIFTER BORES
MS SOLID BLOCK
MS HIP BLOCK

DESCRIPTION

MACHINE SPECIAL DECK HEIGHTS
FINISH HONE OF CRANKSHAFT MAINS
FINISH HONE OF CYLINDER BORE (CALL FOR DETAILS)
MACHINE SMALL BLOCK BRODIX BLOCK FOR .875 LIFTER BORES
MACHINE SMALL BLOCK BRODIX BLOCK FOR .903 LIFTER BORES
SOLID BLOCK - NO WATER
HIP PROCESS FOR ALUMINUM BLOCK

SMALL BLOCK HEAD STUD KITS

PART

SK HS 13 4500
SK HSBD 4500

DESCRIPTION

BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX 13° 4.500 BORE SPACE HEAD
BRODIX ALUMINUM BLOCK HEAD STUD KIT FOR BRODIX SYMMETRICAL PORT 4.500 BORE SPACE HEAD

SMALL BLOCK CAM BEARINGS

PART

8B CAM BEARINGS - ROLLER CAM 50
8B CAM BEARINGS - ROLLER CAM 55

DESCRIPTION

CAM BEARING SET FOR 50 mm ROLLER CAM
CAM BEARING SET FOR 55 mm ROLLER CAM



**LIFTER BORES AVAILABLE
UP TO .937**



O-RING FREEZE PLUGS

ALUMINUM BIG BLOCK BRODIX® BLOCKS

CHEVY COMPATIBLE BIG BLOCK



**REINFORCED LIFTER VALLEY
OFFERS EXTRA HEAD BOLT LUG**



**BILLET MAIN CAPS INSTALLED
WITH SPLAYED BOLT PATTERN**



**SLEEVES WITH THICK REGISTERS
INSTALLED ASSURING PROPER RING SEAL**

BLOCK PART NUMBERS

- 8B 2000A*: 4.480 or 4.590 Bore / Standard Cam Location / 9.800 or 10.200 Deck Height
 - 8B 2000C*: 4.480 or 4.590 Bore / Raised Cam Location / 9.800, 10.200 or 10.700 Deck Height
 - 8B 2100C*: 4.480 or 4.590 Bore / Raised Cam Location / 11.100 or 11.200 Deck Height
 - 8B 2200C*: 4.480 or 4.590 Bore / Raised Cam Location / 11.500 or 11.625 Deck Height
 - 8B 2100 C6*: 4.480 or 4.590 Bore / .600 Raised Cam Location / 11.100 or 11.200 Deck Height
 - 8B 2200 C6*: 4.480 or 4.590 Bore / .600 Raised Cam Location / 11.500 or 11.625 Deck Height
- * Must Specify Deck Height, Cam Bearing Style, and Cam Locations

BLOCK SPECIFICATIONS

- Made in the USA
- All Big Blocks Are Oil Restricted From the Front (Must Use BRODIX Oil Restrictors - Sold Separately)
- Proprietary A-356 Virgin Aluminum
- Can Be Machined for Roller Cam Bearings
- Strongest Main Webbing in the Business
- 1044 Steel Billet Main Caps
- Splayed Center Main Caps
- Accepts Standard or Stroker Oil Pans
- Raised Cam Location Available
- Head Studs Are Available From BRODIX
- Additional Head Bolt Lugs in Deck Area
- Thick Wall Sleeves With 1/4 Inch Registers Allow Bore Sizes up to 4.600
- Plug Kit Is Provided With the Block
- Best Block in the Industry
- Small Bore Sleeves Available Upon Request
- Available With Half Filled Water Jacket

**Contact BRODIX for Racer Pricing or
Visit Our Website for Your Nearest Dealer**



CAM BEARINGS

- Cam Bearings Are Sold Separately
- Big Block Babbit Bearings*
- 50 mm Roller Bearings Δ
- 55 mm Roller Bearings Δ
- 60 mm Babbit Bearings*

* Babbit style cam bearings will require the use of wide cam bearings with 1/4" locks in the center bearings and spiral locks on the two end bearings.

Δ Roller cam bearings use spiral locks on all cam bearings.

STROKE CLEARANCE

- Standard Cam Location - 4.750
- Raised Cam Location - 5.0 (With Additional Machining)

CAM LOCATIONS

- Standard Cam Location
- .400 Raised Cam
- .600 Raised Cam

DECK HEIGHT

- 9.800 or 10.200 (8B 2000A)
- 9.800 or 10.700 (8B 2000C)
- 11.100 or 11.200 (8B 2100C, 8B 2100 C6)
- 11.500 or 11.625 (8B 2200C, 8B 2200 C6)

*Special Deck Heights May Be Available Upon Request

TORQUE SPECS

- Outside Main: 85 ft-lb
- Inside Main: 95 ft-lb
- * All torque specs are based on use of light motor oil.

WARNING!

THE SLEEVES ARE LEFT ABOVE THE DECK OF THE BLOCK INTENTIONALLY. IT IS THE ENGINE BUILDER'S PREFERENCE WHETHER OR NOT TO SURFACE THE SLEEVES FLAT WITH THE DECK OF THE BLOCK.

BIG BLOCK OPTIONS

PART

SS BLK MACHINE
SS SPECIAL DECK HEIGHT
SS ALIGN HONE
SS FINISH HONE BORE (ES 405)
MS 1/2 FILL BLOCK
MS SOLID BLOCK
MS HIP BLOCK

DESCRIPTION

MACHINE FOR ROLLER CAM BEARINGS
MACHINE SPECIAL DECK HEIGHTS
FINISH HONE OF CRANKSHAFT MAINS
FINISH HONE OF CYLINDER BORE (CALL FOR DETAILS)
HALF FILLED WATER JACKET
SOLID BLOCK - NO WATER
HIP PROCESS FOR ALUMINUM BLOCK

BIG BLOCK HEAD STUD KITS

PART

SK HS BIG BLOCK
SK HS BIG BLOCK DART
SK HS BIG DUKE
HEAD STUDS ARE SOLD SEPARATELY

DESCRIPTION

BRODIX ALUMINUM BIG BLOCK HEAD STUD KIT FOR BRODIX CONVENTIONAL HEADS
BRODIX ALUMINUM BIG BLOCK HEAD STUD KIT FOR DART CONVENTIONAL HEADS
BRODIX ALUMINUM BIG BLOCK HEAD STUD KIT FOR BIG DUKE OR BIG CHIEF HEADS



LIFTER BORES AVAILABLE:

.842 OR .903 BORE DIAMETER (8B 2000A, 8B 2000C)
.903 OR LARGER BORE DIAMETER (8B 2100C, 8B 2200C, 8B 2100 C6, 8B 2200 C6)



O-RING FREEZE PLUGS



SCREW-IN FREEZE PLUGS



STANDARD OIL FILTER LOCATION

ALUMINUM BIG BLOCK BRODIX® BLOCKS

5.0 BORE SPACING

THE FUTURE IS NOW!

With the introduction of the new 8B 5000™ series aluminum block, BRODIX has taken the 5.0 bore spacing market to the next level. The 8B 5000 combines the size and durability of a 5.0 bore spacing block with the convenience and availability of its 4.840 bore spacing counterpart. These blocks are 100% CNC machined and employ the same technology that has made BRODIX the undisputed leader in aluminum block development.

BLOCK PART NUMBERS

- 8B 5000: 4.585 Bore / 1.0 Raised Cam Location / 11.200 Deck Height
- 8B 5025: 4.585 Bore / 1.0 Raised Cam Location / 11.625 Deck Height

BLOCK SPECIFICATIONS

- Made in the USA
- All Big Blocks Are Oil Restricted From the Front (Must Use BRODIX 8B BB Oil Restrictor - Sold Separately)
- Proprietary A-356 Virgin Aluminum
- Can Be Machined for Roller Cam Bearings
- Strongest Main Webbing in the Business
- 1044 Steel Billet Main Caps
- Splayed Center Main Caps
- Accepts Stroker Oil Pans
- Raised Cam Location (1.0) Standard
- Head Studs Are Available From BRODIX
- Additional Head Bolt Lugs in Deck Area
- Thick Wall Sleeves With 1/4 Inch Registers Allow Bore Sizes up to 4.700
- Special Sleeves May Be Available for up to 4.750 Bores
- Plug Kit Is Provided With the Block
- The Most User-Friendly 5.0 Bore Spacing Block in the Industry

5000 SERIES™ ALUMINUM BLOCKS

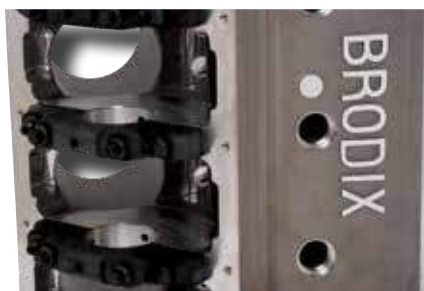
First User-Friendly 5.0 Bore Spacing
Block in the Industry

Up to 11.625
Deck Height

Dry Sump Oiling
System Only

Raised Cam
Location (1.0)
Standard

Cam Bearings and Lifter
Bores Available in Many
Different Diameters



BILLET MAIN CAPS INSTALLED WITH
SPLAYED BOLT PATTERN



SLEEVES WITH THICK REGISTERS
INSTALLED ASSURING PROPER RING SEAL



CAM BEARINGS

- Cam Bearings Are Sold Separately
- 50 mm Roller Bearings Δ
- Big Block Ford Babbit Bearings Standard*
- Big Block Ford Roller Bearings Δ
- 55 mm Babbit Bearings *
- 55 mm Roller Bearings Δ
- 60 mm Babbit Bearings Δ

* Babbit style cam bearings will require the use of wide cam bearings with 1/4" locks in the center bearings and spiral locks on the two end bearings.
Δ Roller cam bearings use spiral locks on all cam bearings.

DECK HEIGHT

- 11.200 (8B 5000)
- 11.625 (8B 5025)

TORQUE SPECS

- Outside Main: 85 ft-lb
- Inside Main: 95 ft-lb
- * All torque specs are based on use of light motor oil.

STROKE CLEARANCE

- 5.375 Standard
- 5.750 (With Additional Machining)

CAM LOCATIONS

- 1.0 Raised Cam Location Only

WARNING!

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BIG BLOCK OPTIONS

PART

SS BLK MACHINE
SS SPECIAL DECK HEIGHT
SS BLK MACHINE LIFTER BORES
SS ALIGN HONE
SS FINISH HONE BORE
MS SOLID BLOCK
MS HIP BLOCK

DESCRIPTION

MACHINE FOR ROLLER CAM BEARINGS
MACHINE SPECIAL DECK HEIGHTS
MACHINE FOR SPECIAL LIFTER BORES
FINISH HONE OF CRANKSHAFT MAINS
FINISH HONE OF CYLINDER BORE
SOLID BLOCK - NO WATER
HIP PROCESS FOR ALUMINUM BLOCK

BIG BLOCK HEAD STUD KITS

PART

SK HS PB5000
Head Studs Are Sold Separately

DESCRIPTION

BRODIX 8B 5000 ALUMINUM BLOCK HEAD STUD KIT FOR PB 5000 HEADS

**Contact BRODIX for Racer Pricing or
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**LIFTER BORES
AVAILABLE:
.937 or 1.062
Bore Diameter**



**O-RING
FREEZE
PLUGS**



**REINFORCED
LIFTER VALLEY**





SMALL BLOCK MANIFOLDS

INTAKE MANIFOLDS

PART #	HEIGHT	DESCRIPTION	PER
BM 100	6.900	• FITS BRODIX BD 1010 AND BD 2000 HEADS • USES CO C5421 GASKET • 4000-8000 rpm RANGE	1
BM 102	6.900	• FITS BRODIX BD 1010 AND BD 2000 HEADS • 4500 SERIES TOP • USES CO C5421 GASKET • 4000-8000 rpm RANGE	1
BM 300	6.900	• SEMI-MACHINED MANIFOLD FOR SPECIAL BRODIX BD 1010 HEADS • 4150 SERIES TOP • CALL FOR DETAILS	1
BM 1000	5.750	• FITS BRODIX -8, -10, -11, -11X, AND TRACK 1 HEADS • USES FP 1206 OR CO C5414 GASKET • 4000-8000 rpm RANGE	1
BM 1005	5.810	• FITS BRODIX -10X AND PONTIAC 867 HEADS • 4150 SERIES TOP • USES FP 1206 GASKET • 4000-8000 rpm RANGE	1

BM 1000™



BM 100™



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New BIG BLOCK MANIFOLDS

PART #	HEIGHT	DESCRIPTION	PER
BM 2000	6.625	- FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS - RECTANGULAR PORTS 4150 SERIES TOP - USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE	1
BM 2003	6.625	- FITS BRODIX BB-3 XTRA O, BP BB-3 XTRA 332, AND BP BB-3 XTRA 351 HEADS - OVAL PORT MANIFOLD 4150 SERIES TOP - USES MG 2104 GASKETS FOR OVAL PORT 9.800 DECK HEIGHT 3500-7500 rpm RANGE	1
BM 2006	6.850	- FITS BRODIX BB-1, -2, -2 PLUS, -2X, -2 XTRA AND -3 HEADS - RECTANGULAR PORTS 4150 SERIES TOP - USE WITH .400 TALL DECK BLOCK - USES FP 1252-3, CO C5428, OR MG 2001 GASKET 3500-7500 rpm RANGE	1
BM 2017	7.560	- FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA, -3 XTRA O, BP BB-3 XTRA O, BP HH BB HEADS 4500 SERIES CARBURETOR ONLY 9.800 DECK HEIGHT - OVAL PORT MANIFOLD, <u>MUST</u> BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS - USES MG 2104 GASKET FOR OVAL PORT; USES FP 1252-3, MG 2001, OR CO C5428 GASKET FOR RECTANGULAR PORT 4000 - 8400 rpm RANGE	1
BM 2017-O	7.560	- FITS BRODIX BP HH BB AND BP BB-3 XTRA O HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - CNC PORT MATCHED TO OVAL PORT HEADS - USES MG 2050, MG 2104, MG 2150, OR MG 2177 GASKET 4000-8400 rpm RANGE	1
BM 2017-O MC	7.560	- FITS BRODIX BB HH BB MC HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - CNC PORT MATCHED TO BB HH BB MC HEADS - USES MG 2177 GASKET 4000 - 8400 rpm RANGE	1
BM 2017-R	7.560	- FITS BRODIX BB-2 PLUS, -2X, -2 XTRA, AND -3 XTRA HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - CNC PORT MATCHED TO RECTANGULAR PORT HEADS - USES MG 2001 OR FP 1252-3 GASKET 4000-8400 rpm RANGE	1
BM 2018	7.560	- FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA, -3 XTRA O, BP BB-3 XTRA O, BP HH BB HEADS - LARGE PLENUM FOR 598 cu in AND LARGER ENGINES 4500 SERIES TOP 9.800 DECK HEIGHT - OVAL PORT MANIFOLD, <u>MUST</u> BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS - USES MG 2104 GASKET FOR OVAL PORT; USES FP 1252-3, MG 2001, OR CO C5428 GASKET FOR RECTANGULAR PORT 4000 - 8500 rpm RANGE	1

PART #	HEIGHT	DESCRIPTION	PER
BM 2018-O	7.560	- FITS BRODIX BP HH BB AND BP BB-3 XTRA O HEADS - LARGE PLENUM FOR 598 cu in AND LARGER ENGINES - CNC PORT MATCHED TO OVAL PORT HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - USES MG 2050, MG 2104, MG 2150, OR MG 2177 GASKET 4000 - 8500 rpm RANGE	1
BM 2018-R	7.560	- FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA HEADS - LARGE PLENUM FOR 598 cu in AND LARGER ENGINES - CNC PORT MATCHED FOR RECTANGULAR PORT HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - USES MG 2104 GASKET FOR OVAL PORT; USES FP 1252-3, MG 2001, OR CO C5428 GASKET FOR RECTANGULAR PORT 4000 - 8500 rpm RANGE	1
BM 2018 PC 18	7.950	- FITS BRODIX BR X 18 HEADS 3D PRINTED PLENUM REQUIRES NO PORTING 4500 SERIES TOP - WILL ACCEPT 2.500 THROTTLE BLADES 9.800 DECK HEIGHT - USES FG 8626 GASKET 5000 - 8500 rpm RANGE	1
BM 2020	7.660	- FITS BRODIX SR 20 HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - USES MG 2021 GASKET 4000 - 8500 rpm RANGE	1
BM 2020-O	7.660	- FITS BRODIX SR 20 HEADS 4500 SERIES TOP 9.800 DECK HEIGHT - CNC PORT MATCHED TO SR 20 HEADS - USES MG 2021 GASKET 4000 - 8500 rpm RANGE	1
BM 2021	7.900	- FITS BRODIX SR 20 HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - USES MG 2021 GASKET 4000 - 8500 rpm RANGE	1
BM 2021-O	7.900	- FITS BRODIX SR 20 HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - CNC PORT MATCHED TO SR 20 HEADS - USES MG 2021 GASKET 4000 - 8500 rpm RANGE	1



BM 2018 PC 18™

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New BIG BLOCK MANIFOLDS

INTAKE MANIFOLDS

PART #	HEIGHT	DESCRIPTION	PER
BM 2027	7.560	- FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA, -3 XTRA O, BP BB-3 XTRA O, BP HH BB HEADS 4500 SERIES CARBURETOR ONLY 10.200 DECK HEIGHT - OVAL PORT MANIFOLD, <u>MUST</u> BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS - USES MG 2002 GASKET (+.100 THICK) 4000 - 8400 rpm RANGE	1
BM 2027-O	7.560	- FITS BRODIX BP HH BB AND BP BB-3 XTRA O HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - CNC PORT MATCHED TO OVALPORT HEADS - USES MG 2050, MG 2104, MG 2150, OR MG 2177 GASKET 4000-8400 rpm RANGE	1
BM 2027-O MC	7.560	- FITS BRODIX BB HH BB MC HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - CNC PORT MATCHED TO BB HH BB MC HEADS - USES MG 2177 GASKET 4000 - 8400 rpm RANGE	1
BM 2027-R	7.560	- FITS BRODIX BB-2 PLUS, -2 X, -2 XTRA, AND -3 XTRA HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - CNC PORT MATCHED TO RECTANGULAR PORT HEADS - USES MG 2001 OR FP 1252-3 GASKET 4000-8400 rpm RANGE	1
BM 2028	7.560	- FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA, -3 XTRA O, BP BB -3 XTRA O, BP HH BB HEADS - LARGE PLENUM FOR 598 cu in AND LARGER ENGINES 4500 SERIES TOP 10.200 DECK HEIGHT - OVAL PORT MANIFOLD, <u>MUST</u> BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS - USES MG 2104 GASKET FOR OVAL PORT; USES FP 1252-3, MG 2001, OR CO C5428 GASKET FOR RECTANGULAR PORT 4000 - 8500 rpm RANGE	1
BM 2028-O	7.560	- FITS BRODIX BP HH BB AND BP BB-3 XTRA O HEADS - LARGE PLENUM FOR 598 cu in AND LARGER ENGINES - CNC PORT MATCHED TO OVAL PORT HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - USES MG 2050, MG 2104, MG 2150, OR MG 2177 GASKET 4000 - 8500 rpm RANGE	1
BM 2028-R	7.560	- FITS BRODIX BB-2 PLUS, -2 XTRA, -2X, -3 XTRA HEADS - LARGE PLENUM FOR 598 cu in AND LARGER ENGINES - CNC PORT MATCHED FOR RECTANGULAR PORT HEADS 4500 SERIES TOP 10.200 DECK HEIGHT - USES MG 2104 GASKET FOR OVAL PORT; USES FP 1252-3, MG 2001, OR CO C5428 GASKET FOR RECTANGULAR PORT 4000 - 8500 rpm RANGE	1
BM 2028 PC 18	8.075	- FITS BRODIX BR X 18 HEADS 3D PRINTED PLENUM REQUIRES NO PORTING 4500 SERIES TOP - WILL ACCEPT 2.500 THROTTLE BLADES 10.200 DECK HEIGHT - USES FG 8626 GASKET 5000 - 8500 rpm RANGE	1

New



BM 2027™



BM 2028™



PART #	HEIGHT	DESCRIPTION	PER
BM 2030	7.850	• FITS BRODIX HH X HEADS • 4500 SERIES TOP • 9.800 DECK HEIGHT • 4000 - 8500 rpm RANGE	1
BM 2031	7.850	• FITS BRODIX HH X HEADS • 4500 SERIES TOP • 10.200 DECK HEIGHT • 4000 - 8500 rpm RANGE	1
BM 2100	7.660	• FITS BRODIX SR 20 HEADS • LARGE PLENUM FOR 598 cu in AND LARGER ENGINES • 4500 SERIES TOP • 9.800 DECK HEIGHT • USES MG 2021 GASKET • 4000 - 8500 rpm RANGE	1
BM 2100-O	7.660	• FITS BRODIX SR 20 HEADS • LARGE PLENUM FOR 598 cu in AND LARGER ENGINES • 4500 SERIES TOP • CNC PORT MATCHED TO SR 20 HEADS • 9.800 DECK HEIGHT • USES MG 2021 GASKET • 4000 - 8500 rpm RANGE	1
BM 2100 PC 20	7.950	• FITS BRODIX BR X 18 AND SR 20 HEADS • 3D PRINTED PLENUM REQUIRES NO PORTING • 4500 SERIES TOP - WILL ACCEPT 2.500 THROTTLE BLADES • 9.800 DECK HEIGHT • USES MG 2021 OR FG 8275 GASKET • 4000 - 8500 rpm RANGE	1
BM 2110	7.900	• FITS BRODIX SR 20 HEADS • LARGE PLENUM FOR 598 cu in AND LARGER ENGINES • 4500 SERIES TOP • 10.200 DECK HEIGHT • USES MG 2021 GASKET • 4000 - 8500 rpm RANGE	1
BM 2110-O	7.900	• FITS BRODIX SR 20 HEADS • LARGE PLENUM FOR 598 cu in AND LARGER ENGINES • 4500 SERIES TOP • CNC PORT MATCHED TO SR 20 HEADS • 10.200 DECK HEIGHT • USES MG 2021 GASKET • 4000 - 8500 rpm RANGE	1
BM 2110 PC 20	8.075	• FITS BRODIX BR X 18 AND SR 20 HEADS • 3D PRINTED PLENUM REQUIRES NO PORTING • 4500 SERIES TOP - WILL ACCEPT 2.500 THROTTLE BLADES • 10.200 DECK HEIGHT • USES MG 2021 OR FG 8275 GASKET • 4000 - 8500 rpm RANGE	1

New

New

PART #	HEIGHT	DESCRIPTION	PER
PM 1800	8.800	• FITS BRODIX BIG DUKE HEADS ON A 9.800 DECK BLOCK • 4500 SERIES TOP • USES FP 1298, CO C5419, OR MG 2010 GASKET • 4000-8000 rpm RANGE	1
PM 1903	8.220	• FITS BRODIX PB 1800 / 1801 / 1802 / 1803 BIG DUKE HEADS ON A 9.800 DECK BLOCK • WORKS WITH OVAL PORT HEADS • OVAL PORT MANIFOLD, MUST BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS • NEW OPEN PLENUM DESIGN • 4500 SERIES TOP • USES MG 2013 GASKET • 5500-8500 rpm RANGE	1
PM 1907	8.730	• FITS BRODIX PB 1200 SERIES / PB 2005 HEADS ON A 9.800 DECK BLOCK • WORKS WITH OVAL OR RECTANGULAR PORT HEADS • NEW OPEN PLENUM DESIGN • 4500 SERIES TOP • USES MG 2015 GASKET • 5500-8500 rpm RANGE	1
PM 1908		• FITS BRODIX DN-9 SERIES HEADS ON A 9.800 DECK BLOCK • WORKS WITH DN-9 OVAL PORT HEADS • NEW OPEN PLENUM DESIGN • 4500 SERIES TOP • USES MG 9001 INTAKE GASKET • 5500-8500 rpm RANGE	1
PM 1913	8.420	• FITS BRODIX PB 1800 / 1801 / 1802 / 1803 BIG DUKE HEADS ON A 10.200 DECK BLOCK • WORKS WITH OVAL PORT HEADS • OVAL PORT MANIFOLD, MUST BE PORT MATCHED TO FIT RECTANGULAR PORT HEADS • NEW OPEN PLENUM DESIGN • 4500 SERIES TOP • USES MG 2013 GASKET • 5500-8500 rpm RANGE	1
PM 1917	8.730	• FITS BRODIX PB 1200 SERIES / PB 2005 HEADS ON A 10.200 DECK BLOCK • WORKS WITH OVAL OR RECTANGULAR PORT HEADS • NEW OPEN PLENUM DESIGN • 4500 SERIES TOP • USES MG 2015 GASKET • 5500-8500 rpm RANGE	1
PM 1918	9.500	• FITS BRODIX DN-9 SERIES HEADS ON A 10.200 DECK BLOCK • WORKS WITH DN-9 OVAL PORT HEADS • NEW OPEN PLENUM DESIGN • 4500 SERIES TOP • USES MG 9001 GASKET • 5500-8500 rpm RANGE	1

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BRODIX® STEEL EXHAUST VALVES

PARTS

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	INSTALLED HEIGHT	VALVE TIP L.	VALVE FACE	APPLICATIONS	PER
BR 60570D	1.570	.3415	5.250	STOCK	.250	FLAT	HH RO 225, HH RO 234	1
BR 91518	1.580	.3090	6.090	STOCK	.250	DISHED	GB 2000, 12X12 RP, BD 2000	1
BR 91519	1.580	.3090	6.250	STOCK	.250	DISHED	GB 2300	1
BR 91580	1.580	.3415	6.090	STOCK	.300	DISHED	GB 2000, 12X12 RP, BD 2000	1
BR 91582	1.580	.3415	6.250	STOCK	.250	DISHED	GB 2300	1
BR 91535D	1.580	.3090	6.350	STOCK	.250	DISHED	GB 2400	1
BR 2004	1.600	.3415	4.910	STOCK	.290	DISHED	SMALL BLOCK	1
BR 6169DI	1.600	.3415	4.910	STOCK	.260	DISHED	SMALL BLOCK	1
BR 60001	1.600	.3415	4.940	STOCK	.250	DISHED	SMALL BLOCK	1
BR 81021	1.600	.3415	4.965	STOCK	.250	DISHED	SMALL BLOCK	1
BR 81022	1.600	.3415	5.015	+ .050	.250	DISHED	SMALL BLOCK	1
BR 60030	1.600	.3415	5.065	+ .100	.250	DISHED	SMALL BLOCK	1
BR 60130	1.600	.3415	5.115	+ .150	.250	DISHED	SMALL BLOCK	1
BR 60230	1.600	.3415	5.165	+ .200	.250	DISHED	SMALL BLOCK	1
BR 81051	1.600	.3415	5.300	STOCK	.230	FLAT	BRODIX -12	1
BR 81053	1.600	.3415	5.380	STOCK	.310	DISHED	BRODIX -12	1
BR 60044	1.600	.3415	5.440	+ .100	.290	DISHED	BRODIX -12, -18	1
BR 60054	1.600	.3415	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 60064D	1.600	.3415	5.640	+ .300	.290	DISHED	BF 200	1
BR 91600	1.600	.3415	6.090	STOCK	.250	FLAT	BRODIX CV	1
BR 60359	1.600	.3090	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 91516	1.600	.3090	6.090	STOCK	.250	DISHED	BRODIX CV	1
BR 70614	1.614	.3136	5.230	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72580	1.580	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72614	1.614	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 79001	1.590	.3136	4.923	STOCK	.160 BL	DISHED	BRODIX BR 3	1
BR 79003	1.580	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 3 (INCONEL)	1
BR 79004	1.614	.3136	5.230	STOCK	.346 BL	DISHED	BRODIX BR 7 (INCONEL)	1
BR 79005	1.614	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7 (INCONEL)	1
BR 79006	1.590	.3136	4.923	STOCK	.160 BL	DISHED	BRODIX BR 3 (INCONEL)	1
BR 79010	1.600	.3136	4.915	STOCK	.160 BL	DISHED	BRODIX BR 1 13	1
BR 81025	1.625	.3415	5.015	+ .050	.250	DISHED	SMALL BLOCK	1
BR 60131	1.625	.3415	5.065	+ .100	.250	DISHED	SMALL BLOCK	1
BR 60051F	1.625	.3415	5.510	+ .170	.260	DISHED	BRODIX -12, -18	1
BR 60154	1.625	.3415	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 60174D	1.625	.3415	5.740	STOCK	.290	DISHED	BRODIX -15	1
BR 60184R	1.625	.3415	5.850	+ .100	.290	DISHED	BRODIX -15	1
BR 86003V	1.780	.3415	5.400	STOCK	.250	DISHED	B1	1
BR 81080	1.800	.3415	5.930	STOCK	.235	DISHED	SR 20	1
BR 81081	1.810	.3415	5.300	STOCK	.230	DISHED	B1 BS	1
BR 81185	1.850	.3415	5.495	STOCK	.235	DISHED	BB-3 XTRA	1
BR 81685	1.860	.3415	6.550	STOCK	.300	DISHED	BIG DUKE (55° SEAT)	1
BR 81686	1.860	.3415	6.600	STOCK	.320	DISHED	PB 2005 (55° SEAT)	1
BR 81038	1.880	.3415	5.394	STOCK	.235	DISHED	BIG BLOCK	1
BR 81138	1.880	.3415	5.494	+ .100	.235	DISHED	BIG BLOCK	1
BR 81139	1.900	.3415	5.494	+ .100	.235	DISHED	BIG BLOCK	1
BR 81645	1.900	.3415	6.450	STOCK	.235	DISHED	BIG DUKE	1
BR 82138	1.880	.3415	5.494	+ .100	.236	DISHED	BIG BLOCK (INCONEL)	1
BR 82139	1.900	.3415	5.494	+ .100	.236	DISHED	BIG BLOCK (INCONEL)	1



NEW

BRODIX® TITANIUM EXHAUST VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	VALVE TIP L.	UNDERHEAD ANGLE / RADIUS	MARGIN	SEAT	PER
BR TI 1800-585	1.800	.3415	5.850	.235	25 X .625	.100	.055	1
BR TI 1800-647	1.800	.3415	6.470	.235	25 X .625	.100	.055 (55° SEAT)	1
BR TI 1830-5990 5/16	1.830	.310	5.990	.250	15 X .625	.080	.040 (BEAD LOCK)	1
BR TI 1830-5990	1.830	.3415	5.990	.250	15 X .625	.080	.040 (BEAD LOCK)	1
BR TI 1850-552	1.850	.3415	5.520	.235	30 X .750	.100	.060 (55° SEAT)	1
BR TI 1860-654	1.860	.3415	6.540	.240	30 X .750	.100	.050 (55° SEAT)	1
BR TI 1860-647	1.860	.3415	6.470	.235	30 X .625	.125	.120 (55° SEAT)	1
BR TI 1860-662 T	1.860	.3415	6.620	.320	30 X .750	.100	.055 (55° SEAT)	1
BR TI 1880-542	1.880	.3415	5.420	.235	30 X .625	.100	.100	1

TRICK TITANIUM EXHAUST VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	VALVE TIP L.	UNDERHEAD ANGLE / RADIUS	MARGIN	SEAT	PER
BX 1580-545 T 55	1.580	.3136	5.450	.346 BL	25 X .374	.070	.060	1
BX 1580-609 T	1.580	.3415	6.090	.300	12 X .406	.070	.100	1
BX 1580-609 T 25	1.580	.3415	6.090	.300	25 X .625	.100	.070	1
BX 1580-625 T 25	1.580	.3415	6.250	.300	25 X .625	.100	.070	1
BX 1580-635 T 25	1.580	.3415	6.350	.300	25 X .625	.100	.070	1
BX 1600-496 T	1.600	.3415	4.960	.300	12 X .406	.080	.100	1
BX 1600-504 T	1.600	.3415	5.040	.300	12 X .406	.080	.100	1
BX 1600-507 T	1.600	.3415	5.070	.300	12 X .406	.080	.100	1
BX 1600-514 T	1.600	.3415	5.140	.300	12 X .406	.080	.100	1
BX 1600-524 T	1.600	.3415	5.240	.300	12 X .406	.080	.100	1
BX 1600-530 T	1.600	.3415	5.300	.300	12 X .406	.080	.100	1
BX 1600-534 T	1.600	.3415	5.340	.300	12 X .406	.080	.100	1
BX 1600-544 T	1.600	.3415	5.440	.300	12 X .406	.080	.100	1
BX 1600-554 T	1.600	.3415	5.540	.300	12 X .406	.080	.100	1
BX 1600-564 T 25	1.600	.3415	5.640	.300	25 X .625	.100	.100	1
BX 1600-609 T	1.600	.3415	6.090	.300	12 X .406	.070	.100	1
BX 1600-609 T 25	1.600	.3415	6.090	.300	25 X .625	.100	.070	1
BX 1614-545 T	1.614	.3136	5.450	.346 BL	25 X .374	.070	.100	1
BX 1625-514 T	1.625	.3415	5.140	.300	12 X .406	.080	.100	1
BX 1625-544 T	1.625	.3415	5.440	.300	12 X .406	.080	.100	1
BX 1625-554 T	1.625	.3415	5.540	.300	25 X .625	.100	.070	1
BX 1625-564 T	1.625	.3415	5.640	.290	12 X .625	.080	.100	1
BX 1625-571 T	1.625	.3415	5.710	.290	12 X .625	.080	.100	1
BX 1780-550 T	1.780	.3415	5.500	.350	30 X .437	.095	.090	1
BX 1800-585	1.800	.3415	5.850	.270	30 X .625	.080	.060	1
BX 1800-593 T	1.800	.3415	5.930	.300	30 X .625	.080	.060	1
BX 1800-655 T 55	1.800	.3415	6.550	.300	25 X .625	.100	.055 (55° SEAT)	1
BX 1850-560 T 55	1.850	.3415	5.600	.300	30 X .750	.100	.060 (55° SEAT)	1
BX 1850-560 TBL 5/16	1.850	.310	5.600	.300	12 X .406	.080	.100	1
BX 1850-570 T 55	1.850	.3415	5.700	.300	30 X .750	.100	.060 (55° SEAT)	1
BX 1850-562 55	1.850	.3415	5.620	.270	30 X .750	.100	.060 (55° SEAT)	1
BX 1860-654	1.860	.3415	6.540	.240	30 X .750	.100	.050	1
BX 1860-654 T	1.860	.3415	6.540	.240	30 X .750	.100	.050	1
BX 1860-647 55	1.860	.3415	6.470	.220	30 X .625	.125	.120 (55° SEAT)	1
BX 1860-655 T	1.860	.3415	6.550	.300	30 X .625	.125	.120 (55° SEAT)	1
BX 1860-662 T 55	1.860	.3415	6.620	.320	30 X .750	.100	.050 (55° SEAT)	1
BX 1860-682 TBL 55	1.860	.3415	6.820	.300 BL	30 X .750	.100	.060 (55° SEAT)	1
BX 1880-542	1.880	.3415	5.420	.220	12 X .406	.080	.100	1
BX 1880-550 T	1.880	.3415	5.500	.300	12 X .406	.080	.100	1
BX 1880-550 T 30	1.880	.3415	5.500	.300	30 X .625	.100	.100	1
BX 1900-540 T	1.900	.3415	5.400	.300	12 X .406	.080	.100	1
BX 1900-550 T	1.900	.3415	5.500	.300	12 X .406	.080	.100	1
BX 1900-550 T 30	1.900	.3415	5.500	.300	30 X .625	.100	.100	1
BX 1900-560 T 30	1.900	.3415	5.600	.300	30 X .625	.100	.100	1
BX 1900-650 T	1.900	.3415	6.500	.300	12 X .437	.085	.080	1
BX 1900-655 T	1.900	.3415	6.550	.300	30 X .625	.125	.100	1

Brodix will try to maintain sufficient stock levels for all seasonal demands.
If you do not see the part you are looking for, do not hesitate to call. We will try to get it for you.

BRODIX® STEEL INTAKE VALVES

PARTS

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	INSTALLED HEIGHT	VALVE TIP L.	VALVE FACE	APPLICATIONS	PER
BR 60194D	1.940	.3415	4.920	STOCK	.250	DISHED	SMALL BLOCK	1
BR 6170DI	2.020	.3415	4.915	STOCK	.260	DISHED	SMALL BLOCK	1
BR 60000	2.020	.3415	4.920	STOCK	.250	DISHED	SMALL BLOCK	1
BR 60005	2.055	.3415	4.920	STOCK	.250	DISHED	SMALL BLOCK	1
BR 60015	2.055	.3415	5.020	+ .100	.250	DISHED	SMALL BLOCK	1
BR 81018	2.080	.3415	4.920	STOCK	.250	FLAT	SMALL BLOCK	1
BR 81019	2.080	.3415	4.965	STOCK	.250	FLAT	SMALL BLOCK	1
BR 81017	2.080	.3415	5.015	+ .050	.250	FLAT	SMALL BLOCK	1
BR 60029	2.080	.3415	5.065	+ .100	.250	FLAT	SMALL BLOCK	1
BR 60229	2.080	.3415	5.165	+ .200	.250	FLAT	SMALL BLOCK	1
BR 81011	2.100	.3415	4.965	STOCK	.250	FLAT	SMALL BLOCK	1
BR 81015	2.100	.3415	5.015	+ .050	.250	FLAT	SMALL BLOCK	1
BR 60028	2.100	.3415	5.065	+ .100	.250	FLAT	SMALL BLOCK	1
BR 60228	2.100	.3415	5.165	+ .200	.250	FLAT	SMALL BLOCK	1
BR 60025	2.125	.3415	5.065	+ .100	.250	FLAT	SMALL BLOCK	1
BR 60225	2.125	.3415	5.165	+ .200	.250	FLAT	SMALL BLOCK	1
BR 60725D	2.125	.3415	5.740	STOCK	.290	DISHED	BF 200	1
BR 81050	2.140	.3415	5.290	STOCK	.230	DISHED	BRODIX -12	1
BR 60050	2.150	.3415	5.065	STOCK	.250	FLAT	SMALL BLOCK	1
BR 60250D	2.150	.3415	5.250	STOCK	.250	DISHED	HH RO 225, HH RO 234	1
BR 60415	2.150	.3415	5.440	+ .100	.290	DISHED	BRODIX -12, -18	1
BR 60518D	2.180	.3415	5.540	+ .200	.290	DISHED	BRODIX -12, -18	1
BR 60718D	2.180	.3415	5.740	STOCK	.290	DISHED	BRODIX -15	1
BR 70019	2.190	.3415	5.230	STOCK	.270	FLAT	BIG BLOCK	1
BR 81049	2.200	.3415	5.290	STOCK	.230	DISHED	BRODIX BR-12	1
BR 79011	2.100	.3136	4.900	STOCK	.160 BL	DISHED	BRODIX BR 1 13	1
BR 70204D	2.204	.3136	5.200	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72204	2.204	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 70225	2.250	.3136	5.200	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 72225	2.250	.3136	5.450	STOCK	.346 BL	DISHED	BRODIX BR 7	1
BR 79002	2.165	.3136	4.900	STOCK	.160 BL	DISHED	BRODIX BR 3	1
BR 81040	2.250	.3415	5.218	STOCK	.235	DISHED	BIG BLOCK	1
BR 81140	2.250	.3415	5.318	+ .100	.235	DISHED	BIG BLOCK	1
BR 81141	2.300	.3415	5.318	+ .100	.235	DISHED	BIG BLOCK	1
BR 86002V	2.300	.3415	5.380	STOCK	.250	DISHED	B1	1
BR 81241	2.300	.3415	5.468	+ .250	.235	DISHED	BIG BLOCK	1
BR 81341	2.300	.3415	5.568	+ .350	.235	DISHED	BIG BLOCK	1
BR 81361	2.300	.3415	5.610	+ .400	.250	DISHED	BIG BLOCK	1
BR 81351	2.350	.3415	5.568	+ .350	.235	DISHED	BIG BLOCK	1
BR 81365	2.350	.3415	5.610	+ .400	.250	DISHED	BIG BLOCK	1
BR 81375	2.375	.3415	5.610	STOCK	.235	DISHED	BRODIX BB-3 XTRA O (50° SEAT)	1
BR 81376	2.375	.3100	5.610	STOCK	.235	DISHED	BRODIX BB-3 XTRA O (50° SEAT)	1
BR 81400	2.400	.3415	5.610	STOCK	.235	DISHED	BRODIX HH BB MC (55° SEAT)	1
BR 81403	2.400	.3415	6.030	STOCK	.235	DISHED	SR 20	1
BR 81660	2.400	.3415	6.600	STOCK	.250	DISHED	BIG DUKE	1
BR 81665	2.450	.3415	6.650	STOCK	.300	DISHED	BIG DUKE (55° SEAT)	1
BR 81692	2.520	.3415	6.920	STOCK	.320	DISHED	PB 2005 (55° SEAT)	1

NEW

BRODIX® TITANIUM INTAKE VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	VALVE TIP L.	UNDERHEAD ANGLE / RADIUS	MARGIN	SEAT	PER
BR TI 2180-546	2.180	.3415	5.460	.235	10 X .375	.075	.100	1
BR TI 2180-554 T	2.180	.3415	5.540	.300	10 X .375	.075	.100	1
BR TI 2250-520 T	2.250	.3136	5.200	.298 BL	10 X .370	.050	.060 (50° SEAT)	1
BR TI 2250-545 T	2.250	.3136	5.450	.301 BL	10 X .370	.050	.059 (50° SEAT)	1
BR TI 2300-542	2.300	.3415	5.420	.235	10 X .375	.075	.100	1
BR TI 2300-555	2.300	.3415	5.550	.235	10 X .375	.075	.100	1
BR TI 2350-555	2.350	.3415	5.550	.235	10 X .375	.075	.100	1
BR TI 2350-568	2.350	.3415	5.680	.235	10 X .375	.075	.100	1
BR TI 2375-565	2.375	.3415	5.650	.235	10 X .375	.085	.100 (52° SEAT)	1
BR TI 2400-565	2.400	.3415	5.650	.235	12 X .410	.065	.050 (55° SEAT)	1
BR TI 2400-601	2.400	.3415	6.010	.265	12 X .438	.060	.060 (50° SEAT)	1
BR TI 2400-657	2.400	.3415	6.570	.235	12 X .375	.070	.050 (55° SEAT)	1
BR TI 2450-657	2.450	.3415	6.570	.235	12 X .375	.075	.090	1
BR TI 2500-6265 5/16	2.500	.310	6.265	.250	12 X .438	.065	.040 (BEAD LOCK)	1
BR TI 2500-6265	2.500	.3415	6.265	.250	12 X .438	.065	.040 (BEAD LOCK)	1
BR TI 2520-684	2.520	.3415	6.840	.240	12 X .375	.055	.040 (55° SEAT)	1
BR TI 2520-692 T	2.520	.3415	6.920	.320	12 X .375	.055	.040 (55° SEAT)	1

TRICK TITANIUM INTAKE VALVES

PART #	HEAD DIAM.	STEM DIAM.	o.a.l.	VALVE TIP L.	UNDERHEAD ANGLE / RADIUS	MARGIN	SEAT	PER
BX 2055-496 T	2.055	.3415	4.960	.300	10 X .375	.075	.100	1
BX 2080-496 T	2.080	.3415	4.960	.300	10 X .375	.070	.090	1
BX 2080-504 T	2.080	.3415	5.040	.300	10 X .375	.075	.100	1
BX 2080-507 T	2.080	.3415	5.070	.300	10 X .375	.075	.100	1
BX 2080-514 T	2.080	.3415	5.140	.300	10 X .375	.075	.100	1
BX 2080-554 T	2.080	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2100-514 T	2.100	.3415	5.140	.300	10 X .375	.075	.100	1
BX 2125-514 T	2.125	.3415	5.140	.300	10 X .375	.075	.100	1
BX 2140-530 T	2.140	.3415	5.300	.300	10 X .375	.075	.100	1
BX 2150-5165 T	2.150	.3415	5.165	.300	10 X .375	.075	.060	1
BX 2150-534 T	2.150	.3415	5.340	.300	10 X .375	.075	.100	1
BX 2150-544 T	2.150	.3415	5.440	.300	10 X .375	.075	.100	1
BX 2150-554 T	2.150	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2150-609 TBL 5/16	2.150	.310	6.090	.300 BL	10 X .375	.075	.100	1
BX 2180-554 T	2.180	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2180-574 T	2.180	.3415	5.740	.290	10 X .375	.075	.100	1
BX 2180-584 T	2.180	.3415	5.840	.290	10 X .375	.075	.100	1
BX 2180-609 TBL 5/16	2.180	.310	6.090	.300 BL	10 X .375	.075	.100	1
BX 2200-544 T	2.200	.3415	5.440	.300	10 X .375	.075	.100	1
BX 2200-554 T	2.200	.3415	5.540	.300	10 X .375	.075	.100	1
BX 2200-609 T	2.200	.3415	6.090	.300	10 X .375	.075	.100	1
BX 2200-609 TBL 5/16	2.200	.310	6.090	.300 BL	10 X .375	.075	.100	1
BX 2200-625 T	2.200	.3415	6.250	.300	10 X .375	.075	.100	1
BX 2200-635 T	2.200	.3415	6.350	.300	10 X .375	.075	.100	1
BX 2250-520 T	2.250	.3136	5.200	.298 BL	10 X .370	.050	.060	1
BX 2250-523 T	2.250	.3415	5.230	.300	10 X .375	.075	.100	1
BX 2250-545 T	2.250	8 mm	5.450	.346 BL	7 X .370	.050	.060	1
BX 2300-533 T	2.300	.3415	5.330	.300	10 X .375	.075	.100	1
BX 2300-550 T	2.300	.3415	5.500	.350	10 X .375	.085	.080	1
BX 2300-553 T	2.300	.3415	5.530	.300	10 X .375	.075	.100	1
BX 2300-555	2.300	.3415	5.550	.300	10 X .375	.075	.100	1
BX 2300-563 T	2.300	.3415	5.630	.300	10 X .375	.075	.100	1
BX 2300-573 T	2.300	.3415	5.730	.300	10 X .375	.075	.100	1
BX 2350-560 5/16	2.350	.310	5.600	.300	10 X .375	.075	.100	1
BX 2350-563 T	2.350	.3415	5.630	.300	10 X .375	.075	.100	1
BX 2350-568	2.350	.3415	5.680	.220	10 X .375	.085	.100	1
BX 2350-573 T	2.350	.3415	5.730	.300	10 X .375	.075	.100	1
BX 2375-565	2.375	.3415	5.650	.220	10 X .375	.085	.100 (50° SEAT)	1
BX 2375-573 T	2.375	.3415	5.730	.300	10 X .375	.085	.100 (50° SEAT)	1
BX 2375-573 TBL 5/16	2.375	.310	5.730	.300 BL	10 X .375	.085	.100 (50° SEAT)	1
BX 2400-550 T	2.400	.3415	5.500	.350	10 X .375	.085	.080	1
BX 2400-565 55	2.400	.3415	5.650	.220	12 X .375	.075	.050 (55° SEAT)	1
BX 2400-573 T 55	2.400	.3415	5.730	.300	12 X .375	.075	.050 (55° SEAT)	1
BX 2400-573 TBL 5/16	2.400	.310	5.730	.300 BL	12 X .375	.075	.050 (55° SEAT)	1
BX 2400-601	2.400	.3415	6.010	.220	12 X .438	.060	.060	1
BX 2400-609 T	2.400	.3415	6.090	.300	12 X .438	.060	.060	1
BX 2400-609 TBL 5/16	2.400	.310	6.090	.300 BL	12 X .438	.060	.060	1
BX 2400-657	2.400	.3415	6.570	.220	12 X .438	.075	.100	1
BX 2400-665 T	2.400	.3415	6.650	.300	12 X .375	.075	.090	1
BX 2450-657 55	2.450	.3415	6.570	.220	12 X .375	.075	.090 (55° SEAT)	1
BX 2450-665 T	2.450	.3415	6.650	.300	12 X .375	.075	.100	1
BX 2450-665 T 55	2.450	.3415	6.650	.300	12 X .375	.075	.100 (55° SEAT)	1
BX 2450-692 T	2.450	.3415	6.920	.320	12 X .375	.055	.040	1
BX 2500-665 T	2.500	.3415	6.650	.300	12 X .375	.075	.090	1
BX 2520-684	2.520	.3415	6.840	.240	12 X .375	.055	.040	1
BX 2520-690 TBL 55	2.520	.3415	6.900	.300 BL	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-690 TBL 5/16	2.520	.3100	6.900	.300 BL	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-692 T 55	2.520	.3415	6.920	.320	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-692 TBL	2.520	.3415	6.920	.300 BL	12 X .375	.055	.040 (55° SEAT)	1
BX 2520-692 TBL 5/16	2.520	.310	6.920	.300 BL	12 X .375	.055	.040 (55° SEAT)	1

Brodix will try to maintain sufficient stock levels for all seasonal demands. If you do not see the part you are looking for, do not hesitate to call. We will try to get it for you.



CYLINDER HEAD PARTS KITS

8 - STAINLESS INTAKE VALVES
8 - STAINLESS EXHAUST VALVES
16 - VALVE SPRINGS

16 - STEEL OR TITANIUM RETAINERS
32 - VALVE LOCKS
8 - VALVE SEALS

16 - 3/8" OR 7/16" ROCKER STUDS
8 - GUIDE PLATES



PARTS

PART #	INTAKE VALVE	EXHAUST VALVE	SPRING DIAM.	VALVE LIFT	CAM TYPE	RETAINERS	LOCKS	ROCKER STUD
HK 2021230 S	2.020 X 4.915	1.600 X 4.910	1.230	.525	HYDRAULIC	STEEL	7°	3/8
HK 2021470 S	2.020 X 4.915	1.600 X 4.910	1.470	.575	HYDRAULIC ROLLER / SOLID	STEEL	7°	3/8
HK 2051550 S	2.050 X 5.015	1.600 X 5.015	1.550	.625	HYDRAULIC ROLLER / SOLID	STEEL	10°	7/16
HK 2081550 S	2.080 X 4.965	1.600 X 4.965	1.550	.700	SOLID ROLLER	STEEL	10°	7/16
HK 2081550 T	2.080 X 4.965	1.600 X 4.965	1.550	.700	SOLID ROLLER	TITANIUM	10°	7/16
HK 2101550 T	2.100 X 5.065	1.600 X 5.065	1.550	.700	SOLID ROLLER	TITANIUM	10°	7/16
HK 2204135 S	2.204 X 5.200	1.614 X 5.230	1.350	.700	HYDRAULIC ROLLER	STEEL	7°	
HK 2250135 S	2.205 X 5.200	1.614 X 5.230	1.350	.700	HYDRAULIC ROLLER	STEEL	7°	
HK 2250155 SH	2.250 X 5.218	1.880 X 5.394	1.550	.625	HYDRAULIC ROLLER / SOLID	STEEL	10°	7/16
HK 2250155 SR	2.250 X 5.218	1.880 X 5.394	1.550	.700	SOLID ROLLER	STEEL	10°	7/16
HK 2250162 T	2.250 X 5.318	1.880 X 5.494	1.625	.800	SOLID ROLLER	TITANIUM	10°	7/16
HK 2300155 S	2.300 X 5.568	1.880 X 5.494	1.550	.700	SOLID ROLLER	STEEL	10°	7/16
HK 2300162 T	2.300 X 5.568	1.880 X 5.494	1.625	.800	SOLID ROLLER	TITANIUM	10°	7/16
HK 2300165 T	2.300 X 5.568	1.880 X 5.494	1.650	.875	SOLID ROLLER	TITANIUM	10°	7/16
HK 2350162 T	2.350 X 5.568	1.880 X 5.494	1.625	.800	SOLID ROLLER	TITANIUM	10°	7/16
HK 2350165 T	2.350 X 5.568	1.880 X 5.494	1.650	.875	SOLID ROLLER	TITANIUM	10°	7/16
HK 2375162 T	2.375 X 5.610	1.850 X 5.495	1.625	.800	SOLID ROLLER	TITANIUM	10°	N/A
HK 2375165 T	2.375 X 5.610	1.850 X 5.495	1.650	.875	SOLID ROLLER	TITANIUM	10°	N/A
HK 2400162 T	2.400 X 5.610	1.850 X 5.495	1.625	.800	SOLID ROLLER	TITANIUM	10°	N/A
HK 2400165 T	2.400 X 5.610	1.850 X 5.495	1.650	.875	SOLID ROLLER	TITANIUM	10°	N/A

VALVE SPRINGS

SUPPLIED BY BRODIX®, BULLET CAMS, COMPETITION CAMS, ISKY, K-MOTION, MANLEY, AND PAC

PART #	DESCRIPTION	PER
BR 1000	1.550/ 250 @ 1.950, 615 @ 1.240, COIL BIND @ 1.100	1
BT 120121	1.550/ 150 @ 1.950, 365 @ 1.350, COIL BIND @ 1.170	1
CC 26075	1.550/ 225 @ 2.000, 580 @ 1.350, COIL BIND @ 1.160	1
CC 26925	1.320/ 125 @ 1.850, 405 @ 1.150, COIL BIND @ 1.100	1
CC 928	1.550/ 158 @ 1.950, 360 @ 1.350, COIL BIND @ 1.130	1
CC 938	1.550/ 165 @ 2.000, 470 @ 1.350, COIL BIND @ 1.200	1
CC 941	1.250/ 130 @ 1.750, 385 @ 1.200, COIL BIND @ 1.100	1
CC 947	1.650/ 340 @ 2.000, 835 @ 1.270, COIL BIND @ 1.130	1
CC 948	1.650/ 330 @ 2.100, 945 @ 1.200, COIL BIND @ 1.100	1
CC 950	1.470/ 145 @ 1.850, 355 @ 1.250, COIL BIND @ 1.200	1
CC 952	1.550/ 205 @ 2.000, 490 @ 1.400, COIL BIND @ 1.150	1
CC 977	1.470/ 115 @ 1.950, 330 @ 1.450, COIL BIND @ 1.100	1
CC 981	1.250/ 100 @ 1.700, 280 @ 1.200, COIL BIND @ 1.150	1
CC 987	1.470/ 130 @ 1.800, 325 @ 1.250, COIL BIND @ 1.150	1
IS 8205	1.550/ 140 @ 1.900, 430 @ 1.250, COIL BIND @ 1.170	1
IS 9365	1.550/ 215 @ 1.950, 550 @ 1.270, COIL BIND @ 1.170	1
IS 9385	1.550/ 245 @ 2.000, 600 @ 1.280, COIL BIND @ 1.180	1
IS 9905	1.540/ 170 @ 1.950, 400 @ 1.450, COIL BIND @ 1.140	1
IS 9965	1.560/ 245 @ 1.950, 585 @ 1.270, COIL BIND @ 1.170	1
IS 9985	1.560/ 245 @ 2.000, 600 @ 1.300, COIL BIND @ 1.200	1
MA 221424	1.640/ 250 @ 2.050, 745 @ 1.250, COIL BIND @ 1.050	1
MA 221425	1.640/ 320 @ 2.100, 800 @ 1.300, COIL BIND @ 1.160	1
MA 221448	1.650/ 350 @ 2.150, 890 @ 1.350, COIL BIND @ 1.020	1
MA 221449	1.670/ 400 @ 2.175, 967 @ 1.375, COIL BIND @ 1.135	1
PAC 1224	1.640/ 280 @ 2.040, 745 @ 1.240, COIL BIND @ 1.110	1
PAC 1225	1.550/ 250 @ 2.000, 765 @ 1.200, COIL BIND @ 1.150	1
PAC 1247	1.645/ 315 @ 2.070, 850 @ 1.270, COIL BIND @ 1.100	1
PAC 1248	1.645/ 350 @ 2.100, 985 @ 1.200, COIL BIND @ 1.100	1
PAC 1325	1.550/ 285 @ 2.050, 820 @ 1.250, COIL BIND @ 1.200	1
PAC 1941	1.550/ 240 @ 1.950, 600 @ 1.240, COIL BIND @ 1.130	1

STUD GIRDLES

PART #	DESCRIPTION	PER
BR 1230	BIG BLOCK STUD GIRDLE FOR BB -1, -2, -2X, -3	1
BR 6430	STUD GIRDLE FOR SMALL BLOCK T1 F AND ST 5.0 R	1
BR 6435	STUD GIRDLE FOR STANDARD SMALL BLOCK 23° HEADS	1
BR 6440	STUD GIRDLE FOR .040/.060 SMALL BLOCK BRODIX HEADS	1

VALVE COVERS

LASER ETCHED
CUSTOMER LOGO
OPTIONS AVAILABLE!

PART #	DESCRIPTION	PER
VC 200-63910	BIG BLOCK VALVE COVER SPACERS 1.150 TALL	2
VC 100	SHEET METAL VALVE COVER TO FIT SMALL BLOCK CHEVY (NO LOGO)	2
VC 100 B	SHEET METAL VALVE COVER TO FIT SMALL BLOCK CHEVY, BLACK ANODIZED (NO LOGO)	2
VC 101	SHEET METAL VALVE COVER TO FIT SMALL BLOCK CHEVY (BRODIX LOGO)	2
VC 101 B	SHEET METAL VALVE COVER TO FIT SMALL BLOCK CHEVY, BLACK ANODIZED (BRODIX LOGO)	2
VC 201	SHEET METAL VALVE COVER TO FIT BIG BLOCK CHEVY (BRODIX LOGO)	2
VC 201 B	SHEET METAL VALVE COVER TO FIT BIG BLOCK CHEVY, BLACK ANODIZED (BRODIX LOGO)	2
VC 202	SHEET METAL VALVE COVER TO FIT BIG BLOCK CHEVY (NO LOGO)	2
VC 202 B	SHEET METAL VALVE COVER TO FIT BIG BLOCK CHEVY, BLACK ANODIZED (NO LOGO)	2
B1 DVC B1	B1 VALVE COVER WITH B1 LOGO TO FIT B1 BS, B1 ORIGINAL, INDY, AND STOCK MOPAR CAST IRON HEADS (CAST IRON HEADS MUST USE BOLTS)	2
MO 27750	MOROSO DN-9 VALVE COVER	2
MO 68455	MOROSO PB 2005 / PB 1200 SERIES VALVE COVER	2
MO 68456	MOROSO BIG DUKE VALVE COVER	2
MO 68471	MOROSO BILLET BR 7 VALVE COVER	2
MO 68481	MOROSO SHEET METAL VALVE COVER TO FIT STANDARD BIG BLOCK (SHORT)	2
MO 68483	MOROSO SR 20 VALVE COVER	2
MO 68486	MOROSO SHEET METAL VALVE COVER TO FIT STANDARD BIG BLOCK	2
MS BR X 18 VC	SHEET METAL VALVE COVER TO FIT BP BR X 18	2

VALVE COVER BREATHER KITS AND ACCESSORIES

PART #	DESCRIPTION	PER
BR BT	VALVE COVER BREATHER TUBE	1
BR 102201	VALVE COVER VACUUM/FILLER KIT	1
BR 2100	THREADED BUNG	1
BR 2200	VACUUM NUT	1
BR 2300	OIL FILL CAP	1
BR 2400	BULK HEAD NUT	1
BR 2500	OIL FILL CAP O-RING	1
BR 2600	VACUUM NUT O-RING	1
MG 3001	VALVE COVER BREATHER TUBE GASKET	1
JR CP 142	VALVE COVER BREATHER TUBE FILTER	1

VALVE COVER GASKETS

SUPPLIED BY FEL-PRO, MONTCO MANUFACTURING, AND FLATOUT GROUP

PART #	DESCRIPTION	PER
FP 1603	23° SMALL BLOCK 7/32" CORK-RUBBER	1
FP 1634	PRO STOCK VALVE COVER GASKET	1
FP 1644	23° SMALL BLOCK (NOTCHED) 1/4" CORK- RUBBER WITH STEEL CORE	1
FP 1696	BRODIX 5" BORE SPACE VALVE COVER GASKET	1
MG 1000	BRODIX SMALL BLOCK VALVE COVER GASKET	1
MG 1634	BRODIX BIG DUKE VALVE COVER GASKET	1
MG 1900	BRODIX CANTED VALVE, VALVE COVER GASKET	1
MG 2000	BRODIX BIG BLOCK VALVE COVER GASKET	1
MG 2016	PB 2005 VALVE COVER GASKET	1
MG 2020	BRODIX SR 20 VALVE COVER GASKET	1
MG 3000	BRODIX T1 F AND ST 5.0 SMALL BLOCK VALVE COVER GASKET	1
MG 7000	BRODIX B1 DVC VALVE COVER GASKET	1
MG 9000	PB 9000 VALVE COVER GASKET	1
FG 6108.3	SR 20 VALVE COVER GASKET	1
FG 6111.2	PB 2005 / PB 1200 VALVE COVER GASKET	1
FG 6143.2	DN-9 VALVE COVER GASKET	1
FG 6207.2	BP BR X 18 VALVE COVER GASKET	2

HEAD GASKETS

SUPPLIED BY COMETIC AND FEL-PRO

PART #	DESCRIPTION	PER
CO C5054S	BIG BLOCK HEAD GASKET 4.630 BORE (.051" THICK)	1
CO C5399	SMALL BLOCK HEAD GASKET 4.030 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5400	SMALL BLOCK HEAD GASKET 4.125 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5401	SMALL BLOCK HEAD GASKET 4.135 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5402	SMALL BLOCK HEAD GASKET 4.160 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5403	SMALL BLOCK HEAD GASKET 4.200 BORE 12-23 DEGREE HEADS (.040" THICK)	1
CO C5403-054	SMALL BLOCK HEAD GASKET 4.200 BORE 12-23 DEGREE HEADS (.051" THICK)	1
CO C5404	BD 2000 HEAD GASKET 4.030 BORE (.040" THICK)	1
CO C5405	BD 2000 HEAD GASKET 4.125 BORE (.040" THICK)	1
CO C5406	BD 2000 HEAD GASKET 4.135 BORE (.040" THICK)	1
CO C5407	BD 2000 HEAD GASKET 4.160 BORE (.040" THICK)	1
CO C5408	BD 2000 HEAD GASKET 4.200 BORE (.040" THICK)	1
CO C5432	BIG BLOCK HEAD GASKET 4.31 BORE (.040" THICK)	1
CO C5433	BIG BLOCK, BIG DUKE HEAD GASKET 4.57 BORE (.040" THICK)	1
CO C5434	BIG BLOCK, BIG DUKE HEAD GASKET 4.63 BORE (.040" THICK)	1
CO C5491	BIG BLOCK, BIG DUKE HEAD GASKET 4.50 BORE (.040" THICK)	1
CO C5492	BIG BLOCK, BIG DUKE HEAD GASKET 4.60 BORE (.040" THICK)	1
CO C5954	SMALL BLOCK HEAD GASKET 4.060 BORE 12-23 DEGREE HEADS (.040" THICK)	1
FP 1003	SMALL BLOCK HEAD GASKET TO FIT 265, 283, 302, 307, 327, 350, 4.166 BORE	1
FP 1004	SMALL BLOCK HEAD GASKET TO FIT 400 AND MOST ALUMINUM BLOCKS, 4.190 BORE	1
FP 1017	BIG BLOCK HEAD GASKET TO FIT 396-454, 4.540 BORE	1
FP 1027	BIG BLOCK HEAD GASKET TO FIT 396, 402, 427, 454, COPPER RING, 4.370 BORE	1
FP 1034	SMALL BLOCK HEAD GASKET TO FIT 400, CRUSHED SOFT STEEL RING, 4.200 BORE	1
FP 1037	BIG BLOCK HEAD GASKET TO FIT GEN V, 4.370 BORE	1
FP 1047	BIG BLOCK HEAD GASKET TO FIT GEN V, 4.500 BORE	1
FP 1057	BIG BLOCK 454, 4.630 BORE	1
FP 1077	MLS HEAD GASKET 4.630 BORE (.040" THICK)	1
FP 1093	PRO STOCK GASKET (.053" THICK)	1
FP 17048	BIG BLOCK, MARINE GASKET, 4.500 BORE	1
FP 17049	BIG BLOCK, MARINE GASKET, 4.630 BORE	1
FP 26465-041	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.700 BORE (.041" THICK)	1
FP 26465-053	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.700 BORE (.053" THICK)	1
FP 26466-041	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.745 BORE (.041" THICK)	1
FP 26466-053	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.745 BORE (.053" THICK)	1
FP 26467-041	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.795 BORE (.041" THICK)	1
FP 26467-053	BIG BLOCK HEAD GASKET TO FIT BRODIX 5" BORE SPACE, 4.795 BORE (.053" THICK)	1

THERMOSTAT GASKETS

SUPPLIED BY FEL-PRO

PART #	DESCRIPTION	PER
FP 2202	O-RING THERMOSTAT WATER HOUSING GASKET, MOLDED RUBBER	1

EXHAUST GASKETS

SUPPLIED BY COMETIC, FEL-PRO, AND MONTCO MANUFACTURING

PART #	DESCRIPTION	PER
CO C5415	SMALL BLOCK EXHAUST GASKET (STANDARD EXHAUST PATTERN)	1
CO C5417	STREET HEAD EXHAUST GASKET	1
CO C5418	BIG DUKE EXHAUST GASKET	1
CO C5420	BD 2000 EXHAUST GASKET	1
CO C5422	GB 2000 EXHAUST GASKET	1
CO C5424	EXHAUST GASKET FOR WP 12 SP B, WP 247 RI, WP 262 RI	1
CO C5429	BIG BLOCK EXHAUST GASKET	1
FP 1404	23° SMALL BLOCK (1.500 X 1.500) SQUARE	1
FP 1405	23° SMALL BLOCK (1.550 X 1.550) SQUARE	1
FP 1406	23° SMALL BLOCK (1.550 X 1.673) D-SHAPE	1
FP 1407	23° HOOKER AND STAHL COMBO 1.810 DIAMETER	1
FP 1410	ALL BIG BLOCK (1.880 X 1.880) SQUARE	1
FP 1411	ALL BIG BLOCK (1.940 DIAMETER) ROUND	1
FP 1412	ALL BIG BLOCK (2.130 DIAMETER) ROUND	1
FP 1414	B1 EXHAUST GASKET (1.760 X 1.450)	1
FP 1428	BRODIX 5" BORE SPACE EXHAUST GASKET	1
MG 1350	STANDARD EXHAUST PORT GASKET FOR TRACK 1 F HEAD	1
MG 1351	STANDARD EXHAUST PORT GASKET FOR TRACK 1 F HEAD, X EXHAUST PORT	1
MG 1406	SMALL BLOCK STANDARD EXHAUST PORT GASKET	1
MG 1410	BIG BLOCK EXHAUST GASKET	1
MG 1500	11 SPX EXHAUST GASKET (23° HEADS)	1
MG 2005	PB 2005 EXHAUST GASKET	1
MG 52464	SMALL BLOCK SPREAD PORT EXHAUST GASKET	1



INTAKE GASKETS

SUPPLIED BY COMETIC, MONTCO MANUFACTURING, FEL-PRO, AND FLATOUT GROUP

PART #	DESCRIPTION	PER
CG 1002	BRODIX 23° SMALL BLOCK (1.390 X 2.390)	1
CG 1902	BIG PORT CANTED VALVE INTAKE GASKET (1.670 X 2.140)	1
CO CIR149SPV059F	INTAKE GASKET FOR HH F 302	1
CO C3250	18X INTAKE GASKET	1
CO C5414	SMALL BLOCK INTAKE GASKET .060" THICK, T1, -8, -10, -11X HEADS	1
CO C5416	STREET HEAD INTAKE GASKET	1
CO C5419	BIG DUKE INTAKE GASKET	1
CO C5421	BD 2000 INTAKE GASKET .060" THICK	1
CO C5423	GB 2000 INTAKE GASKET .060" THICK	1
CO C5425	WP 12 SP B INTAKE GASKET	1
CO C5426	WP 247 RI INTAKE GASKET	1
CO C5427	WP 262 RI INTAKE GASKET	1
CO C5428	BIG BLOCK INTAKE GASKET RECTANGLE PORT (.060" THICK)	1
CO C5430	BIG BLOCK OVAL PORT INTAKE GASKET	1
CO C5436	BIG BLOCK INTAKE GASKET (CNC RECTANGLE PORT)	1
MG 1202	BRODIX 12° MAN EATER INTAKE GASKET (.060" THICK)	1
MG 1206	SMALL BLOCK INTAKE GASKET	1
MG 1211	RACE-RITE BB-R INTAKE GASKET (WITH UPPER BOLT HOLE)	1
MG 1212-30	BRODIX 12X12 .030 UNDER INTAKE GASKET (1.380 X 2.300)	1
MG 1212-30/90	BRODIX 12X12 .030 UNDER INTAKE GASKET (1.380 X 2.300), .090" THICK	1
MG 1229	BRODIX SMALL BLOCK HEAD HUNTER INTAKE GASKET (OVAL PORT)	1
MG 1234	BRODIX SMALL BLOCK HEAD HUNTER RO INTAKE GASKET	1
MG 1550	BRODIX SMALL BLOCK INTAKE GASKET FOR WP 15 (1.380 X 2.210)	1
MG 1600	SMALL BLOCK 16° INTAKE GASKET (1.370 X 2.210)	1
MG 1800	BRODIX SMALL BLOCK 18° INTAKE GASKET WITH 10° INTAKE FACE (1.400 X 2.280)	1
MG 1801	BRODIX SMALL BLOCK 18 C INTAKE GASKET	1
MG 1901	CANTED VALVE SMALL PORT INTAKE GASKET	1
MG 2001	BRODIX BIG BLOCK (1.800 X 2.480) BLOCKED HEAT RISER	1
MG 2002	BIG BLOCK TALL DECK GASKET (1.800 X 2.480) .100" THICK	1
MG 2003	EB 650 INTAKE GASKET, TRIM TO FIT	1
MG 2006	BB-3 XTRA O INTAKE GASKET (.100" THICK)	1
MG 2009	RACE RITE BB-3 XTRA O INTAKE GASKET	1
MG 2010	BRODIX BIG DUKE INTAKE GASKET (1.800 X 2.400)	1
MG 2011	BRODIX BIG DUKE INTAKE GASKET (1.800 X 2.400), .120" THICK	1
MG 2012	BIG DUKE 16° INTAKE GASKET	1
MG 2013	BRODIX BIG DUKE OVAL PORT INTAKE GASKET	1
MG 2015	PB 2005 INTAKE GASKET	1
MG 2015-.120	PB 2005 INTAKE GASKET (.120" THICK)	1
MG 2021	BRODIX SR 20 INTAKE GASKET	1
MG 2021-.120	BRODIX SR 20 INTAKE GASKET (.120" THICK)	1
MG 2040	PB 1204 INTAKE GASKET	1
MG 2040-.120	PB 1204 INTAKE GASKET (.120" THICK)	1
MG 2050	BRODIX CNC PORTED BB 3 XTRA 0 332 cc INTAKE GASKET	1
MG 2104	BB-3 XTRA O INTAKE GASKET	1
MG 2150	BRODIX CNC PORTED BB 3 XTRA 0 365 cc INTAKE GASKET	1
MG 2177	BRODIX HEAD HUNTER INTAKE GASKET	1
MG 2177-.120	BRODIX HEAD HUNTER 383 cc INTAKE GASKET (.120" THICK)	1
MG 2200	GB 2000 (286 cc) INTAKE GASKET	1
MG 2201	WP GB 2200 (282 cc) INTAKE GASKET	1
MG 9001	PB 9000 / DN-9 INTAKE GASKET	1
FP 1204	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.230 X 1.990) NO HEAT RISER	1
FP 1205	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.280 X 2.090) INTAKE	1
FP 1206	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.340 X 2.210) INTAKE	1
FP 1207	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.380 X 2.280) INTAKE	1
FP 1210	BIG BLOCK GASKET FOR USE WITH CHEVY (1.820 X 2.050) BLOCKED HEAT RISER	1
FP 1211	BIG BLOCK GASKET FOR USE WITH CHEVY (1.820 X 2.540) RECTANGLE PORT	1
FP 1212	BIG BLOCK GASKET FOR USE WITH CHEVY (1.820 X 2.050) OVAL PORT WITH HEAT RISER	1
FP 1212 R	BIG BLOCK OVAL PORT GASKET SET, .090" THICK	1
FP 1223-1	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.030" THICK)	1
FP 1223-2	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.045" THICK)	1
FP 1223-3	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.061" THICK)	1
FP 1223-4	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.090" THICK)	1
FP 1223-5	BIG BLOCK INTAKE GASKET FOR BRODIX 5" BORE SPACE (.120" THICK)	1
FP 1244	SMALL BLOCK GASKET FOR USE WITH 23° CHEVY (1.250 X 1.900 TO 1.400 X 2.300)	1
FP 1245	SMALL BLOCK 23° GASKET (1.250 X 1.900 TO 1.400 X 2.400) .125" THICK	1
FP 1252-3	BIG BLOCK RECTANGLE PORT GASKET SET WITH PRINT-O-SEAL (1.800 X 2.475)	1
FP 1262	SMALL BLOCK INTAKE GASKET SET FOR USE WITH FORD	1
FP 1263	SMALL BLOCK GASKET TO FIT CHEVY (1.310 X 2.020) RAISED RUNNER HEADS	1
FP 1265	BRODIX BF 300 GASKET(1.350 X 2.200)	1
FP 1281-5	BIG BLOCK HEAD HUNTER INTAKE GASKET (.120" THICK)	1
FP 1282	18° SMALL BLOCK GASKET (1.250 X 2.150) RAISED INTAKE	1
FP 1298	BIG BLOCK GASKET, BRODIX BIG DUKE (1.860 X 2.460)	1
FG 8275	SR 20 INTAKE GASKET	1
FG 8413	PB 2005 / PB 1200 INTAKE GASKET	1
FG 8414	DN-9 INTAKE GASKET	1
FG 8626	BP BR X 18 INTAKE GASKET (.060)	2
FG 8626.2	BP BR X 18 INTAKE GASKET (.120)	2

VALVE SEATS

NOTE: BRODIX® CAN MAKE ANY SIZE SPECIAL SEATS WHEN ORDERED IN QUANTITIES OF 50 OR MORE.
PLEASE CALL FOR PRICES AND DELIVERY.

PART #	DESCRIPTION	PER
DBP 1.650 3/8	1.650 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (POWDER METAL)	1
P 1.650	1.650 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.650 3/8 LID	1.650 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.650 3/8 LID A45	1.650 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.650 A45	1.650 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.650 D	1.650 SPECIAL DIAMOND SEAT (DUCTILE IRON)	1
P 1.650 X .400	1.650 o.d./ 1.345 i.d./ .400 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.650 X .400 A45	1.650 o.d./ 1.345 i.d./ .400 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.660	1.660 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.660 X .450	1.660 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.660 X .450 A45	1.660 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.670	1.670 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.670 A45	1.670 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.670 X .450	1.670 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.670 X .450 A45	1.670 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.680	1.680 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.680 A45	1.680 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.680 X .450	1.680 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.680 X .450 A45	1.680 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.690	1.690 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.690 A45	1.690 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.700	1.700 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.700 A45	1.700 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.700 X .450 A45	1.700 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.720	1.720 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.720 A45	1.720 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.720 X .450 A45	1.720 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.720 X .450	1.720 o.d./ 1.345 i.d./ .450 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.800	1.800 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.800 A45	1.800 o.d./ 1.385 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.820 3/8	1.820 o.d./ 1.345 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.8315 3/8	BRODIX BF300 - 301 EXHAUST SMALL BLOCK SEAT (DUCTILE IRON)	1
P 1.834	1.834 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (DUCTILE IRON)	1
P 1.834 A45	1.834 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (AMPCO)	1
P 1.844	1.844 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (DUCTILE IRON)	1
P 1.854	1.854 o.d./ 1.520 i.d./ .375 DEEP B1 SEAT (DUCTILE IRON)	1
P 1.900 X .450	1.900 o.d./ 1.620 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 1.900 X .450 A45	1.900 o.d./ 1.620 i.d./ .450 DEEP BIG BLOCK SEAT (AMPCO)	1
P 1.920 X .450 A45	1.920 o.d./ 1.625 i.d./ .450 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 1.920 EB	1.920 o.d./ 1.600 i.d./ .425 DEEP EB SEAT (DUCTILE IRON)	1
P 1.960	1.960 o.d./ 1.625 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.960 A45	1.960 o.d./ 1.625 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.960 3/8 LID	1.960 o.d./ 1.655 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.960 3/8 LID A45	1.960 o.d./ 1.655 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.960 EB	1.960 o.d./ 1.650 i.d./ .425 DEEP EB SEAT (DUCTILE IRON)	1
P 1.960 X .450	1.960 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.960 X .450 A45	1.960 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.9615 X .450 A45	1.9615 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.970 3/8 LID A45	1.970 o.d./ 1.650 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 1.980	1.980 o.d./ 1.625 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 1.980 X .450 A45	1.980 o.d./ 1.625 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.006	2.006 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
DBP 2.006 3/8	2.006 o.d./ 1.655 i.d./ .375 DEEP BIG BLOCK SEAT (POWDER METAL)	1
P 2.006 3/8 A45	2.006 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.006 3/8 LID	2.006 o.d./ 1.655 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
DBP 2.006 3/8 LIDO	2.006 o.d./ 1.675 i.d./ .375 DEEP BIG BLOCK SEAT (POWDER METAL)	1
P 2.006 3/8 LIDO	2.006 o.d./ 1.675 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.006 3/8 LID A45	2.006 o.d./ 1.655 i.d./ .375 BIG BLOCK SEAT (AMPCO)	1
P 2.016	2.016 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1



VALVE SEATS

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PART #	DESCRIPTION	PER
P 2.026	2.026 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.030 X .450 A45	2.030 o.d./ 1.625 i.d./ .450 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.046	2.046 o.d./ 1.625 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.079 5/16	2.079 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 3/8	2.131 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
DBP 2.131 5/16	2.131 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (POWDER METAL)	1
P 2.131 5/16	2.131 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 5/16 F	2.131 o.d./ 1.700 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 5/16 LID	2.131 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.131 5/16 LID A45	2.131 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.141 5/16	2.141 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.151 5/16	2.151 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.170 5/16	2.170 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.190 5/16	2.190 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.200 3/8	2.200 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.200 5/16	2.200 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.200 5/16 A45	2.200 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.200 5/16 LID	2.200 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.210 3/8	2.210 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.220 3/8	2.220 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.230 3/8	2.230 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.230 3/8 A45	2.230 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.231 3/8	2.231 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 3/8 A45	2.250 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.250 3/8	2.250 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 3/8 LID	2.250 o.d./ 1.845 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16	2.250 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16 A45	2.250 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.250 5/16 D	2.250 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16 LID	2.250 o.d./ 1.845 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 5/16 LIDX	2.250 o.d./ 1.880 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 X .400	2.250 o.d./ 1.812 i.d./ .400 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.250 X .400 A45	2.250 o.d./ 1.812 i.d./ .400 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.260 3/8	2.260 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.260 5/16	2.260 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.260 X .400	2.260 o.d./ 1.812 i.d./ .400 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.270 3/8	2.270 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.270 3/8 A45	2.270 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.270 5/16	2.270 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.270 5/16 A45	2.270 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.280 3/8	2.280 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.280 3/8 A45	2.280 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.280 5/16	2.280 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.280 5/16 A45	2.280 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.290 3/8	2.290 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.290 5/16	2.290 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.290 5/16 SID A45	2.290 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.300 3/8	2.300 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.300 3/8 A45	2.300 o.d./ 1.812 i.d./ .375 DEEP SMALL BLOCK SEAT (AMPCO)	1
P 2.300 5/16	2.300 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
P 2.310 5/16	2.310 o.d./ 1.812 i.d./ .312 DEEP SMALL BLOCK SEAT (DUCTILE IRON)	1
DBP 2.350 3/8	2.350 o.d./ 1.940 i.d./ .375 DEEP BIG BLOCK SEAT (POWDER METAL)	1
P 2.350 3/8	2.350 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.350 3/8 A45	2.350 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.350 3/8 BP	2.350 o.d./ 2.000 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
DBP 2.350 3/8 LID	2.350 o.d./ 2.000 i.d./ .375 DEEP BIG BLOCK SEAT (POWDER METAL)	1
P 2.350 3/8 LID	2.350 o.d./ 2.040 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.360 3/8	2.360 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.370 3/8	2.370 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.390 3/8	2.390 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.400 3/8	2.400 o.d./ 1.960 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.435 EB	2.435 o.d./ 2.050 i.d./ .425 EB SEAT (DUCTILE IRON)	1
P 2.460 3/8	2.460 o.d./ 1.960 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 3/8 LID	2.460 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 3/8 LIDX	2.460 o.d./ 2.100 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 3/8 LID A45	2.460 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.460 X .400	2.460 o.d./ 1.812 i.d./ .400 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.460 X .450	2.460 o.d./ 1.960 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.460 X .450 A45	2.460 o.d./ 1.960 i.d./ .450 DEEP BIG BLOCK SEAT (AMPCO)	1
P 2.480 3/8	2.480 o.d./ 2.000 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.485 EB	2.485 o.d./ 2.100 i.d./ .425 EB SEAT (DUCTILE IRON)	1

VALVE SEATS

PART #	DESCRIPTION	PER
P 2.500 3/8	2.500 o.d./ 1.960 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.500 3/8 LID X	2.500 o.d./ 2.100 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.500 3/8 LID A45	2.500 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.500 3/8 LID X A45	2.500 o.d./ 2.100 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.500 X .450 A45	2.500 o.d./ 2.040 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.500 X .450 LID	2.500 o.d./ 2.040 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.510 3/8 LID A45	2.510 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.520 3/8	2.520 o.d./ 2.000 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.560 3/8	2.560 o.d./ 2.040 i.d./ .375 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.560 EB	2.560 o.d./ 2.160 i.d./ .425 EB SEAT (DUCTILE IRON)	1
P 2.565	2.565 o.d./ 2.000 i.d./ .400 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.560 X .450	2.560 o.d./ 1.960 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.580 X .450	2.580 o.d./ 2.250 i.d./ .450 DEEP BIG BLOCK SEAT (DUCTILE IRON)	1
P 2.580 X .450 A45	2.580 o.d./ 2.250 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.5815 X .450 A45	2.5815 o.d./ 2.250 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.600 3/8	2.600 o.d./ 2.000 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.600 3/8 LID A45	2.600 o.d./ 2.040 i.d./ .375 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.600 X .450 A45	2.600 o.d./ 2.250 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.610 3/8	2.610 o.d./ 2.000 i.d./ .375 DEEP PRO STOCK SEAT (DUCTILE IRON)	1
P 2.610 X .450 A45	2.610 o.d./ 2.250 i.d./ .450 DEEP PRO STOCK SEAT (AMPCO)	1
P 2.640 X .500 A45	2.640 o.d./ 2.250 i.d./ .500 DEEP PRO STOCK SEAT (AMPCO)	1

VALVE GUIDES / BIG BLOCK

SUPPLIED BY BRODIX® AND C.H.E.

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PART #	DESCRIPTION	PER
BAG .545 11/32 M	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG	1
BG .502 11/32 SSAR	SILICON .502 o.d./ 3.150 LONG, SONNY'S 14.5	1
BG .502 11/32 SSARL	SILICON .502 o.d./ 3.500 LONG, SONNY'S 14.5	1
BG .502 5/16 SSAR	SILICON .502 o.d./ 3.09 i.d./ 3.150 LONG	1
BG .502 5/16 SSARL	SILICON .502 o.d./ 3.500 LONG, SONNY'S 14.5	1
BG .545 11/32 NLE	NICKEL .545 o.d./ .342 i.d./ 2.875 LONG	1
BG .545 11/32 SS	SOFT STEEL .545 o.d./ .342 i.d./ 2.420 LONG	1
BG .545 11/32 SSAR	SILICON .545 o.d./ 3.150 LONG, SONNY'S 14.5	1
BG .545 11/32 SSARL	SILICON .545 o.d./ 3.500 LONG, SONNY'S 14.5	1
BG .545 3/8 CI	CAST IRON .545 o.d./ .372 i.d./ 2.420 LONG	1
BG .545 3/8 SS	SOFT STEEL .545 o.d./ .372 i.d./ 2.420 LONG	1
BG .545 5/16 PLI	PHOSPHOROUS .545 o.d./ .309 i.d./ 3.000 LONG	1
BG .555 11/32 P	PHOSPHOROUS .555 o.d./ .342 i.d./ 2.420 LONG	1
BG .565 11/32 SS	SOFT STEEL .565 o.d./ .342 i.d./ 2.420 LONG	1
BG .745 11/32 CI	CAST IRON .745 o.d./ .342 i.d./ 2.420 LONG (BLANK)	1
BG .745 11/32 N	NICKEL .745 o.d./ .342 i.d./ 2.420 LONG (BLANK)	1
BG .745 11/32 SS	SOFT STEEL .745 o.d./ .342 i.d./ 2.420 LONG (BLANK)	1
BG .745 3/8 CI	CAST IRON .745 o.d./ .372 i.d./ 2.420 LONG (BLANK)	1
BG .745 3/8 NL	NICKEL .745 o.d./ .372 i.d./ 2.937 LONG (BLANK)	1
BG .745 3/8 SS	SOFT STEEL .745 o.d./ .372 i.d./ 2.420 LONG (BLANK)	1
BH .502 11/32 P	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.420 LONG	1
BH .502 11/32 PCFE	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.375 LONG, .500 TOP	1
BH .502 11/32 PL	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.675 LONG TAPERED NOSE	1
BH .502 5/16 PCFE	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.375 LONG, .500 TOP	1
BH .502 5/16 PL	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.675 LONG TAPERED NOSE	1
BH .545 11/32 M	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG	1
BH .545 11/32 P	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG	1
BH .545 11/32 PL	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.680 LONG	1



VALVE GUIDES / BIG BLOCK

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PART #	DESCRIPTION	PER
BH .545 11/32 PLE	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.875 LONG	1
BH .545 11/32 PLI	PHOSPHOROUS .545 o.d./ .340 i.d./ 3.000 LONG	1
BH .545 11/32 PN	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG, TAPERED NOSE	1
BH .545 11/32 PSA5	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG, .500 TOP	1
BH .545 11/32 PSR	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.675 LONG (SR 20)	1
BH .545 11/32 PWIL	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG	1
BH .545 11/32 3X PE	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 11/32 3X PI	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 3/8 P	PHOSPHOROUS .545 o.d./ .372 i.d./ 2.375 LONG	1
BH .545 3/8 PSA5	PHOSPHOROUS .545 o.d./ .372 i.d./ 2.375 LONG, .500 TOP	1
BH .545 5/16 P	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.420 LONG	1
BH .545 5/16 PL	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.675 LONG	1
BH .545 5/16 PLE	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.875 LONG	1
BH .545 5/16 PLI	PHOSPHOROUS .545 o.d./ .309 i.d./ 3.000 LONG	1
BH .545 5/16 PSR	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.675 LONG (SR 20)	1
BH .545 5/16 3X PE	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 5/16 3X PI	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .545 5/16 PSR	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.675 LONG, SR 20	1
BH .547 11/32 P	PHOSPHOROUS .547 o.d./ .340 i.d./ 2.375 LONG	1
BH .565 11/32 P	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.420 LONG	1
BH .565 11/32 PL	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.675 LONG	1
BH .565 11/32 PLE	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.875 LONG	1
BH .565 11/32 PLI	PHOSPHOROUS .565 o.d./ .340 i.d./ 3.000 LONG	1
BH .565 5/16 P	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.375 LONG	1
BH .565 5/16 PL	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.675 LONG	1
BH .565 5/16 PLE	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.875 LONG	1
BH .565 5/16 PLI	PHOSPHOROUS .565 o.d./ .309 i.d./ 3.000 LONG	1
BH .565 11/32 3X PE	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .565 11/32 3X PI	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BH .580 11/32 PLI	PHOSPHOROUS .580 o.d./ .340 i.d./ 3.000 LONG	1
BH .603 11/32 P	PHOSPHOROUS .603 o.d./ .340 i.d./ 2.375 LONG	1
BH .603 11/32 PLE	PHOSPHOROUS .603 o.d./ .340 i.d./ 2.875 LONG	1
BH .603 11/32 PLI	PHOSPHOROUS .603 o.d./ .340 i.d./ 3.000 LONG	1
BH CIR 11/32 PE	CAST IRON REPLACEMENT EXHAUST	1
BH CIR 11/32 PI	CAST IRON REPLACEMENT INTAKE	1
BH CIR 3/8 PE	CAST IRON REPLACEMENT EXHAUST	1
BH CIR 3/8 PI	CAST IRON REPLACEMENT INTAKE	1
BHC .502 3/8 M	MANGANESE .502 o.d./ .372 i.d./ 2.375 LONG	1
BHC .502 5/16 BRX 18 M	MANGANESE .502 o.d./ .309 i.d./ 2.700 LONG	1
BHC .502 11/32 BRX 18 M	MANGANESE .502 o.d./ .340 i.d./ 2.700 LONG	1
BHC .545 11/32 CIL	CAST IRON WITH LINER .545 o.d./ .340 i.d./ 2.375 LONG	1
BHC .545 11/32 3X ME	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BHC .545 11/32 3X MI	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG (3 XTRA SPECIAL)	1
BHC .565 11/32 CL	CAST IRON .565 o.d./ .340 i.d./ 3.000 LONG	1
BMG .545 11/32 CM	MANGANESE .545 o.d./ .340 i.d./ 2.375 LONG	1



WARNING: Cancer and
Reproductive Harm-
www.P65Warnings
.ca.gov

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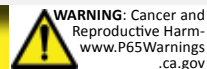
PART #	DESCRIPTION	PER
SAG .502 8MM CM7	MANGANESE .502 o.d./ .8 mm i.d./ 2.050 LONG	1
SAG .502 8MM CM7 BS	MANGANESE .502 o.d./ .8 mm i.d./ 2.250 LONG	1
SAG .545 11/32 M	MANGANESE .545 o.d./ .340 i.d./ 2.000 LONG	1
SG .502 5/16 O	NICKEL .502 o.d./ .309 i.d./ 2.000 LONG, NON-SERRATED, TAPERED NOSE	1
SG .504 5/16 N	NICKEL .504 o.d./ .309 i.d./ 2.000 LONG	1
SG .504 5/16 NO	NICKEL .504 o.d./ .309 i.d./ 2.000 LONG, TAPERED NOSE	1
SG .545 11/32 CI	CAST IRON .545 o.d./ .341 i.d./ 2.000 LONG	1
SG .545 11/32 CIP	CAST IRON .545 o.d./ .341 i.d./ 2.000 LONG, PRECISION	1
SG .545 11/32 NO	NICKEL .545 o.d./ .340 i.d./ 2.000 LONG, TAPERED NOSE	1
SG .545 3/8 CI	CAST IRON .545 o.d./ .372 i.d./ 2.000 LONG	1
SG .545 5/16 N	NICKEL .545 o.d./ .309 i.d./ 2.000 LONG	1
SG .547 11/32 N	NICKEL .547 o.d./ .342 i.d./ 2.000 LONG	1
SG .555 11/32 N	NICKEL .555 o.d./ .342 i.d./ 2.000 LONG	1
SG .565 11/32 CI	CAST IRON .565 o.d./ .341 i.d./ 2.000 LONG	1
SG .565 5/16 N	NICKEL .565 o.d./ .309 i.d./ 2.000 LONG	1
SG .603 11/32 NL	NICKEL .603 o.d./ .342 i.d./ 2.000 LONG	1
SG .620 11/32 N	NICKEL .620 o.d./ .342 i.d./ 2.000 LONG	1
SG .620 11/32 NO	NICKEL .620 o.d./ .342 i.d./ 2.000 LONG, TAPERED NOSE	1
SG .745 11/32 N	NICKEL .745 o.d./ .342 i.d./ 2.000 LONG	1
SH .502 11/32 P	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.000 LONG	1
SH .502 11/32 PL	PHOSPHOROUS .502 o.d./ .340 i.d./ 2.250 LONG	1
SH .502 5/16 M7BS	MANGANESE .502 o.d./ .309 i.d./ 2.250 LONG	1
SH .502 5/16 P	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.000 LONG	1
SH .502 5/16 P7	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.000 LONG	1
SH .502 5/16 P7 BS	PHOSPHOROUS .502 o.d./ .309 i.d./ 2.150 LONG	1
SH .504 11/32 P	PHOSPHOROUS .504 o.d./ .340 i.d./ 2.000 LONG	1
SH .545 11/32 P	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.000 LONG	1
SH .545 11/32 PL	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.250 LONG	1
SH .545 11/32 PLWBMC	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.250 LONG	1
SH .545 11/32 PWBMC	PHOSPHOROUS .545 o.d./ .340 i.d./ 2.145 LONG	1
SH .545 5/16 P	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.000 LONG	1
SH .545 5/16 PL	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.250 LONG	1
SH .545 5/16 P7	PHOSPHOROUS .545 o.d./ .309 i.d./ 2.000 LONG (BR 7)	1
SH .547 11/32 MG	MANGANESE .545 o.d./ .340 i.d./ 2.075 LONG	1
SH .547 11/32 MGL	MANGANESE .547 o.d./ .340 i.d./ 2.325 LONG	1
SH .547 11/32 P	PHOSPHOROUS .547 o.d./ .340 i.d./ 2.000 LONG	1
SH .547 11/32 PL	PHOSPHOROUS .547 o.d./ .340 i.d./ 2.250 LONG	1
SH .547 5/16 P	PHOSPHOROUS .547 o.d./ .309 i.d./ 2.000 LONG	1
SH .565 11/32 MGL	MANGANESE .565 o.d./ .340 i.d./ 2.325 LONG	1
SH .565 11/32 P	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.000 LONG	1
SH .565 11/32 PL	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.250 LONG	1
SH .565 11/32 PLO	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.250 LONG, OLD NOSE	1
SH .565 11/32 PWIL	PHOSPHOROUS .565 o.d./ .340 i.d./ 2.250 LONG	1
SH .565 11/32 SCR	SILICON .565 o.d./ .340 i.d./ 2.075 LONG, ROUND NOSE	1
SH .565 5/16 MG	MANGANESE .565 o.d./ .309 i.d./ 2.075 LONG	1
SH .565 5/16 MGL	MANGANESE .565 o.d./ .309 i.d./ 2.325 LONG	1
SH .565 5/16 P	PHOSPHOROUS .565 o.d./ .309 i.d./ 2.000 LONG	1
SH .580 11/32 P	PHOSPHOROUS .580 o.d./ .340 i.d./ 2.000 LONG	1
SH .580 11/32 PL	PHOSPHOROUS .580 o.d./ .340 i.d./ 2.250 LONG	1
SH .580 11/32 PW	PHOSPHOROUS .580 o.d./ .340 i.d./ 2.000 LONG	1
SH .603 11/32 P	PHOSPHOROUS .603 o.d./ .340 i.d./ 2.000 LONG	1
SH .625 11/32 P	PHOSPHOROUS .625 o.d./ .340 i.d./ 2.000 LONG	1
SHC .455 X 7MM	MANGANESE .455 o.d./ 7 mm i.d./ 1.970 LONG	1
SHC .502 11/32 ML	MANGANESE .502 o.d./ .340 i.d./ 2.250 LONG	1
SHC .502 5/16 AKM	MANGANESE .502 o.d./ .309 i.d./ 2.350 LONG	1
SHC .502 5/16 AKML	MANGANESE .502 o.d./ .308 i.d./ 2.750 LONG	1
SHC .502 5/16 AKMW	MANGANESE .502 o.d./ .308 i.d./ 2.500 LONG	1
SHC .502 5/16 MGL	MANGANESE .502 o.d./ .308 i.d./ 2.325 LONG	1
SHC .502 5/16 ML	MANGANESE .502 o.d./ .309 i.d./ 2.250 LONG	1
SHC .502 7MM MGXL	MANGANESE .502 o.d./ 7 mm i.d./ 2.575 LONG	1
SHC .502 8MM M7	MANGANESE .502 o.d./ 8 mm i.d./ 2.050 LONG	1
SHC .502 8MM ML7	MANGANESE .502 o.d./ 8 mm i.d./ 2.250 LONG	1
SHC .545 11/32 CIL	CAST IRON WITH LINER .545 o.d./ .340 i.d./ 2.000 LONG	1
SHC .545 11/32 M	MANGANESE .545 o.d./ .340 i.d./ 2.000 LONG	1
SHC .545 11/32 MG	MANGANESE .545 o.d./ .3385 i.d./ 2.075 LONG	1
SHC .545 11/32 ML	MANGANESE .545 o.d./ .340 i.d./ 2.250 LONG	1
SHC .545 11/32 MGIL	MANGANESE .545 o.d./ .3385 i.d./ 2.325 LONG, TAPERED	1
SHC .545 11/32 MGL	MANGANESE .545 o.d./ .340 i.d./ 2.325 LONG	1
SHC .545 11/32 MGXL	MANGANESE .545 o.d./ .340 i.d./ 2.575 LONG	1
SHC .545 11/32 MBL	MANGANESE .545 o.d./ .340 i.d./ 2.600 LONG	1

VALVE GUIDES / SMALL BLOCK

SUPPLIED BY BRODIX® AND C.H.E.

NOTE: BRODIX® CAN MAKE ANY SIZE SPECIAL GUIDES WHEN ORDERED IN QUANTITIES OF 50 OR MORE.
PLEASE CALL FOR PRICES AND DELIVERY.

PART #	DESCRIPTION	PER
SHC .545 5/16 M	MANGANESE .545 o.d./ .309 i.d./ 2.000 LONG	1
SHC .545 5/16 MG	MANGANESE .545 o.d./ .308 i.d./ 2.075 LONG	1
SHC .545 5/16 MGL	MANGANESE .545 o.d./ .308 i.d./ 2.325 LONG, TAPERED	1
SHC .545 5/16 MGL	MANGANESE .545 o.d./ .308 i.d./ 2.325 LONG	1
SHC .545 5/16 ML	MANGANESE .545 o.d./ .308 i.d./ 2.250 LONG	1
SHC .545 5/16 MGXL	MANGANESE .545 o.d./ .308 i.d./ 2.575 LONG	1
SHC .545 5/16 MBL	MANGANESE .545 o.d./ .309 i.d./ 2.600 LONG	1
SHC .545 7MM MGL	MANGANESE .545 o.d./ 7 mm i.d./ 2.325 LONG	1
SHC .545 7MM MGXL	MANGANESE .545 o.d./ 7 mm i.d./ 2.575 LONG	1
SHC .547 11/32 M	MANGANESE .547 o.d./ .340 i.d./ 2.000 LONG	1
SHC .547 11/32 MGL	MANGANESE .547 o.d./ .340 i.d./ 2.325 LONG	1
SHC .547 5/16 M	MANGANESE .547 o.d./ .308 i.d./ 2.000 LONG	1
SHC .547 5/16 MGL	MANGANESE .547 o.d./ .308 i.d./ 2.325 LONG	1
SHC .565 11/32 M	MANGANESE .565 o.d./ .340 i.d./ 2.000 LONG	1
SHC .565 11/32 MG	MANGANESE .565 o.d./ .3385 i.d./ 2.075 LONG	1
SHC .565 11/32 MGL	MANGANESE .565 o.d./ .340 i.d./ 2.325 LONG	1
SHC .565 11/32 ML	MANGANESE .565 o.d./ .340 i.d./ 2.250 LONG	1
SHC .565 5/16 M	MANGANESE .565 o.d./ .308 i.d./ 2.000 LONG	1
SHC .565 5/16 MG	MANGANESE .565 o.d./ .308 i.d./ 2.075 LONG	1
SHC .565 5/16 MGL	MANGANESE .565 o.d./ .308 i.d./ 2.325 LONG	1
SHC .565 5/16 MGXL	MANGANESE .565 o.d./ .310 i.d./ 2.575 LONG	1
SHC .565 7MM MG	MANGANESE .565 o.d./ 7 mm i.d./ 2.075 LONG	1
SHC .565 7MM MGL	MANGANESE .565 o.d./ 7 mm i.d./ 2.325 LONG	1
SHM .502 8MM M7	MANGANESE .502 o.d./ 8 mm i.d./ 2.050 LONG	1
SMG .502 8MM CM7	MANGANESE .502 o.d./ 312 i.d./ 2.050 LONG	1
SMG .502 8MM CM7 BS	MANGANESE .502 o.d./ 312 i.d./ 2.250 LONG	1
SMG .545 11/32 CM	MANGANESE .545 o.d./ 340 i.d./ 2.000 LONG	1



CRANKSHAFTS

LS BILLET CRANKSHAFTS

PART #	STROKE	MAIN	WEIGHT	ROD JOURNAL	BALANCE	MINIMUM ROD LENGTH	PER
BR C34636226125-8	3.622	2.559	57	2.099	1780	6.125	1
BR C34640006125-8	4.000	2.559	57	2.099	1780	6.125	1

SMALL BLOCK CHEVROLET COMPATIBLE FORGED CRANKSHAFTS

PART #	STROKE	MAIN	WEIGHT	ROD JOURNAL	BALANCE	MINIMUM ROD LENGTH	PER
BR C35037506000LW	3.750	350	46	2.100	1820	6.000	1
BR C35038756000LW	3.875	350	46	2.100	1820	6.000	1
BR C35040006000LW	4.000	350	50	2.100	1820	6.000	1
BR C35041256000LW	4.125	350	48	2.100	1820	6.000	1

BIG BLOCK CHEVROLET COMPATIBLE FORGED CRANKSHAFTS

PART #	STROKE	MAIN	WEIGHT	ROD JOURNAL	BALANCE	MINIMUM ROD LENGTH	PER
BR C45442506385	4.250	2.750	76	2.200	2300	6.385	1
BR C45443756385	4.375	2.750	76	2.200	2300	6.385	1
BR C45445006385	4.500	2.750	77	2.200	2400	6.385	1

BIG BLOCK CHEVROLET COMPATIBLE BILLET CRANKSHAFTS

PART #	STROKE	MAIN	WEIGHT	ROD JOURNAL	BALANCE	MINIMUM ROD LENGTH	PER
BR C45442506385B	4.250	2.750	77	2.200	2300	6.385	1
BR C45443756385B	4.375	2.750	78	2.200	2300	6.385	1
BR C45445006385B	4.500	2.750	77	2.200	2400	6.385	1
BR C45446256700B	4.625	2.750	77	2.200	2400	6.700	1
BR C45447506700B	4.750	2.750	78	2.200	2400	6.700	1
BR C45448756700B	4.875	2.750	78	2.200	2400	6.700	1
BR C45450006800B	5.000	2.750	79	2.200	2450	6.800	1



ALUMINUM CYLINDER HEAD OPTIONS

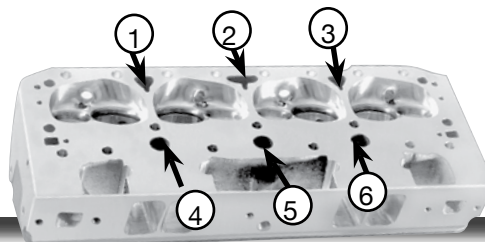
MISCELLANEOUS

PART#

PS VALVE JOB (SMALL OR BIG BLOCK) - COMPETITION RADIUS VALVE JOB AND GUIDES HONED
SS ANGLE MACHINE (SMALL OR BIG BLOCK) - MILLED ON AN ANGLE BEFORE BOLT HOLES ARE DRILLED IN HEADS, INTAKE FLANGE ANGLE CORRECTED TO MATCH
SS ANGLE MILL (SMALL OR BIG BLOCK) - MILLED AFTER BOLT HOLES ARE DRILLED, INTAKE FLANGE ANGLE CORRECTED TO MATCH, HEAD BOLT HOLES SPOT FACED
SS MD INJ (SMALL BLOCK ONLY) - HOLES DRILLED FOR DOWN NOZZLE INJECTORS
SS STAHL (SMALL BLOCK ONLY) - STAHL EXHAUST PATTERN DRILLED ON A STANDARD OR SPREAD PORT EXHAUST FLANGE (NOT AVAILABLE ON TRACK 1)
SS STEAM (SMALL BLOCK ONLY) - STEAM HOLES DRILLED IN HEADS FOR STREET USE ON 400 SMALL BLOCK
MS SOLID HEAD - SOLID CASTINGS OPTION
MS HIP HEAD - HIP PROCESS FOR ALUMINUM HEADS
SS HT - HEAT TREATING ONLY, DOES NOT INCLUDE ANY FINISHED WORK
PS MI M- MATCH INTAKE MANIFOLD TO HEADS
SS CC - CNC MACHINE PORT AND POLISH COMBUSTION CHAMBERS, ANGLE MILLING NOT INCLUDED
PS CC - HAND PORT AND POLISH COMBUSTION CHAMBERS, ANGLE MILLING NOT INCLUDED
PS CB - CLEAN VALVE BOWLS
SS CF - CORE FILING (CORE FILE SHEET MUST BE PROVIDED)
PS PKG WK - CLEAN BOWLS, MATCH INTAKE PORTS, AND VALVE JOB BARE HEADS
SS CUT REC GROOVES - MACHINE RECEIVER GROOVES IN HEADS
SS MACH 10 DEG DECK HOLES (BIG BLOCK) - MACHINE 10° DECK HOLES FOR EXTRA CLAMPING
SS HELI COIL EXH - HELICOIL EXHAUST
SS VALVE JOB REPAIR - COMPETITION RADIUS VALVE JOB, VALVE GUIDES FITTED, AND VALVE SEATS BLENDED
SS GLASS BEAD & CLEAN (REPAIR) - CLEAN AND BEAD BLAST REPAIR HEADS
SS REPAIR INSPECTION FEE (REPAIR) - INSPECTION FEE FOR REPAIR (HEADS OR BLOCKS)
SS CONICAL CHAMBERS - MACHINE FOR CONICAL COMBUSTION CHAMBERS
SHC UPG - CHE MANGANESE VALVE GUIDE UPGRADE
SS HARD ANODIZE - HARD ANODIZING FOR SALT WATER PROTECTION
SS POLISH SB - OUTSIDE POLISH OF SMALL BLOCK HEADS
SS POLISH BB - OUTSIDE POLISH OF BIG BLOCK HEADS
SS STRAIGHT - STRAIGHT SPARK PLUGS
MS A45 UPGRADE (PER SEAT) - AMPCO A45 SEAT UPGRADE
MS TITANIUM VALVE UPGRADE - TITANIUM VALVE UPGRADE (INTAKE OR EXHAUST)
MS INCONEL BR EXH VALVE UPG - BRODIX INCONEL EXHAUST VALVE UPGRADE
MS INCONEL MA EXH VALVE UPG - MANLEY INCONEL EXHAUST VALVE UPGRADE

OPTIONAL WATER CIRCULATION HOLES FOR SMALL BLOCK ENGINES

BRODIX heads do not have steam holes drilled in them; however, the head gasket can be modified to eliminate the need for steam holes. This example shows six holes in the deck of a BRODIX small block head. Lay a head gasket on the deck, noting where the gasket covers the holes in the deck; punch 3/8" holes in the head gasket. This procedure can be done to both head gaskets to improve water circulation.



PRODUCT SUPPLIER ABBREVIATIONS

PRODUCT SUPPLIER ABBREVIATIONS	AA - AAI	FP - FEDERAL MOGUL FEL-PRO	SA - SONNY'S AUTOMOTIVE
	AL - AUTOLITE	HV - HIGH VELOCITY	SC - SCE GASKETS
	AR - ARP	IS - ISKY	SD - SCOGGIN DICKEY
	AT - ATI	JR - JR MFG.	SE - SELF RACING HEADS
	B1 - KOFFEE'S PLACE	JS - JESEL	SHC - C.H.E. PRECISION INC.
	BR - BRODIX	KC - KEITH CRAFT	SI - SCORPION INDUSTRIES
	BT - BULLET CAMS	RACING ENGINES, INC.	
	BX - SCI TEX TRICK TITANIUM VALVES	KM - K-MOTION	SN - DURA-BOND
	CC - COMPETITION CAMS	MA - MANLEY	SS - BRODIX SHOP SERVICE
	CG - MONTCO	MG - MONTCO	STS - JEFF COLVERT RACING LLC
	MANUFACTURING		TD - T&D
	CH - CHAMPION	MO - MOROSO	TS - TOTAL SEAL
	CO - COMETIC GASKETS	MS - MISCELLANEOUS	US - U.S. SEAL CO.
	CR - CROWER CAMS	NG - NGK	WP - WELD TECH PORTED
	DT - DITTNER IND.	PAC - PAC RACING SPRINGS	
	DW - DEL WEST	PI - PIONEER	
	FG - FLATOUT GROUP	PS - BRODIX PORTING SHOP	

STANDARD SEAT & GUIDE APPLICATION CHART

HEAD	INTAKE SEAT PIN	L.I.D.	EXHAUST SEAT PIN	L.I.D.	INTAKE VALVE GUIDE	EXHAUST VALVE GUIDE
BR 7, STS BR 7, STS BR 7 273, BR 3, BP BR 3	P 2.300 3/8	1.812	P 1.680 3/8	1.345	SH 502 5/16 M7	SH 502 5/16 M7
STS BR 7 BS 273	P 2.300 3/8	1.812	P 1.680 3/8	1.345	SH 502 5/16 ML7	SH 502 5/16 ML7
BP BR 7 BS 285, BP BR 7 BS 300	P 2.300 3/8	1.812	P 1.680 3/8 A45	1.345	SH 502 5/16 ML7	SH 502 5/16 ML7
BR 7-3	P 2.250 3/8	1.812	P 1.650 3/8	1.345	SH 502 5/16 ML7	SH 502 5/16 ML7
BP BR 1-13	P 2.200 3/8	1.812	P 1.650 3/8	1.345	SAG 502 8MM CM7	SAG 502 8MM CM7
BR 5.3	P 2.131 3/8	1.812	P 1.650 3/8	1.345	SAG 502 8MM CM7	SAG 502 8MM CM7
-8,-10	P 2.200 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
-8,-10 PKG	P 2.200 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 P
-8 RI,-10 RI,-11 RI	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
-10X,-11X,-11,T1 STD X, STS T1 233,	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
STS T1 245, BP HH SB O 229, BP HH SB RO 225/234						
-10X,-11X,-11 PKG, 11 X ASCS, 11 X SUPR	P 2.250 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 P
BP 11 SP X,-10X RI,-12,-18	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
-12,-18 MINOR AND COMP. PORT	P 2.250 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 PL
-18 SP X	P 2.250 5/16 LID X	1.900	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
12 X 12	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SH 545 11/32 P	SH 545 11/32 PL
BP 13 STD	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SH 545 11/32 PL WBMCM	SH 545 11/32 PL WBMCM
FF 10 STD, WP FF 13 STD, WP BD 4510	P 2.350 3/8	1.960	P 1.680 X 450	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
12 X 12 RP	P 2.250 3/8	1.812	P 1.670 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
CV SP	P 2.270 3/8	1.812	P 1.650 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
CV SP MINOR AND COMP. PORT	P 2.270 3/8	1.812	P 1.650 3/8 LID	1.385	BH 545 11/32 P	BH 545 11/32 P
ST STD -1	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
T1 STD BARE, RR 180, RR 200	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
T1 STD PKG, SP CH, T1 FX, SP FO, SP MO	P 2.131 5/16 LID	1.845	P 1.650 3/8 LID	1.385	SH 545 11/32 P	SH 545 11/32 P
IK 180, 200 BARE, PKG, BP IK 210	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
IK 215	DBP 2.131 5/16	1.812	DBP 1.650 3/8	1.345	SAG 545 11/32 CM	SAG 545 11/32 CM
STS T1 215, STS T1 227, DS 225	P 2.200 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
-10X WT	P 2.250 3/8	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MG
BP 10 STD CX	P 2.250 3/8 A45	1.812	P 1.670 A45	1.345	SHC 502 11/32 ML	SHC 502 11/32 ML
-12 B WT,-12 P WT	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
-15 SP,-15 STD,-16 STD	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
-18 SP WT	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
-18 SP C,-18 SP C WT	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SHC 545 11/32 MG	SHC 545 11/32 MG
BP 18 SP C 269	P 2.280 3/8	1.812	P 1.670 3/8	1.345	SHC 545 11/32 MG	SHC 545 11/32 MG
BD 1000, WP BD 1000	P 2.250 3/8	1.812	P 1.670 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
BD 1010, WP BD 1010	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BD 2000, 2001, WP BD 2000, 2001	P 2.270 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BD 2300	P 2.280 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BP AK 270, BP AK 275, BP AK 285	P 2.270 5/16	1.812	P 1.650 3/8	1.345	SHC 502 5/16 AKML	SHC 502 5/16 AKM
GB 2000, 2001, 2002, 2003, 2100, 2200	P 2.250 5/16	1.812	P 1.650 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
GB 2300	P 2.270 5/16	1.812	P 1.650 3/8	1.345	BH 545 11/32 P	BH 545 11/32 P
GB 2400	P 2.280 3/8	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MBL	SHC 545 11/32 MBL
WP GB 2000, 2001, 2002, 2003, 2100, 2300	P 2.250 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
WP DR 1213	P 2.300 5/16	1.812	P 1.650 3/8	1.345	SHC 545 11/32 MGL	SHC 545 11/32 MGL
BB-1,-2,-2 PLUS, BP RR BB-2 PLUS, RR BB-2 X,	P 2.350 3/8	1.960	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
RR BB-2 XTRA, BP RR BB-2XTRA						
RR BB-O, RR BB-R	DBP 2.350 3/8	1.960	DBP 2.006 3/8 LIDO	1.675	BH 545 11/32 P	BH 545 11/32 P
STS BB-1,-2	P 2.350 3/8	1.960	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BP BB-2 PLUS, RR BB-2 PLUS	P 2.350 3/8	1.960	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BB-1,-2,-2 PLUS PKG, DS 320, DS 365	P 2.350 3/8 BP	2.000	P 2.006 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
BB-2X,-2 XTRA, BP BB-2 XTRA	P 2.350 3/8 BP	2.000	P 2.006 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BB-2X,-2 XTRA PKG	P 2.350 3/8 LID	2.040	P 2.006 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
RR BB-3 XTRA 345, BP RR BB-3 XTRA O,	P 2.460 3/8	2.000	P 1.960 3/8	1.625	BH 545 11/32 P	BH 545 11/32 P
BB-3,-4						
STS BB-4 XTRA	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID	1.625	BH 545 11/32 P	BH 545 11/32 P
BB-5	P 2.460 3/8 LID	2.040	P 1.960 3/8	1.625	BH 545 11/32 PSA5	BH 545 11/32 PSA5
BB-3 PKG,-3 XTRA 327/345/363, 3 XTRA O	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID	1.655	BH 545 11/32 P	BH 545 11/32 P
BP BB-3 XTRA, BP 3 XTRA O,	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID	1.655	BH 545 11/32 3XPI	BH 545 11/32 3XPE
BP HH BB 383	P 2.460 3/8 LID	2.040	P 1.960 3/8 LID A45	1.655	BH 545 11/32 3XPI	BH 545 11/32 3XPE
BP HH BB 383 MC, BP HH BB 395 MC	P 2.500 3/8 LID A45	2.040	P 1.960 3/8 LID A45	1.655	BH 545 11/32 3XPI	BH 545 11/32 3XPE
BR X	P 2.460 X .450	1.960	P 1.900 X 450 A45	1.625	BH 545 11/32 P	BH 545 11/32 P
BR X 18	P 2.600 X .450 A45	2.250	P 1.920 X 450 A45	1.625	BHC 502 5/16 BRX 18 M	BHC 502 5/16 BRX 18 M
SR 20	P 2.460 X .450	1.960	P 1.900 X .450 A45	1.625	BH 545 11/32 PSR	BH 545 11/32 PSR
BP PB 1200, 1201, 1202, PB 1203, BP PB 1204	P 2.580 X .450 A45	2.250	P 1.960 X .450 A45	1.625	BH 545 11/32 PL	BH 545 11/32 PL
PB 1800, 1801, 1802	P 2.500 3/8	1.960	P 1.960 3/8	1.625	BH 545 11/32 PLI	BH 545 11/32 PLI
BP PB 1803, PB 1803, BP PB 1600	P 2.500 3/8 LID A45	2.040	P 1.960 3/8 A45	1.625	BH 545 11/32 PLI	BH 545 11/32 PLI
PB 2005, BP PB 2005	P 2.580 X .450	2.250	P 1.960 X .450	1.625	BG 502 11/32 SSARL	BG 502 11/32 SSAR
BP PB 2002	P 2.610 X .450 A45	2.250	P 2.030 X .450 A45	1.625	BG 502 11/32 SSARL	BG 502 11/32 SSAR
DN-9	P 2.640 X .500 A45	2.250	P 1.920 X .450 A45	1.625	BH 545 11/32 PL	BH 545 11/32 PL
BP PB 5000, BP PB 5001, PB 5002	P 2.600 3/8 LID A45	2.040	P 2.006 3/8 LID A45	1.655	BH 545 11/32 PL	BH 545 11/32 PL
BP LH F 17 195, BP LH F 17 210	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 502 11/32 P	SH 502 11/32 P
ST 5.0, 5.0 R, BP ST 5.0 R	P 2.131 5/16 F	1.730	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
IK F 195	DBP 2.131 5/16	1.812	DBP 1.650 3/8	1.345	SAG 545 11/32 CM	SAG 545 11/32 CM
T1 F, STS T1 F 214 / 225, 27-223	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
BF 201, 202	P 2.250 5/16	1.812	P 1.670 3/8	1.345	SH 545 11/32 PL	SH 545 11/32 P
BP T1 F STD X RI	P 2.200 3/8	1.812	P 1.650 3/8	1.345	SH 502 11/32 PL	SH 502 11/32 PL
BP HH F 302	P 2.250 3/8	1.812	P 1.650 400 A45	1.345	SH 502 11/32 PL	SH 502 11/32 PL
B1 MO	P 2.350 3/8 BP	2.000	P 1.834 3/8	1.515	SH 545 11/32 PL	SH 545 11/32 PL
B1 MO MC	P 2.460 3/8	1.960	P 1.834 3/8	1.515	SH 545 11/32 PL	SH 545 11/32 PL
B1 BA, 27-222	P 2.131 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
B1 B1 MC	P 2.200 5/16	1.812	P 1.650 3/8	1.345	SH 545 11/32 P	SH 545 11/32 P
B1 BS, STS B1 BS	P 2.250 3/8 LID	1.845	P 1.834 3/8	1.515	SH 545 11/32 PL	SH 545 11/32 PL

CYLINDER HEAD REPAIR INFORMATION

An important advantage of a BRODIX aluminum head is the reliability. However, in the event of component failure resulting in head damage, the prime consideration is "Can I get speedy, economical repairs performed?" BRODIX offers a complete repair service.

We save 98% of the repairs returned to us. Estimates will be given, if requested, after examination of the heads.

Cost estimates are not given over the phone, email, or social media under any circumstances without examination of the heads. Please send a well written note along with your repair, explaining what you would like done. Please do not assume that we will catch everything. For example, cosmetic dings, bumps, and small cracks may not be repaired unless structural damage has occurred. **Please, let us know the details.** The note should have your complete address, telephone number, and shipping instructions for your completed repair. All repair heads are pressure checked for leaks. If you have any water or cosmetic problems you would like fixed, make a note of this.

All valve jobs are vacuum tested. If your repair requires a complete valve job and reassembly, we will need the cam specs and valve sizes.

In most cases it is suggested that you send in your repair heads unassembled. Although, in some instances it is necessary for BRODIX to have heads returned assembled so that the cause of the damage may be determined. If you have any questions please call.

Heads requiring a valve job take longer to repair. Unassembled heads should be cleaned before sending them to BRODIX. Do not put heads in vat tanks to clean, this will prevent the heads from having a good welding surface. Please clean heads with either a sandblaster or soap and water.

Spec Heads will not have a valve job done unless all valve seats are replaced.

When sending a Spec head in for repair please designate your sanctioning body or track affiliation.

All seats and guides will be removed if heads are to be heat treated. New seats and guides will be installed with an additional labor charge. If there is additional seat work to be done, make a note or there will be no seat angles cut after the seats have been replaced.

We do not repair any other brand of aluminum heads. All epoxy will be lost during the welding and heat treating processes. BRODIX cannot heat treat any other brand of aluminum heads other than BRODIX.

It is necessary to recheck combustion chambers and valve to piston clearance because BRODIX resurfaces the heads upon repair. We highly recommend that no one other than BRODIX weld on your cylinder heads because this normally causes problems. For example, welding could ruin the heads by making them soft or leaving pits of contamination.

Unless BRODIX does a valve job on your repair, cylinder heads will be returned unassembled.

BRODIX will replace any worn parts if requested. We can ship you the oversize or replacement parts if you can perform your own repair work. Guides are available in virtually all materials. Seats are available in ductile iron, Ampco 45, and tungsten steel.

Do not send your heads to BRODIX until you have been sent a Repair Order Number. No repairs will be accepted until the BRODIX Head Repair Request Form has been submitted, and a Repair Order Number has been issued. Visit brodix.com/repair for instructions.

SHIP REPAIRS TO:

BRODIX®

Attn: Repair Dept.

301 Maple Ave. • Mena, AR 71953

(479) 394-1075 FAX: (479) 394-1996

RACESAVER® Repairs: In the event a cylinder head needs to be repaired, a repair authorization must be obtained by contacting RACESAVER® at (540)923-4541 BEFORE attempting repairs. After repair, the cylinder heads, completely assembled with all valves, springs, retainers, studs and guide plates, must be sent to RACESAVER® for re-certification and registration. Recertified heads will be stamped with RACESAVER® & FGRS logos. The spirit and intent of RACESAVER® Engine Rules will prevail.

After getting a repair authorization from RACESAVER®, the heads may be sent to BRODIX® for repair with that number. Please send all heads COMPLETE (with all parts). If not, we will assume you want new parts and the price of the parts kit will be added to the repair cost.

Complete rules Web site: www.racesaver.com

For information on sanctioning requirements, rules clarification, or to order call

RACESAVER® Sprint Series at: (540)923-4541 (540)923-4543 Cell (540)229-1828

ATTENTION : VALVE SPRING WARNING FOR ALL PACKAGES

On all complete packages, it is very possible that your valve springs are not correct for your camshaft. All valve springs should be checked for compatibility to your camshaft. Severe wear of valve train components and severe engine damage could result from failure to do this. Check spring requirements before heads are installed on the engine. BRODIX requires you to supply the valve springs for any engine that has a flat tappet camshaft with over .615 valve lift.

IF YOU NEED TECHNICAL ASSISTANCE CALL 479-394-1075 Thank You For Buying BRODIX!

WARRANTY DISCLAIMER

No warranties of any nature (expressed, implied, fitness of usage or merchantability) are given on these products. Seller undertakes no responsibility for any product sold. Additional disclaimers are within and are binding upon this contract. Due to the intended usage of products offered, all products are sold on an "as-is" basis, and no warranties of any kind, whether written or oral are made by Brodix, Inc., its agents or employees. All implied warranties, including the implied warranties of merchantability and fitness are expressly excluded, and the buyer bears the entire risk as to quality performance and use of these products. Brodix, Inc. will assume no responsibility of personal injury, labor or other injury arising out of the usage of high performance racing parts or products. Any defective part will be handled between the original manufacturer and the buyer. Brodix, Inc. reserves the right to change specifications, prices and discontinue parts without notice. Installation of Brodix heads may adversely affect the vehicle manufacturer's warranties, and may violate State and Federal laws when vehicles so equipped are operated other than strictly off-highway. Brodix reserves the right to discontinue any product at its sole discretion and without any liability with respect to similar products already in the field. Some parts are not legal for sale or use on pollution controlled motor vehicles.

WHILE OUR PRODUCTS ARE USED ON MANY SUPER-CHARGED APPLICATIONS SUCCESSFULLY, PLEASE BE AWARE THAT THERE IS A GREATER POTENTIAL FOR ENGINE DAMAGE DUE TO THE POSSIBILITY OF TUNING ERRORS.

All BRODIX heads (excluding IK®, ASCS, and SUPR castings) sold as bare castings will include the valve bowls blended, the intake ports matched, and a competition valve job.



HOW TO ORDER LIKE A PRO

Here are some handy tips that will allow our sales department to ensure that you receive exactly what you need without problems or delay.

- 1.) If you are a BRODIX customer, please have your customer number ready when you call. Please write it down for future reference.
- 2.) Have your complete mailing and shipping addresses ready. Include: name, name of business, street address, and zip or postal codes. Please specify all correct spellings.
- 3.) Remember, it is best to ship your order to an address where someone is able to receive it. Having the UPS driver leave thousands of dollars worth of parts on your front porch is a sure way to create problems.
- 4.) Please have your order ready when you call. Give part numbers when possible. If you are uncertain as to the correct parts you need, one of our technicians will help you with your order.
- 5.) All first time customers must prepay with Credit Card, Postal Money Order, or Cashier's Check.
- 6.) We accept Credit Cards, Postal Money Orders, or Cashier's Checks with no waiting time for prepayment. Any other form of prepayment has a two week waiting period (Certified Check, Company or Personal Check, Official Check, Money Order, etc.) for the check to clear the bank. After prepayment has cleared the bank, your order will be processed as soon as it is available to ship. If you choose to prepay with a Credit Card, we need the following to process your order: your name as it appears on your card, card number, expiration date and the bill-to address for your card.
- 7.) A daytime phone number is required. We need some way to reach you during normal business hours if a problem arises with your order.

Notice: If your order is in stock and you need it shipped the same day, you must call before 11:00 a.m. CST; and we will do our best to ship the order that day.

BRODIX makes every effort to ship all in stock orders within 24 hours, but please plan ahead and allow sufficient time for your parts to get to you. (See UPS delivery map below)

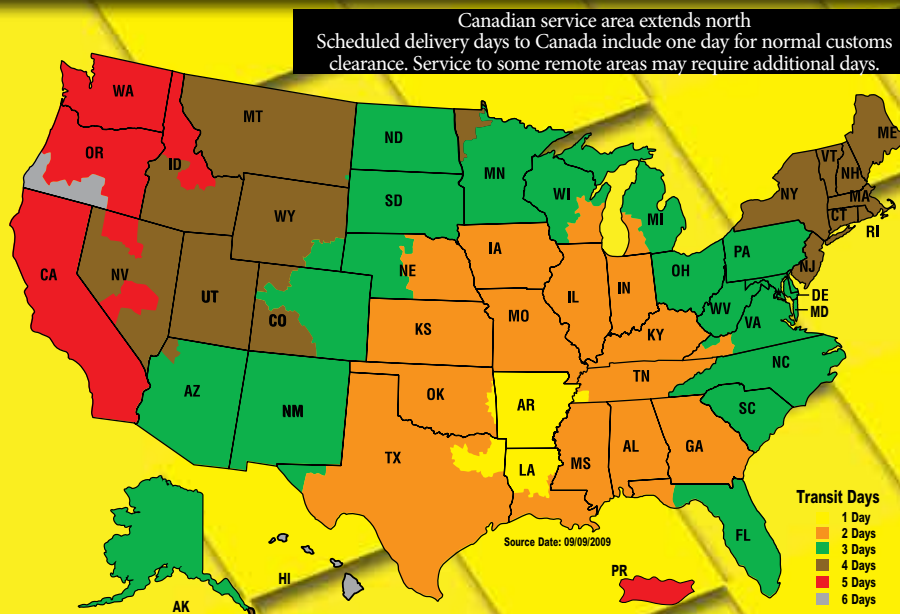
PRODUCTS PURCHASED FROM BRODIX® MAY BE SUBJECT TO SALES TAX.

TERMS

Insufficient checks must be replaced with Cashier's Checks. Customers will be responsible for any collection fees and/or bank charges.

Credit Card	Mastercard, Visa, American Express, and Discover are accepted for payment if the order is shipped to the billing address on the card. In order to process a credit card order, we need the card number, expiration date, name on the card, and the bill-to address of the card.
C.O.D. Cash	Payments accepted for C.O.D. Cash shipments are Cashier's Check or Postal Money Order.
C.O.D. Check	Company Check acceptance must be pre-approved through our credit department. Our sales personnel cannot change your account payment status. Please do not ask! Only checks from a company that has been approved for C.O.D. Check will be accepted as payment.
Prepayment	Prepayment will save you the C.O.D. fee. Prepayment can be made by Credit Card, Wire Transfer, Postal Money Order, or Cashier's Check. Payments made with Certified Check, Company or Personal Check, Official Check, Money Order, etc. will delay your order a minimum of 16 days until the check has cleared our bank. If wiring money, please call for details on fees and account numbers.
Open Account	Terms for all open accounts are Net 30 Days. Payments are due 30 days from <u>date of invoice</u> . Past due accounts are subject to be changed to C.O.D status.

We offer UPS NEXT DAY AIR, UPS 2nd DAY AIR, UPS 3 DAY SELECT, and UPS GROUND SERVICE.
UPS Scheduled delivery days from Mena, AR



ALASKA
UPS Next Day Air
UPS 2nd Day Air
Service to some remote areas may require additional days.

ENTIRE STATE
OF HAWAII
UPS Next Day Air
UPS 2nd Day Air

PUERTO RICO
UPS Next Day Air
UPS 2nd Day Air



ORDERING OUTSIDE THE CONTINENTAL US

No C.O.D. orders will be shipped outside the continental United States. All orders must be prepaid in U.S. dollars from a U.S. bank account. Wire transfers are preferred. If wiring money, please call for details on fees and account numbers. Any additional duty or tariffs will be the responsibility of the purchaser. If the freight charges will be prepaid, please call for the amount.

SPECIAL ORDERS

All special orders must be 100% prepaid. All special orders are NON-RETURNABLE and NON-REFUNDABLE.

PRICES

Every effort possible will be made to hold published prices; however, all prices are subject to change without notice. We cannot accept responsibility for printing errors in price listings.

RETURNS

No merchandise will be accepted for return without prior authorization. Special orders are not returnable. A 15% restocking charge will be applied to all returns other than apparel. No returns are accepted more than 30 days after invoice date. Apparel purchases may be returned within 30 days for a full refund minus original shipping charges. All returns/exchanges of apparel must contain all the original packaging. Clothing items that have been altered or worn may not be returned unless they are defective.

REFUSED SHIPMENTS

All expenses resulting from a refused shipment will be the responsibility of the customer. Notice will be sent regarding this amount, and the amount will be carried as a balance due. Further shipments will not be made until BRODIX is reimbursed for the expense. In order for us to reship an order that has been refused, the full amount plus the refused freight must be prepaid.

SHIPPING AND HANDLING CHARGES

The freight charge for your order will be made up of the following costs:

1. Shipping and Handling Charges
2. C.O.D. Fee (\$19.00 per box) if Applicable
3. Insurance Charges

INSUFFICIENT CHECK FEES

In the event of an insufficient check, final payment plus fees will be due immediately in the form of a cashier's check.

CLAIMS

All merchandise is counted and cleared by quality control prior to shipment. Claims for damage, shortage, and loss in transit must be made within five days of receipt to both the freight carrier and BRODIX.

Mailing Address: Brodix, Inc.
P.O. Box 1347
Mena, AR 71953

Shipping Address: Brodix, Inc.
301 Maple Ave.
Mena, AR 71953

Order, Tech, and Information Line:
Phone (479) 394-1075 (8:00 a.m. thru 5:00 p.m. CST)
24-hour Fax (479) 394-1996

DISCLAIMER

Brodix®, Race-Rite®, The Big Duke®, IK®, and Brodix Track 1® are trademarks of Brodix, Inc. All other company names and product names are trademarks of their respective holders and are included for identification and descriptive purposes only. Use of other company names and product names is in no way meant to imply that we are sponsored or endorsed by those companies.

CUSTOMER PRICING NOTICE

Use Cash and Save!
Prices are listed at a cash discount of 2.95%.
You are saving instantly if you pay with your check.
If you pay by credit card,
you will not be taking advantage
of the 2.95% cash discount,
and the difference will be added to your purchase.



WARNING: Cancer and
Reproductive Harm-
www.P65Warnings
.ca.gov

IMPORTANT NOTICE

This catalog has been completed using our best efforts. We assume no liability for errors contained herein. Our website is updated on a regular basis and can be used to supplement the information contained herein.

It is the responsibility of the installer to ensure that all of the products are correct before installation. Proper assembly always requires that the installer measure all tolerances for proper clearance. We assume no liability for any errors made in product selection or installation

BRODIX reserves the right to add surcharges to your invoice based on material prices and current market conditions. Please contact us for current pricing information at the time of your shipment.