

CATALOG #'S

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| 1949 -1953 | <p>1115: 8.0:1 compression ratio with a 3/16" base relief and stock bore & stroke. Compression ratio increase is approximately 3/10 of a point with each 1/8" increase in stroke.</p> <p>1116: Features a "raised roof" combustion chamber design that is intended to support high lift cams, or for use in applications requiring decreased compression; such as supercharged engines or to run on low octane fuel.</p> |
| 1938 -1948 | <p>1125: 8.0:1 compression ratio with a 3/16" base relief and stock bore & stroke. Compression ratio increase is approximately 3/10 of a point with each 1/8" increase in stroke.</p> <p>1126: Identical to 1125, except features Edelbrock's original Block Letter Logo for a vintage look.</p> <p>1127: Features a "raised roof" combustion chamber design that is intended to support high lift cams, or for use in applications requiring decreased compression; such as supercharged engines or to run on low octane fuel.</p> <p>1128: Identical to 1127, except features Edelbrock's original Block Letter Logo for a vintage look.</p> |

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION

Edelbrock Aluminum Flathead Cylinder heads are designed for Ford & Mercury 24-stud V8 engines. These cylinder heads feature a rugged, ribbed design featuring a large water capacity and excellent breathing characteristics. Individual features are listed above.

ADDITIONAL PARTS & INFO

HEAD GASKETS:

For 1938-1948: Use Edelbrock #7394 or equivalent (dependent on bore size)

For 1949-1953: Use Edelbrock #7393 or equivalent.

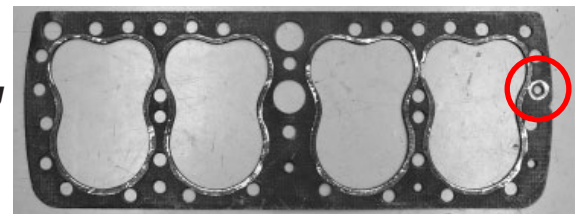
NOTE: Those who require a water bypass must drill the cylinder head deck using their gasket as a template. A 1/4" diameter hole should be adequate.

HEAD STUDS:

For 1938-48(P/N's 1125 & 1126): use Edelbrock P/N 8505

- With offset generator bracket (P/N 1144or 1155) use Edelbrock P/N 8506 to supplement P/N 8505

For 1949-53 (P/N's 1115 & 1116): use Edelbrock P/N 8502



COMPRESSION RATIO: These heads will yield an 8:1 compression ratio with a 3/16" base relief and the stock bore and stroke. There is a 3/10 ratio increase for every 1/8" increase in stroke.

SPARK PLUGS: A 14mm, 3/4" reach, gasket seat, 5/8" hex sparkplug is recommended, such as Champion RC12YC, RC14YC, or equivalent. Heat range will vary with different combinations and conditions. Use anti-seize on spark plug threads to prevent thread galling!

INSTALLATION

Installation is the same as for stock, except for torque values and sealants. Please note specifications below:

NOTE: It is the customer's responsibility to check valve to cylinder head clearance prior to final assembly. Failure to do so could result in serious engine damage.

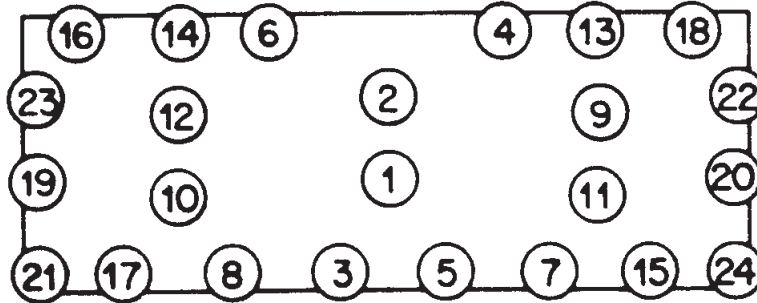


FIGURE 1 - CYLINDER HEAD FASTENER TORQUE SEQUENCE

- Torque to 55 ft./lbs.
Torque in 3 steps: 20, 40, 55 ft./lbs
- Re-torque required after initial warm-up and cool-down
 - Re-torque after each of three (3) hot-cold cycles for normally aspirated engines
 - Re-torque after each of five (5) hot-cold cycles for forced induction (blown) engines



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