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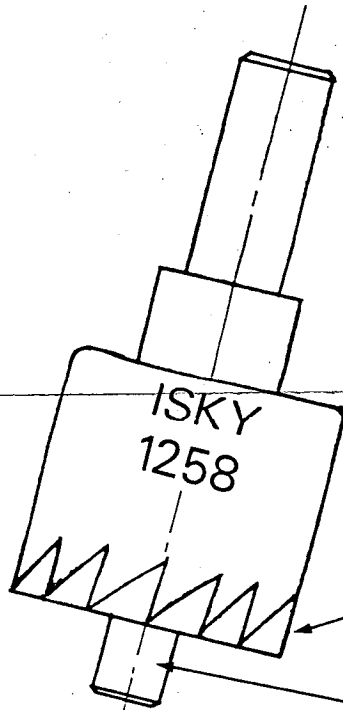
CYLINDER HEAD HOLESAWING PROCEDURE

CHRYSLER 426 ST. HEMI

383-440 V-8 B ENGINE

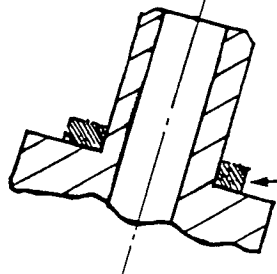
273-360 V-8 A ENGINE

When installing a racing camshaft with .525 or more valve lift, all Chrysler 426 Hemi, 383-440 and 273-360 V-8 Engines must have the cylinder head spring seats machined for dual valve springs. These engines have a common problem; the 1" dia. x 1/8" step around the top of the valve guide will not enable the inner spring to sit flush with the outer spring seat. The inner spring must sit at the level of the outer spring or a stack solid condition (coil bind) will occur before full lift. This drawing shows the proper procedure for this operation using the #1258 Holesaw.



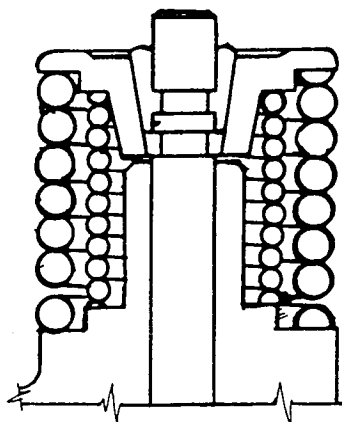
Drive with 1/2 H.P. electric hand drill 200-400 RPM and machine inner step until cutter barely kisses outer spring seat. Use one drop of oil on pilot stem only.

Specify valve stem pilot size: 426 Hemi — 5/16 dia.
B Engine — 3/8 dia.
A Engine — 11/32 dia. (early 273 engines)
— 3/8 dia. (all '66 & later engines)



This area must be machined so inner spring can seat flush with outer spring seat.

Stock Head Unmachined

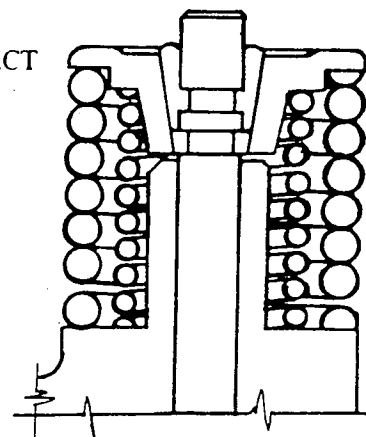


WRONG

Note inner spring stacks solid before outer spring, usually undetected by amateur mechanics.

Same Cylinder Head Machined with Holesaw

CORRECT



Note even at full valve lift there is no "STACK SOLID" condition because the 1/8" step has been machined off.

****Dangerous: THIS CAN DESTROY YOUR ENGINE**

GOOD, SAFE, PROPER PROCEDURE