



# 350 STAGE 1 STREET ELIMINATOR INSTALLATION

Your Serial Number

*Keep this serial number with your records*

**This sheet contains important information about your new TA Performance Aluminum Cylinder Heads. Keep for future reference.**

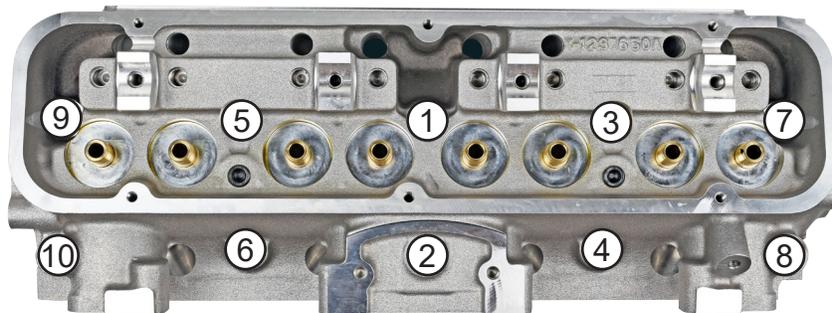
## Important Notes Prior To Installation

- These heads require the use of a TA 1128AL (Head Bolt Kit) or TA 1133AL (Head Stud Kit). If you already own a TA 1128 or TA 1133, you need to purchase Four (4) replacement bolts/studs (they are longer) to upgrade your kit to an Aluminum Head version.
- These heads require 5.160" long valves. You **CAN NOT** use valves from 350 iron heads. Correct valves are available from TA Performance TA 1082 (1.94" Intake Valve) TA 1083 (2.02 Intake Valve), TA 1092 (1.60" Exhaust Valve).
- When using roller rockers, the exhaust rocker will not sit directly over the exhaust valve, it will be off to the side. This is normal, due to the exhaust valve being moved from the factory location to allow the use of a larger intake valve. If you want to correct the exhaust rocker location, please call and speak with one of our techs.

**Note:** When torquing bolts it is important to use a continuous motion until necessary torque is obtained. If you stop prior to achieving the desired torque, break the bolt loose (about 1/8 turn from where you stopped) and redo.

**Note:** We recommend drilling (in the head gasket) a 5/16" or 3/8" coolant hole in the two positions on the exhaust side of the gasket correspond with the two coolant passages in the block.

1. Clean and inspect all hardware prior to installation.
2. To ensure proper thread engagement and accurate torque readings, clean all threads in the block. Chase threads if necessary.
3. Lubricate the bolt or studs, nuts and washers with ARP Ultra-Torque Fastener Assembly Lubricant. **TA Performance recommends using ARP Ultra-Torque Fastener Assembly Lubricant that is provided with our ARP bolt/stud kits as opposed to motor oil. This is due to inconsistencies in the clamping force of the fasteners when motor oil or other low quality lubricants are used.**
4. Install the cylinder heads.
5. Screw bolts/studs into the block hand tight. Install the washers and nuts onto the studs and tighten them hand tight.
6. Follow the recommended torque sequence on the figure below to tighten the bolts/nuts in two equal increments.



**Increment #1:** Torque all bolts to **40 ft/lbs** in sequence

**Increment #2:** Torque all bolts to **75 ft/lbs** in sequence (this is max/final torque)

During the next couple days we recommend re-torquing the heads three more times. First within 6-8 hours (or overnight) and once approximately 24 hours after that, and then again in another 24 hours or as time permits. In the torque sequence, one at a time, break the bolt/stud loose 1/8 of a turn, then re-torque it to full torque spec with one pull. I.E.: break #1 loose 1/8 turn then torque to 75 ft/lbs, break # 2 loose 1/8 turn and then torque to 75 ft/lbs, etc. **DO NOT** let the bolt/stud stop moving until it reaches full torque.

## NOTES

- Torque Intake Manifold bolts to 35 ft/lbs.
- On assemblies with dual valve springs that have open pressures above 280lbs on a flat tappet cam, we recommend breaking in the camshaft with the **INNER** springs removed, otherwise camshaft failure is more likely to occur. After proper cam break-in, re install the inner springs. Our TA 2125 valve spring compressor tool will make this task easier.
- To prevent corrosion, use an aluminum safe coolant with distilled water and a radiator/coolant conditioner such as RMI-25, available from TA Performance.
- Use a gasket type spark plug such as NGK BCPR9ES, R5671A-9 or equivalent.
- Use an anti-seize compound on the spark plug threads.