

WARNING!

PLEASE BE ADVISED THAT HEAT SOAKING AN ALUMINUM BLOCK ABOVE 250° F CAN DRASTICALLY AFFECT THE HARDNESS.

CLEANING TECHNIQUES THAT UTILIZE HEAT ARE NOT RECOMMENDED.

Please feel free to call or write if there are any problems or questions. We have a complete repair service available if block damage occurs.



BRODIX® STOCKS A FULL LINE OF REPLACEMENT AND REPAIR PARTS.



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.

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.
ALWAYS CONFIRM PRICE WHEN PLACING YOUR ORDER.
WE WILL MAKE EVERY EFFORT TO KEEP YOU INFORMED OF INCREASES.

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WARNING!

PLEASE CHECK THE BLOCK THOROUGHLY IN EVERY POSSIBLE WAY. IF YOU SUSPECT A DEFECT, CONTACT BRODIX, INC. OR THE DEALER IT WAS PURCHASED FROM BEFORE ANY WORK HAS BEGUN. BRODIX® WILL NOT BE RESPONSIBLE FOR VISIBLE DEFECTS AFTER ANY WORK HAS BEEN STARTED.

INSPECT THE BLOCK FOR DAMAGE FROM SHIPPING. INSPECT THE BLOCK OIL PASSAGES AND THREADED HOLES.

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.

ALL PLUGS, LOCKS, AND SCREWS MUST HAVE ANTI-SEIZE ON THE THREADS.

- The sleeves must be clearanced before initial installation of crank and rods.
- The block must be align honed and checked for bearing clearance.
- The cylinders must be finish bored and honed.
- You must check clearance before the final installation of crank, rods, pistons, and cam in the block.
- Wash the block thoroughly with soap and water, and blow dry with air.
- Install the rear cam plug with the o-ring and snap ring in place.
- Install all required water and oil plugs. See Diagram A and B.
- Apply anti-seize to all main and head stud threads before installation. Hand tighten only.

The BRODIX® cam bearing, part number 8B CAM BEARING, uses three 1/4 inch allen head cap screws to lock the center three bearings in place. The allen head cap screws must be fitted for the proper length. The front and the rear bearing will use spiral locks. Roller bearings are held into place on both sides with spiral locks.

General Instructions for Small Block Chevy Compatible Blocks

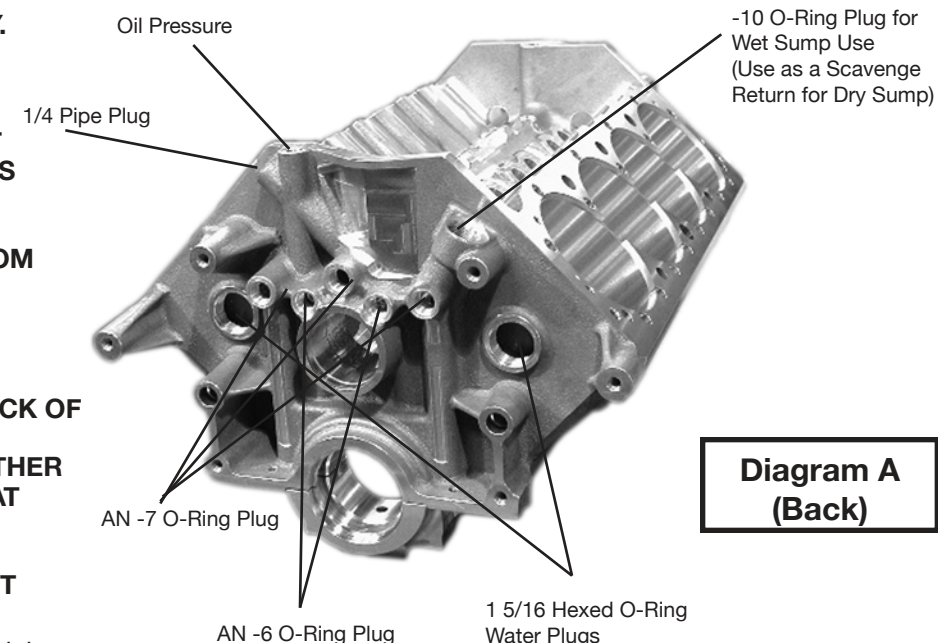


Diagram A (Back)

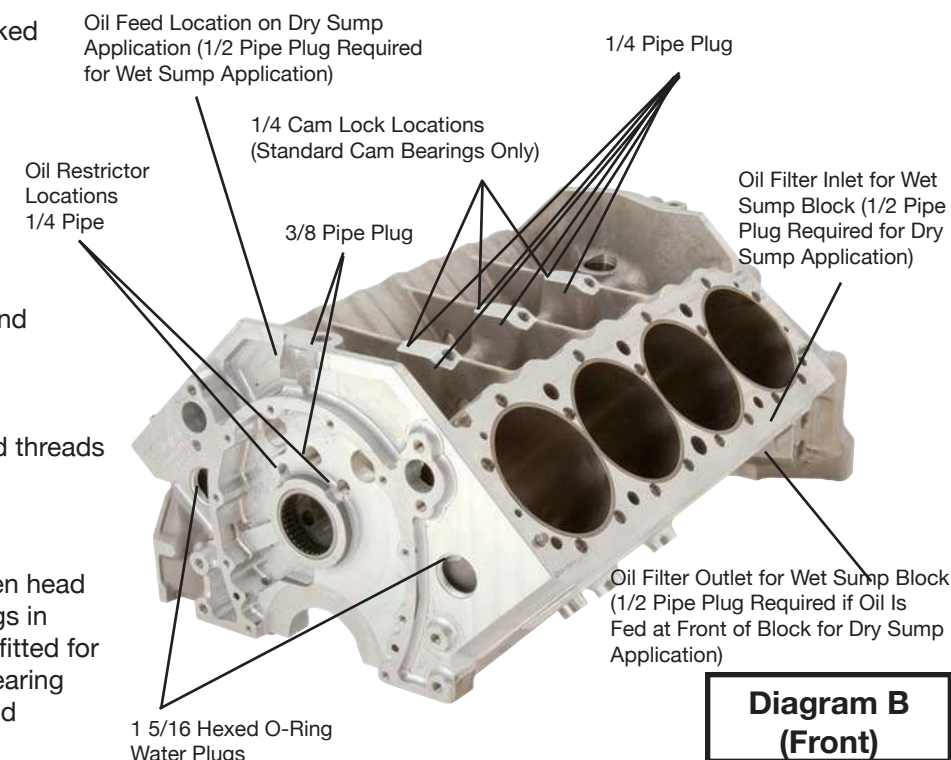


Diagram B (Front)

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Revised 3/5/18

BLOCK PART NUMBERS

- 8B 1000*: 400 MAIN BLOCK, 4.125 BORE
- 8B 1050*: 350 MAIN BLOCK, 4.125 BORE
- 8B 1100*: 400 MAIN BLOCK, 4.000 BORE
- 8B 1150*: 350 MAIN BLOCK, 4.000 BORE
- * PLEASE SPECIFY BELL HOUSING STYLE AND CAM LOCATION THAT IS DESIRED
- 8B 1200 C: 400 MAIN BLOCK, 4.125 BORE, STD BELL HOUSING
- 8B 1200 D: 400 MAIN BLOCK, 4.125 BORE, OPEN BELL HOUSING
- 8B 1250 C: 350 MAIN BLOCK, 4.125 BORE, STD BELL HOUSING
- 8B 1250 D: 350 MAIN BLOCK, 4.125 BORE, OPEN BELL HOUSING

MAIN CAP PART NUMBERS

- 350 ST-L: 350 ALL STEEL, LIGHTENED
- 400 ST-L: 400 ALL STEEL, LIGHTENED
- 350 AL/ST-L: 350 ALUMINUM FRONT AND REAR, STEEL CENTERS, LIGHTENED
- 400 AL/ST-L: 400 ALUMINUM FRONT AND REAR, STEEL CENTERS, LIGHTENED
- 350 TI: 350 TITANIUM FRONT AND CENTERS, ALUMINUM OR STEEL REAR
- 400 TI: 400 TITANIUM FRONT AND CENTERS, ALUMINUM OR STEEL REAR

Replacement Part Numbers

MAIN STUDS, NUTS, MAIN CAP BOLTS, AND WASHERS

- 8B MS 4500: 7/16 X 4.500 LONG
- 8B MS 4100: 7/16 X 4.100 LONG
- 8B MS/HS: WASHER FOR MAIN STUD
- 8B MS 12 PT NUT: 7/16 NUT
- 8B BOLT/12 PT 3/8: 12 POINT 3/8 BOLT
- 8B WASHER 3/8 H: 3/8 AN HARDENED WASHER

SLEEVES

- 8B SL 100-1010: 350 THICK WALL REPAIR SLEEVE ONLY
- 8B SL 100-1011: THICK WALL REPAIR SLEEVE ONLY
- 8B SL 100-1011 TD: 400 THICK WALL REPAIR SLEEVE ONLY FOR TALL DECK
- 8B SL 43-075: STANDARD 400 WALL SLEEVE
- 8B SL 43-075 A: STANDARD 350 WALL SLEEVE
- 8B SL 43-075 TD: STANDARD 400 WALL SLEEVE FOR TALL DECK
- 8B SL 43-075 TD 5: STANDARD 400 WALL SLEEVE FOR 9.500 TALL DECK
- 8B SL 41-535 4.170 ID, 4.365 OD STD DECK SLEEVE FOR 8B 1200 SERIES BLOCKS
- 8B SL 41-600 4.170 ID, 4.365 OD TALL DECK SLEEVE FOR 8B 1200 SERIES BLOCKS

HEAD STUDS

- 8B HS 3650: 3.650 X .4375
- 8B HS 4750: 4.750 X .4375
- 8B HS 5000: 5.000 X .4375
- 8B HS 5550: 5.550 X .4375
- 8B HS 6000: 6.000 X .4375
- 8B HS 6250 3/8: 6.250 X .4375 STEPPED TO .375 FOR -12 AND -18
- 8B HS 6300: 6.300 X .4375
- 8B HS 6600 3/8 H-11: 6.600 X .4375 STEPPED TO .375 FOR GB 2300
- AR 300-8303: 12 POINT 7/16 NUT
- AR AJN 12-1: 3/8 12 POINT NUT
- AR AJW 750: 3/8 WASHER
- 8B MS HS WASHER: 7/16 HS WASHER

PLUGS AND O-RINGS

- 8B PLUG/BLOCK
- 8B PLUG/-10
- 8B PLUG 814-6C: #6 AN ALUMINUM PLUG
- 8B PLUG 814-7C: #7 AN ALUMINUM PLUG
- 8B PPLUG ST 1/4: STEEL PIPE PLUG
- 8B PPLUG AL 1/4: ALUMINUM PIPE PLUG
- 8B PPLUG ST 3/8: STEEL PIPE PLUG
- 8B PPLUG AL 3/8: ALUMINUM PIPE PLUG
- 8B PPLUG ST 1/2: STEEL PIPE PLUG
- 8B PPLUG AL 1/2: ALUMINUM PIPE PLUG
- 8B O-RING/-10 PLUG: O-RING FOR -10 PLUG
- 8B O-RING/BLOCK PLUG

DOWELS

- 8B DOW/PULL: DOWEL FOR MAIN CAPS
- 8B DOW/RING: RING DOWEL FOR MAIN CAPS
- 8B DOW/TC HEAD: TIMING COVER HEAD DOWEL
- 8B DOW/TC FRONT: TIMING COVER DOWEL
- 8B DOW/BH 1.25: BELL HOUSING DOWEL 1.25 LONG
- 8B DOW/BH 1.50: BELL HOUSING DOWEL 1.50 LONG

CAM PLUGS

- 8B BOLT/CAM-LOCK: LOCK FOR CAM BEARING
- 8B RCAM PLUG BB: BIG BLOCK CAM PLUG
- 8B RCAM PLUG BB SPRINT: BIG BLOCK CAM PLUG FOR SPRINT
- 8B RCAM PLUG 55: 55 mm CAM PLUG
- 8B RCAM PLUG SPRINT: CAM PLUG FOR SPRINT
- 8B RCAM PLUG STD: CAM PLUG FOR STD BLOCK
- 8B O-RING/RCAM PLUG: O-RING FOR REAR CAM PLUG
- 8B ORING/RCAM PLUG BB: O-RING FOR BB CAM PLUG
- 8B ORING/RCAM PLUG 55: O-RING FOR 55 mm CAM PLUG
- 8B RCAM-SNAP RING: REAR CAM SNAP RING
- 8B RCAM BB RING: REAR CAM SNAP RING FOR BB CAM
- 8B SPIRAL LOCK: SPIRAL RETAINING RING
- 8B SPIRAL LOCK BB: SPIRAL RETAINING RING FOR BB CAM
- 8B SPIRAL LOCK 55: SPIRAL RETAINING RING FOR 55 mm
- 8B SPIRAL LOCK RB: SPIRAL RETAINING RING FOR ROLLER BEARING
- 8B RCAM SEAL: REAR CAM SEAL FOR SPRINT

CAM LOCATION AND SPECS

- STANDARD CAM LOCATION
- RAISED CAM LOCATION -.391
- USE WIDE BEARING WITH 1/4" LOCKS IN CENTER BEARINGS AND SPIRAL LOCKS ON THE TWO END BEARINGS
- AVAILABLE WITH BIG BLOCK CAM JOURNALS
- REQUIRES SPECIAL CAM BEARINGS AVAILABLE FROM BRODIX
- ROLLER CAM BEARINGS AVAILABLE UPON REQUEST
- 50 mm CAM BEARINGS AVAILABLE UPON REQUEST
- 55 mm CAM BEARINGS AVAILABLE UPON REQUEST
- 8B 1200 SERIES .391 RAISED CAM ONLY

ACCESSORIES

- AVAILABLE WITH OR WITHOUT A FUEL PUMP
- STANDARD BLOCK - STARTER BOSS ON RIGHT SIDE
- NO STARTER PROVISION ON SPRINT CAR BLOCKS
- HEAD STUDS AVAILABLE
- PLUG KIT INCLUDED FOR BLOCKS

MAIN CAPS

- 350 OR 400 MAINS
- BILLET STEEL MAIN CAPS STANDARD
- ALIGN HONE AVAILABLE

HEIGHTS OF BLOCKS

- 9.010 TO 9.510
- 9.010 TO 9.625, 8B 1200 SERIES

STROKE CLEARANCE

- STANDARD CAM LOCATION - 4.125
- RAISED CAM - 4.250
- RAISED CAM LOCATION HAS A WIDE PAN RAIL ONLY
- 8B 1200 SERIES, UP TO 4.375 STANDARD, 4.500 WITH ADDITIONAL MACHINING

BRODIX® SMALL BLOCK 350 / 400 WET SUMP

OIL PASSAGE MAP

BRODIX® has been the innovative leader in cylinder head quality and technology for the past 50 years. The BRODIX® block is no exception and is made from the highest quality virgin A-356 aluminum. The main webs have been reinforced to withstand all types of racing. This block is offered in several versions.

SLEEVES

- 4.000 OR 4.125 BORE WITH MAX BORE 4.155
- STANDARD: 4.2725 o.d. X 5.540 o.a.l.
- 9.300 TALL DECK: 4.2725 X 5.740 o.a.l.
- 9.500 TALL DECK: 4.2725 o.d. X 6.040 o.a.l.
- REPAIR SLEEVES AVAILABLE
- 8B 1200 SERIES, 4.180 MIN BORE, 4.250 MAX BORE
- 9.000 TALL DECK: 4.365 o.d. X 5.535 o.a.l.
- 9.600 TALL DECK: 4.365 o.d. X 6.000 o.a.l.

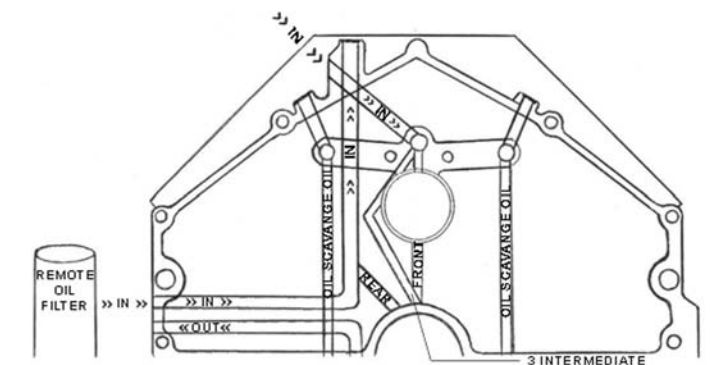
TORQUE SPECS

- OUTSIDE MAIN: 65 ft-lb TORQUE WITH LIGHT OIL
- INSIDE MAIN: 75 ft-lb
- FRONT AND REAR MAIN: 3/8 12 POINT 30 ft-lb
- HEAD TORQUE: 70 ft-lb

OILING SYSTEM

- PRIMARY OILING SYSTEM
- WHEN USING RAISED CAM BLOCK, OIL PUMP SHAFT MUST BE MODIFIED OR SPACER MUST BE INSTALLED UNDER WET SUMP OIL PUMP. (.350 THICK)
- REMOTE OIL FILTER ONLY

PRIMARY OILING SYSTEM



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