

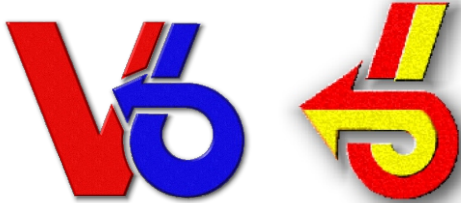
Head Series	
SI	SE
Your Serial Number	



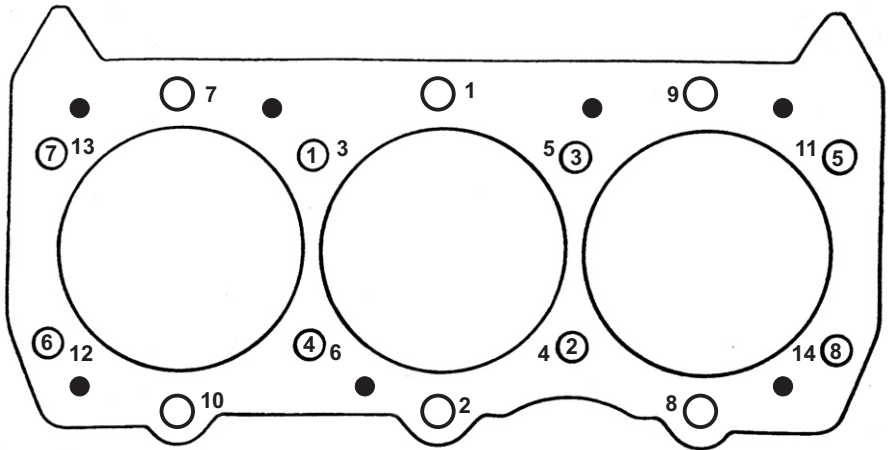
Contains Important Information About Your TA Aluminum Heads
Keep For Future Reference

Cylinder Head Instructions

Keep this serial number with your records



During the next couple of days we recommend re-torquing the heads three more times. First within 6-8 hours (or overnight) and once approx. 24 hours after that, and then again in another 24 hours or as time permits. This will provide the best seal for any gasket and will not require re-torque after the engine has been run. When re-torquing, be sure to break loose 1/8 to 1/4 turn then pull to full torque without stopping



Torque Sequence: Numbers inside the circle locations use for 8 bolt blocks. Numbers next to the circle locations use for 14 bolt blocks.

Torque Specifications: Head STUDS 70 lb-ft for Iron Blocks, 65 lb-ft for Aluminum Blocks, with oil as a lubricant.

Note: When torquing bolts it is important to use a continuous motion until necessary torque is obtained. We recommend that you leave 25 lb-ft difference between second to last and final torquing (example: 50 lb-ft then 75 lb-ft final torque). Otherwise the final torquing will just "click" without actually tightening. If this is the case or if you stop prior to achieving the torque, break the bolt loose (about 1/8 turn from where you stopped) and redo.

Head Stud Kits

Iron Production, Stage 1 & Stage 2 Blocks
Part Nos.

TA V1133A TA Street Intimidator (SI) and Street Eliminator (SE), (8 Bolt), 12 Point Nuts '86-'87 Buick Cylinder Blocks

TA V1133B TA Street Intimidator (SI) and Street Eliminator (SE), (14 Bolt), 12 Point Nuts Buick Stage 2 Blocks

TA V1128I TA Street Intimidator (SI) and Street Eliminator (SE), (8 bolt), Hex Head Bolt '86-'87 109 Cylinder Blocks

TA V3800 Series Aluminum Cylinder Block
Part Nos.

TA V1133A TA Street Intimidator (SI) and Street Eliminator (SE), (14Bolt), 12 Point Nuts

Additional Notes About Your Aluminum Heads

- To prevent corrosion, use an aluminum safe coolant with distilled water and a radiator/coolant conditioner such as RMI-25 or equivalent.
- Spark Plugs: Use NGK R5671A or equivalent. (see chart)

HYDRAULIC CAMSHAFT BREAK-IN USING DUAL VALVE SPRINGS



On applications that use this dual valve spring configuration and have open pressures above 300lbs, we recommend breaking in the camshaft with the *INNER spring removed*. Otherwise camshaft failure may occur. After proper cam break-in, re install the inner spring.

p/n **TA 2125A** valve spring compressor tool will make this task much easier!

Spark Plugs

Hotter ←		→ Colder	
R5671A-7	R5671A-8	R5671A-10	R5671A-11
Low Boost →		High Boost	
Low Compression →		High Compression	

Use an anti-seize compound on the spark plug threads



Torque INTAKE MANIFOLD Bolts to 35-40 ft lbs



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