

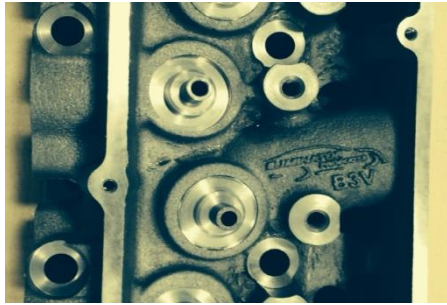
Eliminator Performance Products

F460, CJ:R and CJ:HP Tech Sheet (Rev 0)

On behalf of Eliminator Performance Products we would like to thank you for your purchase of an Eliminator 460 Performance head. Carefully read this tech sheet prior to any machining or assembly.

3 new cylinder heads by Eliminator, available in either cast iron or aluminum, all with OE 429/460 stock factory valve angles:

F460	A-460 style intake port (rectangle) with BBC exhaust flange;	(cast stamp: B3V & AC)
CJ:R	CJ intake port (oval) with BBC exhaust flange;	(cast stamp: B3V & BC)
CJ:HPCJ	intake port (oval) with BBF exhaust flange;	(cast stamp: B3V & BD)



Please verify cast stamps are for the cylinder head you purchased.

Uses any standard 429/460 wedge flat top piston (not Boss, not SCJ motorsport, not A-460).
OE 429/460 guide plates and stud girdles will fit perfectly (not Ford Racing SCJ, not TFS-A460)
Dome pistons must be full custom (scan chamber).

All versions are machined as blank. Meaning: completely machined except do not have seats or guides installed. Blank castings are intended for the engine builder to make or create the cylinder head best for their application.

Spark plug: 3/4" gasketed reach plug (example: Autolight Racing AR3933).

Weight: Cast iron are ~ 85 lbs,

Aluminum are ~ 32 lbs

Aluminum are 356 Virgin Aluminum, T6 heat treated

There are 4 types of CNC machine options available:

- CNC Chamber only
- CNC Chamber +1" into throat, in & ex port match with ~.090" overlap throughout
- Economy CNC; full CNC, but with ~.090" overlap throughout
- Racer CNC; full CNC with .030" overlap throughout

79cc chamber volume when chamber is CNC ported (measured with 2.250" intake and 1.720" exhaust valves).
Chamber is 74cc un-porting.

A460 intake runner volume 320cc BBC exhaust runner 138cc

CJ intake runner volume 318 cc with: BBF exhaust runner 134cc
or: BBC exhaust runner 138cc

These are extremely efficient, fast-moving port designs, with plenty of room for porting.

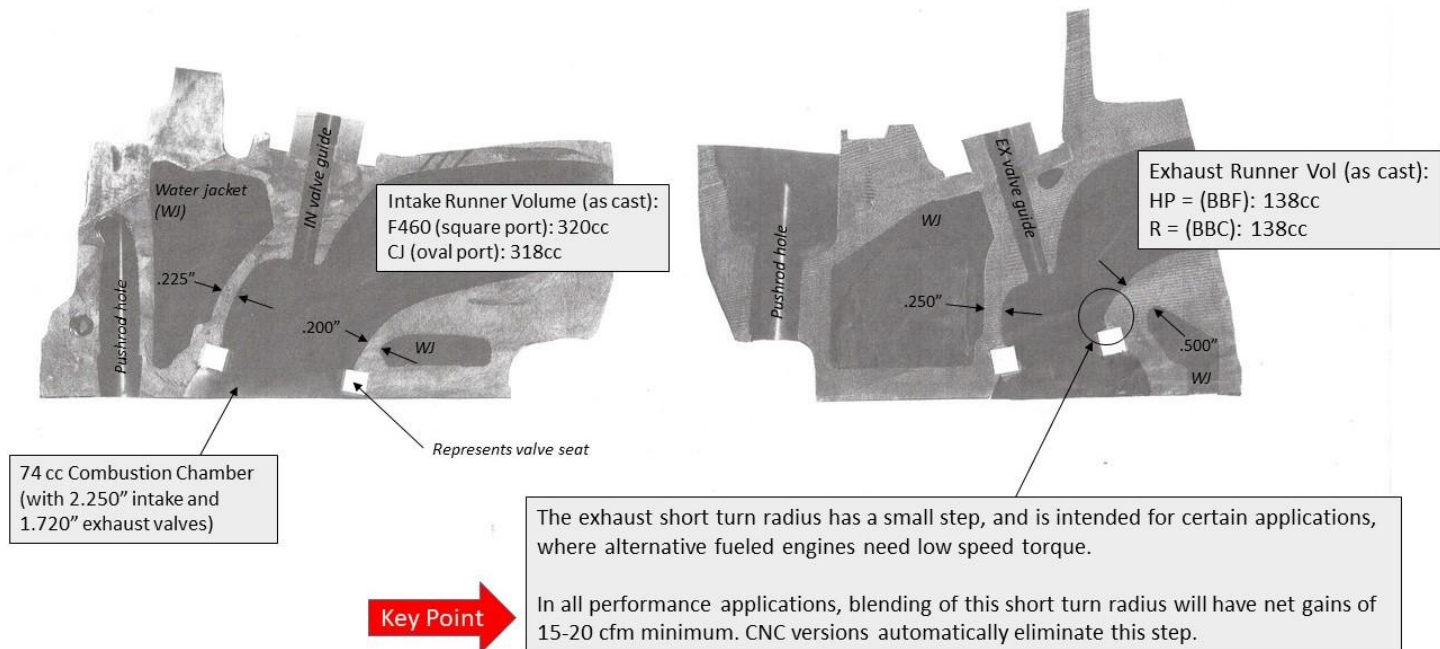
Available material around ports at closest point (approximately). See cut away view below for clarification:

Intake 'short turn' side: .200"

Intake 'long turn' side: .225"

Exhaust 'short turn' side: .500"

Exhaust 'long turn' side: .250"



Potential Valve hardware:

2.000" installed spring height

Intake Valve: Manley 11586
Exhaust Valve: Manley 11815 (lathe down to 1.720")
Valve Spring: PAC-1324
Retainer: PAC-R404
Loc: PAC-L8027

1.900" installed spring height

Intake Valve: Manley 11586
Exhaust Valve: Manley 10881/11843 (lathe down to 1.720")
Valve Spring: Comp 930
Retainer: Comp 6304
Loc: Comp 613

Call for hardware associated with 1.800" spring height (industrial applications)

Head bolts: Accepts OE style bolt; Engine Quest Part # HB370N, ARP Pro Series bolt Part # 2553701, or ARP Stud 155-4003. Note: requires thread sealer on intake bolts.

Flow numbers on a **blank** cylinder head with valve seats machined and minimal blend into throat:

F460 intake 370cfm @.850" with BBC (Race) exhaust 274cfm @.850"

CJ intake port 365cfm @.850" with BBC (Race) exhaust 255cfm @.850"

or BBF (HP; High Performance) exhaust 245cfm @.850"

If you have any questions, issues or suggestions to make our product line the best that it can be, please call or e-mail us, and thank you again for choosing **Eliminator Products**: (248) 408-4949.

Remember:

Life Goes By Fast... Go Faster!