



**VICTOR JR. CNC ALUMINUM CYLINDER HEADS**  
**for Big-block Chevrolet V8s**  
**CATALOG #6041\* (bare) and #6040\* (with valves)**  
**GENERAL INSTRUCTIONS**

---

- **PLEASE** study these instructions carefully before installing your new cylinder heads. If you have any questions or problems, do not hesitate to contact our **Technical Hotline at: 1-800-416-8628.**

- **DESCRIPTION**

Designed for competition big-blocks, this is a Mike Chapman CNC-ported version of the Edelbrock Performer RPM #6055 head, and is interchangeable with any standard port location high performance rectangular port big-block Chevrolet cylinder head. This new cylinder head offers "out of the box" bolt-on performance with no additional porting required. Capable of 700+ hp on a 468-inch engine with 12.5:1 compression, this head comes with 2.25" intake and 1.90" diameter exhaust valves, both using 11/32" stems in Serdi-machined ductile iron seats. The high-velocity design of these heads is ideal for race and high-performance street. Sold without valve springs or retainers for a variety of valve train combinations.

**NOTE:** This head has no exhaust crossover passage and will not work on any vehicle requiring EGR. This cylinder head is compatible with all 1965 & later big-block Chevy blocks.

#6040 cylinder heads come with stainless steel, one-piece, swirl-polished 2.25" intake and 1.90" exhaust valves with +.100"-long, under-cut stems for increased flow; 7/16" rocker studs and 3/8" guideplates. **Bare cylinder heads will have valve guides and seats installed, but will require final sizing and a valve job to match the valves you will be using.**

- **ACCESSORIES**

Although Edelbrock Street Cylinder Heads will accept OEM components (valve covers, intake manifold, etc.) we highly recommend that premium quality hardware be used with your new heads.

**HEAD BOLTS or STUDS:** High quality head studs or head bolts with hardened washers must be used to prevent galling of the aluminum bolt bosses. **Edelbrock Head Bolt Kit #8551 includes eight longer-than-stock bolts which must be used with these cylinder heads. If you use any other head bolts, you must use the eight head bolts and washers supplied with these heads in positions #15, #8, #2, and #7 in Figure 1.**

These positions will not accept stock length head bolts.

**ROCKER ARMS:** Roller rocker arms will be required if your camshaft has more than .500" lift. Stock rockers may require longer-than-stock pushrods to clear the valve springs.

**VALVECOVERS:** Because most roller rockers are physically larger than stock rockers, taller valve covers are usually required to clear them. Use Edelbrock Signature Series chrome valve covers #4680 or Elite Series polished aluminum valve covers #4280. If using Signature Series chrome valve covers #4680, check for adequate rocker-to-baffle clearance before starting engine. Some rockers may require filing or removal of the baffle for clearance.

**INTAKE MANIFOLD:** Although stock rectangular port intake manifolds will fit, the Edelbrock Victor Jr. CNC heads are matched in size and operating range with Edelbrock Victor Series intake manifolds #2902 or # 2907. Additionally, any manifold that matches Fel-Pro gasket #1211 may be used.

Rectangular port intake manifolds may be used as-is, or port matched to the same configuration as the cylinder heads for optimum performance.

**EXHAUST HEADERS:** Any 2-1/8" or larger header designed for original equipment heads will fit the Edelbrock Victor Jr. CNC heads. Exhaust ports are CNC profiled to match Fel-Pro #1411 exhaust gaskets which are recommended for this application.

**SPARK PLUGS:** Use 14mm x 3/4" reach gasketed spark plugs. Heat range will vary by application. If required for header clearance, use Champion "C" series plugs or equivalent which are 1/4" shorter than "N" series plugs.

**IMPORTANT NOTES:**

**Due to the revised spark plug location, you must check spark plug-to-piston dome clearance.**

**Use anti-seize on the plug threads to prevent galling in the cylinder head, and torque to 10 ft./lbs. Do not overtighten sparkplugs!**

- **INSTALLATION**

Installation is the same as for original equipment cylinder heads. Consult service manual for specific procedures, if necessary. For 454 and smaller Mark IV engines use Fel-Pro head gasket #1017-1 or equivalent. For 454 Gen V and Gen VI engines use Fel-Pro head gasket #1037 or equivalent. For 502 c.i.d. Gen V and Gen VI engines use Fel-Pro head gasket #1047 or equivalent. Be sure that the surface of the block and the surface of the head is thoroughly cleaned to remove any oily film before installation. Use alcohol or lacquer thinner on a

lint-free rag to clean. On Mark IV blocks, apply liquid teflon or suitable thread sealer to head bolt threads. On Gen V, Gen VI, and Bowtie blocks with blind bolt holes, apply oil or manufacturers recommended lubricant to head bolt threads. Torque short bolts to 65 ft./lbs. and long ones to 75 ft./lbs. in three steps following the factory tightening sequence (see Figure 1). A re-torque is recommended after initial start-up and cool-down (allow 2-3 hours for adequate cooling).

---

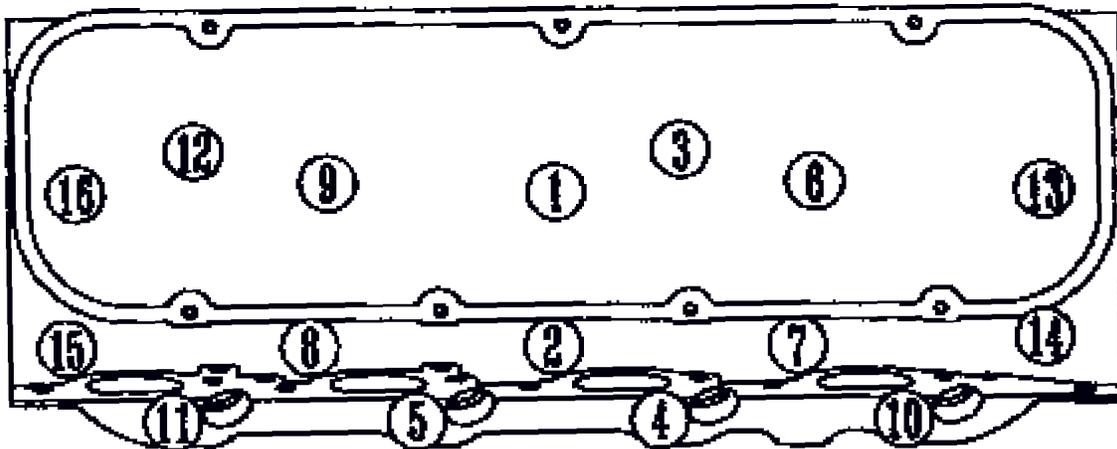
- **SPECIFICATIONS**

Head bolt torque:	65 ft./lbs. (short bolts; #11, #5, #4, and #10), 75 ft./lbs. (long bolts; all others)
Rocker stud torque:	45 ft./lbs.
Combustion chamber volume:	112 cc
Deck thickness:	9/16"
Valve Seats:	Hardened, interlocking, compatible with unleaded fuels
Valve Size:	Intake- 2.25", Exhaust- 1.90"
Valve Stem Diameter:	11/32"
Recommended Valve Spring Diameter:	1.54"
Recommended Valve Stem seals	2-ring positive oil control seals for 11/32" valve stems and .531" valve guide diameter

---

- **PLEASE** complete and mail your warranty card. Be sure to write the model number of this product in the "Part #\_\_\_\_" space.

**THANK YOU.**



*Figure 1— Tightening Sequence*