What's your opinion for head options
Posted by norman#99 - 08 Aug 2012 08:26

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The concave washers made it in from Germany!

The head that needs to be rebuilt again after 3 short years, due to these washers failing, is an early head, it is a 6 something, maybe 6A, so rumor has it they don't flow as well as the later 8A head. Also my 6A head is shaved about 47 thousands to increase compression to get closer to the 88 motor, the down to that is the timing is retarded as a result and you can't change the timing to make it equal to an 88 motor. I have access to an 8A head and rebuild cost is the same.

SO THE QUESTION IS, would it be best to build the 8A and lose the compression but gain on the flow and timing? Or just put the 6A early head back on with lesser flow, retarded timing but...with more compression??? I suppose another option is to build the 8A head and shave it, keeping the retarded timing issue but not the flow issue or compression??????? hmmmmm

Eric, any ideas on equalizing the early cars with this issue, I know this isn't the first post on this, but I am at the point in building another head and maybe it will be best to put the 6A back together if we can change the timing to match the later cars for the purpose of equalizing.

Thanks to all for your thoughts in this.

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Re: What's your opinion for head options
Posted by Sterling Doc - 08 Aug 2012 17:29

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Norman, when I cc'd my 6R head, it was identical to the 8R head I had. The strongest motor tested at Nationals last year had a 6R head, so they can make good power. BJ (Texas Region) found that a few of the very early 6R heads seemed to test out less, but this has not been confirmed. The heads BJ had, had a dimple in the intake, and seem to have '82 build dates. Strangely, both versions are "6R". The 6R heads shape leds itself to more quench area when heavily shaved, so they may work better on low compression motors, when you can shave them down until they look like this: