

Owens Racing ~ Build sheet. Name: Norman Gouger Date 8-17-06 Engine: 402^{SBC}

Block - OEM GM	Rods <u>MANLEY</u>	Pistons - SRP
Type - <u>IRON</u>	Type <u>4340 H-BEAM</u>	Type - <u>4032 ALLOY</u>
Bore - <u>4.155</u>	Length <u>5.700</u>	C.D. - <u>1.425</u>
Deck Height <u>9.00"</u>	Pr/Fl pin <u>FLOATING</u>	Dome Vol.
Main Caps - <u>OEM 1504</u>	Pin Cl.	Deck cl.
Bolts/Studs - <u>ARP STUDS</u>	Bolts <u>7/16 ARP 8740 1.600 UH</u>	Rings <u>1/16 - 1/16 - 3/16</u>
Torque - <u>70 FT LBS W/ MOLY</u>	Torque <u>80-85 .0052-.0056"</u>	Cyl. cl. <u>.0035"</u>
	Side Clear.	Valve cl.
	Rod Ratio	Pin Type <u>FLOATING</u>
		Pin cl. <u>.0008"</u>
		Ret. type <u>DBL-SPIROLOC</u>

Crankshaft CALLIES 4340	Stroke <u>3.750</u>	Main Brgs. <u>CLEVITE - 909H - STD</u>
		Rod Brgs. <u>CLEVITE - 663H - STD</u>
		Cam Brgs. <u>ENGINE TECH C/CHKO</u>

Mains	Dia.	CL	Rods	Dia.	CL	CL	Rings - ENGINE WORKS	Weights
1	<u>2.6484</u>	<u>0022</u>	1	<u>2.0991</u>	<u>0024</u>		Type - <u>DUCTILE MOLY</u>	Piston
2	<u>2.6484</u>	<u>0024</u>	2	<u>2.0991</u>	<u>0024</u>		Gap (Top) <u>.022</u>	Pin
3	<u>2.6484</u>	<u>0024</u>	3	<u>2.0991</u>	<u>0023</u>		Gap (2 nd) <u>.018</u>	Locks
4	<u>2.6484</u>	<u>0022</u>	4	<u>2.0992</u>	<u>0024</u>		Oil Tension <u>STD</u>	Rings
5	<u>2.6484</u>	<u>0029</u>	5	<u>2.0991</u>	<u>0024</u>			Rods Recip.
EndPlay		<u>-.005"</u>	6	<u>2.0993</u>	<u>0023</u>			Rod ROT
				<u>2.0991</u>	<u>0025</u>			Brgs.
				<u>2.0991</u>	<u>0024</u>			

CamShaft			Cam Drive			Oil System		
Manufacturer	<u>COMP CAMS</u>		Cam Drive			Oil System		
Cam Grind No.	<u>12-432-8/UT 8130-06</u>		Lifters			Type		
Installed @	<u>1040 CL</u>		Rockers			Oil Pmp		
Advance with	<u>DWEL</u>		Rocker/Ratio			Pikup		
	Intake	Exhaust	Rev. Kit			Pan		
Duration @ .050"	<u>230</u>	<u>236</u>	Stud Girdle					
Lobe Lift	<u>.340</u>	<u>.347</u>	Push Rods					
Lobe Separation	<u>110°</u>		P.R. Length					

	Intake	Exht.	@ <u>006</u> Seat Timing	Valve Open	*	Valve Close	
Seat Duration @ <u>006</u>	<u>282</u>	<u>288</u>	Intake (in Deg.)	BTDC <u>35</u>	*	ABDC <u>67</u>	Cam End Play <u>—</u>
Gross Valve Lift	<u>.570</u>	<u>.520</u>	Exhaust (in Deg.)	BBDC <u>78</u>	*	ATDC <u>30</u>	Base Circle <u>OEM</u>
Valve Lash (Hot)	<u>NYD</u>				*		

Cylinder Heads			Spring Locators		
Type	<u>DAFT PRO1 ALUM</u>		Head Bolts		
Port Work			Head Torque		
Chamber Volume	<u>64.6 CC</u>		Compression Ratio		
Int. Port Volume			Intake Manifold		
Ex. Port Volume			Intake Gasket		
Intake Valve	<u>2.020</u>	<u>MANLEY 11550-8</u>	Valve Spring	<u>Renegade 99893</u>	
Exhaust Valve	<u>1.600</u>	<u>MANLEY 10549-8</u>	Valve Spring Dia.	<u>1.465</u>	
Head Gasket			Retainers	<u>Comp 743</u>	
Comp. Thick/Vol.			Locks	<u>Comp 648-16</u>	
				Assembl. Height ~ In.	<u>1.820</u>
				Assembl. Height ~ Ex.	<u>1</u>
				Seat Pressure ~ In.	<u>146</u>
				Seat Pressure ~ Ex.	<u>1</u>
				Open Pressure ~ In.	
				Open Pressure ~ Ex.	<u>370 AT 570 LIFT</u>
				@ Lift	
				Coil Bind @	<u>1.150</u>

Owens Racing Engines

2308 1/2 N. Austin Pearland, TX. 77581 (281) 485-5257 Fax (281) 485-7336