

Chris,

Here is the info on the engine you just purchased..

511"

400 factory block

Main girdle

ARP main studs

Eagle 4.25" stroker crank

Eagle Rods(new bolts)

Ross Pistons

(The above rotating assembly was in a C/Gas car previously with 211 passes on it. All was checked and reconditioned, new rod bolts installed. The block was not the same block that was used there. It is a fresh 400 block that was line honed, bored and torque plate honed, rotating assembly was then all balanced and NEW main girdle was installed.)

Clearances are .0025-.0030/.0030

Clevite bearings and Total Seal rings

All balanced of course

Indy Maxx oil pump

Compression ratio is a bit over 12-1

Comp Roller .730/.730 lift 284/288 @ .050

Comp lifters(new)

KB Gear Drive

Indy 440-1 heads with full CNC port flow 390@.800(new valves and guide liners installed and honed)

1.6 ratio T&D rockers

Pac Springs, retainers, locks and caps

New 2.25/1.88 Manley Valves (11850-8/11813-8)

ARP Head studs

Trick Flow pushrods

Fel Pro Head gasket

Indy 400-14-3 Intake, Dominator flange

Motor is fresh on the stand here. We have not fired it since freshening. New rod bolts were installed and rods checked and resized. The short block with a lesser set of heads was in a 3100lb back half Demon that went 9.30's(a bit less compression now and a lot better cylinder head). The heads were on our dragster before my son drive it and it had a 557" engine in it and went 7.70's. Same thing manifold to pan, no ignition components etc.

Valvesprings are Installed at 1.965" are Pac 1226's/ Open pressure is 745lbs seat pressure is 293. Combustion chambers are 66.6 cc's, intake runner is 368cc's exhaust is 133.2 cc's. Retainer to seal clearance is .790".

Valve lash will be .020 on each side. timing will depend on fuel you use. Would like to see you start at 32 degrees with a locked out distributor, no advance mechanism. Fuel type will determine the ultimate number there. I know you had asked about E85 and that was our plan with this engine. We knocked some compression out as our local pump E85 is not really consistent, we have switched to buying it from drums and feel comfortable with plenty more compression now but hindsight :)

Would like to see you run Brad Penn oil UNLESS you go with E85..If you use E85 DO NOT use Brad Penn, they have seen issues with their oil in E85 in two stroke stuff and I have heard, although never seen issues with it in four stroke stuff. If you do decide to go E85 then I would run Joe Gibbs Driven oils. It is great oil to be sure.

You should get a box with two extra quarts of break in oil as well as some bolts for your oil pan and two baffles for the valve covers.

Al