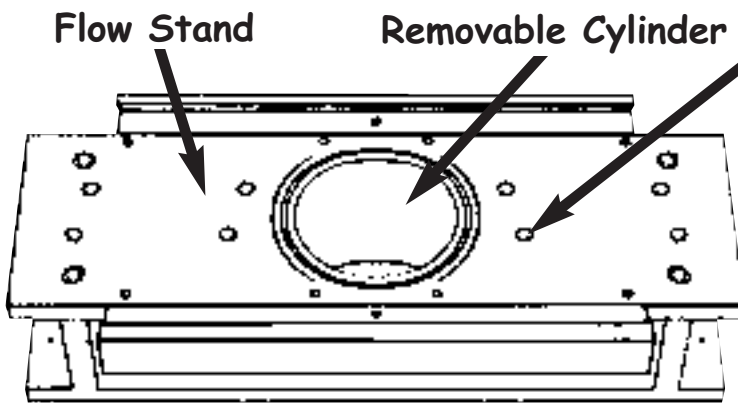


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Aluminum Flow Stand



Supplied .500" dowel pin locates bores of Slider over removable cylinder.

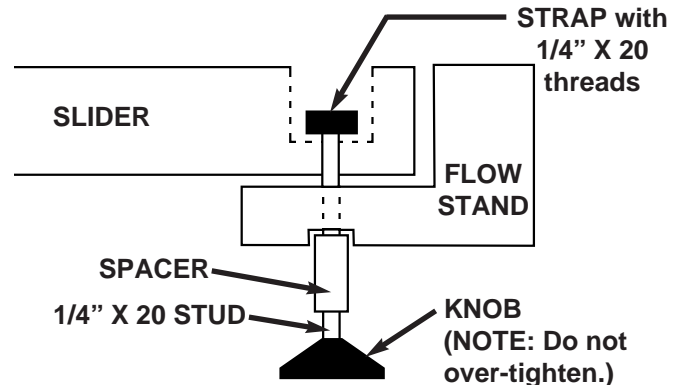
Our #1609T Flow Stand has the dowel holes for small and big-block Chevy and small-block Ford sliders.

For other sliders, new dowel location holes will have to be machined in the Flow Stand.

SLIDER INSTRUCTIONS:

1. Place the Slider on Flow Stand and slide it to observe the various .500" pin locations. Location holes are stamped for small and big-block Chevy and small-block Ford. Other applications will require additional holes.
2. Install the Slider Fastener Kit as shown at right.
3. A head gasket must be used between the Slider and the cylinder head.

#1630 Slider Fastener Kit



If a rubber head gasket is not available for the application, a used head gasket will work.

Care must be used so that the head bolts are of proper length for the type of head. Tighten head bolts lightly with a speeder wrench or palm ratchet.

TIP: It is not necessary to install all the head bolts. When testing an entire had, we usually install 6 or 8 head bolts.

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4. To flow test, simply position the Slider against the appropriate .500" dowel and gently tighten the Slider Fastener Kit knobs.

To flow test next cylinder:

- Loosen the Slider Fastener Kit knobs.
- Move the .500" locating dowel to the next position.
- Slide head and Slider against locating dowel.
- Re-tighten hold downs.

It's that simple!

ADDITIONAL TIPS:

Tip #1: Use Vaseline on the removable cylinder "O" ring.

Tip #2: Flow test the exhaust ports with a header installed. The flow numbers will usually be higher with a header, but the true advantage is that the exhaust port will be more sensitive to small changes with the header in place. We use a "sprint car" type header installed "up-side-down" so it exits to the right side of the bench. Using a header has several additional advantages: you do not have to move it to flow test other cylinders; a pipe can easily be installed to the end directing the hot air out of the room; and the head will not have to be turned around on the flow bench to flow the intake ports. We flow test with the intake side of the head facing forward, so we can adjust the position of the radius flow guide easily. With a header on the exhaust side, we never need to turn the head around.

Tip #3: Also, if you are using a header and flow testing just one cylinder, make certain that all the exhaust cylinders have the exhaust ports either taped off with duct tape or have exhaust valves installed. If the ports are not covered in some way, there may be a "draw" from the header tube, which may result in an inaccurate reading.

Tip #4: When flow testing the exhaust ports on SF600 type machines, by-pass as much air as possible to keep the machine cool. This can be accomplished by placing the right side flow lever halfway between "above and below 150 cfm."