Cylinder Head Reference

Year	Engine	Casting Number	Service Number
1964-65	273	2465315	2532080
1966	273	2536178	2536176
1967	273/318	2658920	2806213
1968-71	318	2843675	2843674
1968-71	340	2531894	2531902
1970	340-6 Bbl. T/A	3418915	3577053
1971	360	3418915	3418432
1972	318	2843675	3671637
1972	340/360	3418915	3671639
1973-74	318	2843675	3698615
1973-74	340/360	3671587	3698617
1973	360 w/air pump	3671587	3671873
1975	318	3769973	3769950
1975	360	3769974	3769952
1976	318	3769973	3769950-4027591
			4006335-4041001
1976	360	3671587-3769974.	3769952-4006337
1977-79	318	4027163-4027593	4027591-4041001
	360	4027596-4071051	4041003-4027594
			4071049-4071047
1980	318	4027163-4027593	4100405
	360	4027596-4071051	4100408-4100409
1981-83	318-std.	4027163-4027593	4100405
	318 High Performance	4027596-4071051	4100408-9

High Performance Cylinder Head

A bare machined cast iron head (does not include valves, springs, etc.), features special high flow exhaust ports, the latest swirl port intake shape and matched combustion chamber shape. Machined for production valve sizes for respective engines.

P4529268	High performance cylinder head–318 casting.
P4529269	High performance cylinder head–360 casting.

Cylinder Head Attaching Parts

P4120471	For standard heads. Includes 10 head bolts.
P4007666	For raced milled heads only. Includes head bolts and washers.
P4007712	Head bolt and spacer package. Required when porting W-2 heads. Includes two long bolts with spacers.

T/A Cylinder Head

The 340 T/A engine was produced in 1970. It was commonly called the 340-6 Bbl. since they all came with the 6-Bbl. carburetion system. These engines came with a special mechanical/adjustable valve gear. It was special in several ways and was not just the 273 mechanical valve gear installed on the 340 engine. The camshaft was hydraulic and the same as the 4-Bbl. unit. However, the pushrods and rocker arms were unique.

The rocker arms were adjustable, similar to what is required/mandatory with actual mechanical camshafts. They were heavier duty pieces than the 273 and the intakes were offset. While the standard rockers have a slight offset in them the offset on the T/As (intakes) are very noticeable. The large offset creates a left and right intake rocker. To go with these adjustable rockers, special pushrods were required with the sphere-and-cup end system. These pushrods were also made to a unique length for the 'A' engine.

To allow this "offset" mechanical valve gear to fit onto the engine properly, the T/A's cylinder head had to be changed. The 'A' engine pushrod passes through a machined hole in the cylinder head to get from the tappet to the rocker arm. With the offset T/A rocker arm on the head, the pushrod won't line up if it's put through the stock pushrod hole. Therefore, the T/A heads had the pushrod hole moved over to allow the pushrod to line up. The casting was not changed, only the machining was changed, for the T/A. Standard heads can't be used in the T/A application unless the special valve gear is swapped off. The original heads haven't been available new for many years.