



REV	DATE	DESCRIPTION
1	10-12-47	DESIGNED
2	11-12-47	REVISED
3	1-12-48	REVISED
4	1-12-48	REVISED
5	1-12-48	REVISED

PART NUMBER IN BRACKET LETTERS ABOVE IS HIGH

TOP IDENTIFICATION ON HEADS WITH ADDITIONAL RIBS

MUST BE CLEAN AND FREE FROM PAINT TO PROVIDE A GOOD METALLIC CONTACT BETWEEN HEAD AND CYLINDER HEAD STUD NUT

DRILL .3073-.3141
TAP 3/16-16 U.S.F. THD
P.D. .3344-.3382
CHAMFER .06145"
3 HOLES AS SHOWN

4 (484-489) DIA. DRILL
3/4 DIA. C. BOSS
MARR. 1/16 IN. PITCH TAP
PITCH DIA. .519-.523
4 HOLES

DRILL 5/8" TAP & PIPE THD
BRIGGS STD. USE GAUGE

.12R BLENDS TO .62R
BETWEEN THESE POINTS
ALL CHAMBERS

TOTAL ENGINE DISPLACEMENT 1342 CU. IN.
DISPLACEMENT PER CYLINDER 335.5 CU. IN.
COMPRESSION RATIO 6.40-6.54
VOLUME OF COMBUSTION CHAMBER HEAD ONLY 99.92 CC.
TOTAL CLEARANCE VOLUME 99.102 CC.
WHICH INCLUDES 10 CC. ALLOWED FOR SPARK PLUGS,
GASKET AND PISTON TOP LAND CLEARANCE LES
VALVES PROJECTED VOLUME.

THE MAXIMUM VARIATION IN ANY ONE HEAD - 300 CC.
GASKET VOLUME 13.24 INITIAL (THICKNESS .055)

HEAD & CYLINDERS
GRADE 'A' CAST IRON
BRINELL HARDNESS 179-207

SAND BLAST COMBUSTION CHAMBER - REMOVE ALL CORE SAND

GPW 6050

GPW-6050

(11) A-1534