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V8



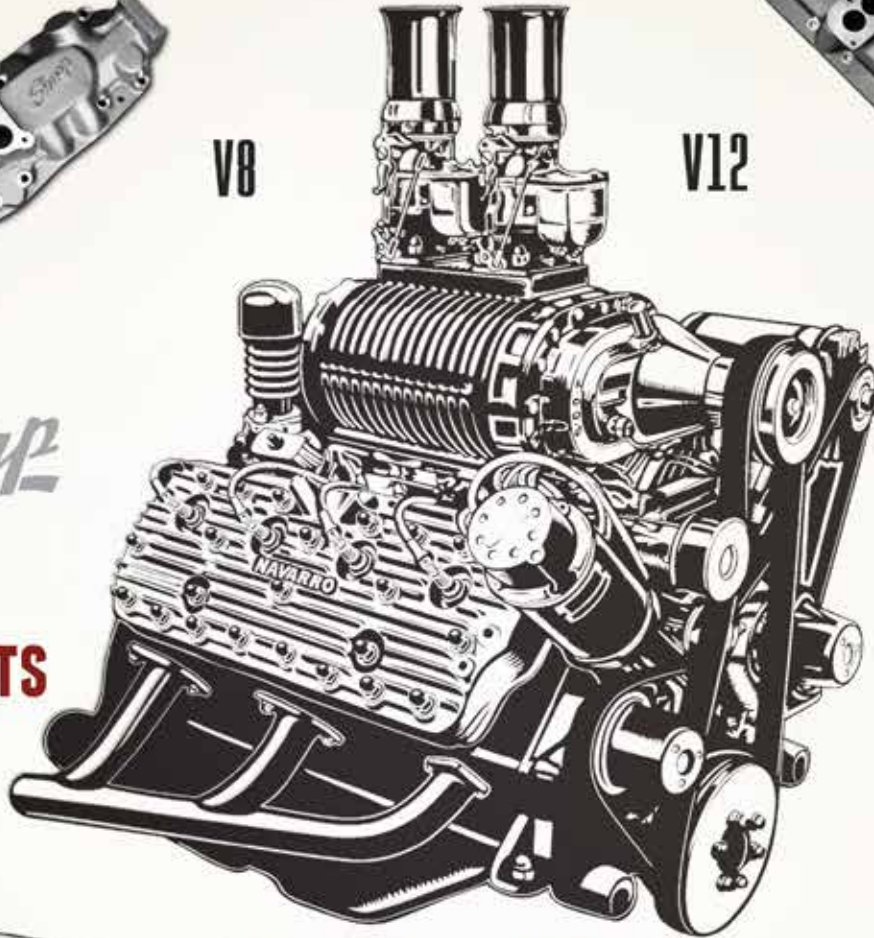
V12

*Sharp*

*AUSTIN*  
SPEED EQUIPMENT

FROM PARTS

TO TURN KEY



SHARP 21 STUD HEADS



AUSTIN V12 HEADS

**H \$ H**  
*Flatheads*



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THE  
 the carburetor the  
**AMERICAN ROAD**

8A378 PERFORMANCE HOW-TO **SA**

# Ford Flathead Engines

**How to Rebuild & Modify**

Tony Thacker and Mike Herman  
 Foreword by Ray Everham



**Step-By-Step Rebuild Procedures**

## ALL NEW BOOK

### STEP BY STEP, HOW TO REBUILD YOUR FORD FLATHEAD ENGINE

Ford Flathead Engines: How to Rebuild & Modify, veteran author Tony Thacker and flathead guru of H&H Flatheads, Mike Herman, take you step-by-step through rebuilding a vintage flathead. Thacker and Herman take you through the entire process of a rebuild, including teardown, parts inspection, machine shop processes, replacement part selection, re-assembly, start up, and break-in.



**Supercharging** Due to the unique design of the Navarro Duo-Duplex Manifold, a McCulloch Supercharger Collect installation fit provides all of the necessary items. The added center area of the 4-cylinder carburetor makes it possible to get full advantage from the McCulloch Supercharger. A full 2" intake boost pressure will be obtained in the intake manifold instead of the 1.4 pounds experienced with the stock carburetor and the supercharger.

**NAVARRO RACING EQUIPMENT**  
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### Torque Sequence

20    11    3                    4    12    21

**H&H FLATHEADS**  
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**PH: 818-248-2371**  
**FAX: 818-248-0161**



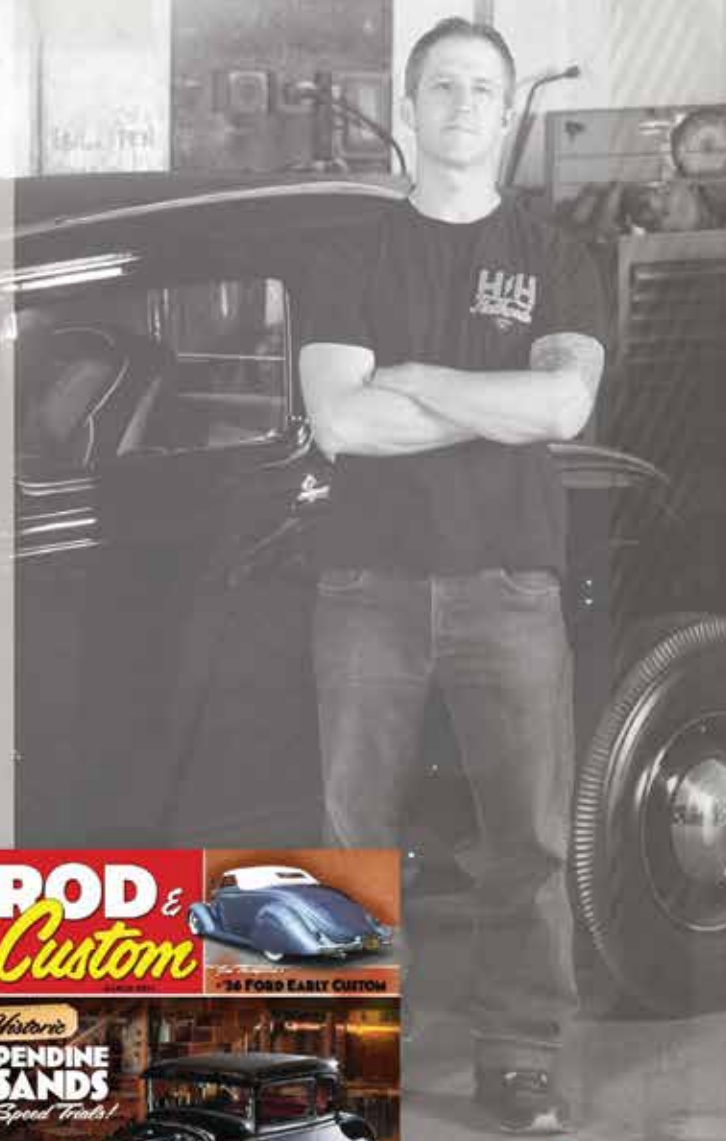
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▲  
**MIKE HERMAN**  
OWNER



*One Stop shop for all your Flathead needs!*

*Wally's*



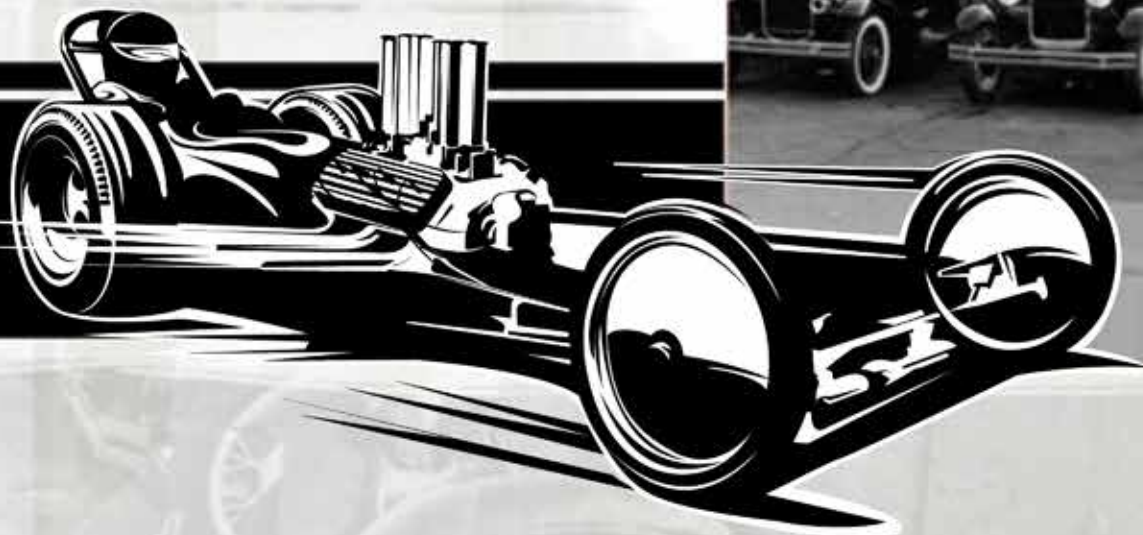
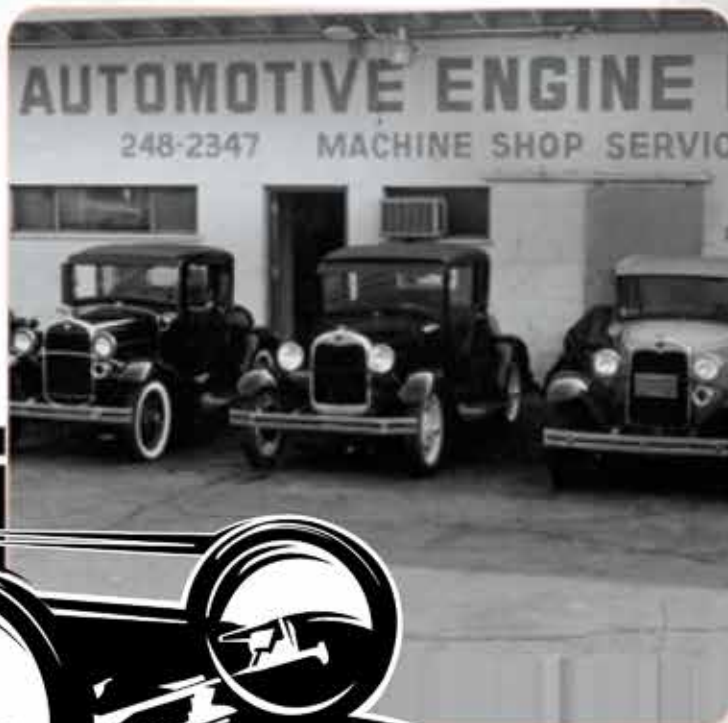
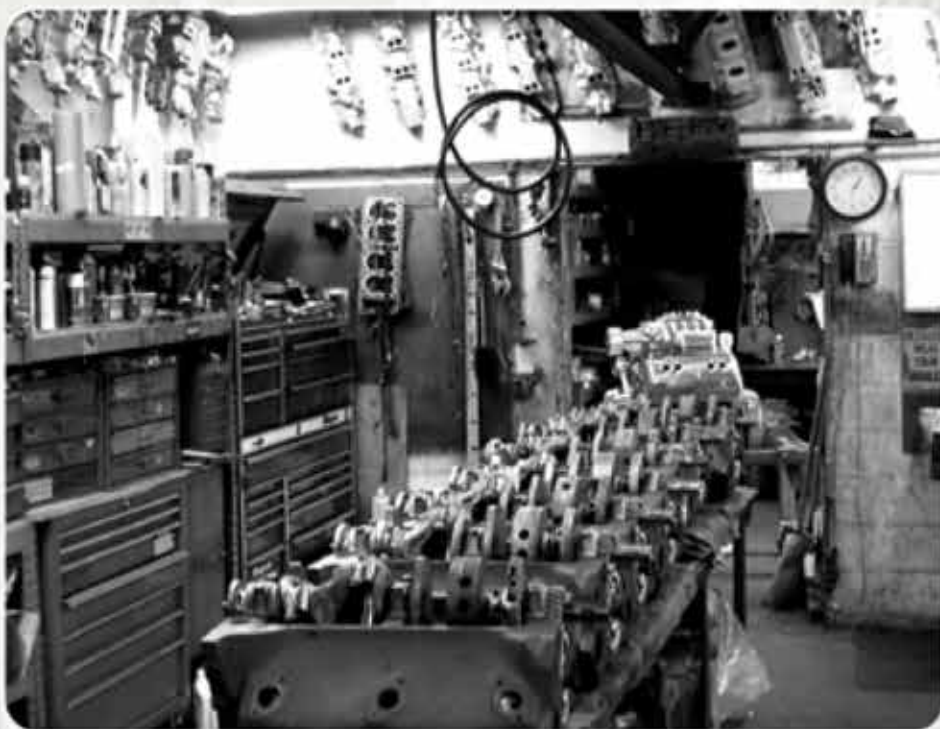


# HISTORY

H&H FLATHEADS

▶ H&H started in 1972 with rebuilding all early Ford engines from Model T, A, B's and V8 Flatheads. We have been in the same location since we opened the doors. It has been a family business and now it is in its 3rd generation of engine builders. Over the years we have continued to grow and expand our engine services. H&H Flatheads is now home to Navarro Racing Equipment, Sharp Speed and Power Equipment, Austin Speed Equipment and also the New S.C.o.T Blower. H&H has always been a family business and is headed up by Mike Herman on the V8 Flatheads,

We have always done all our own machine work in house and are the only shop to offer a ceramic pressure seal to all our motors. We continue to offer top quality machine work and all the parts necessary to rebuild history.



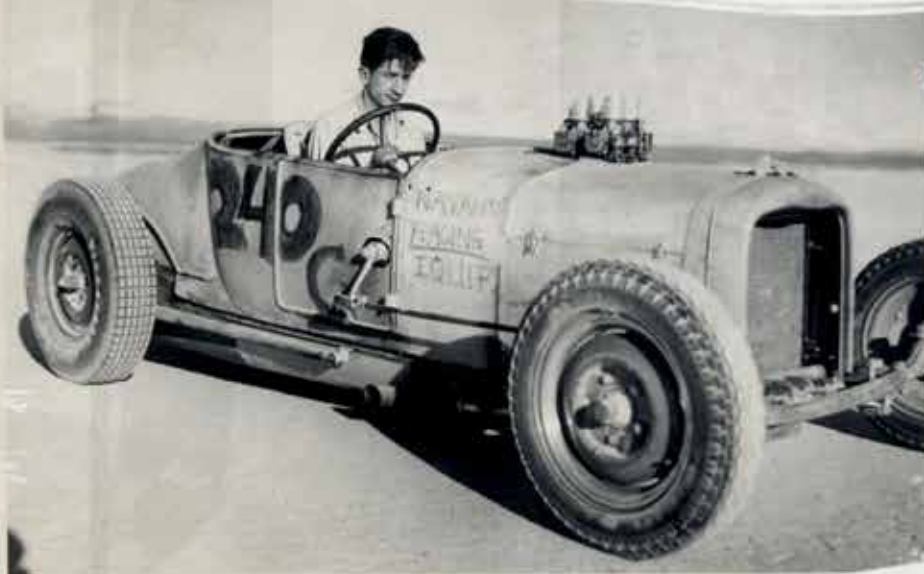


# Barney Navarro

Navarro Racing Equipment

▶ Barney Navarro started machining Weiland speed equipment right before he started making his own in 1947. He was a pioneer in the evolution of the flathead. He improved everything he touched. From help designing the runners of his manifold to enter the block at a 45 degree angle to act as an extension of the ports to making his manifold have a 180 degree pattern to distribute the fuel equally. He also made many improvements to his cylinder heads as well.

His greatest impact was at the salt lakes where he is a legend. He was the first to run a roots style 371 blower on a destroyed 24 stud motor 176c.i. and ran 146.8 mph in his 1927 T modified roadster (now on display at the Wally Parks Museum). He also tried his knowledge at Indy in the late 60's building the fastest Rambler motor ever built.

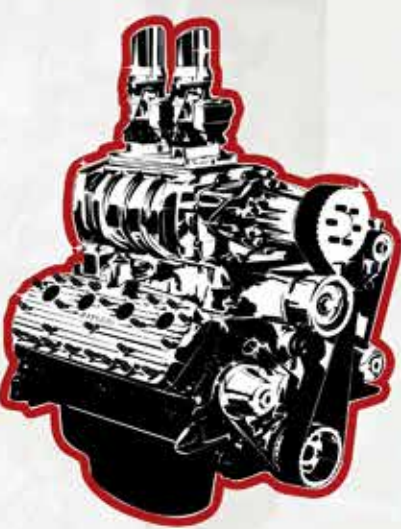


▶ The motor was 199c.i. dual turbo charged mechanical fuel injected with over 700 h.p. designed by Barney. Due to driver error and suspension failure he never qualified to race. Barney also developed the swing axel assembly used in Tom Beatty's belly tank which set numerous records using Navarro heads and manifolds.



1947





## Turn Key Motors

One Stop Shop for all your Flathead Needs

- ▶ We are the only ones to offer a variety of turn key motors. Which ever options you like, from stock motors to full blown flatheads and any where in-between. All of our motors can be bench run and shipped any where in the world. We use only top quality parts from Manley stainless valves, Isky springs and hollow body adjustable lifters, Scat cranks and Ross pistons and Navarro Racing Equipment. Every engine is backed with a 1 year 12,000 mile warrant.
- ▶ Complete Machining & Balancing
- ▶ V8 60 Custom Rebuilds





► BLOCKS

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► SLEEVE'S - 1 SLEEVE (SLEEVE INCD.)	\$90.00
- EACH ADDITIONAL SLEEVE (SLEEVE INCD.)	\$55.00
- ALL 8 CYLS. (SLEEVE INCD.)	\$400.00
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VALVE SEATS - 1 SEAT	\$45.00
STOCK 8 EX. SEATS	\$120.00
STOCK 8 IN. SEATS	\$120.00
- 8 BIG VALVE SEATS - IN.	\$160.00
- 8 BIG VALVE SEATS - EX.	\$160.00
(PRICING ABOVE INCLUDES SEAT)	
GRAND SEATS - 3 ANGLE	\$120.00
DRILL LIFTER BORES	\$45.00

► STUDS

NOTE ! BROKEN EASYOUTS OR DRILL'S ADDITIONAL

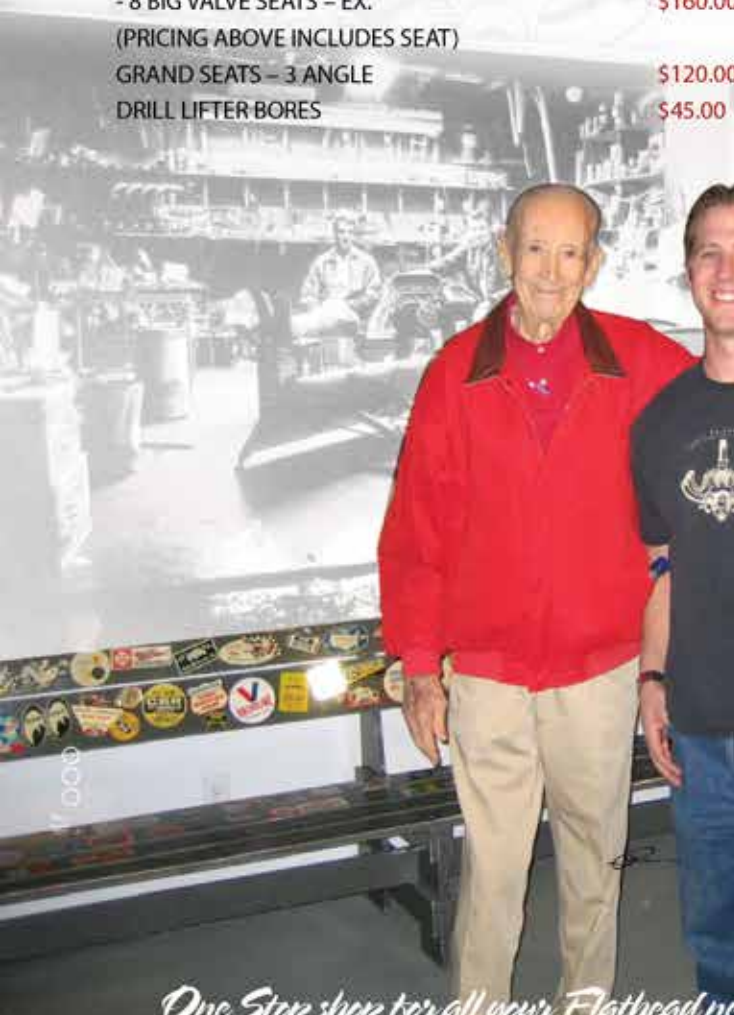
REMOVE HEAD STUDS	\$60.00
REPAIR BROKEN STUDS (1 STUD)	\$25.00
(EACH ADDITIONAL)	\$15.00
OIL GALLEY PLUG - REMOVE	\$10.00
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CONVERT BABBIT TO INSERT MAINS (INCLUDE CRANK GRIND MODIFICATION & BEARINGS)	\$750.00
ALIGN HONE MAINS	\$100.00
RELIEVE BLOCK - STOCK TYPE RELIEF	\$140.00
PORT & POLISHING (INCLUDES RELIEVING BLOCK)	\$675.00

► BALANCING

BALANCE ENTIRE ROTATING & RECIPROCATING ASSEMBLY	\$185.00
BALANCE FLYWHEEL ASSEMBLY	\$55.00

► ENGINE ASSEMBLY

SHORT BLOCK	\$450.00
FULL BLOCK	\$750.00
INCLUDING ALL SHEET METAL, WATER PUMPS, & MANIFOLDS CLEAN & PAINT ALL PARTS	



One Stop shop for all your Flathead needs!

Muller's





Blower Back Plate  
\$100.00



Blower Snout  
\$725.00 Unpolished  
\$800.00 Polished

## ★ Navarro 471 Blower Kit

Navarro Racing Equipment

- ▶ This kit comes completely polished and includes the Navarro 471 Blower manifold, 2 Water Pump Pulleys, Crank Pulley, Gilmor Belt Tensioner, 2 Gilmor Pulleys, 2 Generator Belt Tensioners, Pruned & Polished 471 Blower, Blower Snout, and 3 Carburetor Intake Manifold.

\$6500.00







**IS IT OVER?** HAS THE AUCTION BUBBLE BURST?

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CELEBRATING **75** YEARS OF THE FORD FLATHEAD

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But You Would Keep!

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## ★ New S.C.o.T Blower

Navarro Racing Equipment

- ▶ This is an exact reproduction will all updated internals. Using state of the art castings and improving the design of the original S.C.o.T. The kit comes with a manifold, crank pulley, tensioner, and water pump pulleys. Every thing you need to have the best looking and performing Flatty in town.

\$ 8,500.00 Polished

\$ 8,000.00 Unpolished







## Navarro 59A Heads

Navarro Racing Equipment

▶ Navarro Heads have been the best flowing and highest quality head on the market since the late 1940's. Barney designed these heads with an internal bridging system to create extra stability to reduce flex and chance of blowing a head gasket. He also designed a horseshoe style chamber which allows the motor to flow more freely. These heads are made from the highest quality 356 aluminum alloy from permanent patterns at the same 4th generation family foundry Barney Navarro has always used. The Navarro heads are a bolt-on item which will enhance the performance as well as appearance.

\$ 750.00 /pair



▶▶▶ Polish Extra

## 75cc Blower Heads

\$ 825.00 /pair

Navarro Racing Roadster

▶ Wally Parks Museum







All Heads Can Be Polished, Full : + \$375.00  
 Polished Sides and Fins Only : + \$250.00

◀▶ **Navarro High Dome Heads**  
 Navarro Racing Equipment

The high dome heads are a special high performance head only available at H&H. The design, along with the pad over the exhaust valve allows for good compression along with excellent breathing characteristics. These features along with larger valves, radiusing the combustion chamber walls behind the intake valves and filling portion of the valve bowl, produces over 30% more air flow and a similar result in horse power. A 2 pattern cam should be used with these heads. These heads have an area above the piston shaped the same as the early Chrysler hemi pistons. A ball or sphere reduces the surface area to the smallest unit of volume.

\$ 825.00 /pair



◀▶ **Navarro 8BA Heads**

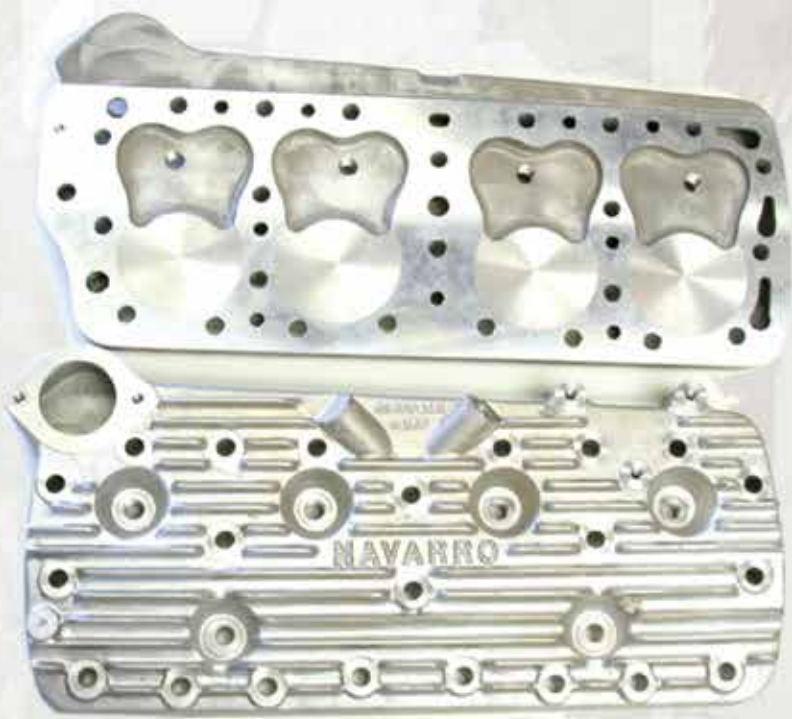
Navarro Racing Equipment

Navarro Heads have been the best flowing and highest quality head on the market since the early 1950's. Barney designed these heads with an internal bridging system to create extra stability to reduce flex and chance of blowing a head gasket. He also designed a horseshoe style chamber which allows the motor to flow more freely. These heads are made from the highest quality 356 aluminum alloy from permanent patterns at the same 4th generation family foundry Barney Navarro has always used. The Navarro heads are a bolt-on item which will enhance the performance as well as appearance.

\$ 750.00 /pair



**75cc Blower Heads**  
 \$ 825.00 /pair





## 2x2 Navarro Regular Dual

1938-53

The Regular dual manifold allows the generator to mount in the stock position. It also has provisions for the breather and road draft tubes.

\$ 400.00



2x2 Navarro Regular Dual

## 2x2 Navarro Racing Manifold

1938-53

This is one of the first manifolds Barney ever made. It is a dual system design (180 degree event separation) and provides a layout that produces even fuel distribution to all the cylinders. The runners enter the block at an angle that makes the ends of the manifold an extension of the block.

\$ 400.00



2x2 Navarro Racing Manifold



2x2 Navarro Universal Model



3x2 Navarro Manifold

## 2x2 Navarro Universal Model

1938-53

◀▶ The universal manifold uses the same dual system design but includes a heat crossover which helps heat the fuel for better combustion.

\$ 400.00



## 3x2 Navarro Manifold

1938-53

◀▶ Barney based this manifold off his 2x2 and added a third carburetor in the center to help performance. It is possible to block off the center carburetor pad and run two carburetors for the street, or preferably use progressive linkage that opens the center one first.

\$ 400.00

▶ Polished Manifolds: + \$200.00

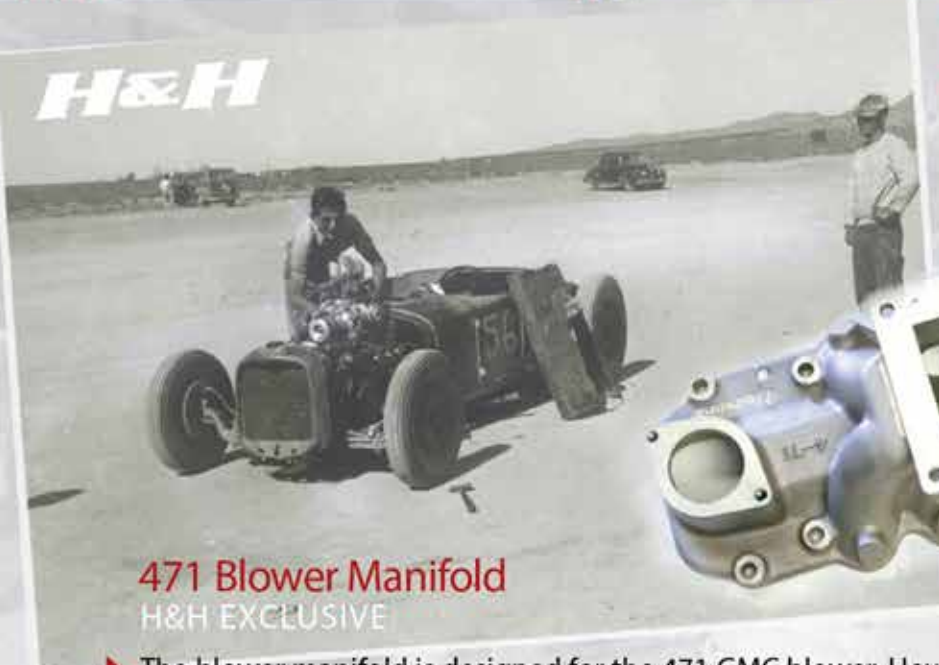




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53



H&H

**471 Blower Manifold**  
H&H EXCLUSIVE

- ▶ The blower manifold is designed for the 471 GMC blower. However, with a collar spacer other types of superchargers can be used. It provides dual pop-off valves in the basic casting that blows off at 15psi pressure. These protect the blower and manifold in the event of a backfire.
- \$ 725.00

▶ Polished Manifolds: + \$200.00



**Navarro "Dog Bone" Heat Riser**  
1938-48

- ▶ The Navarro Intake Manifold Dog Bone Heat Riser. The intake Manifold is not yet available.
- \$ 375.00



**4 Barrel Navarro Manifold**  
1938-53

- ▶ The four barrel manifolds has a heat crossover that goes under the runners. It also has a unique feature to allow you to move your linkage to the passenger side of the manifold using the back linkage risers.
- \$ 400.00





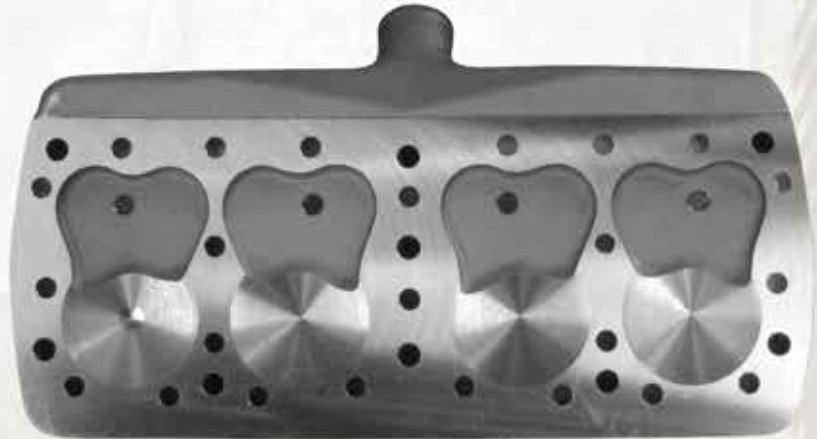
All Heads Can Be Polished, Full : + \$375.00  
Polished Sides and Fins Only : + \$250.00

## Sharp

### Sharp 59A Heads

Sharp heads have one of the largest water capacities on the market. Made from 356 aluminum and heat treated to T-6. These heads are great for street and hotter conditions. The machine work is only the highest quality and can be set up for special needs. All heads can be highlighted or fully polished.

\$700.00 Unpolished



## SHARP SPEED EQUIPMENT

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Los Angeles, Calif.



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- ★ FOOT PEDALS
- ★ CENTER MOUNT IDLER BRACKETS

C A M S  
For Any Make Car

Ground to Your Engine Specifications.  
SEE YOUR DEALER OR SEND POSTCARD FOR FREE NEW CATALOG





# Sharp

## Sharp 21 Stud Heads

These Sharp 21 stud heads are made for the 1937 flathead. The 1st year Ford put the water pumps in the block. They are the only ones in production for this year engine. Made from 356 aluminum and heat treated to T-6. All heads can be highlighted or fully polished.

\$1,200.00 Unpolished



All Heads Can Be Polished, Full : + \$375.00  
 Polished Sides and Fins Only : + \$250.00



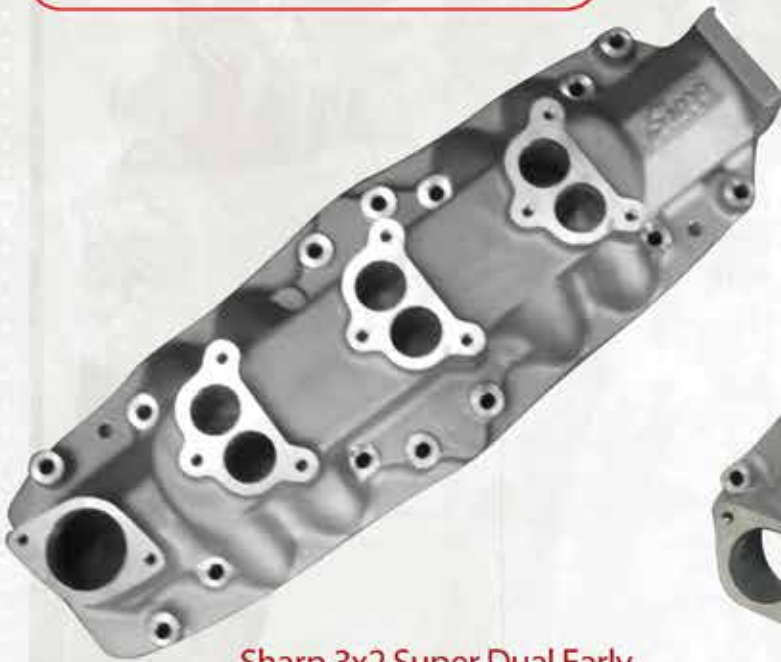
## Sharp 21 Stud Heads

These Sharp 21 stud heads are made for 1932-36 Ford Flathead. Water pump bolts onto head. Flat top chambers are special order.

\$1,200.00 Unpolished



▶ Polished Manifolds: + \$200.00



**Sharp 3x2 Super Dual Early**

The Sharp 3x2 triple carburetor intake is one of the few that accepts Holley 94's and Stromberg 97's. This intake fits all blocks from 1932-48. It has a heat cross over that goes under the runners. **\$ 350.00**



**Sharp 3x2 Super Dual Late**

The Sharp 3x2 triple intake can accept either Holley 94's or Stromberg 97's. It has the holes drilled for the road draft and fill tube. The manifold has a heat cross over under the runners and is also available in polish. **\$ 350.00**



**3x2 Fuel Blocks**  
\$45.00



**Sharp Gas Pedal**  
\$45.00



▶ Polished Manifolds: + \$200.00



Sharp 2x2 REGULAR Dual Early

The regular dual intake allows for the generator to mount in the stock location. It fits all blocks from 1932-48 \$ 350.00



Sharp 2x2 REGULAR Dual Late

The Sharp regular dual is designed to allow the generator to mount in the stock location. It is drilled for the road draft and fill tubes. It also has a heat riser under the intake runners. \$ 350.00



Sharp 2x2 Super Dual Early

The Sharp super dual intake is a reverse 180 degree which allows even fuel distribution to all cylinders. It accepts Holley and Stromberg carburetors. Fits engines from 1932-48. \$ 350.00



Sharp 2x2 Super Dual Late

This Sharp super dual intake is for the 1949-53 flatheads with holes drilled for the road draft tube and fill tube. It has a heat cross over that runs under the runners. All intakes are available polished. \$ 350.00



▶ **Al Sharp**  
Sharp Speed and Power Equipment

Al Sharp was an innovator, businessman, WWII vet, machinist, pattern maker and a man who loved to make things go faster. Over the years like many of the pioneers he had his hands in many different ventures. Al moved to So Cal with his family from Oklahoma in the 30's and started working in shops and garages. He apprenticed as a pattern makers helper when the war broke out. He joined the Navy and went to the South Pacific as a Foundryman's Assistant. Al got out of the Navy in 1945 and went back to work as a pattern maker in L.A. where he ran into Gordon Pilkington and they decided to go into business together, SP Products. They did a lot of work for different companies around L.A., including some of the early speed equipment makers. Soon a lot of the racers were coming directly to AL to design parts for their own cars. Chrisman, Rathman and others had Al build custom parts for their cars. Most of these parts became the foundation for the Sharp Speed and Power Equipment company.

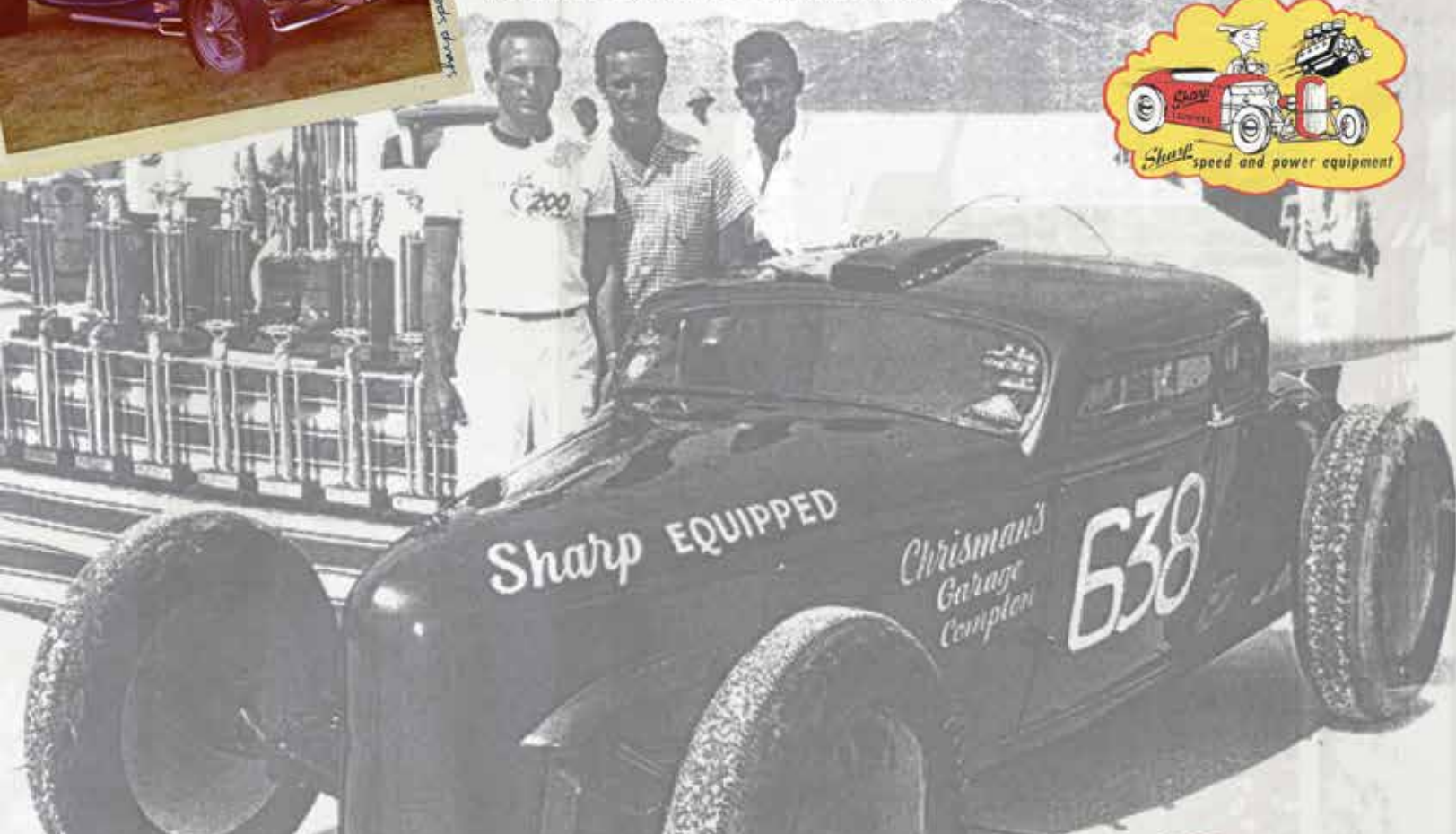
Aside from his flathead speed equipment, he built parts for almost every engine that ran down the strip. His manifolds and valve covers graced the of the famous Hurst Hairy Olds twin engine car and he helped Craig Breedlove with the Spirit of America record setting run. He and Gene Mooneyham built and sold some of the first aluminum heads for the Chrysler Hemi. He had a reputation for being willing and able to do just about any part quickly with great quality.



*al sharp  
performance intake manifold*



*sharp speed equipment*







▶ **ARDUN HEADS**

ARDUN CYLINDER  
HEAD KIT

\$15,000.00



All Heads Can Be Polished



1931 Ford Roadster  
Built by Roseville Rod and Customs  
Owner: Brin George





## ▶▶ INTAKE MANIFOLDS

▶ Polished Manifolds: + \$200.00



### Austin 2x2 Intakes ▶

The Austin Arduin intake it made to accept Stromberg 97's or Holley 94's. The Generator will fit in the stock location. It comes with oval hold downs and O-rings.

\$ 900.00



### ◀ Austin 3x2 Intake

The 3x2 Arduin intake can accept Stromberg 97's or Holley 94's. A stock generator will have to be off set. It can accept the PowerGen Shorty Alternator in the stock location. It comes with oval hold downs and O-rings.

\$ 900.00



### ◀ Austin 4x2 Intake

The Arduin 4x2 intake can accept Stromberg 97's or Holley 94's. The stock generator will have to be offset to clear front carburetor. It comes with oval hold downs and O-rings.

\$ 900.00



### ◀ Austin 4 Barrel

The Arduin 4 barrel is drilled for the Holley bolt pattern. It is a single plane intake. It comes with oval hold downs and O-rings.

\$ 900.00

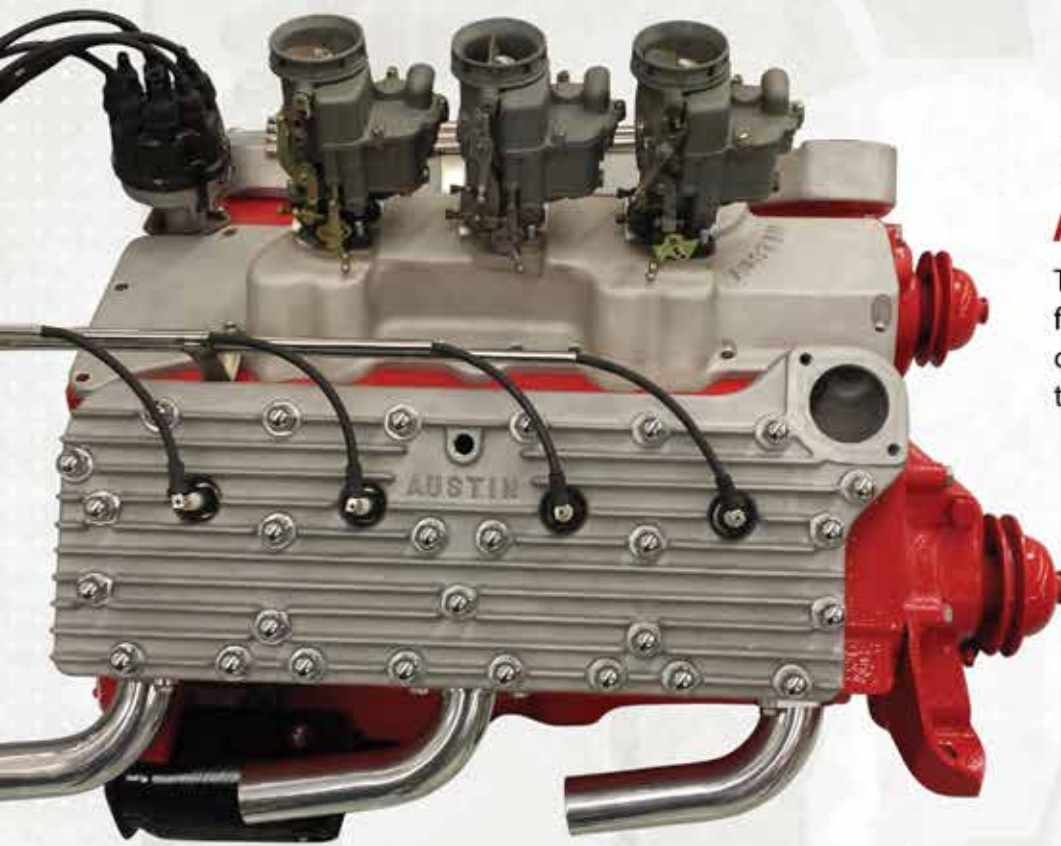


### ◀ Austin Blower Intake

The Arduin blower manifold is blank and ready to be machined. It can be machined for a variety of different blowers. It comes with oval hold downs and O-rings.

\$ 900.00





**Austin Lincoln 337 Heads**

These are the only heads still made for the Lincoln 337 flathead. They are cast from 356 aluminum heat treated to T-6.

\$ 1,400.00



**Austin Lincoln 337 2x2 Intake**

This intake fits the Lincoln 337 flathead. It is made from 356 aluminum heat treated to T 6. It allows the generator to mount in the stock location.

\$ 800.00

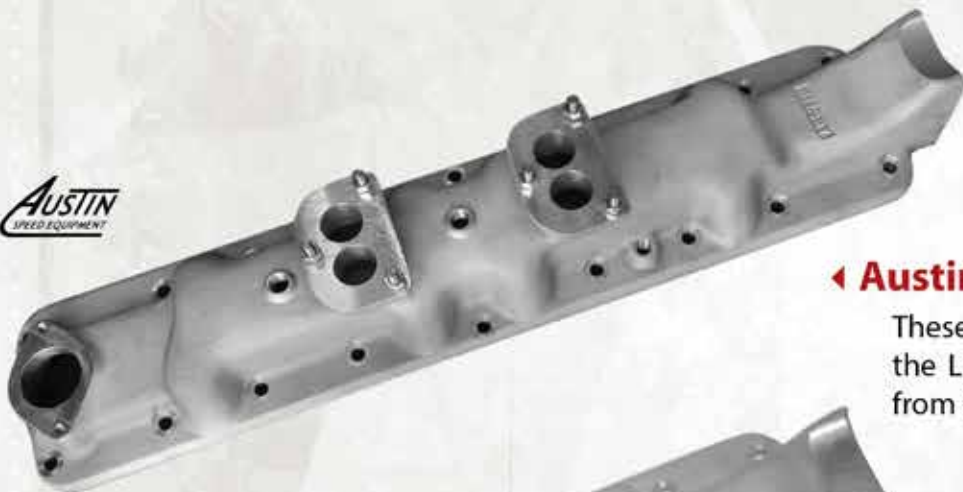






▶ Polished Manifolds: + \$200.00

AUSTIN  
SPEED EQUIPMENT



### ◀ Austin Lincoln V12 2x2 Intake

These are the only intakes still made for the Lincoln V12 flathead. They are cast from 356 aluminum heat treated to T-6.

\$800.00

AUSTIN  
SPEED EQUIPMENT



### ◀ Austin Lincoln V12 3x2 Intake

These are the only intakes still made for the Lincoln V12 flathead. They are cast from 356 aluminum heat treated to T-6.

\$800.00



AUSTIN  
SPEED EQUIPMENT







LINCOLN V12

▶ Polished Manifolds: + \$200.00



### ◀ Austin Lincoln V12 4x2 Intake

These are the only intakes still made for the Lincoln V12 flathead. They are cast from 356 aluminum heat treated to T-6.

\$800.00



### ◀ Austin Lincoln Blower Intake

This intake fits the Lincoln V12 flathead. It is made from 356 aluminum heat treated to T 6. It allows the generator to mount in the stock location.

\$800.00

All Heads Can Be Polished, Full : + \$375.00  
 Polished Sides and Fins Only : + \$250.00



### Austin V12 Aluminum Heads

▶ These Lincoln V12 Finned Aluminum Heads are made in the USA and have the water outlet in the stock location.

\$3800.00 Unpolished





◀ Austin Lincoln 337 3x2 Barrel Intake

These are the only intakes still made for the Lincoln 337 flathead. They are cast from 356 aluminum heat treated to T-6.

\$800.00



◀ Austin Lincoln 337 4 Barrel Intake

These are the only intakes still made for the Lincoln 337 flathead. They are cast from 356 aluminum heat treated to T-6.

\$800.00

▶ Polished Manifolds: + \$200.00

Austin Lincoln 337 V8 finned aluminum heads

▶ The Austin Lincoln 337 V8 finned aluminum heads are made of 356 aluminum heat treated to T-6. They are CNC machined for a very high quality finish. All heads are available in polished finish also.

\$1,400.00



All Heads Can Be Polished, Full : + \$375.00  
 Polished Sides and Fins Only : + \$250.00





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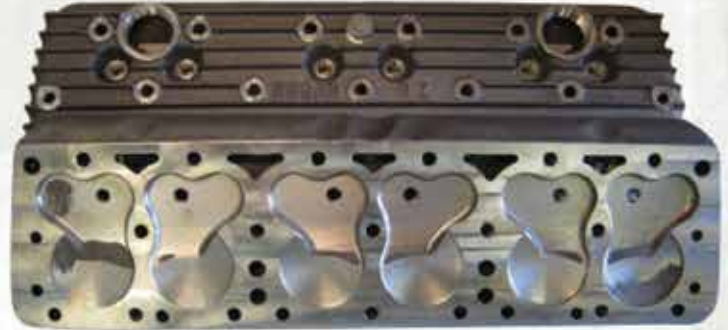


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### Hogan Lincoln V12 Aluminum Heads

- ▶ Hogan Finned Aluminum Heads for V12 are made in New Zealand. They have 2 water outlets. You can use both or plug one. Hogan intakes are also available.



### Lincoln V12 Aluminum Heads

- ▶ These Lincoln V12 Finned Aluminum Heads are made in the USA and have the water outlet in the stock location. **\$3800.00 Unpolished**



All Heads Can Be Polished, Full : + \$375.00  
 Polished Sides and Fins Only : + \$250.00



## ► Ken Austin

Ken Austin grew up on a farm in Newberg, Oregon where his interest in cars started when he got his permit to drive to school. He started The Hot Rod Shop in 1945 where he fixed and customized cars. With his knowledge of welding, painting and engine work it kept him busy until he attended Oregon State College in 1949. While attending college he gained interest in making parts for himself and started making some speed equipment and honed his pattern making skills. In 1964, Ken built an improved air-powered vacuum system known as the Air-Vacuum System which helped found his dental equipment company A-dec. Ken and Joan have grown the company to become the leading manufacture of dental equipment in the world offering a complete line of dental equipment.

Throughout the years he has been a classic car collector and enthusiast. Around 1998 Ken began making Ardun intake manifolds for a friend. This grew into 6 different Ardun, V8 60 intakes, Lincoln 337 heads and intakes, Lincoln V12 intakes and heads and ford flathead intakes. His passion for Hot Rods and to create new products has helped the aftermarket industry continue to grow.





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▶ Machine Work

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- Regrind Cam Using Your Core \$250.00
- Assemble To Short Block \$60.00
- Assemble To Full Block \$1000.00
- Regrind Crank Shaft \$200.00

▶ Parts

- Gasket Set \$150.00
- Head Gasket \$40.00
- Intake Gasket \$20.00
- Cam Gear \$50.00
- Crank Gear \$85.00
- Pistons \$450.00
- Rings \$135.00
- Cam Bearings \$70.00
- 1.5 Stainless Valves \$240.00
- 1 Piece Guides \$90.00
- Main Bearings \$300.00
- Isky Springs \$127.50
- Spring Retainers \$67.50
- Keepers \$18.00
- Hollow Body Adjustable Lifters \$300.00
- Pin Bushings \$48.00
- Spark Plug Wires \$100.00
- Studs, Nuts, Washers \$100.00
- Mini High Torque Starter \$225.00
- PowerGen Alternator Block \$350.00
- Melling High Volume Oil Pump \$175.00



# VINTAGE ENGINE SPECIALIST



▶ The baby hemi was 1st produced from 1951-1955 and was a 331 C.I. . The 354 C.I. was released in 1956. The 392 raised-deck engine came out in 1957 and H&H can build many different vintage engines. From machine work to full turn key engines.

▶ Ford built their 1st overhead valve engine in 1952. It was produced all the way into 1964. It was a very strong engine in the Thunderbirds, it was also available with the McCulloch Superchargers in 1957.

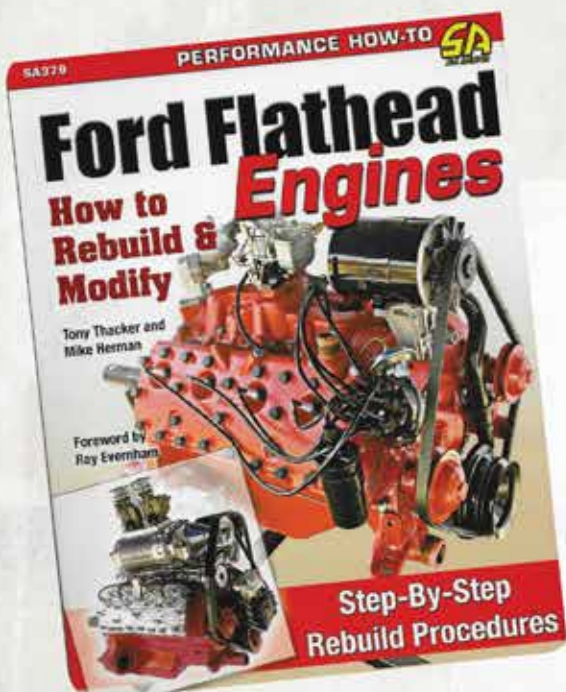


▶ The Buick nailhead engine is one of the most recognizable overhead valve engines. Produced from 1953-1966, H&H offers complete machine work and parts for this iconic engine.



- Valley Covers \$200.00
- Intake \$600.00
- Valve Covers \$500.00
- Wire Covers \$200.00





## ALL NEW BOOK

### STEP BY STEP, HOW TO REBUILD YOUR FORD FLATHEAD ENGINE

Ford Flathead Engines: How to Rebuild & Modify, veteran author Tony Thacker and flathead guru of H&H Flatheads, Mike Herman, take you step-by-step through rebuilding a vintage flathead. Thacker and Herman take you through the entire process of a rebuild, including teardown, parts inspection, machine shop processes, replacement part selection, re-assembly, start up, and break-in.







## INTAKE MANIFOLDS



**Edelbrock Super Dual \$ 325.00**

- ▶ Designed for Ford and Mercury engines made from 1938 to 1948



49-53 \$ 350.00  
**Edelbrock 3x2 \$ 325.00**

- ▶ This reproduction of a vintage Edelbrock manifold allows the use of three 2-barrel carburetors on a 1938-1948 Ford Flathead engine. Also available in 49 to 53.



**Edelbrock 4 Barrel \$ 425.00**

- ▶ This manifold allows the use of square-bore carbs such as the Edelbrock Performer Series or Thender Series. AVS 500 cfm on the Ford Flathead engine. This is a reproduction of the vintage Edelbrock.



**Edelbrock Slingshot \$ 465.00**

- ▶ Was originally made in 1938. Includes stainless acorn nuts for mounting the 2 halves.



**Offenhauser Regular Dual Manifold \$ 275.00**

- ▶ This manifold is the most popular model Offenhauser makes. It allows the use of a generator in the stock mounting position. Offy makes two models, early and late which fits Holly 94's or Stromberg Carburetors.



**Offenhauser 2x2 Super Dual Manifold**

- ▶ There is early and late model available.

1942-1948 \$375.00  
1949-1953 \$375.00



**Offenhauser 3x2 Manifold**

- ▶ There is early and late model available.

1932-1941 \$325.00  
1942-1948 \$350.00  
1949-1953 \$375.00



**Offenhauser 4 Barrel Manifold**

- ▶ Features Carter WCFB pattern. For Holley carb, use Offy adapter. 1938-1948 \$300.00  
1949-1953 \$300.00  
CARB ADAPTER \$40.00





INTAKE MANIFOLDS



- ▶ **Tettersfield 2x2 Highrise \$ 700.00**  
This is a High Rise intake. Allows generator to be mounted in the stock position.
- ▶ **Eddie Meyer 2x2 V8 60 \$ 450.00**
- ▶ **Polished Manifolds: + \$200.00**

- ▶ **Thickstun 2x2 PM-7 Manifold \$ 700.00**  
This is a High Rise intake. Allows generator to be mounted in the stock position
- ▶ **Eddie Meyer 2x2 High Rise Manifold \$ 850.00**  
This is a High Rise intake.
- ▶ **V8 60 Blower Intake Manifold**  
Special Order
- ▶ **V8 60 3x2 Intake Manifold**  
Special Order

▶ SPECIAL ORDER HEADS

Eddie Meyer 24 Stud	\$ 1100.00
Eddie Meyer 8BA Heads	\$1400.00
Baron Racing Heads	\$1400.00

CYLINDER HEADS

HOT TANK	\$ 15.00
GLASS BEAD	\$ 20.00
MAGNUFLUX - IRON	\$ 20.00
ZYGLO (ALUMINUM)	\$ 25.00
RESURFACE	\$ 50.00
CC CHAMBERS	\$ 60.00
MATCH CHAMBERS	CALL \$
REPAIR SPARK PLUG HEAD - HELICOIL	\$ 25.00
REDOME CHAMBERS	\$ 100.00
WELDING - ALUMINUM) QUOTE ON INSPECTION	CALL \$





## CYLINDER HEADS

All Heads Can Be Polished, Full : + \$375.00  
 Polished Sides and Fins Only : + \$250.00



### Offenhauser 59A Cylinder Heads

1939-48 24 STUD

- ▶ Offenhauser are made with extra heavy aluminum alloy construction. Cooler running with extra water capacity. These are an extremely popular head with traditional looks and good performance. **\$ 650.00**



### Offenhauser 8BA Cylinder Heads

1949-53 24 STUD

- ▶ Offenhauser are made with extra heavy aluminum alloy construction. Cooler running with extra water capacity. These are an extremely popular head with traditional looks and good performance. **\$ 650.00**



### Edelbrock High Lift Script Letter

1938-48 24 STUD

- ▶ Edelbrock high lift chamber is CNC machine perfect, for supercharger applications 74cc. Available in early and late. **\$ 675.00**



### Eddie Meyer 21 Stud Cylinder Heads

1932-36 21 STUD

- ▶ The Eddie Meyer heads are made to fit 1932-36 flatheads. They are available for flat top or pome pistons. They are manufactured in the USA. The compression ratio is 8.25 to 1. **\$1,200.00**



### Edelbrock 8BA Cylinder Heads

1949-53 24 STUD

- ▶ The original Edelbrock design for Ford's and Mercury's. Rugged, ribbed internally and externally, with a large water capacity and excellent breathing characteristics. Cast at the Edelbrock Foundry in USA of T-6 tempered A356 aluminum. Also available in high lift/large chamber. **\$ 675.00**



### Edelbrock 59A Block Letter Cylinder Heads

1938-48 24 STUD

- ▶ The original Edelbrock design for Ford's and Mercury's. Rugged, ribbed internally and externally, with a large water capacity and excellent breathing characteristics. Cast at the Edelbrock Foundry in USA of T-6 tempered A356 aluminum. **\$ 675.00**





**BIG STROMBERG 97 (250CFM)**  
\$450.00 ea.



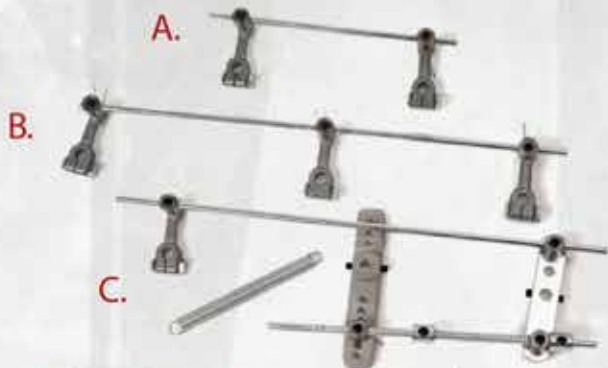
**STROMBERG 97 CHROME**  
\$600.00 ea.



**Holley Four Barrel \$475.00**  
390 CFM perfect carburetion for your flathead.



**STROMBERG 97 (150CFM)**  
\$450.00 ea.



**Carb Linkage**

- A. 2x2 Linkage \$35.00
- B. 3x2 Linkage \$45.00
- C. Progressive Linkage \$95.00
- D. 2x2 Linkage Longe \$45.00 (not shown)



**Edelbrock 94**  
\$475.00 ea.



## OTHER PARTS AVAILABLE

▶ Body Screw Kit : stainless	\$12.00
▶ Jet Wrench	\$30.00 each
▶ Inline 90 Degree Fuel Fitting	\$26.00 each
▶ Inline T Fuel Fitting	\$29.00 each
▶ Premium Rebuild Kit	\$46.00
▶ Accelerator Pump Rod for 97 & 81	\$20.00
▶ Accelerator Pump Rod for 48	\$20.00
▶ Main Jets – most sizes	\$10.00
▶ Emulsion Tubes	\$23.00
▶ Idle Adjusting Screws & Springs	\$13.00
▶ Accelerator Pump Check Valve	\$6.00
▶ Power By-Pass Jet – most sizes	\$13.00
▶ Accelerator Pump kit	\$20.00
▶ Accelerator Pump bare	\$10.00
▶ Bowl Plug Kit	\$20.00
▶ Accelerator Pump Lever	\$20.00
▶ Choke Shaft Kit	\$19.00
▶ Choke Plate Kit	\$13.00
▶ Stromberg Superfloat	\$22.00
▶ Choke Kicker Assembly	\$36.00
▶ Spring Kit	\$19.00
▶ Throttle Shaft and Lever Kit	\$36.00
▶ Throttle Plates	\$14.00
▶ Choke & Accelerator Pump Lever Screws	\$15.00







▶▶ ACCESSORIES



▶ Round Smooth Breathers  
Bases for 2 5/8. \$45.00 each or 3 for \$120.00



▶ Dome Top  
\$ 75.00 each



▶ Aero  
\$ 75.00 each



▶ Tallstacks with Bug Catchers  
\$125.00 each



▶ Mini Mohawk  
\$ 75.00 each



▶ Hot Rod Scoops  
\$20.00 each



▶ Round Thinned Breathers  
Bases for 2 5/8. \$45.00 each or 3 for \$120.00



▶ Bug Catcher  
\$ 14.00 each



Thickstun  
Rear Breather  
▶ \$ 125.00 each



Short Breather  
▶ Polished: \$ 85.00 each  
Unpolished: \$ 65.00 each



Finned Rear Breather  
▶ \$ 100.00 each





### New Aluminum Crank Pulleys

For all years. \$125.00 - \$150.00



### New Aluminum Flywheels

▶ With steel insert Friction Surface. \$425.00



### New Polished Aluminum Water Pumps

With seal bearings. \$300.00 each



### C4 Transmission Adapter Kit

▶ Includes Hardware. \$675.00 each



### New Cast Iron Water Pumps

▶ With seal bearings.

- 37- 48 \$100.00 each
- 49- 53 truck \$100.00 each
- 49- 53 narrow belt car \$100.00 each
- 49- 53 wide belt car \$100.00 each



### New Finned Aluminum

▶ Oil pan for 1949-53. \$1,400.00



### T5 Adapter Kit

▶ Comes with disc pilot bushing throwout bushing fork & cross shaft and bell housing & HW. \$700.00





**Slingshot 2x2 Manifold**  
▶ \$175.00 Polished



**Front Fill Tube**  
▶ \$45.00



**Coil Cover**  
▶ \$65.00 each Polished



**Sharp Generator Bracket**  
▶ \$ 50.00



**OTB Fuel Blocks**  
▶ 2-Carb \$40.00 Polished  
▶ 3-Carb \$45.00 Polished



**March Serpentine Belt System**  
▶ \$2,200.00 each



So-Cal Streamliner  
Built by: Dan Webb





## STROKER KITS



### High Performance Rotating Assembly

- ▶ New Scat Crank, Scat H Beam Rods, Ross Racing Pistons, Grant Rings, Clevite rod and main bearings, fully balanced and ready to drop in. These are available in stock stroke, 4" stroke, 4 1/8" stroke as well as custom bore and stroke combinations.

\$ 1,850.00



### ▶ Scat Cranks

Scat Crank 4" 2" Pin	\$725.00
Scat Crank 4" Stock Pin	\$725.00
Scat Crank 4 1/8" 2" Pin	\$725.00
Scat Crank 4 1/8" Stock Pin	\$725.00
Scat Crank 4 1/4" 2" Pin	\$725.00
Scat Crank 4 1/4" Stock Pin	\$725.00
Scat Crank 4 3/8" 2" Pin	\$750.00
Ghost Main Billet Crank	\$2,975.00
21 Stud 4" Crank	\$1,000.00

### ▶ Connecting Rods

2" Connecting Rods	\$450.00
2.138" Connecting Rods	\$500.00





▶ FULL BALANCED ROTATING ASSEMBLIES

New Scat 4" Crank, Scat rods, 3 5/16 Three Ring Edge Pistons, Hasting rings, Clevite rod bearings, main bearings and fully balanced. \$ 1,850.00

4 1/8" x 3 5/16" with Ross Pistons & H Beam Rods \$ 1,850.00

4 1/4 x 3 5/16" with Ross Pistons, H-Beam Rods \$ 1,850.00

▶ STOCK BALANCED ROTATING ASSEMBLIES

3 3/4 Crank, 8BA Rods, Four Ring Edge Pistons, Hastings rings, Clevite rod bearings, Clevite main bearings, and fully balanced. \$ 1,300.00

▶ CRANKSHAFTS

GRIND CRANK \$ 115.00

MAGNUFLUX CRANK \$ 65.00

PLUGS - R&R PLUGS IN ROD JOURNALS \$ 55.00

R&R PLUGS - DRILL & TAP FOR SCREW IN PIPE PLUGS \$ 145.00

STOKER GRINDING CALL \$

▶ CONNECTING RODS

RESIZE BIG END  
8BA STYLE \$ 160.00

FULL FLOATING STYLE \$ 200.00

ALL ROD'S INCLUDE ARP NUTS  
RESIZE PIN END \$ 80.00

NEW PIN BUSHINGS INCLUDED  
INTALL PISTONS ON RODS & ALIGN \$ 60.00

▶ CAMSHAFTS REGRIND

STOCK \$ 175.00 plus core

MODIFIED M1 \$ 250.00 plus core

HOTROD 274° \$ 250.00 plus core

RACE 1R \$ 250.00 plus core

L100 \$ 250.00 plus core

LIFTERS REGRIND \$ 75.00

ARDUN AND RACE CAMS CALL





### DURA BOND BEARINGS

Precision Cam Bearings \$ 30.00



- ▶ Cast Iron Crank Gear \$50.00
- ▶ Aluminum Cam Gear \$50.00



### MANLEY STAINLESS VALVES

Made of the highest quality stainless steel. They come in the budget performance and the pro flo series. With a chrome hardened tip these are a must for any good running flatty.

- 1.5 Budget Performance x 8 \$80.00
- 1.6 Budget Performance x 8 \$88.00
- 1.5 Pro Flo x 8 \$96.00
- 1.6 Pro Flo x 8 \$104.00



### ISKY SPRINGS

Best springs on the market. They are made from premium grade chrome silicone it is almost completely free of imperfections. It is the only spring used at H&H. \$ 95.00



Phil Remington Car Built By Dan Webb





**ROSS RACING PISTONS**

► Premium forged piston. Recommended for all high performance and racing applications. Forging allows maximum strength with minimum weight. They are made with the highest quality aluminum and great quality control. The pistons come with Grant rings, wrist pins and spiro locks.

Ross will also make custom pistons to the specs you want. H&H and Ross Racing Pistons have also produced the pop up piston exclusively for the best flowing flathead ever made the Navarro High Dome Heads.

3 3/4" x 3 5/16, 3 3/4 x 3 11/32, 3 3/4 x 3 3/8  
 4" x 3 5/16, 4" x 3 11/32, 4 x 3 3/8  
 4 1/8 x 3 5/16, 4 1/8 x 3 11/32, 4 1/8 x 3 3/8

\$ 460.00 - \$550.00



**CAM SHAFTS**

- Isky Cams  
\$ 350.00
- Regrinds  
See page 22 for prices

**ISKY CAMS**

77-B	260 Duration .325 Lift
MAX#1	249 Duration .364 Lift
88 SOLID	264 Duration .320 Lift
400-JR	258 Duration .400 Lift
433 SOLID	280 Duration .410 Lift





## OTHER PARTS AVAILABLE

### PISTONS

- ▶ Egge 4 Ring Cast Aluminum Pistons are made from the highest quality aluminum alloy, heat treated and cnc machined. They are available in

Ford 3 3/4 Stroke from STD to .125 over	\$200.00 /set
Merc 4" Stroke from STD to .125 over	\$250.00 /set
Ford 21 Stud 3 1/16 flattop pistons	\$300.00 /set
Ford 21 Stud 3 1/16 dome pistons	\$300.00 /set
Merc 4" x 3 5/16 3 ring pistons designed for less drag	\$250.00
V8 60 Pistons	\$300.00



### LIFTERS

- ▶ Hollow Body Adjustable Lifters (Johnson Style) these are 80 grams and Rockwell tested to 60 H.R.C. The bottoms are radius ground and easily adjustable.

Johnson Style for V8	\$200.00
V8 60 Adjustable Lifters	\$325.00
V8 60 One Piece Guides	\$160.00
V8 60 Straight Valves	\$160.00
Valve Guide Seals used only on the intake guide	\$4.00 for 8
Valve Guide Retainers "horseshoe"	\$16.00 for 16
Steel Spring Retainers	\$45.00 for 16
Hardened Keepers for a Straight Valve Conversion	\$16.00 for 32



## STEEL MAIN CAPS

\$500.00 /set



## BEARINGS & PUMPS

### ROD BEARINGS

▶ 1939-42 Full Floating Non-flange 2" Journal	\$350.00 /set (limited sizes)
1943-48 Full Floating Non-flange 2.138"	\$300.00 /set
1949-53 Insert Bearings	\$125.00 /set (Std thru .030)

### MAIN BEARINGS

▶ 1932-36 Conversion to Inserts	\$750.00
1937-38 LB Series	\$200.00
1942-48 59A Style	\$125.00
1949-53 8BA Style	\$125.00
V8 60	\$225.00

### CAM BEARINGS

▶ Undersized I.D. .010	\$40.00
Oversized	Call for prices
V8 60	\$50.00
Standard	\$30.00

### OIL PUMPS

▶ Melling M19 replacement oil pump	\$150.00
Melling M15 High Volume Oil Pump	\$250.00
Oil Pump Pick Up	\$30.00
Oil Pump Screen	\$20.00
New Rear Oil Pump Idler Gear Bushing	\$10.00





## ELECTRICAL



**POWERGEN 70 AMP ALTERNATOR 59A**

- ▶ 1939-48 Black \$350.00
- ▶ 39-48 Polished \$425.00



**POLISHED CHEVY ONE WIRE ALTERNATOR BRACKETS**

- ▶ Plain \$75.00
- ▶ Chrome \$125.00



**POWERGEN 70 AMP ALTERNATOR 49-53**

- ▶ 49-53 Black \$350.00
- ▶ 49-53 Polished \$425.00

### DISTRIBUTORS



A.

B.

- ▶ A. MSD Ready to run 49/53 \$440.00
- ▶ B. Vertex Magneto \$1300.00



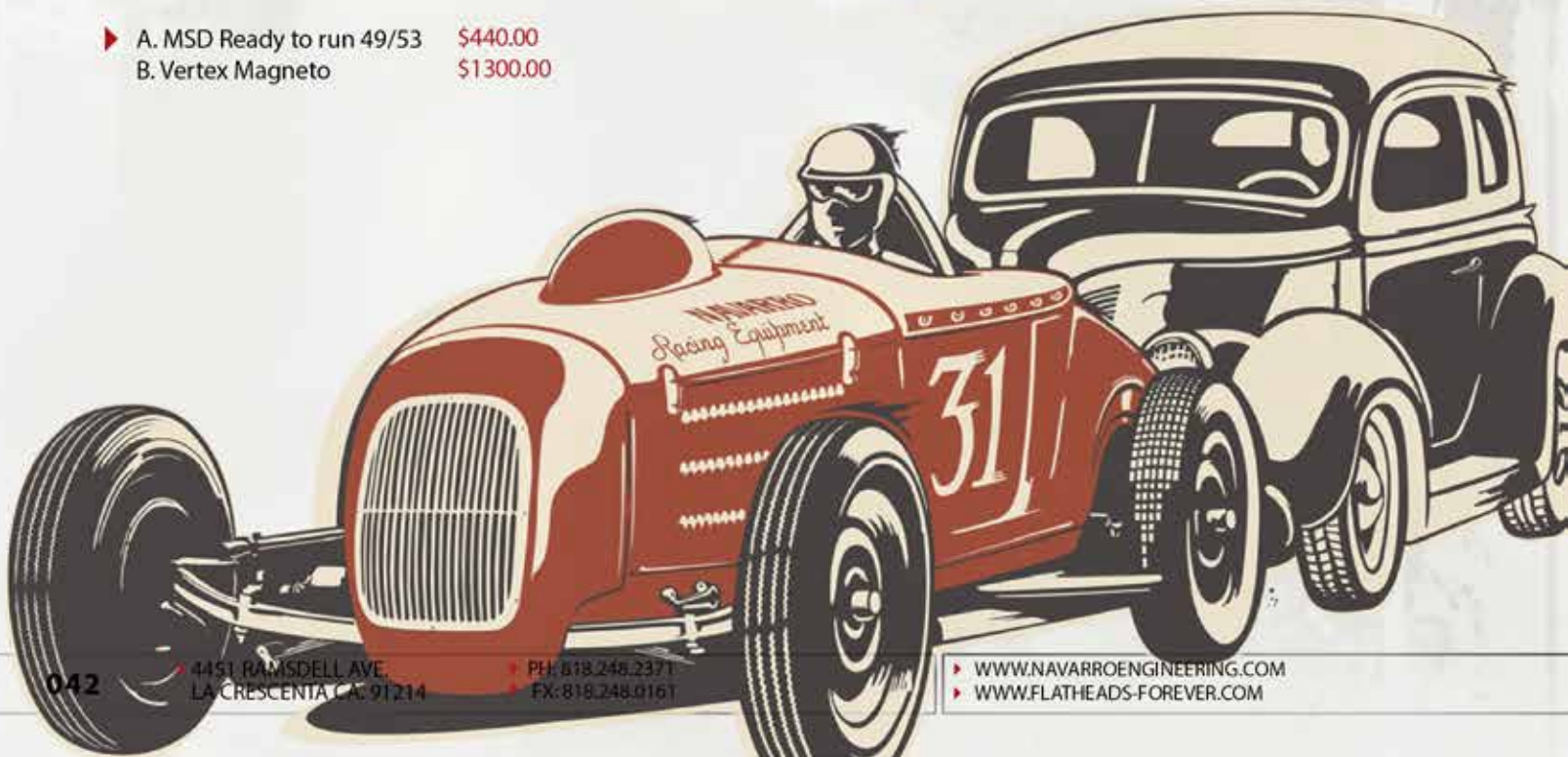
**VINTAGE PROMASTER STARTER**

- ▶ Plain \$225.00



**PROMASTER MINI TORQUE STARTER**

- ▶ Plain \$225.00
- ▶ Chrome \$300.00

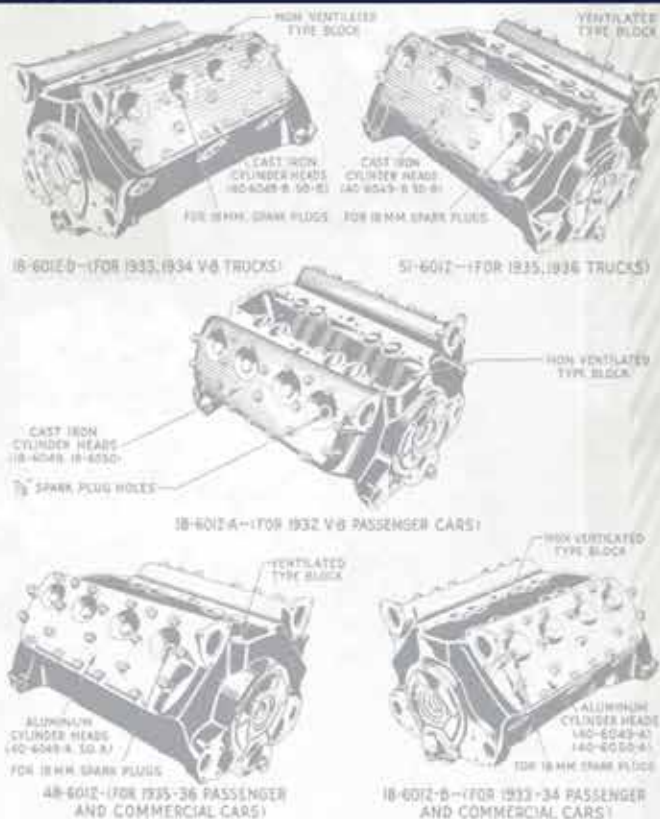




▶ ACCESSORIES

Sharps Fuel Blocks	\$50.00 plain / \$65.00 Polished
Chrome Acorns for 24 stud motors	\$100.00
Chrome Acorns and Studs for most intakes	\$50.00
Complete Engine Acorn Dress Up Kit	\$270.00
20 Chrome Intake Bolts with Ford Logo & Chrome Lock Washers	\$35.00
20 Chrome Intake Bolts with V8 Logo & Chrome Lock Washers	\$35.00
20 Chrome Intake Bolts Plain & Chrome Lock Washers	\$30.00
Chrome Pan Bolts with Ford Logo & Chrome Lock Washers	\$30.00
Chrome Pan Bolts with V8 Logo & Chrome Lock Washers	\$30.00
Chrome Pan Bolts Plain & Chrome Lock Washers	\$25.00
Complete Engine Chrome Ford Logo Bolt Kit except Heads	\$90.00
Complete Engine Chrome V8 Logo Bolt Kit except Heads	\$90.00
Complete Engine Chrome Bolt Kit except Heads	\$75.00
Sharps 3x2 Fuel Block	\$50.00
Offenhauser Pan Breather	\$65.00
Offenhauser Fuel Pump Block Off Plate	\$20.00
Offenhauser Offset Generator Strap Mount 1949-53	\$50.00
Offenhauser Driver Side Head Mount Generator Bracket	\$50.00
Offenhauser Passenger Side Head Mount Generator Bracket	\$50.00
Navarro Passenger Side Head Mount Generator Bracket	\$50.00
Navarro Driver Side Head Mount Generator Bracket	\$50.00
Navarro Water Neck Generator Mount Combo Bracket	\$65.00
Steel Main Caps	\$500.00 a set
Dip Stick & Tube	\$20.00
Chrome Helmets	\$35.00
Finned Aluminum Coil Cover	\$30.00
Crank Sleeve for the 8BA	\$10.00
Front Cam Gear for 8BA	\$15.00
Oil Pump Gear for Cam	\$15.00
Distributor Drive Gear	\$15.00





Reconditioned V-8 Cylinder Assembly Identification Chart

▶ GASKET SETS

Best gasket provides H&H with only the finest obsolete flathead gaskets. They make complete sets from 1932 thru 1953 with many variations using only the best material available.

▶ INDIVIDUAL

Pan Gasket Set

\$15.00

Intake Gasket

\$10.00

Big Port Intake Gasket

\$18.00

Head Gaskets

\$25.00 each

Big Bore Head Gaskets

\$40.00 each

▶ COMPLETE SETS

1932-38 (composition head gasket)

\$120.00

39-42 (Graphite)

\$100.00

42-48 (Graphite bore up to .060)

\$100.00

1942-48 (Graphite big bore .080 to .145 over)

\$140.00

1949-53 (Graphite small bore)

\$100.00

1949-53 (Graphite big bore)

\$140.00

V8 60

\$120.00



▶ T-Shirts \$20.00  
Hats \$20.00



▶ H&H Script



▶ Original Flathead



▶ Original Navarro Logo



▶ S.C.o.T Blown Flathead Tshirt

front



▶ H&H Piston Tshirt Available in Black

front



▶ H&H Top Dead Center Tshirt Available in White

front



▶ Original Navarro Logo Tshirt

front



▶ Original Flathead Logo Tshirt

back



▶ Navarro Poster Tshirt

back





## ▶ Bob Gleim

Ever since Bob was a young boy helping his big brother in the garage, he's had a passion for hot rods. Even when he joined the Air Force he was still turning wrenches. Soon after the Air Force it came time for Bob to marry his high school sweetheart and start a family. Throughout the years Bob never forgot about his brothers roadster and when he retired he built his own dream car, a V-8 Flathead powered '30 Ford Roadster. Because of this life long passion we knew Bob was the right guy for the job. Bob Gleim dedicated many hours of his skilled labor into building the "H&H Coupe". All his dedication and hard work on the "H&H Coupe" build was acknowledged when it landed the Rod & Custom Magazine cover.

**Thank you Bob for all your hard work and dedication!**







## FULL BLOCKS

- ▶ Stock \$4,000.00
- ▶ Touring \$4,500.00

## SHORT BLOCKS

- ▶ Stock \$3,300.00
- ▶ Touring \$3,650.00

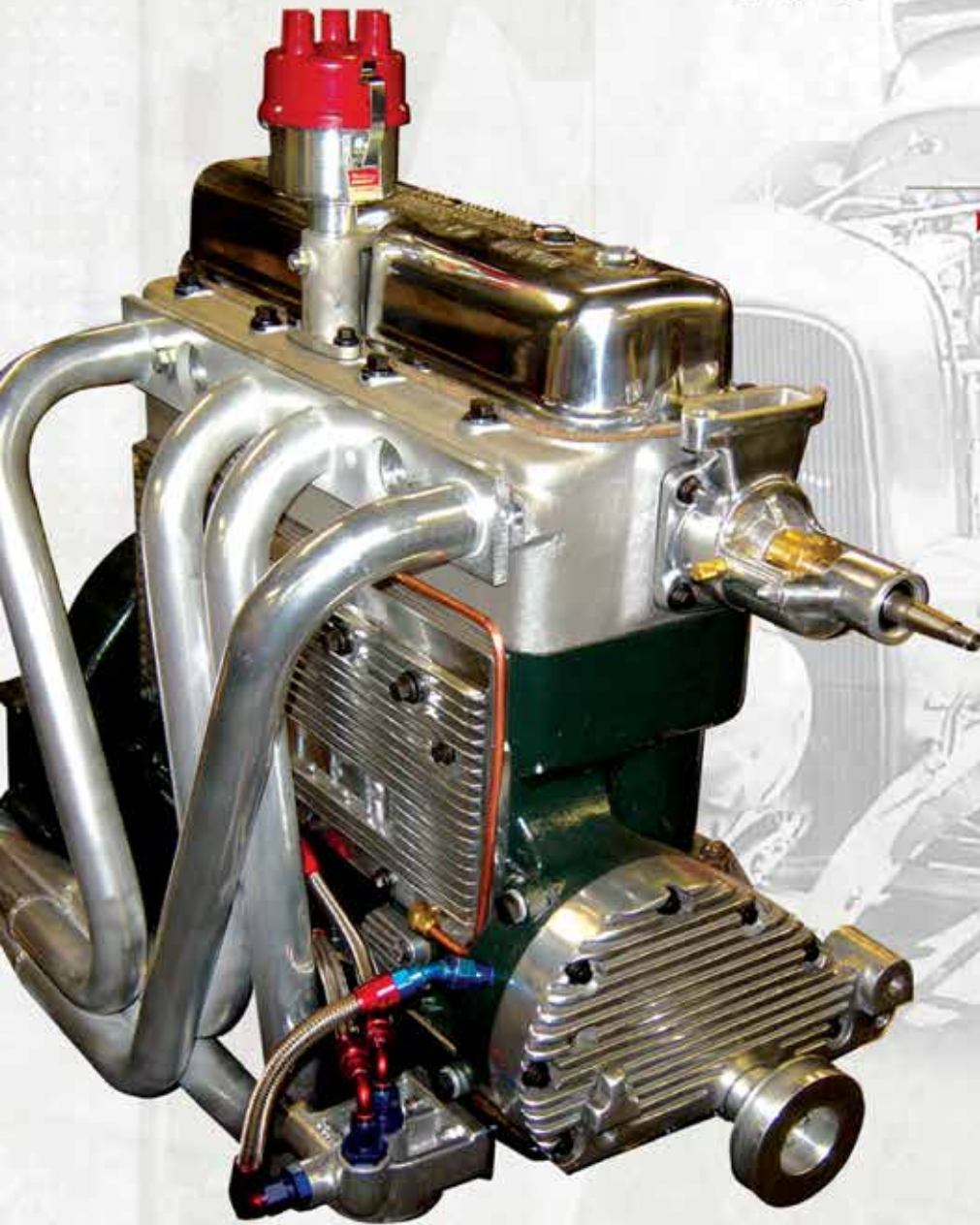


▶ Check website for full details

[handhantique.com](http://handhantique.com)

PH: 818.248.2347





## ALL BLOCKS

► 1928-1931

- Blocks Sleeved to Standard
- 8 Hardened Valve Seats
- Ironite-High Temp Pressure Sealed and Pressure Tested
- Counterweighted Crankshafts
- Reground Camshafts
- Insert Rod Bearings
- Insert Main Bearings
- New Straight Valve Conversion
- Entire Engine Electronically Dynamic Balanced
- Full Round Rear Main Seal
- V8 Flywheel Conversions Available
- Plus Much More



One Stop shop for all your Flathead needs!



ED EISENHOWER "THE CAMPER"



MIKE HERMAN



TOMMY LASORDA AND MIKE



MIKE AND GENE WINFIELD



WALLY PARKS AND MIKE



Phil Remington and Dan Webb



VIC EPLEROCK JR.



MIKE HERMAN AND RAY EVERMAN



MIKE HERMAN AND BILL GREEN OF ZZ TOP



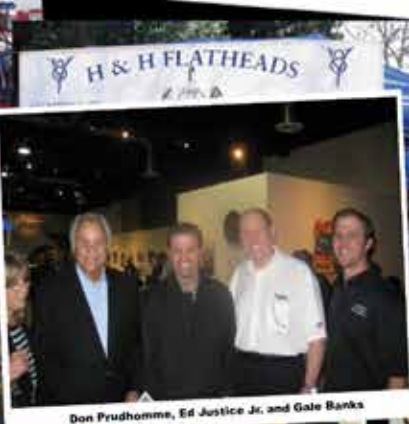
ALEX XPIAS



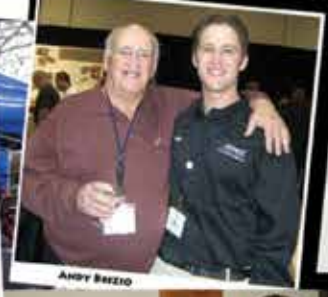
MIKE HERMAN AND ROY BRIZIO



MIKE, JAMES HAFFORD OF METALLICA, AND PAUL



Don Prudhomme, Ed Justice Jr, and Gale Banks



ANDY BRIZIO



BLACKIE



EPPEL FORD III



CHIP FOOTE



Barry Hankins and Mike Herman





# H & H Flatheads

LA CRESCENTA  
Calif.

