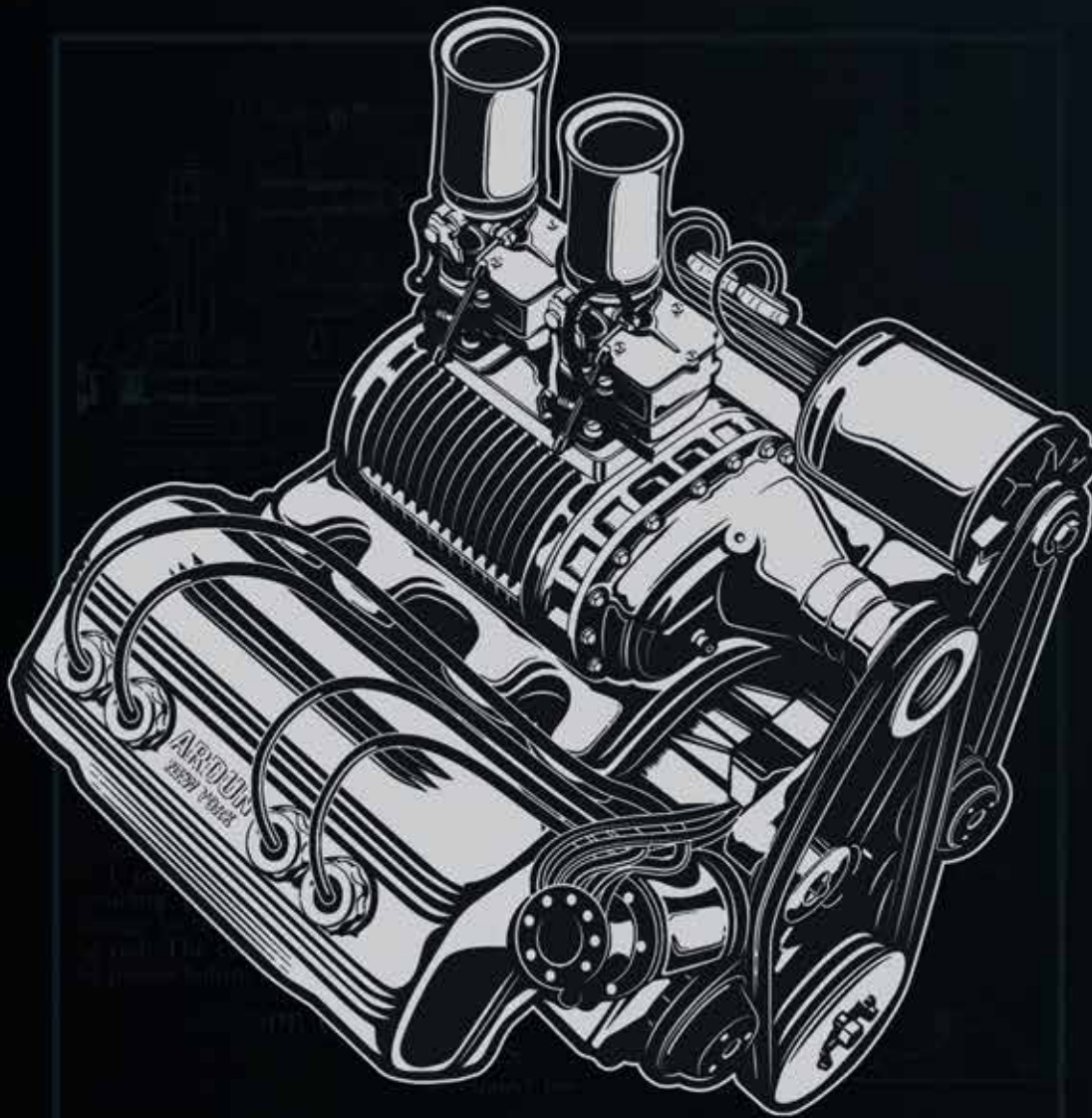


CATALOG '20

# H&H Flatheads

YOUR ONE STOP SHOP FOR ALL YOUR VINTAGE MOTOR NEEDS



V8

FORD

LINCOLN

MERCURY

V12

*AUSTIN*  
SPEED EQUIPMENT

DIXON



*Sharp*

WILSON  
& WOODS

INFO@HANDHFLATHEADS.COM / PH: 818-248-2371 / HANDHFLATHEADS.COM

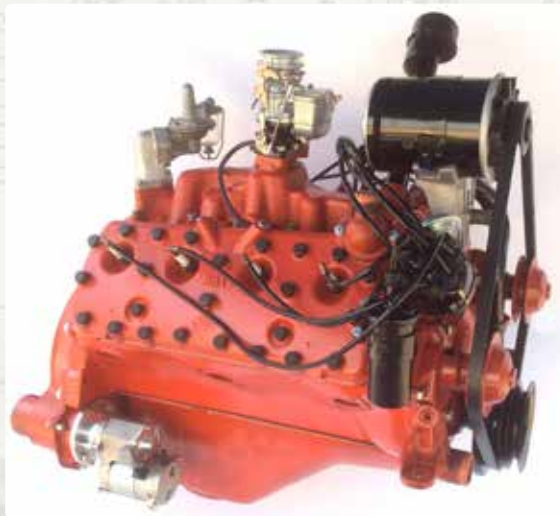
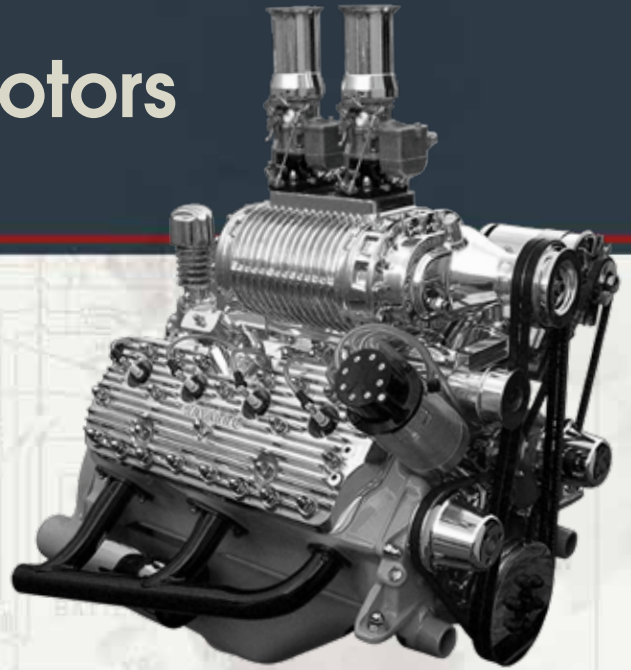




# Turn Key Motors

## ***TURN KEY MOTORS***

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 warranty.



**Complete Machining & Balancing  
V8 Custom Rebuilds**





# Turn Key Motors

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## Blocks

DISASSEMBLE.....	\$175.00
HOT TANK .....	\$50.00
ACID DIP .....	\$80.00
MAGNAFLUX & INSPECT.....	\$60.00
PRESSURE TEST .....	\$40.00
PRESSURE SEAL .....	\$120.00
RESURFACE - 3 SIDES .....	\$150.00
BORE & HONE .....	\$140.00
ADDITIONAL BORE .....	\$85.00
SLEEVES - 1 SLEEVE (SLEEVE INCL.) .....	\$90.00
EACH ADDITIONAL (SLEEVE INCL.) .....	\$55.00
ALL 8 CYLINDERS (SLEEVE INCL.) .....	\$400.00
SPECIAL SLEEVING FOR 3 3/8 .....	Call
HONE ONLY .....	\$85.00
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 INCL. SEAT).....	\$120.00
GRIND SEATS - 3 ANGLE .....	\$120.00
DRILL LIFTER BORES.....	\$45.00



## Studs

REMOVE HEAD STUDS .....	\$60.00
REPAIR BROKEN STUDS (1 STUD).....	\$25.00
ADDITIONAL STUDS.....	\$15.00
OIL GALLEY PLUG - REMOVE.....	\$10.00
ALIGN BORE '32 - '36	
CONVERT BABBIT TO INSERT MAINS.....	\$650.00
(INCL. CRANK GRIND MODIFICATION & BEARINGS)	
ALIGN HONE MAINS.....	\$100.00
RELIEVE BLOCK - STOCK TYPE RELIEF.....	\$140.00
PORT & POLISHING	
1.5 STAINLESS VALVES.....	\$500.00
1.6 STAINLESS VALVES.....	\$675.00
(INCL. RELIEVING BLOCK)	



## Balancing

BALANCE ENTIRE ROTATING & RECIPROCATING ASSEMBLY.....	\$60.00
BALANCE FLYWHEEL ASSEMBLY.....	\$25.00

## Engine Assembly

SHORT BLOCK.....	\$450.00
FULL BLOCK.....	\$750.00
Including all sheet metal, water pumps, and manifolds clean and paint all parts	



## Navarro Racing Equipment

### ***BARNEY NAVARRO***

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 axle assembly used in Tom Beatty's belly tank which set numerous records using Navarro heads and manifolds.





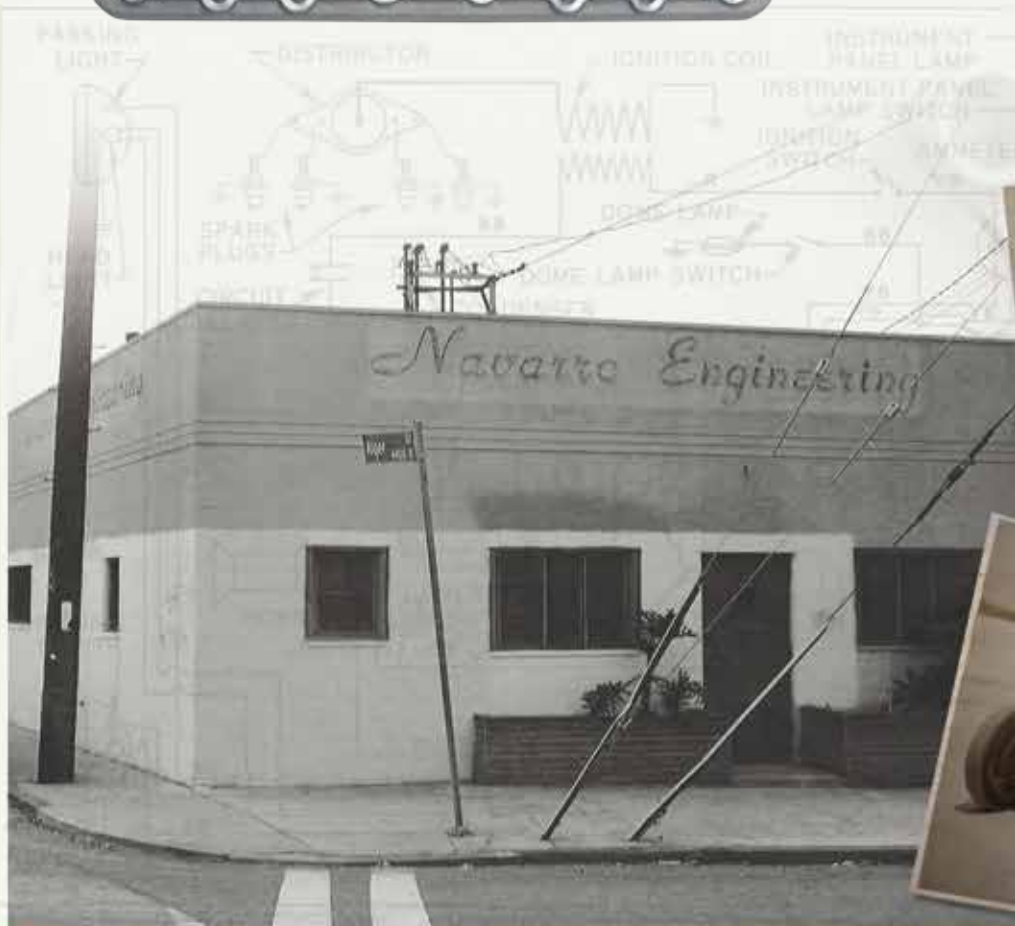
# Navarro Racing Equipment



## Navarro 59A Heads

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.

**\$900 Pair**



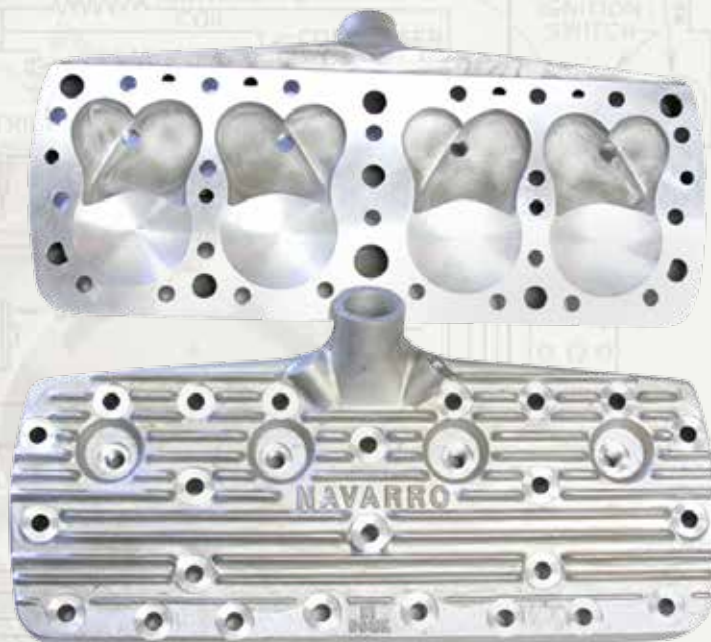
# Navarro Racing Equipment

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## Navarro High Dome Heads

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.

**\$950 pair**

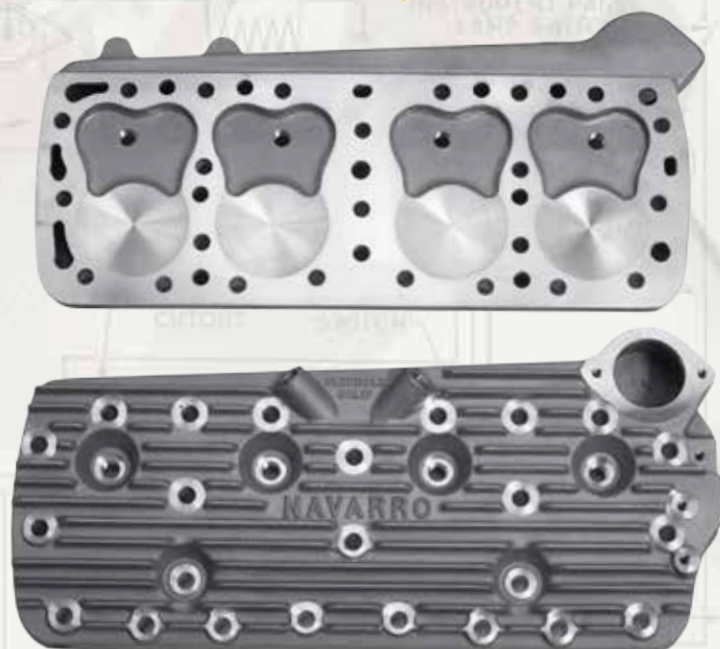


## Navarro 8BA Heads

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.

**\$900 pair**

**\$950 75cc Blower heads pair**





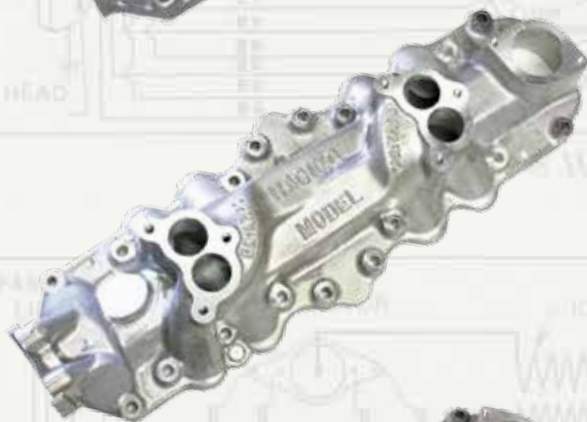
## Navarro Racing Equipment



### ◀ Navarro 2x2 Regular Dual Manifold

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

**\$450**



### ◀ Navarro 2x2 Racing Manifold

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.

**\$450**



### ◀ Navarro 2x2 Universal Model Manifold

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

**\$450**



### ◀ Navarro 3x2 Manifold

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.

**\$450**

# Navarro Racing Equipment

NAVARRO  
RACING EQUIP  
GLENDALE, CALIF

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953



## ◀ Navarro 471 Blower Manifold

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**



## ◀ Navarro 4 Barrel Manifold

The four barrel manifold 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.

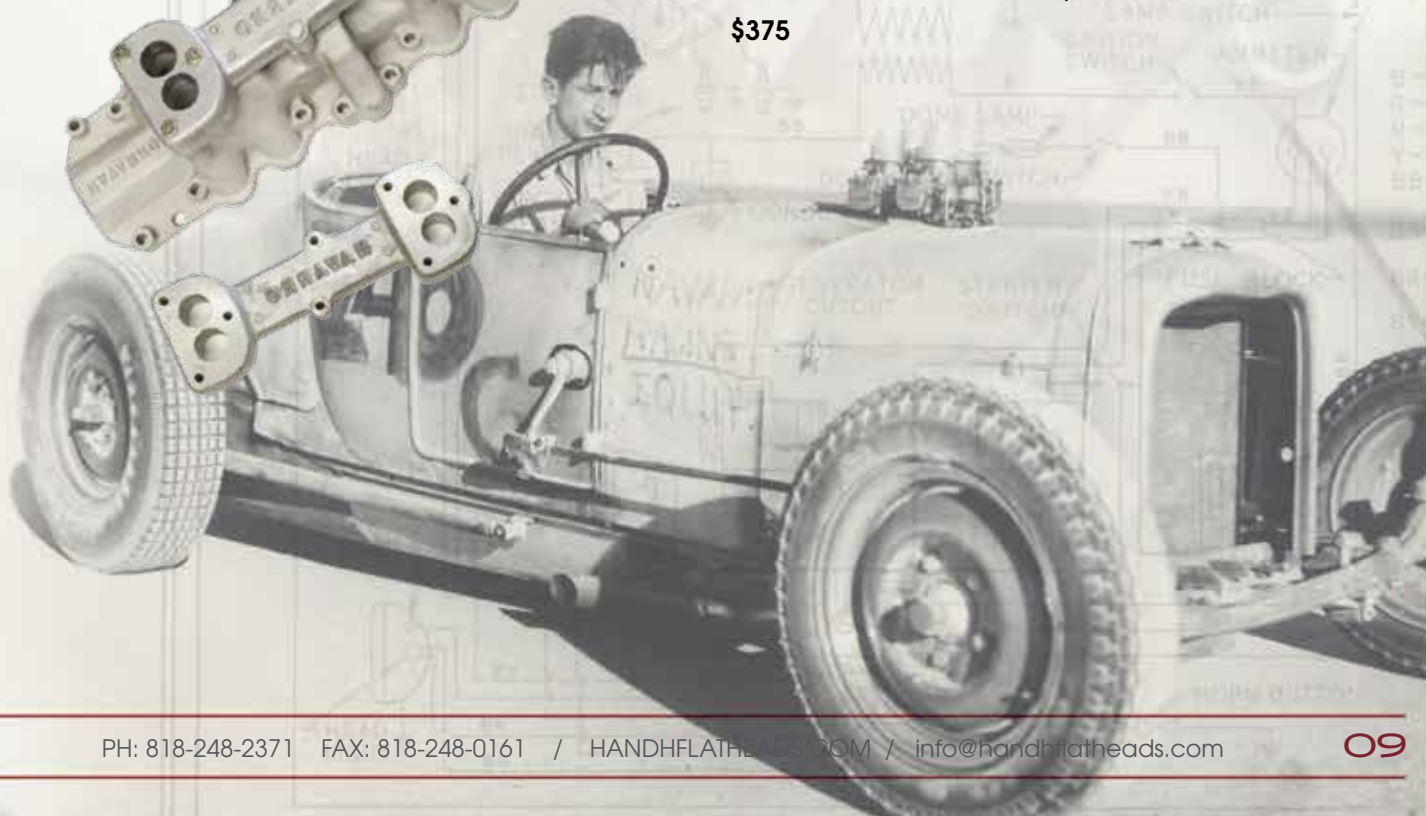
**\$450**



## ◀ Navarro "Dog Bone" Heat Riser Manifold Riser

The Navarro Intake Manifold Dog Bone Heat Riser. The intake Manifold is not yet available.

**\$375**

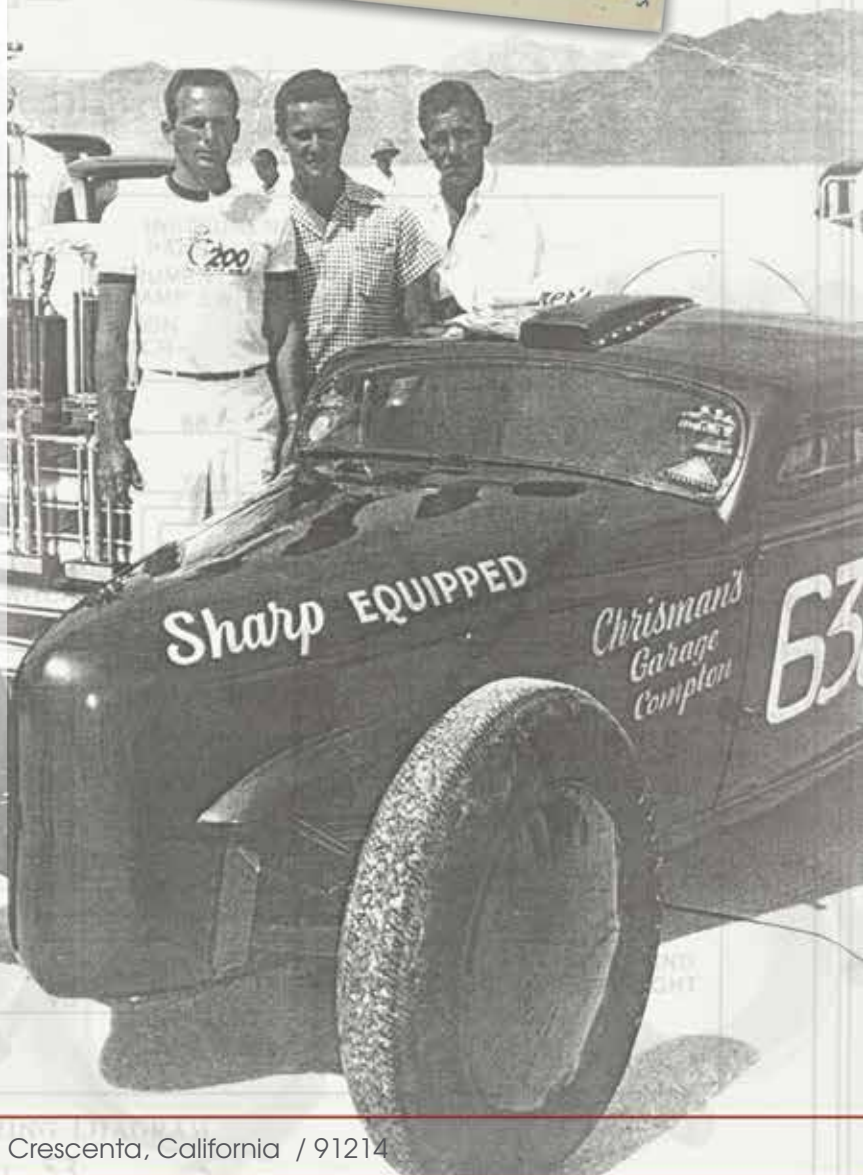




## AL SHARP

Al Sharp was a 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 Foundry man'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.



# Sharp

# Sharp Speed & Power Equipment

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## Sharp 59A ▶

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.

**\$850 Unpolished**



## Sharp 21 Stud Heads 37 ▶

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.

**\$1200 pr. Unpolished**



## Sharp 21 Studs Heads 32-36 ▶

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

**\$1200 pr. Unpolished**



(A)



(B)



## ◀ ***NEW SHARP V8 60 HEADS***

### Sharp V8 60 Heads

The new Sharp V8 60 heads are available in two kits, center and front water necks.

**(A) \$1200 pr. Center water neck heads. Unpolished**

**(B) \$1200 pr. Front water neck heads. Unpolished**



## Sharp Speed & Power Equipment

### Sharp

#### Sharp 3x2 Early Manifold

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

**\$425 unpolished**

#### Sharp 3x2 Late Manifold

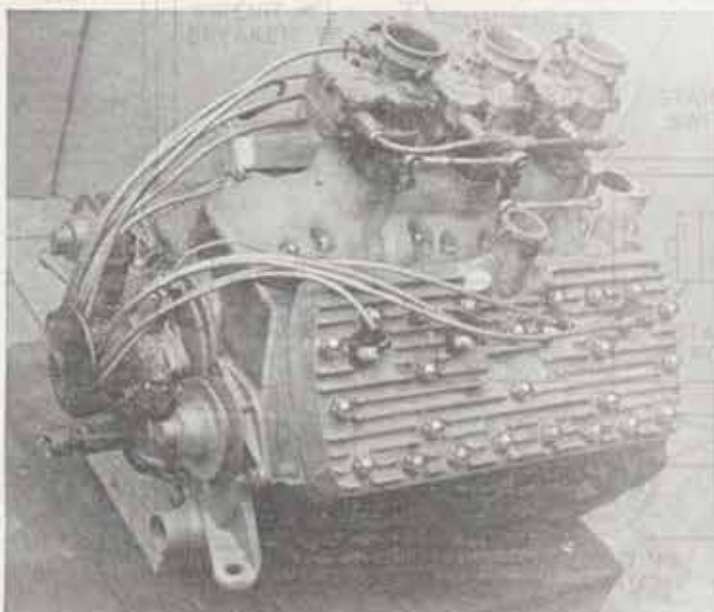
The Sharp 3x2 triple intake can accept either Holley 94's or Stromberg 97's. It has the holes drilled for the road draft and fill tube. The manifold has a heat cross over under the runners and is also available in polish.

**\$425 unpolished**

6225 Wilmington Avenue

Dept. B

LOgan 5-1329



#### Sharp 3x2 Fuel Blocks

Cast aluminum

**\$45**



#### Sharp Gas Pedal

Cast aluminum

**\$45**

# Sharp Speed & Power Equipment

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## Sharp

### 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

**\$425 unpolished**

### 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.

**\$425 unpolished**

### 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.

**\$425 unpolished**

### 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.

**\$425 unpolished**





## Austin Speed Equipment

### ***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.



# Austin Speed Equipment

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953



- ◆ **Ardun Cylinder Heads Kit:**  
Includes aluminum heads, complete valve and rocker assemblies, head gaskets, and four-port exhaust flanges.  
**\$15,000 - Special Order**

All heads available polished - pricing available upon request



**Rod & Custom Cover**  
November 2008



**1931 Ford Roadster / Blown Ardun**  
Built by Roseville Rod and Customs  
Owner: Brin George



## Austin Speed Equipment



### Austin 2x2 Manifold ▶

The Austin Ardun 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.

**\$1,000**



### Austin 3x2 Manifold ▶

The 3x2 Ardun 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.

**\$1,000**

### Austin 4x2 Manifold ▶

The Ardun 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.

**\$1,000**



### Austin 4 Barrel Manifold ▶

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

**\$1,000**

### Austin Blower Manifold ▶

The Ardun 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.

**\$1,000**



# Austin Speed Equipment

*SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953*

## **Austin Lincoln 337 2x2 Manifold** ▶

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**

## **Austin Lincoln 337 3x2 Barrel Manifold** ▶

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

**\$800**

## **Austin Lincoln 337 4 Barrel Manifold** ▶

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

**\$800**

## **Austin Lincoln 337 Blower Manifold** ▶

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

**\$800**



## **Austin Lincoln 337 V8 Finned Aluminum Heads**

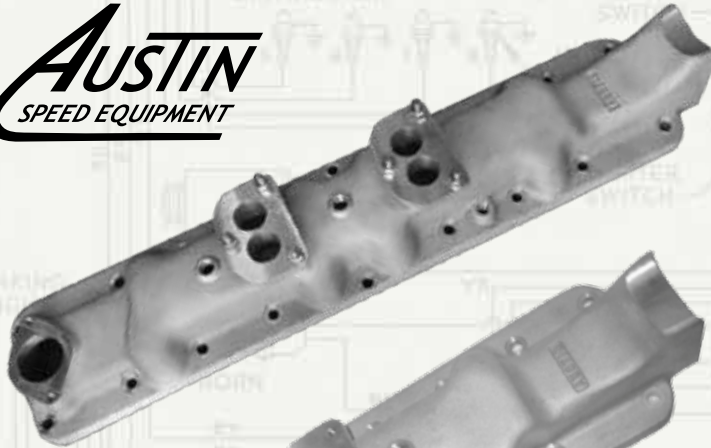
The Austin Lincoln 337 V8 finned aluminum heads are made of 356 aluminum heat treated to T-6. They are CNC machined for a very high quality finish. All heads are available in polished finish also.

**\$1400**



## Austin Speed Equipment

**AUSTIN**  
SPEED EQUIPMENT



### ◀ Austin Lincoln V12 2x2 Manifold

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

**\$800**



### ◀ Austin Lincoln V12 3x2 Manifold

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

**\$800**



### ◀ Austin Lincoln V12 4x2 Manifold

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

**\$800**



### ◀ Austin Lincoln Blower Manifold

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**



### ◀ Austin Lincoln 4-Barrel Manifold

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**

# Austin Speed Equipment

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## LINCOLN V12 PARTS

Gasket Set	Isky Springs
Head Gasket	Spring Retainers
Intake Gasket	Keepers
Cam Gear	Hollow Body Adjustable Lifters
Crank Gear	Pin Bushings
Pistons	Spark Plug Wires
Rings	Studs, Nuts, Washers
Cam Bearings	Mini High Torque Starter
1.5 Stainless Valves	PowerGen Alternator Block
1 Piece Guides	Milling High Volume Oil Pump
Main Bearings	

**Complete turn key engines, machine work and parts available for Lincoln V12 engines**

## LINCOLN V12 Machine Work

Dissemble	\$250
Hot Tank	\$50
Pressure Seal	\$120
Resurface 3 Sides	\$150
Bore & Hone	\$210
Acid Dip	\$100
1 Sleeve	\$90
-each additional sleeve	\$55
Hone Only	\$125
Valve Seats	\$360
Grind Seats 3 Angle	\$180
Drill Lifter Bores (Hollow Body Adjustable)	\$200
Remove Broken Studs	\$25, ea add. \$15
Machine Crank For Rear Main Seal	\$200
Machine Crank For Flathead Flywheel	\$200
Balance Rotating Assembly	\$275
Balance Flywheel	\$55
Resize Rods Big End	\$270
Resize Pin End Including Busing	\$125
Regrind Cam Using Your Core	\$250
Assemble To Short Block	\$600
Assemble To Full Block	\$1000
Regrind Crank Shaft	\$200



### Austin V12 Aluminum Heads

These Lincoln V12 Finned Aluminum Heads are made in the USA and have the water outlet in the stock location.  
**\$2,600 Unpolished**



### NEW H&H Smooth V12 Aluminum Heads

These Lincoln V12 Finned Aluminum Heads are made in the USA and have the water outlet in the stock location.  
**\$2,600 Unpolished**



### NEW H&H Finned V12 Aluminum Heads

These Lincoln V12 Finned Aluminum Heads are made in the USA and have the water outlet in the stock location.  
**\$2,600 Unpolished**





# Wilson & Woods

## ***H&H FLATHEADS RE-INTRODUCES WILSON & WOODS***

"Hot rodders are always looking for something a little different." Said Mike Herman, owner of H&H Flatheads that celebrates its fifteenth anniversary this year. "My first acquisition was the Navarro line purchased from Barney who was a great mentor. That was followed by Sharp and then Austin. Recently, the opportunity arose to purchase the Wilson & Woods patterns. Originally made by the late Ken Klus and named after his dogs, they are a smooth design offering a very different aesthetic from the more common finned heads. Polished, they look amazing."

# WILSON & WOODS

**Made in U.S.A.**



**'49-53 8BA Flatheads**



**A356 ALUMINUM • CNC MACHINED**



**Wilson & Woods 24 Stud Heads**

Cast in Los Angeles from the highest quality T6 tempered A356 aluminum and CNC machined, the 24-stud Wilson & Woods heads are designed to fit the desirable 1949-53 8BA flatheads.

**\$1,200**

# Dixon

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953



## DIXON

### Dixon Cylinder Heads

Cast in Los Angeles from the highest quality tempered A356 aluminum and CNC machined, the DIXON heads are designed to fit the desirable 1938-1953 59A and 8BA 24-stud flatheads. The heads come complete with Isky valve springs, 1.5-inch diameter stainless steel valves, adjustable push rods, lifters, custom head gaskets and a pair of exhaust flanges. It's everything you need to make the conversion.

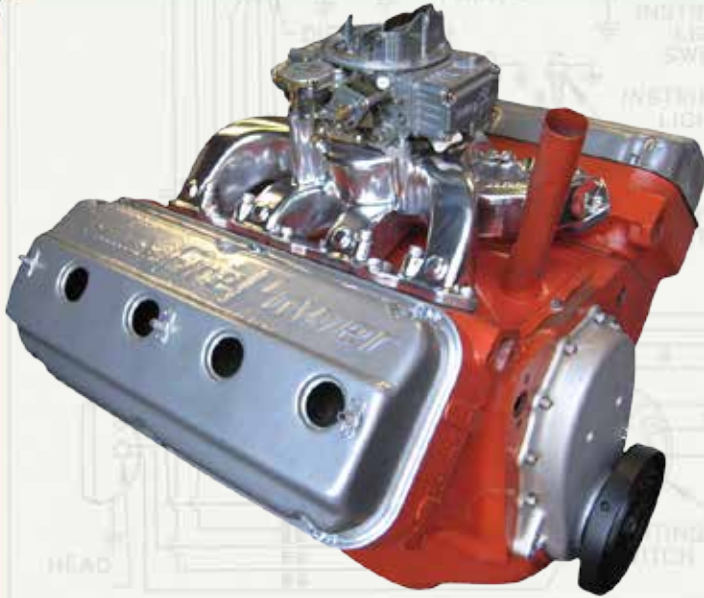
**\$7,000 Special Order**



*"Basically, the DIXON heads relocate the exhaust valve out of the block and into the head reducing overheating and allowing for vastly improved exhaust gas flow. And, of course, they also give you four rather than three exhaust ports for a more contemporary, balanced look."*



## Vintage Engine Specialist



### Early Hemi

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.

### Nailhead

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.

Valve covers: \$200  
Intake: \$600  
Valve Covers \$500  
Wire Covers \$200



### Y-Block

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.

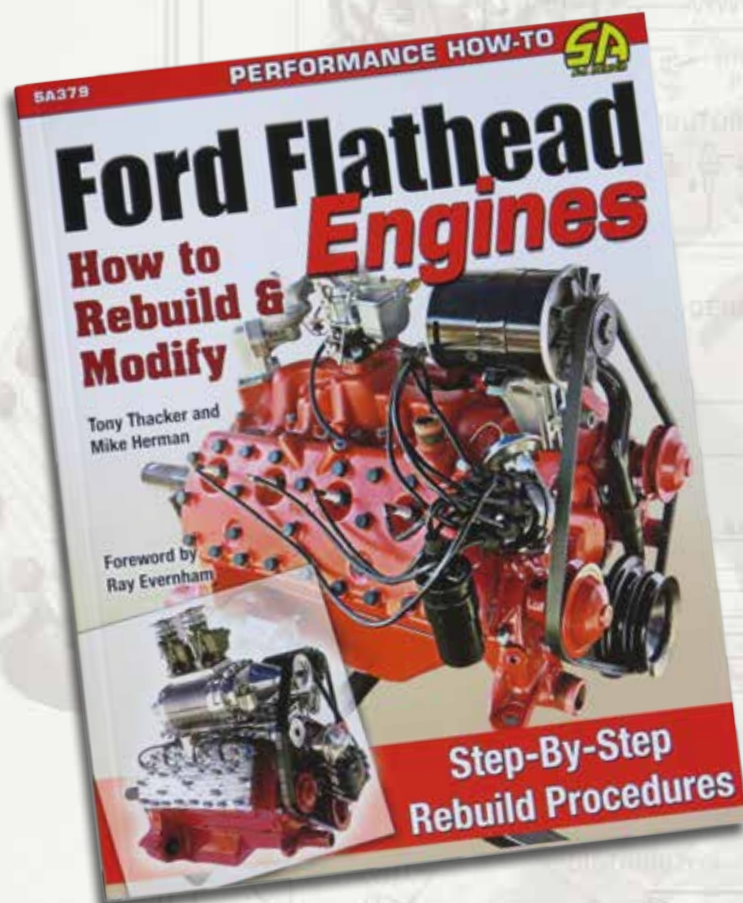




# Ford Flathead Engines

## How to rebuild & modify

*SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953*



### ***Ford Flathead Engines***

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

This book is an incredible resource with step-by-step information and quality photos designed to help with your next engine rebuild.

**\$31.95**

**Written by Tony Thacker and Mike Herman**

***Decades of knowledge jam packed into 144 informative pages***





## Intake Manifolds

**Edelbrock**

### Edelbrock Super Dual

Designed for Ford and Mercury engines made from 1938 to 1948

**\$340**



**Edelbrock**

### Edelbrock Slingshot

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

**\$525**



**Edelbrock**

### Edelbrock 3x2

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.

**\$325**



**Edelbrock**

### Edelbrock 4 Barrel

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

**\$475**



**Offenhauser**

### Offenhauser 2x2 Super Dual

There is early and late model available

**1942-1948: \$425**

**1949-1953: \$425**



**Offenhauser**

### Offenhauser Regular Dual

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.

**\$325**



**Offenhauser**

### Offenhauser 3x2 Super Dual

There is early and late model available

**1932-1941: \$400**

**1942-1948: \$400**

**1949-1953: \$400**



**Offenhauser**

### Offenhauser 4 Barrel

Features Carter WCFB pattern. For Holley carb, use Offy adapter.

**19382-1948: \$400**

**1949-1953: \$400**



## Special order Intake Manifolds

**Polished Manifolds: add \$200**

**Tettersfield 2x2 High rise: \$700**

**Eddie Meyer 2x2 V8 60: \$450**

**Eddie Meyer 2x2 High rise: \$700**

**Thickstun 2x2 PM-7: \$700**

**Eddie Meyer 2x2 High rise: \$450**

**V8 60 Blower Intake Manifold: \$Call**

**V8 60 3x2 Intake Manifold: \$Call**

# Cylinder Heads

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953



## Offenhauser 59A Cylinder Heads

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. **\$799**



## Edelbrock 59A Block Letter Cylinder Heads

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. **\$750**



## Offenhauser 8BA Cylinder Heads

Offenhauser 8BA Cylinder heads 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. **\$799**



## Edelbrock High Lift Script Letter

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. **\$750**



## H&H Flatheads Dome 21 Stud Cylinder Heads

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. **\$1,200**



## Eddie Meyer 21 Stud Cylinder Heads

The Eddie Meyer heads are made to fit 1932-36 flat-heads. They are available for flat top or dome pistons. They are manufactured in the USA. The compression ratio is 8.25 to 1. **\$1,200**



## Edelbrock High Lift Script Letter

Edelbrock high lift chamber is CNC machine perfect, for supercharger applications 74cc. Available in early and late. **\$750**



## Carburetion



**Big Stromberg 97 (250cfm): \$475 ea.**



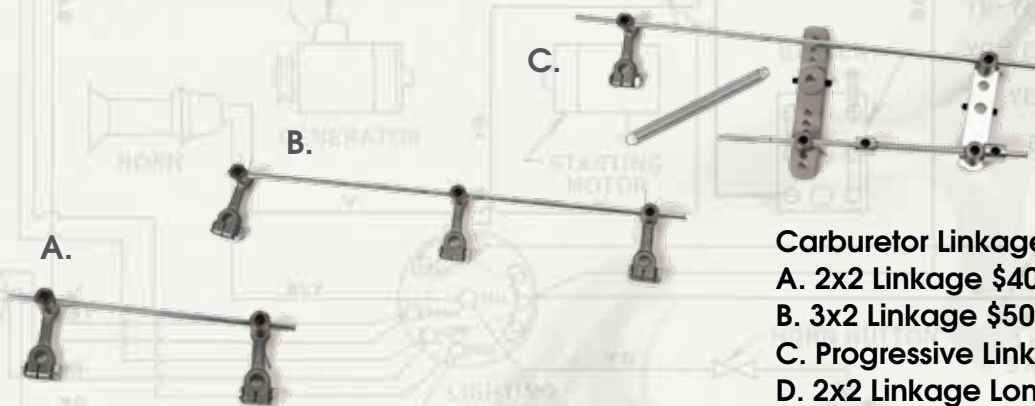
**Stromberg 97 Chrome: \$600 ea.**



**Holley Four Barrel: \$525 ea.**  
390 CFM perfect carburetion for your flathead.



**Stromberg 97 (150cfm): \$450 ea.**



**Carburetor Linkage**  
A. 2x2 Linkage \$40  
B. 3x2 Linkage \$50  
C. Progressive Linkage \$100  
D. 2x2 Linkage Long \$45 (not shown)

# Carburetion Replacement Parts

*SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953*



Body Screw Kit : stainless .....	\$12
Jet Wrench .....	\$30 ea.
Inline 90 Degree Fuel Fitting .....	\$26 ea.
Inline T Fuel Fitting .....	\$29 ea.
Premium Rebuild Kit .....	\$46
Accelerator Pump Rod for 97 & 81 .....	\$20
Accelerator Pump Rod for 48 .....	\$20
Main Jets – most sizes .....	\$10
Emulsion Tubes .....	\$23
Idle Adjusting Screws & Springs .....	\$13
Accelerator Pump Check Valve .....	\$6
Power By-Pass Jet – most sizes .....	\$13
Accelerator Pump kit .....	\$20
Accelerator Pump bare .....	\$10
Bowl Plug Kit .....	\$20
Accelerator Pump Lever .....	\$20
Choke Shaft Kit .....	\$19
Choke Plate Kit .....	\$13
Stromberg Superfloat .....	\$22
Choke Kicker Assembly .....	\$36
Spring Kit .....	\$19
Throttle Shaft and Lever Kit .....	\$36
Throttle Plates .....	\$14
Choke & Accelerator Pump Lever Screws .....	\$15





## Accessories



Hot Rod Scoops: \$20 ea.



Mini Mohawk: \$75 ea.



Dome Top: \$75 ea.



Aero Top: \$75 ea.



Bug Catchers:  
\$15 ea.



Round Smooth Breathers:  
\$45 ea. or 3 for \$120



Tallstacks w/ bug catchers:  
\$100 ea.



2 5/8" base

Finned Thinned Breathers:  
\$45 ea. or 3 for \$120



Thickstun Rear Breather:  
\$100 ea.



Short Breathers:  
Polished \$100 ea.  
Unpolished \$85 ea.



Finned Rear Breather:  
\$100 ea.

# Accessories

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## March Serpentine Belt System

March's "big dog" kit includes a unique center-mounted, remote power steering pump that not only provides power for your steering but also acts as an easy belt tensioning mechanism. Included in the kit is all mounting hardware, two water pumps with either 45-degree or 90-degree motor mounts and powder-coated pulleys in a variety of finishes. Either 105-amp or 140-amp billet generators are optional.

**\$2,200**



**Slingshot 2x2 Manifold:**  
**\$175 Polished**



**Front Fill  
Tube:**  
**\$45**



**OTB Fuel  
Blocks:**  
**2-Carb \$40  
polished**  
**3-Carb \$45  
polished**



**Coil Cover:**  
**\$65 ea.**



**Sharp  
Generator  
Bracket:**  
**\$50**

***So-Cal  
Streamliner***

**Built by Dan Webb**





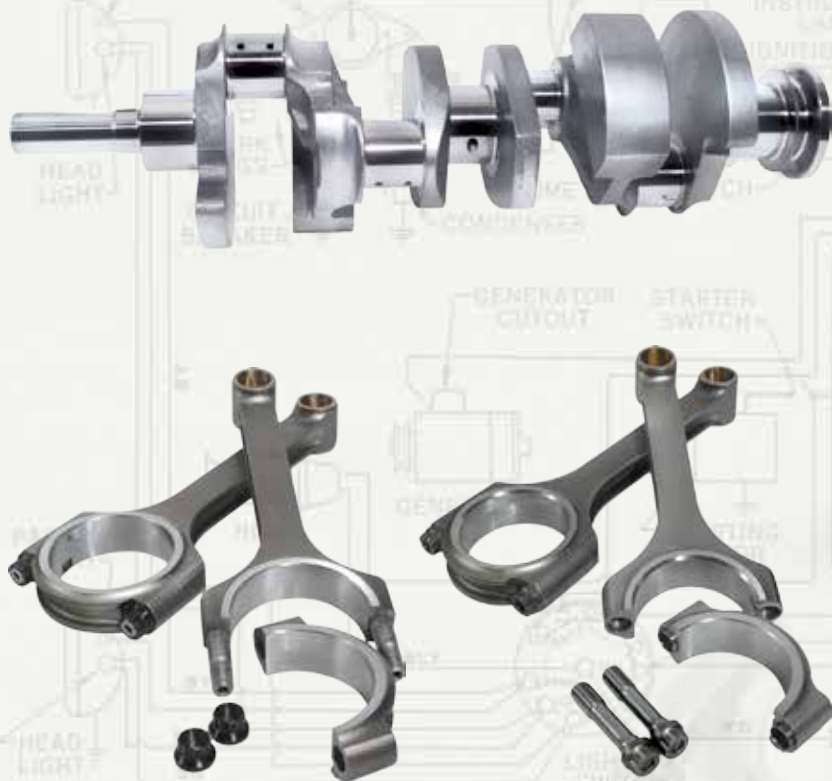
## Stroker Kits



### 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.

\$1,995



### Scat Cranks

Scat Crank 4" 2" Pin .....	\$825
Scat Crank 4" Stock Pin .....	\$825
Scat Crank 4 1/8" 2" Pin .....	\$825
Scat Crank 4 1/8" Stock Pin .....	\$825
Scat Crank 4 1/4" 2" Pin .....	\$825
Scat Crank 4 1/4" Stock Pin .....	\$825
Scat Crank 4 3/8" 2" Pin .....	\$825
Ghost Main Billet Crank .....	\$2,975
21 Stud 4" Crank .....	\$1,000

### Connecting Rods

2" Connecting Rods .....	\$525
2.138" Connecting Rods .....	\$550

# Stroker Kits

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953



## Full Balanced Rotating Assemblies

New Scat 4" Crank, Scat rods, 3 5/16 Three Ring Edge Pistons, Hastings rings, Clevite rod bearings, main bearings and fully balanced. .... \$1,950  
 4 1/8" x 3 5/16" with Ross Pistons & H Beam Rods ..... \$1,950  
 4 1/4 x 3 5/16" with Ross Pistons, H-Beam Rods ..... \$1,950



## 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

## Crankshafts

GRIND CRANK ..... \$115  
 MAGNUFLUX CRANK ..... \$65  
 PLUGS - R&R PLUGS IN ROD JOURNALS ..... \$55  
 R&R PLUGS - DRILL & TAP FOR SCREW IN PIPE PLUGS ..... \$145  
 STOKER GRINDING ..... Call



## Connecting Rods

RESIZE BIG END 8BA STYLE ..... \$160  
 FULL FLOATING STYLE ..... \$200  
 ALL ROD'S INCLUDE ARP NUTS  
 RESIZE PIN END ..... \$80  
 NEW PIN BUSHINGS INCLUDED  
 INSTALL PISTONS ON RODS & ALIGN ..... \$60



## Camshafts Regrind

STOCK ..... \$175 Plus Core  
 MODIFIED M1 ..... \$250 Plus Core  
 HOTROD 274 ..... \$250 Plus Core  
 RACE 1R ..... \$250 Plus Core  
 L100 ..... \$250 Plus Core  
 LIFTERS REGRIND ..... \$75  
 ARDUN AND RACE CAMS ..... \$ Call



## Valve Train



### Dura Bond Bearings

Dura - Bond Bi-metal bearings are constructed of seamless steel tube with a thin layer of lead based babbitt material . Seamless construction makes easy , eliminating breakage and bearing surface interruptions. Made in the USA

**\$40**



### Crank & Cam Gears

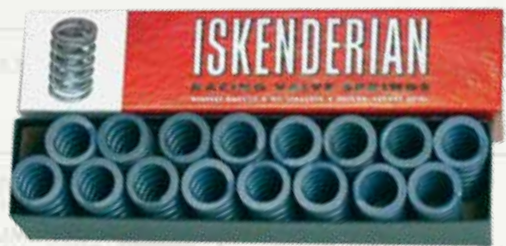
Cast Iron Crank Gear ..... **\$50**  
Aluminum Cam Gear ..... **\$50**



### 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 flatly.

1.5 Budget Performance x8 ..... **\$80**  
1.6 Budget Performance x8 ..... **\$88**  
1.5 Pro Flo x8 ..... **\$96**  
1.6 Pro Flo x8 ..... **\$104**



### 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.

**\$115**



*Phil Remington Car* Built by Dan Webb

# Valve Train

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

## 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.

\$460 - \$550

### Available in:

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



## 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

**\$375**



## Pistons

Edge 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 set
Merc 4" Stroke from STD to .125 over .....	\$250 set
Ford 21 Stud 3 1/16 flattop pistons .....	\$300 set
Ford 21 Stud 3 1/16 dome pistons .....	\$300 set
Merc 4"x3 5/16 3 ring pistons .....	\$250
V8 60 Pistons .....	\$300

## 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
V8 60 Adjustable Lifters .....	\$325
V8 60 One Piece Guides .....	\$160
V8 60 Straight Valves .....	\$160

Valve Guide Seals used only on the intake guide .....	\$4 set 8
Valve Guide Retainers "horseshoe" .....	\$16 set 16
Steel Spring Retainers .....	\$45 set 16
Hardened Keepers for a Straight Valve Conversion ..	\$16 set 32



## Bearings & Pumps



### H&H Flatheads Steel Main Caps

H&H Flatheads produces these sturdy main caps, precision milled from billet steel for applications beyond the street.

**\$575 set**

### Rod Bearings

1939-42 Full Floating Non-flange 2" Journal .....	\$350 set (limited sizes)
1943-48 Full Floating Non-flange 2.138" .....	\$300 set
1949-53 Insert Bearings .....	\$125 set (Std. thru .030)

### Main Bearings

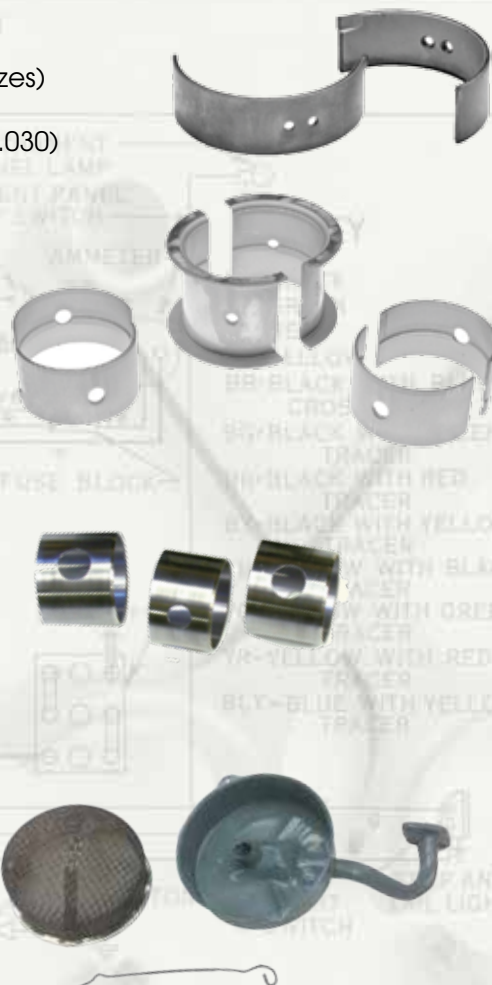
1932-36 Conversion to Inserts .....	\$750
1937-38 LB Series .....	\$200
1942-48 59A Style .....	\$125
1949-53 8BA Style .....	\$125
V8 60 .....	\$225

### Cam Bearings

Undersized I.D. .010 .....	\$40
Oversized .....	Call for prices
V8 60 .....	\$50
Standard .....	\$30

### Oil Pumps

Melling M19 replacement oil pump .....	\$150
Melling M15 High Volume Oil Pump .....	\$250
Oil Pump Pick Up .....	\$30
Oil Pump Screen .....	\$20
New Rear Oil Pump Idler Gear Bushing .....	\$10



# Electrical

*SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953*



## **Powergen 70 AMP Alternator 59A**

1939-48 Black: \$350

1939-48 Polished: \$425



## **Chevy One Wire Alternator Brackets**

Plain: \$75

Chrome: \$125



## **Powergen 70 AMP Alternator**

1949-53 Black: \$350

1949-53 Polished: \$425



## **Stromberg E-Fire Distributor**

3 bolt 6v: \$395

3 bolt 12v: \$395

2 bolt 6v: \$395

2 bolt 12v: \$395



## **Promaster Mini Torque Starter**

Plain: \$225

Chrome: \$300



## **MSD Distributor**

1949-53: \$525



## **Vertex Distributor**

Vertex Magneto: \$1,300



## **Vintage Promaster Starter - Plain**

\$225





*Your one stop shop for all your vintage motor needs!*

### Accessories

Sharps Fuel Blocks: \$50 plain  
 Sharps Fuel Blocks: \$65 polished  
 Chrome Acorns for 24 stud motors: \$100  
 Chrome Acorns and Studs for most intakes: \$50  
 Complete Engine Acorn Dress Up Kit: \$270  
 20 Chrome Intake Bolts with Ford Logo & Chrome Lock Washers: \$35  
 20 Chrome Intake Bolts with V8 Logo & Chrome Lock Washers: \$35  
 20 Chrome Intake Bolts Plain & Chrome Lock Washers: \$30  
 Chrome Pan Bolts with Ford Logo & Chrome Lock Washers : \$30  
 Chrome Pan Bolts with V8 Logo & Chrome Lock Washers: \$30  
 Chrome Pan Bolts Plain & Chrome Lock Washers: \$25  
 Complete Engine Chrome Ford Logo Bolt Kit except Heads: \$90  
 Complete Engine Chrome V8 Logo Bolt Kit except Heads: \$90  
 Complete Engine Chrome Bolt Kit except Heads: \$75  
 Sharps 3x2 Fuel Block: \$50  
 Offenhauser Pan Breather : \$65  
 Offenhauser Fuel Pump Block Off Plate: \$20  
 Offenhauser Offset Generator Strap Mount 1949-53: \$50  
 Offenhauser Driver Side Head Mount Generator Bracket: \$50  
 Offenhauser Passenger Side Head Mount Generator Bracket : \$50  
 Navarro Passenger Side Head Mount Generator Bracket: \$50  
 Navarro Driver Side Head Mount Generator Bracket : \$50  
 Navarro Water Neck Generator Mount Combo Bracket : \$65  
 Steel Main Caps: \$500 set  
 Dip Stick & Tube: \$20  
 Chrome Helmets: \$35  
 Finned Aluminum Coil Cover: \$30  
 Crank Sleeve for the 8BA: \$10  
 Front Cam Gear for 8BA: \$15  
 Oil Pump Gear for Cam: \$15  
 Distributor Drive Gear: \$15

### Gasket sets

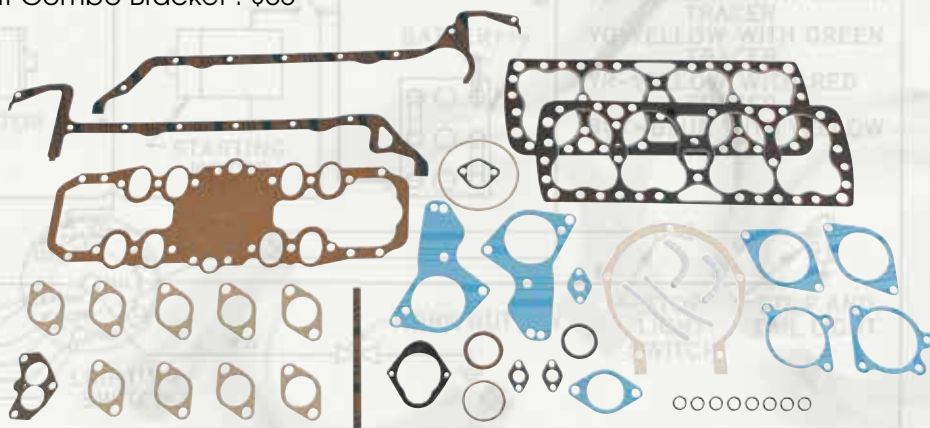
Best gaskets provides H&H with only the obsolete flathead gaskets. They make complete sets from 1932 thru 1953 with many variations using only the best material available.

### Individual gaskets

Pan Gasket Set ..... \$15  
 Intake Gasket ..... \$10  
 Big Port intake Gasket ..... \$18  
 Head Gaskets ..... \$25 ea.  
 Big Bore Head Gaskets ..... \$40 ea.

### Complete gasket sets

32-38 composition head gasket.... \$120  
 39-42 (graphite)..... \$100  
 42-48 (graphite bore, up to .060)... \$100  
 42-48 (graphite big bore)..... \$140  
 49-53 (graphite small bore)..... \$100  
 49-53 (graphite big bore)..... \$140  
 V8 60 ..... \$120



# Merchandise

*SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953*



## H&H Ardun Flathead T-shirt

Short Sleeve, Black t-shirt  
Large logo on back  
Small logo on front left chest  
**\$20**

## H&H Piston T-shirt

Short Sleeve, white t-shirt  
Large logo on back  
Small logo on front left chest  
**\$20**

## H&H Original Flathead T-shirt

Short Sleeve, Black t-shirt  
Large logo on back  
Small logo on front left chest  
**\$20**



**Cory & Ash Taulbert**  
Grand National Roadster Show  
2019 Brizio Family Award  
2019 H&H Best Dressed Flathead Award



## Friends of H&H Flatheads



alex and his



harry and his



at the harbor 'the wife' and his



george and his



roy and his



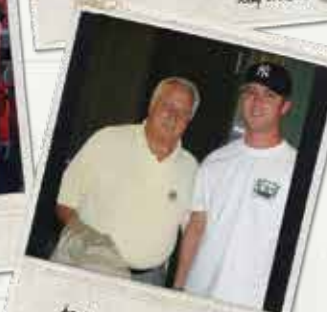
roy and his



uilly and his



james halffield of metallica



harry and his



gus and his



harry and his



royce and his



robert and his



uilly f. givens of 22 top



chip and his



harry and his



andy and his



# Friends of H&H Flatheads

SPECIALIZING IN FORD FLATHEAD V8'S 1932-1953

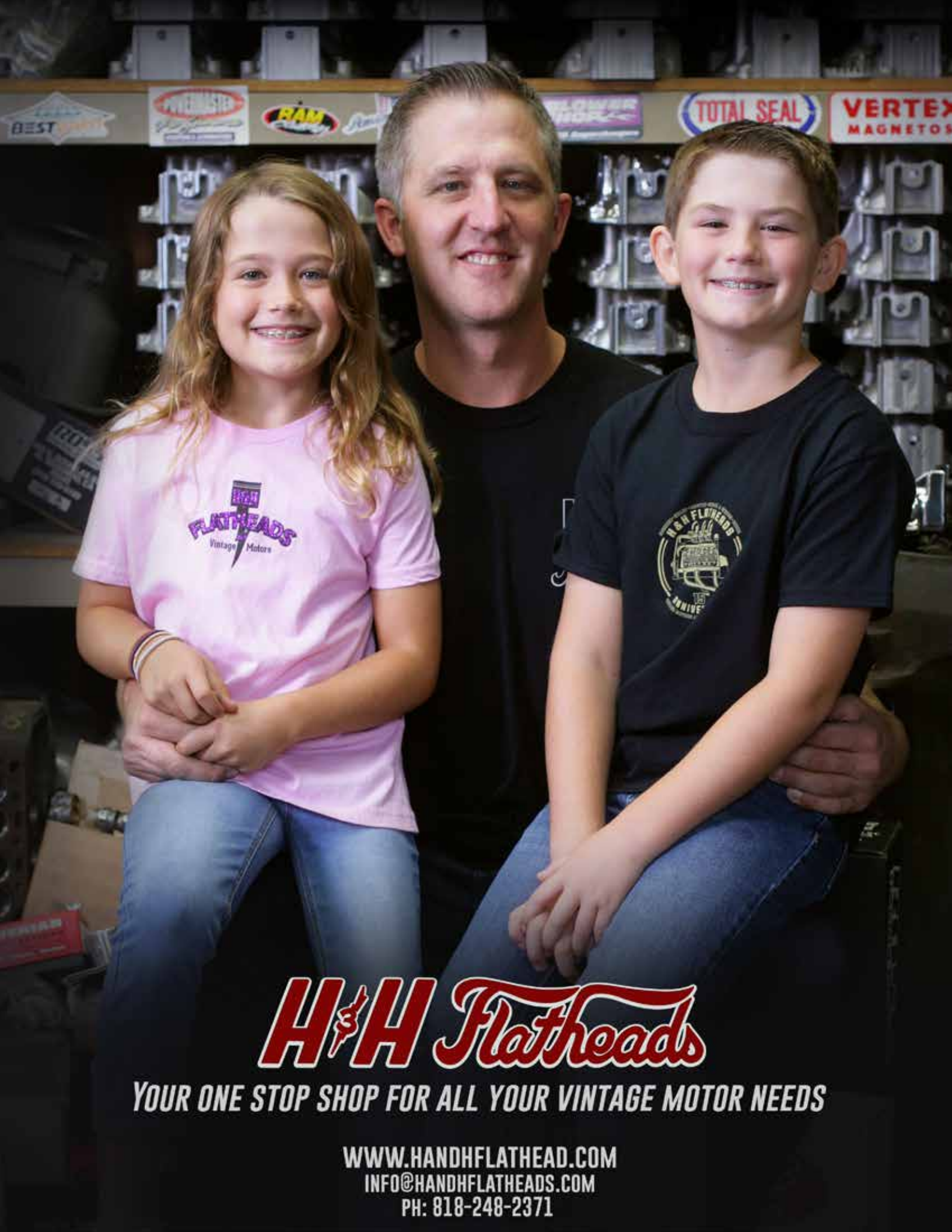
## ***BOB GLEIM***

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 brother's 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!***







***H&H Flatheads***

***YOUR ONE STOP SHOP FOR ALL YOUR VINTAGE MOTOR NEEDS***

**WWW.HANDHFLATHEAD.COM  
INFO@HANDHFLATHEADS.COM  
PH: 818-248-2371**