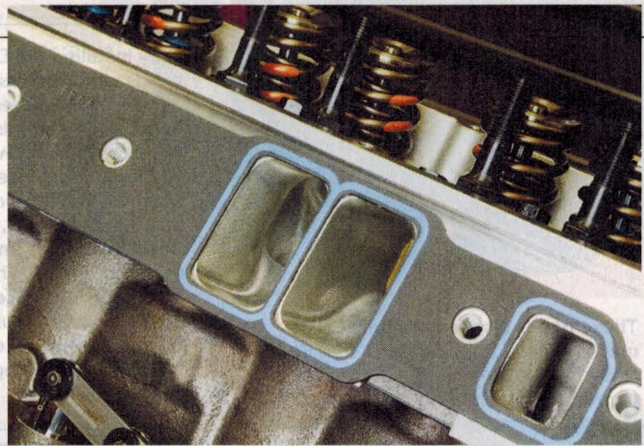
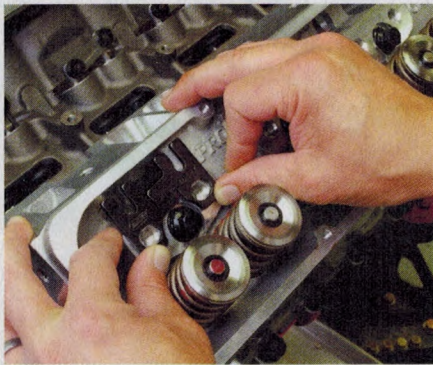


THE ANTI LS

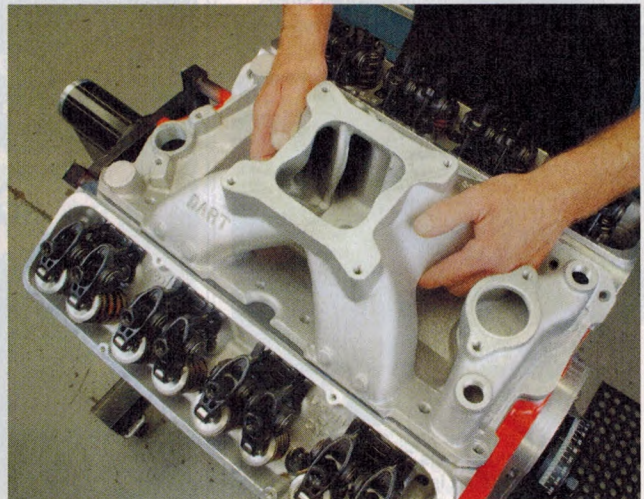
We used COMP Cams' Ultra Pro Magnum 1.6 rocker arms on both the intake and exhaust for a total of .688-inch lift at the valve tip. These rockers are made from investment-cast 8650 chromoly and are designed for extremely high strength with minimal weight. They are engineered to be used in high-lift cams without the need to convert to more costly shaft-mount rockers, or even the need for a stud girdle.



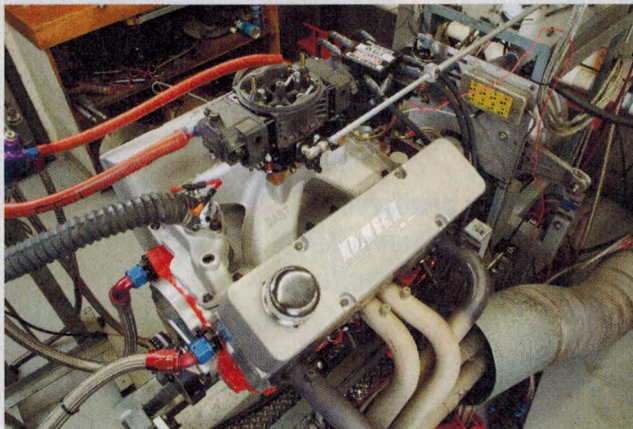
This is how good the CNC work is on the Dart Pro 1 heads: The 1206 Fel-Pro intake gaskets fit the port openings just about perfectly.



Tony installed a set of Dart adjustable guideplates on the engine. These interlocking plates allow you to line up the pushrod, rocker arm, and lifter bore, and then lock them in place when the rocker stud is torqued in place.



The Dart single-plane intake manifold is meant for high-rpm, no-nonsense engines like our 427. It fits standard 23-degree cylinder heads and boasts one of the largest intake plenum volumes of a single-four barrel intake for a small-block. We'll use an HVH 2-inch Super Sucker transitional spacer between the intake and carb during the dyno test to further increase plenum volume and smooth the transition from the carb base to an open intake.



LET'S ROCK!

Enough talk about the parts, what's all of this worth in terms of pump-gas power? We strapped the big-inch small-block SHP 427 to Dart's dyno and made a dozen pulls. From the first time spark hit fuel in the cylinders, we realized just how potent this engine was. It sounds plain angry, even as it idles down to about 900 rpm.

Our goal was to crest the 600hp mark with a Gen I motor that had enough durability and manners to be driven on the street. The Dart SHP 427 bettered that goal on the first pass. By the end of the day, we had captured an extremely respectful 627 hp with an equally impressive 561 lb-ft of torque! That'll get your attention.

We tried both an 850-cfm Holley Ultra HP carburetor and a 950 version in case the engine wanted even more fuel at the top end. The power numbers were pretty similar throughout the powerband with both carbs, but ultimately the 850 made more power, confirming that it's the right size for this combination.

With a peak horsepower of 627, we surpassed our goal for this Gen I motor, proving that an engine doesn't have to start with the letters "LS" to make serious power. We can pass this Chevy-orange beast off as a 305 or 350, or proudly proclaim its true displacement of 427 ci. And the best part is that it will bolt to our existing accessories, exhaust, and transmission.



For ignition on the dyno and also in our Laguna, we chose a Performance Distributors HEI. This is an all-new distributor that makes high-performance ignition a breeze. The ignition module, coil, and everything else we need is all in the distributor. We opted for a composite gear for compatibility with our roller camshaft and a set of LiveWires, which have high-temp sleeving and numbered boots for easy installation.

"That engine sounds angry!"

—Jack McInnis, Dart Machinery