

Files 2824 53#

- acura — 2
- alfa romeo — 8
- amc — 26
- audi — 4 — 2#
- bmw - mini — 22 — 4#
- buick — 43
- cadillac — 7
- Northstar — 3
- chevy — 594 — 1#
- &n1111 — lsx — 208
- ltx — 77
- 4.3l v6 — 9
- ecotec — 4
- chevy_big_block — 356
- 409 — 14
- chrysler — 7
- jeep — 13
- neon — 8
- viper - v10 — 14
- la — 120
- hemi — 29
- chrysler_big_block
- rb — 123
- early hemi — 9 — 1#
- hemi — 39
- citroen — 0 — 2#
- ferrari — 10
- fiat — 2
- ford — 33 — 18#
- v6 3.8 — 7
- cleveland — 39
- modular — 54
- windsor — 268
- ford_big_block
- fe — 39 — 1#
- 385 series — 120 — 1#
- gmc - v6 — 2
- gm_duramax_diesel — 3
- holden — 8
- honda — 34
- hyundai — 7
- jaguar — 1
- lotus — 0 — 1#
- mazda — 12
- mercedes — 6
- mgb — 4
- mitsubishi — 20 — 2#
- nissan — 20
- olds — 37
- opel / vaux — 23 — 4#
- peugeot — 1
- pontiac — 110 — 1#
- 3800 v6 — 10
- porsche — 10
- renauld — 4
- rover — 2 — 2#
- studebaker — 8
- subaru — 15 — 2#
- toyota — 40
- volvo — 16 — 2#
- vw — 34 — 9#
- —
- buell — 4
- harley-davidson — 62
- honda — 1
- jawa — 1
- kawasaki — 4

Check out these [Screenshots](#) from [CARFOR](#) our Automotive Performance Software.

Offering A Computer Program designed for the Motor Sports enthusiast since 1987.

Performance software that does the math for YOU.

DFW or FLW Files

A Package of more than 2800 flow files for use with Dyno simulation programs.

I have formatted each cylinder heads information into individual files for use with different versions of DeskTop Dyno, DynoSim, Comp Cams CamQuest program, Dynomation Versions 4 and 5 and Performance Trends Engine Analyzer. The files will be in separate folders for the different engine types. See tree view to left. Download a [Sample DFW File for Dynamation 5.0](#) (.5KB) or a [Sample DFW File for Camquest 6.0](#) (.5KB) or a [Sample FLW File](#) (.5KB) or a [Sample DFW File for Performance Trends Engine Analyzer v3.9](#) (.5KB) to see which of these files will work with your simulation software.

Price \$34.95 - Add \$5.95 for shipping and handling if you want a CD-ROM. [Online Purchasing](#)
If you would like to order DFW or FLW Files. Please download and email me the [Order Form](#). Or for information [Email Stan](#)

Our Combination Package

Pay Regular Price for [CARFOR](#) and get **33% OFF** on FLW /DFW files.

Price \$73.25 - Add \$5.95 for shipping and handling if you want a CD-ROM. [Online Purchasing](#)

Cylinder Head Flow Data at 28 Inches of Water

You can search this page by using your browser's EDIT —> FIND commands

[\[Acura\]](#) [\[Alfa Romeo\]](#) [\[AMC\]](#) [\[Audi\]](#) [\[BMW\]](#) [\[Buick\]](#) [\[Cadillac\]](#) [\[Chevy\]](#) [\[BB Chevy\]](#) [\[Chrysler\]](#) [\[BB Chrysler\]](#) [\[Citroen\]](#) [\[Cummins\]](#) [\[Ferrari\]](#) [\[Fiat\]](#) [\[Ford\]](#) [\[BB Ford\]](#) [\[GMC\]](#) [\[GM Duramax Diesel\]](#) [\[Holden\]](#) [\[Honda\]](#) [\[Hyundai\]](#) [\[Jaguar\]](#) [\[Lotus\]](#) [\[Mazda\]](#) [\[Mercedes\]](#) [\[MGB\]](#) [\[Mitsubishi\]](#) [\[Nissan\]](#) [\[Olds\]](#) [\[Opel / Vauxhall\]](#) [\[Peugeot\]](#) [\[Pontiac\]](#) [\[Porsche\]](#) [\[Renault\]](#) [\[Rover\]](#) [\[Saab\]](#) [\[Studebaker\]](#) [\[Subaru\]](#) [\[Toyota\]](#) [\[Volvo\]](#) [\[VW\]](#) ——— [\[Buell\]](#) [\[Harley-Davidson\]](#) [\[Honda\]](#) [\[Jawa\]](#) [\[Kawasaki\]](#) [\[Kohler\]](#) [\[KTM\]](#) [\[Rotax\]](#) [\[Suzuki\]](#) [\[Triumph\]](#) [\[Yamaha\]](#) ——— [\[IH\]](#)
[Peak Horse Power](#)

These numbers have come from various magazines, web sites, manufactures catalogs, and ???
We have tried to verify the accuracy of these numbers but use at your own risk!

ALL Volume numbers are in CCs. — ALL Flow numbers are in CFM.

Bigger is not always better (The highest flow numbers and/or largest port volume). — Flow Velocity or the speed of the air through the port is just as important.

We want the best flow numbers with the smallest port volume and the highest velocity (up to a point).

Remember to compare all flow numbers. — Low lift flow does help performance.

Just looking at flow numbers near or above maximum Valve lift for your camshaft is meaningless. Look for the best average flow from mid-lift to just before maximum lift of your camshaft.

For street engines airflow at **0.400-inch lift** is a good place to evaluate flow.

Two heads can have different cc's in port volume and still have the same average CSA because of their different port centerline lengths.

Valve Size Column —

One reason numbers may vary is valve size, and / or Bore Fixture Size. — If I have the **Bore Fixture Size** it will be **line 2** in the valve size column.

- kohler — 1
- suzuki — 7
- triumph — 1
- yamaha — 4

268 2v/3v Intake Files — 38#

- # - DFW Only Numbers
- 38 2v/3v Intake Files

One reason exhaust numbers vary is if one person attached an **Exhaust Tube/Pipe**, if I have this information it will be **line 3** in the valve size column. The increase from a pipe will vary from head to head but at higher lifts in normally in the 4 to 7 percent range.

Valve Lift Column —

Check the exhaust / intake flow ratio (percentage). If present this will be the **second line** in the cell.

Check the CFM per Square Inch of valve area calculations that are necessary when comparing the flow results of different size valves. The CFM flow per Square Inch of Intake valve area, if present this will be the **third line** in the cell. The CFM flow per Square Inch of exhaust valve area, if present will follow. **Note:** these numbers are program generated and use 1 intake and 1 exhaust valve per cylinders it will generate bad data

if the engine has more than one intake or exhaust valve cylinder. Some engines have had an override added to make them come out correctly ex. Modular - FORD 3v and 4v. If you find a listing where I do not have an override or the override is wrong **Please** let me know.

- **Check** the port velocity at the throat area for the Intake port. If present this will be the **4th line** in the cell. The port velocity of the exhaust, if present will follow. The throat (CSA) Cross-Sectional Area is calculated using 90% of the valve diameter with nothing removed for valve stem area. **Note:** these numbers are program generated and use 1 intake and 1 exhaust valve per cylinders it will generate bad data if the engine has more than one intake or exhaust valve cylinder. Some engines have had an override added to make them come out correctly ex. Modular - FORD 3v and 4v. If you find a listing where I do not have an override or the override is wrong **Please** let me know.
- **Check** the Valve / Curtain Area Discharge Coefficient for the Intake port. If present this will be the **5th line** in the cell. The Valve / Curtain Area Discharge Coefficient of the Exhaust, if present will follow. **Note:** these numbers are program generated and use 1 intake and 1 exhaust valve per cylinders it will generate bad data if the engine has more than one intake or exhaust valve cylinder. Some engines have had an override added to make them come out correctly ex. Modular - FORD 3v and 4v. If you find a listing where I do not have an override or the override is wrong **Please** let me know.
- We show a **Maximum Horse Power** number calculated using 3 different formulas. **Line 1** uses one from AFR as show in a number of magazines that will call high performance street, **line 2** uses a comp type formula and **line 3** uses almost a Pro Stock type. **Note:** this number is program generated and uses 8 cylinders it will generate bad data if the engine is other than an 8 cylinder Most engines have had an override added to make them come out correctly ex. Harley-Davidson. If you find a listing where I do not have an override or the override is wrong **Please** let me know.

NOTE: DO TO TABLE SIZE I NO LONG SHOW HP

Average Column —

- When calculating the average number, flow at .100-inch lift is not used. This will be **line 1**.
- When calculating the average exhaust / intake ratio (percentage) there needs to be more than 2 flow numbers, and the number of intake and exhaust count must be equal. If present this will be **line 2**.
- When calculating the CFM flow per cc of intake or exhaust port volume only the highest intake or exhaust flow number is used. If present this will be **line 3**.
- Valve Lift at which the Throat Area and Window / Curtain Area are the SAME SIZE. If present this will be **line 4**. The Throat (CSA) Cross-Sectional Area is calculated using 90% of the valve diameter with nothing removed for valve stem area.
- How are heads that have a good and a bad port handled? -- The flow numbers for the 2 ports are averaged and this number is used in the calculations.
- For a supercharged, or nitrous you will need a higher intake exhaust ratio (percentage).
- Use these numbers only as a rough guide.
- Remember when doing a comparison to other tables check at what pressure differential were they flowed?
- There is a calculator on my [Home Page](#) to convert flow numbers from one pressure differential to another.

Where do MOST of the numbers come from?

- Most flow numbers for **Advanced Induction** heads come from their [Web Site](#) updated Aug. '12.
- Most flow numbers for **AFR — Air Flow Research** heads come from their [Web Site](#) or '05/'12 Catalog, updated May '12.
- All flow numbers for **AJPE — Alan Johnson Performance Engineering** heads come from their [Web Site](#) updated Dec. '08.
- All flow numbers for **Alaniz Cylinder Heads** come from their [Web Site](#) updated Dec. '08.
- No flow numbers for **ALL PRO** Aluminum Cylinder Heads come from their [Web Site](#) updated Aug. '12.
- All flow numbers for **/Andre' Norrback** heads come from /Andre' Norrback their [Web Site](#) updated Feb. '12.
- Most flow numbers for **Avenger Cylinder Heads** come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **BENNETT** heads come from their [Web Site](#) updated Oct. '08.
- Most flow numbers for **BES Racing Engines** heads come from their [Web Site](#) updated March '12.
- All flow numbers for **BHPerformance** Ported heads come from BHPerformance updated Jan. '05.
- All flow numbers for **Bill Jones** heads were from Bill Jones, updated Dec. '12 — most were converted from 25" to 28".
- Most flow numbers for **BJR Racing Engines & Heads** come from BJR Racing their [Web Site](#) updated Jan. '11
- Most flow numbers for **British Automotive - MGB** heads come from their [Web Site](#) updated May '07 — and were converted from 10" to 28".
- All flow numbers for **Bob Legere** Ported heads came from him Updated March '09 — and were converted from 10" to 28".
- Most flow numbers for **BMF** heads come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **BRODIX** heads come from their '98/'04/'06/'08 Catalogs. Some from their [Web Site](#) updated Aug. '12.
- All flow numbers for **Bullet Cylinder Heads** come from their [Web Site](#) updated Dec. '09.
- All flow numbers for **CAROBU Engineering** heads come from CAROBU Engineering [Web Site](#) updated Jan. '11.

- Most flow numbers for **CCH — Canadian Cylinder Head Technologies** heads come from their [Web Site](#) updated Oct. '08 — and were converted from 25" to 28".
- Some flow numbers for **Chad Speier** Heads come from their [Web Site](#) updated Nov. '12.
- Most flow numbers for **Chapman Racing Heads** come from their [Web Site](#) updated Oct. '08.
- Most flow numbers for **CHI — Cylinder Head Innovations** heads come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **CHR Motorsports LLC** heads were from CHR Motorsports or their [Web Site](#) updated Aug. '09.
- All flow numbers for **CHW — Cylinder Head Works** heads come from them [Web Site](#) updated April '10.
- All flow numbers for **CNC Heads UK** come from their [Web Site](#). Updated July '10 — and were converted from 10" to 28".
- Most flow numbers for **DART** heads were from DART or their [Web Site](#) updated Aug. '12.
- All flow numbers for **Darin Morgan** heads come from Darin Morgan [Web Site](#) updated Oct. '12.
- All flow numbers for **David Vizard** heads come from [Web Site](#) updated April '08.
- All flow numbers for **DRD Racing Heads** come from their [Web Site](#) updated Aug. '09.
- All flow numbers for **Dr J's Performance** heads come from their [Web Site](#) updated Jan. '13.
- Most flow numbers for **EDELBROCK** heads come from their [Web Site](#) updated July '11.
- Most flow numbers for **ET Performance** heads come from their [Web Site](#) updated Aug. '09.
- All flow numbers for **FLO** Headworks Ported heads come from their [Web Site](#). Updated June '07 — and were converted from 10" to 28".
- All flow numbers for **Flowtech - Steven Magnotti** Ported heads come from them [Contact](#) updated Aug. '09.
- All flow numbers for **For Hemis Only** Ported heads come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **Fox Lake** Ported heads come from their [Web Site](#) updated Aug. '12.
- Most flow numbers for **Foxwell Motorsports** heads come from them [Web Site](#) updated June '12.
- Most flow numbers for **Gamrace** heads come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **HRD** Ported heads come from their [Web Site](#) updated June '09.
- Most flow numbers for **Hot Heads** heads come from their [Web Site](#) updated Dec. '08.
- Most flow numbers for **INDY** heads come from their [Web Site](#) updated Oct '12.
- All flow numbers for **JG Engine Dynamics** heads come from their [Web Site](#) updated Nov. '08.
- Most flow numbers for **JM Cylinder Heads** come from their [Web Site](#) updated Aug. '09.
- All flow numbers for **Kelford Cams** heads come from Kelford Cams or their [Web Site](#) updated Oct. '08.
- All flow numbers for **Kendrick Auto** heads come from Kelford Cams or their [Web Site](#) updated July '09.
- All flow numbers for **KRE — Kauffman Racing Equipment** Ported heads were from them or come from their [Web Site](#) updated May '07.
- Most flow numbers for **Lingenfelter** Cylinder Heads come from their [Web Site](#) updated Dec. '08.
- Some flow numbers for **Livernois Motorsports** Ported heads come from their [Web Site](#) updated June '09.
- Most flow numbers for **M2 Race Systems** heads come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **MBE LLC** heads were from MBE LLC or their [Web Site](#) updated Aug. '09.
- All flow numbers for **Meaux Racing** heads were from Meaux Racing, their [Web Site](#) updated Feb. '11.
- The flow numbers for **Modern Cylinder Head** were from a number of different sources, their [Web Site](#) updated Nov. '08.
- All flow numbers for **MORGGO Systems** come from them Updated Jan. '12 — and were converted from 10" to 28".
- All flow numbers for **NPS — Nordic Porting Service** come from Marko Pirkonen their [Web Site](#) Updated April '12
- Most flow numbers for **Patriot Performance** heads come from their [Web Site](#) updated May '10.
- Most flow numbers for **PowerHeads** come from their [Web Site](#) updated Aug. '09.
- Most flow numbers for **Pro Comp** heads come from their [Web Site](#) updated Dec. '08.
- All flow numbers for **RFD — Race Flow Development** heads come from RFD, their [Web Site](#) updated July '11.
- All flow numbers for **Reher Morrison Racing Engines** heads come from their [Web Site](#) updated May '07.
- All flow numbers for **RHS — Racing Head Service** heads come from their [Web Site](#) updated Feb. '12.
- All flow numbers for **Ron's Porting Service** heads come from their [Web Site](#) updated Aug. '12.
- All flow numbers for **Sabre Heads** come from their [Web Site](#). Updated Aug. '12 — and were converted from 10" to 28".
- Most flow numbers for **Scott Johnston** heads come from them [Web Site](#) updated July '09.
- All flow numbers for **SD Performance** heads come from their [Web Site](#) updated Jan. '13.
- All flow numbers for **Shady Dell Speed Shop** heads come from their [Web Site](#) updated Dec. '08.
- Most flow numbers for **Shanons Engineering** heads come from their [Web Site](#) updated May '07.
- Some flow numbers for **Slick Rick Racing Heads - Naiser Racing Components** Heads come from Ricky McConathy, their [Web Site](#) updated Nov. '11.
- Most flow numbers for **Smithberg Racing** heads come from their [Web Site](#) updated Feb. '13.
- Most flow numbers for **Sonny's Racing Engines, Inc.** heads come from their [Web Site](#) updated Aug. '12.
- All flow numbers for **Super Six Motorsports** heads come from their [Web Site](#) updated June '07.
- Most flow numbers for **TEA — Total Engine Airflow** heads come from their [Web Site](#) updated Aug. '12.
- Most flow numbers for **Trick Flow** heads come from their Catalog. [Web Site](#) updated Jan. '13.
- All flow numbers for **TRI-Mark Performance Heads** come from their [Web Site](#) updated Oct. '10.
- All flow numbers for **Weingartner Racing** heads come from Weingartner Racing or their [Web Site](#) updated Jan. '13. Brez = A Brezenski Fixture was used.
- Most flow numbers for **West Coast** (WCCH) heads come from West Coast their [Web Site](#) updated Oct. '10.
- Some flow numbers for **Wolfplace - Lewis Racing Engines** heads come from their [Web Site](#) updated June. '10.
- Most flow numbers for **World Castings** heads come from their [Web Site](#) updated Dec. '11.
- **CCM** - Means these numbers come from **Car Craft Magazine** [Web Site](#).
- **CHP** - Means these numbers come from **Chevy High Performance Magazine** [Web Site](#).
- **HPMM** - Means these numbers come from **High Performance Mopar Magazine** [Web Site](#).
- **HPP** - Means these numbers come from **High Performance Pontiac Magazine** [Web Site](#).
- **HRM** - Means these numbers come from **Hot Rod Magazine**

- **MMM** - Means these numbers come from **Mopar Muscle Magazine** [Web Site](#).
- **MMFF** - Means these numbers come from **Muscle Mustangs & Fast Fords Magazine** [Web Site](#).
- **5.0 S/F** - Means these numbers come from **5.0 Mustang & Super Fords Magazine** [Web Site](#).

Cylinder Head Flow Data Table

Acura COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufacturer Part Number	Port/Vol Int / Exh	Valve Size Int/ Exh	Comb. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
1.8I Type R CCH	N/A	33mm / 28mm	N/A	-	-	-	-	-	-	-	262/207 79% 98.8/108 293/321 .489/.455	-	-	-	.263/.223
1.8I Type R Ported CCH	N/A	33mm / 28mm	N/A	-	-	-	-	-	-	-	299/242 80.9% 113/127 334/376 .558/.532	-	-	-	.263/.223
GSR Alaniz Cyl Heads	N/A	33mm / 28mm	N/A	77/-	123/-	154/-58.1 172 .646	174/-65.6 194 .584	194/-73.2 217 .543	215/-81.1 240 .515	232/-87.5 259 .487	245/-92.4 274 .457	256/-96.6 286 .43	-	-	199 - - .263/.223
GSR Ported Alaniz Cyl Heads	N/A	-	N/A	75/-	117/-	151/- -	179/- -	209/- -	236/- -	256/- -	271/- -	279/- -	-	-	212
GSR Ported WAT Porflow	N/A	33mm / 28mm 81mm	N/A	84/70 83.3%	119/111 93.3%	150/150 100% 56.6/78.6 168/233 .629/.742	183/176 96.2% 69/92.2 205/273 .614/.696	213/188 88.3% 80.3/98.5 238/292 .596/.62	237/195 82.3% 89.4/102 265/303 .568/.551	255/197 77.3% 96.2/103 285/306 .535/.487	267/198 74.2% 101/104 298/307 .498/.435	280/203 72.5% 106/106 313/315 .47/.401	-	-	213/177 83.2% - .263/.223
1.8I GSR CCH	N/A	33mm / 28mm	N/A	-	-	-	-	-	-	-	250/189 75.6% 94.3/99 279/293 .466/.415	-	-	-	.263/.223
1.8I GSR		33mm									290/234 80.7% 109/123 324/36				- - -

											3 .541/.514				
RSX-S Alaniz Cyl Heads	N/A	35m m/ 30m m	N/A	83/-	130/-	173/- 58 172 .684	208/- 69.7 207 .658	234/- 78.5 232 .617	254/- 85.2 252 .574	269/- 90.2 267 .532	280/- 93.9 278 .492	285/- 95.6 283 .451	-	-	229 - - .279/.239
RSX Ported CHR Motorsports LLC Home Made Bench	N/A	35m m/ 30m m - Radius on Exhaust	N/A	95/113 118 %	131/148 113 %	162/175 108% 54.3/79.9	192/200 104% 64.4/91.3	213/213 100% 71.4/97.2	234/226 96.6% 78.5/103	251/232 92.4% 84.2/106	264/237 89.8% 88.5/108	277/241 87% 92.9/110	286/244 85.3% 95.9/111	293/245 83.6% 98.2/112	230/216 93.8% - .279/.239

Alfa Romeo COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																	
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/Exh	Comb Cham ber Vol	1mm	2mm	3mm	4mm	6mm	8mm	10mm	11mm	12mm	13mm	14mm	15mm	16mm	Avera ge
2.0l Jim K	N/A	44mm/40mm	N/A	18/18 100 %	42/42 100 %	64/62 96.9 % 27.2/31.8 80.5/94.3 .682/.727	78/75 96.2 % 33.1/38.5 98.1/114 .623/.659	110/89 80.9 % 46.7/50.8 138/135 .586/.522	133/99 74.4 % 56.4/50.8 167/151 .531/.435	144/105 72.9 % 61.1/53.9 181/160 .46/.3	147/107 72.8 % 62.4/54.9 185/163 .427/.342	149/109 73.2 % 63.2/56 187/166 .397/.319	151/110 72.8 % 64.1/56.5 190/167 .371/.298	-	-	-	113/88.7 78.4 % - .351/.319
2.0l Jim K Exhaust Ported	N/A	44mm/40mm	N/A	18/20 111 %	42/42 100 %	64/64 100% 27.2/32.9 80.5/97.4 .682/.75	78/75 96.2 % 33.1/38.5 98.1/114 .623/.659	110/92 83.6 % 46.7/47.2 138/140 .586/.539	133/107 80.5 % 56.4/54.9 167/163 .531/.47	144/117 81.3 % 61.1/60.1 181/178 .46/.411	147/120 81.6 % 62.4/61.6 185/183 .427/.384	149/124 83.2 % 63.2/63.7 187/189 .397/.363	151/125 82.8 % 64.1/64.2 190/190 .371/.338	-	-	-	113/96.2 85.1 % - .351/.319
2.0l Jim K 1mm OS Valves	N/A	45mm/41mm	N/A	18/18 100 %	42/42 100 %	64/62 96.9 % 26/30 .3 76.9/89.8 .667/.709	84/84 100% 34.1/41 101/122 .656/.72	122/110 90.2 % 49.5/53.8 147/159 .636/.629	149/119 79.9 % 60.4/58.2 179/172 .582/.51	164/122 74.4 % 66.5/59.6 197/177 .513/.419	171/124 72.5 % 69.4/60.6 206/180 .486/.387	172/124 72.1 % 69.8/60.6 207/180 .448/.355	174/124 71.3 % 70.6/60.6 209/180 .418/.327	-	-	-	127/101 79.8 % - .359/.327
2.0l Ported Stage 2 Jim K	N/A	46mm/38mm	N/A	20/17 85 %	44/35 79.5 %	64/52 81.3 % 24.8/29.6 73.6/87.6 .652/.642	84/67 79.8 % 32.6/38.1 96.6/113 .642/.62	124/97 78.2 % 48.1/55.2 143/163 .632/.598	154/110 71.4 % 59.8/62.6 177/185 .589/.509	177/119 67.2 % 68.7/67.7 204/201 .541/.44	184/122 66.3 % 71.4/69.4 212/206 .511/.411	189/124 65.6 % 73.4/70.5 217/209 .482/.382	192/125 65.1 % 74.5/71.1 221/211 .452/.356	-	-	-	135/94.6 70.2 % - .367/.303

2.0l Ported Stage 3 Jim K	N/A	46mm/ 38mm	N/A	20/1 7 85%	45/ 35 77.8 %	67/52 77.6 % 26/29 .6 77.1/ 87.6 .683/ 642	89/67 75.3 % 34.6/ 38.1 102/1 13 .68/.6 2	136/9 7 71.3 % 52.8/ 55.2 156/1 63 .693/ 598	172/1 10 64% 66.8/ 62.6 198/1 85 .657/ 509	192/1 19 62% 74.5/ 67.7 221/2 01 .587/ 44	197/1 22 61.9 % 76.5/ 69.4 227/2 06 .548/ 411	201/1 24 61.7 % 78/70 .5 231/2 09 .512/ 382	201/1 25 62.2 % 78/71 .1 231/2 11 .473/ 356	-	-	-	144/9 4.6 65.5 % - .367/ 303
155 TS Ported Andrea s Engstr" m welded and epoxi	N/A	47mm/ 38mm 84mm Pipe	N/A	28/2 5 89.3 %	50/ 43 86 %	66/66 100% 24.5/ 37.5 72.7/ 111 .658/ 814	87/87 100% 32.4/ 49.5 95.9/ 147 .651/ 805	132/1 26 95.5 % 49.1/ 71.7 145/2 12 .658/ 777	177/1 55 87.6 % 65.8/ 88.2 195/2 61 .662/ 717	213/1 66 77.9 % 79.2/ 94.4 235/2 80 .637/ 614	225/1 67 74.2 % 83.7/ 95 248/2 81 .612/ 562	228/1 67 73.2 % 84.8/ 95 251/2 81 .569/ 515	232/1 69 72.8 % 86.3/ 96.1 256/2 85 .534/ 481	235/1 70 72.3 % 87.4/ 96.7 259/2 87 .502/ 449	237/1 71 72.2 % 88.1/ 97.3 261/2 88 .473/ 422	238/1 72 72.3 % 88.5/ 97.8 262/2 90 .445/ 398	177/1 38 78.3 % - .375/ 303

Alfa 2 COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufac turer Part Number	Port/ Vol Int / Exh	Valve Size Int/Exh	Comb Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Avera ge			
'72 2.0l	N/A	44mm/ 40mm	N/A	48/4 2 87.5 %	-	93/78 83.9 % 39.5/ 40 117/1 19 .585/ 54	-	131/9 7 74% 55.6/ 49.8 165/1 48 .55/.4 48	-	150/1 00 66.7 % 63.6/ 51.3 189/1 52 .472/ 346	153/9 9 64.7 % 64.9/ 50.8 192/1 51 .428/ 305	158/9 7 61.4 % 67/49 .8 199/1 48 .398/ 269	-	122/8 5.5 70% - .351/ 319			
'72 2.0l +1mm Valves	N/A	45mm/ 41mm	N/A	53/4 9 92.5 %	-	110/7 9 71.8 % 44.6/ 38.6 132/1 14 .677/ 534	-	143/9 8 68.5 % 58/47 .9 172/1 42 .587/ 441	-	165/1 04 63% 66.9/ 50.8 198/1 51 .508/ 351	171/1 04 60.8 % 69.4/ 50.8 206/1 51 .468/ 312	176/1 04 59.1 % 71.4/ 50.8 212/1 51 .433/ 281	-	136/8 9.7 65.8 % - .359/ 327			

AMC COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
AMC 090 '73 Ken Parkman SF110 Iron	N/A	2.025/1.6 25	58	74/56 75.7 %	156/11 2 71.8%	201/141 70.1% 62.4/68 185/201 .721/.6 31	219/149 68% 68/71.8 201/213 .589/.50	226/149 65.9% 70.2/71 .8 208/213 .487/.4 0	232/150 64.7% 72/72.3 213/214 .416/.33 5	238/151 63.4% 73.9/72 .8 219/216 .366/.2 89	-	212/142 67% - .410/.32 9

AMC 090 74Bubblefen der Iron	N/A	2.025/1.6 25	N/A	74/56 75.7 %	156/11 2 71.8%	201/141 70.1% 62.4/68 185/201 .721/.6 31	219/145 66.2% 68/69.9 201/207 .589/.48 6	226/149 65.9% 70.2/71 .8 208/213 .487/.4 0	232/150 64.7% 72/72.3 213/214 .416/.33 5	-	-	207/139 67.4% - .410/.32 9
AMC 090 Ported 74Bubblefen der Iron	N/A	2.025/1.6 25	N/A	85/53 62.4 %	160/10 3 64.4%	210/142 67.6% 65.2/68 .5 193/203 .754/.6 35	225/163 72.4% 69.9/78. 6 207/233 .606/.54 7	230/169 73.5% 71.4/81 .5 212/241 .495/.4 53	238/175 73.5% 73.9/84. 4 219/250 .427/.39 1	-	-	213/150 70.7% - .410/.32 9
AMC 291 Iron	173/73	2.025/1.6 25	N/A	-	-	-	-	225/155 68.9% 69.9/74 .7 207/221 .484/.4 16	-	-	-	- 1.30/2.1 2 .410/.32 9
AMC 291 '70 Ken Parkman SF110 Iron	N/A	2.025/1.6 25 - No Pipe	51	71/55 77.5 %	127/10 7 84.3%	179/135 75.4% 55.6/65 .1 165/193 .642/.6 04	209/142 67.9% 64.9/68. 5 192/203 .563/.47 6	217/145 66.8% 67.4/69 .9 200/207 .467/.3 89	222/145 65.3% 68.9/69. 9 204/207 .398/.32 4	228/145 63.6% 70.8/69 .9 210/207 .351/.2 78	-	197/137 69.3% - .410/.32 9
AMC 291 Bowl Intake Ported Exhaust Iron	N/A	2.055/1.6 5 - Pipe	N/A	67/50 74.6 %	138/10 8 78.3%	193/153 79.3% 58.2/71 .6 172/212 .683/.6 74	236/178 75.4% 71.2/83. 2 211/247 .626/.58 8	257/220 85.6% 77.5/10 3 230/305 .545/.5 81	257/227 88.3% 77.5/10 6 230/315 .454/.50 4	257/230 89.5% 77.5/10 8 230/319 .39/.43 4	-	223/186 83.4% - .416/.33 4
AMC 291-C '70 390 '71 401 74Bubblefen der Iron	N/A	2.025/1.6 25	51	-	138/10 1 73.2%	185/137 74.1% 57.4/66 .1 170/196 .664/.6 13	212/152 71.7% 65.8/73. 3 195/217 .571/.51	214/154 72% 66.4/74 .3 197/220 .461/.4 13	219/- 68 201 .393	-	-	194/136 - - .410/.32 9
AMC 291-C Ported John Iron	N/A	- - No Pipe	N/A	90/57 63.3 %	148/11 5 77.7%	200/147 73.5% -	241/192 79.7% -	273/206 75.5% -	293/210 71.7% -	300/211 70.3% -	308/- -	252/180
AMC 475 '78-'85 74Bubblefen der Iron	N/A	2.025/1.6 25	64	-	142/10 7 75.4%	186/137 73.7% 57.8/66 .1 171/196 .668/.6 13	204/143 70.1% 63.3/69 .4 188/204 .549/.48	209/144 68.9% 64.9/69 .4 192/206 .45/.38 6	214/- 66.4 197 .384	-	-	191/133 - - .410/.32 9
AMC 502 '74-'77 74Bubblefen der Iron	N/A	2.025/1.6 25	59.2	-	144/11 4 79.2%	188/132 70.2% 58.4/63 .6 173/189 .675/.5 9	204/140 68.6% 63.3/67. 5 188/200 .549/.47	212/144 67.9% 65.8/69 .4 195/206 .456/.3 86	216/- 67.1 199 .388	-	-	193/133 - - .410/.32 9
AMC 502 '74 Ken Parkman SF110 Iron	N/A	2.025/1.6 25	60	70/59 84.3 %	143/11 3 79%	192/146 76% 59.6/70 .4 177/209 .689/.6 53	213/150 70.4% 66.1/72. 3 196/214 .573/.50 3	220/152 69.1% 68.3/73 .3 202/217 .474/.4 08	228/153 67.1% 70.8/73. 8 210/219 .409/.34 2	236/153 64.8% 73.3/73 .8 217/219 .363/.2 93	-	205/145 70.4% - .410/.32 9
AMC SS Iron	N/A	2.08/1.66	N/A	-	-	-	-	-	264/- 77.7 230 .461	-	-	- - - .421/.33 6

Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
AMC SS 558 Ken Parkman Iron	N/A	2.08/1.66 - No Pipe	N/A	70/57 81.4 %	154/10 0 64.9%	206/129 62.6% 60.6/59 .6	242/146 60.3% 71.2/67. 5	239/152 63.6% 70.3/70 .2	246/159 64.6% 72.4/73. 5	248/167 67.3% 73/77.2 216/229 .371/.3 13	-	223/142 63.9% - .421/.33 6
AMC SS 558 Ken Parkman Iron	N/A	2.08/1.66 - Pipe	N/A	70/58 82.9 %	154/10 7 69.5%	206/142 68.9% 60.6/65 .6	242/161 66.5% 71.2/74. 4	239/172 72% 70.3/79 .5	246/181 73.6% 72.4/83. 6	248/190 76.6% 73/87.8 216/260 .371/.3 56	-	223/159 71.4% - .421/.33 6
AMC Iron Ported Payton	N/A	2.08/1.62 5	64	-	-	-	-	-	-	270/200 74.1% 79.5/96 .4 235/286 .404/.3 83	-	- - - .421/.32 9
Edelbrock Performer 60119, 60139 SF1020 Alum	185/70	2.02/1.60	54	65/52 80%	130/96 73.8%	192/127 66.1% 59.9/63 .2	235/163 69.4% 73.3/81. 1	258/182 70.5% 80.5/90 .5	260/190 73.1% 81.1/94. 5	-	-	215/152 70.5% 1.41/2.7 1 .409/.32 4
Edelbrock Performer RPM 60109 Alum	185/70	2.02/1.60 4.15	53	-	-	-	-	252/162 64.3% 78.6/80 .6 233/239 .544/.4 41	-	-	-	- - 1.36/2.3 1 .409/.32 4
Edelbrock Ported 74Bubblefen der Alum	N/A	2.02/1.60	54	-	134/10 6 79.1%	182/145 79.7% 56.8/72 .1 168/214 .655/.6 59	244/176 72.1% 76.1/87. 5	270/200 74.1% 84.3/99 .5	274/212 77.4% 85.5/10 5	-	-	221/168 76% - .409/.32 4
Edelbrock Ported 74Bubblefen der Alum	N/A	2.08/1.60	54	-	143/11 3 79%	202/149 73.8% 59.4/74 .1 176/220 .706/.6 77	254/181 71.3% 74.8/90 221/267 .666/.61 7	278/201 72.3% 81.8/10 0 242/296 .583/.5 48	286/214 74.8% 84.2/10 6 249/315 .50/.486	296/- 87.1 258 .443	-	243/172 - - .421/.32 4
Edelbrock Performer 401 Ported Meaux Racing SF600 Alum	N/A	2.02/1.60 4.00 No Pipe	N/A	-	130/97 74.6%	192/135 70.3% 59.9/67 .1 178/199 .691/.6 13	241/179 74.3% 75.2/89 223/264 .65/.61	268/203 75.7% 83.6/10 1 248/299 .579/.5 53	282/213 75.5% 88/106 261/314 .507/.48 4	-	-	223/165 74.3% - .409/.32 4
Indy 401SR	235/10 5	2.10/1.65	61	-	136/10 1 74.3%	194/137 70.6% 56/64.1 166/190 .671/.6 03	237/162 68.4% 68.4/75. 8	265/173 65.3% 76.5/80 .9	275/177 64.4% 79.4/82. 8	281/180 64.1% 81.1/84 .2 240/249 .417/.3 4	-	231/155 67% 1.20/1.7 1 .425/.33 4

Indy 401-SR Alum	235/105	2.10/1.65	61	-	136/123 90.4%	195/159 81.5% 56.3/74.4 167/220 .675/.70	233/178 76.4% 67.3/83.2 199/247 .605/.588	259/186 71.8% 74.8/87.2 222/258 .538/.492	272/191 70.2% 78.5/89.3 233/265 .471/.421	272/192 70.6% 78.5/89.8 233/266 .403/.362	-	228/172 75.3% 1.16/1.83 .425/.334
Indy 401-SR Full Porting Alum	N/A	2.10/1.65	N/A	-	141/123 87.2%	204/155 76% 58.9/72.5 175/215 .706/.683	253/181 71.5% 73/84.6 216/251 .657/.598	287/207 72.1% 82.9/96.8 246/287 .596/.547	311/225 72.3% 89.8/105 266/312 .538/.496	322/237 73.6% 93/111 275/328 .478/.447	-	253/188 74.3% - .425/.334
Indy 401-SR Ported Alfano Performance Alum	N/A	2.10/1.65	N/A	65/55 84.6%	139/113 81.3%	200/151 75.5% 57.7/70.6 171/209 .692/.665	250/186 74.4% 72.2/87.3 214/258 .649/.614	290/208 71.7% 83.7/97.3 248/288 .602/.565	313/225 71.9% 90.4/105 268/312 .542/.496	323/238 73.7% 93.3/111 276/330 .479/.449	326/250 76.7% 94.1/117 279/346 .423/.413	263/196 74.5% - .425/.334
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
Indy 401-SR Ported Garland Performance Alum	N/A	2.10/1.65	N/A	80/54 67.5%	160/115 71.9%	228/170 74.6% 65.8/79.5 195/236 .789/.749	283/216 76.3% 81.7/101 242/299 .735/.714	322/239 74.2% 93/112 275/331 .669/.632	340/257 75.6% 98.2/120 291/356 .588/.566	346/270 78% 99.9/126 296/374 .513/.51	349/280 80.2% 101/131 299/388 .453/.462	290/221 76.3% - .425/.334
Indy 401-SR Ported Alum	N/A	2.10/1.65	N/A	80/54 67.5%	160/115 71.9%	228/170 74.6% 65.8/79.5 195/236 .789/.749	283/216 76.3% 81.7/101 242/299 .735/.714	322/239 74.2% 93/112 275/331 .669/.632	341/257 75.4% 98.5/120 292/356 .59/.566	350/270 77.1% 101/126 299/374 .519/.51	358/280 78.2% 103/131 306/388 .465/.462	292/221 75.8% - .425/.334
Indy 401-1 Alum	245/110	2.19/1.81	58	-	128/94 73.4%	185/131 70.8% 49.1/50.9 146/151 .614/.526	230/161 70% 61.1/62.6 181/185 .572/.485	268/181 67.5% 71.1/70.3 211/208 .534/.436	294/194 66% 78/75.4 231/223 .488/.389	304/202 66.4% 80.7/78.5 239/233 .432/.348	-	235/161 68.3% 1.24/1.84 .443/.367
Indy 401-1 Alum	245/110	2.19/1.81	58	-	139/114 82%	195/147 75.4% 51.8/57.1 153/169 .647/.59	241/172 71.4% 64/66.8 190/198 .60/.518	272/189 69.5% 72.2/73.5 214/218 .542/.455	288/197 68.4% 76.5/76.6 227/227 .478/.395	288/205 71.2% 76.5/79.7 227/236 .41/.353	-	237/171 72% 1.18/1.86 .443/.367
Indy 401-1 Full Porting Alum	275/125	2.19/1.81	N/A	-	147/120 81.6%	208/158 76% 55.2/61.4 164/182 .69/.634	257/186 72.4% 68.2/72.3 202/214 .64/.56	297/207 69.7% 78.8/80.4 234/238 .591/.499	329/224 68.1% 87.3/87.1 259/258 .546/.45	354/238 67.2% 94/92.5 278/274 .503/.41	-	265/189 71.2% 1.29/1.90 .443/.367
Indy 401-1 CNC Alum	300/134	2.25/1.81	69	-	-	239/175 73.2% 60.1/68.1 178/202 .772/.703	298/214 71.8% 74.9/83.2 222/246 .722/.644	349/254 72.8% 87.8/98.7 260/292 .676/.612	376/274 72.9% 94.6/106 280/316 .607/.55	388/285 73.5% 97.6/111 289/328 .537/.49	390/287 73.6% 98.1/112 291/330 .472/.432	340/248 73% 1.30/2.14 .456/.367

Indy 401-1 Ported RadAMX Alum	N/A	2.19/1.81 - No Pipe	N/A	54/60 111%	131/112 85.5%	197/153 77.7% 52.3/59.5 155/176 .654/.614	253/185 73.1% 67.2/71.9 199/213 .63/.557	299/211 70.6% 79.4/82.9 235/243 .595/.508	340/234 68.8% 90.3/90.9 267/269 .564/.47	360/249 69.2% 95.6/96.8 283/287 .512/.428	-/259	263/191 72.4% - .443/.367

Audi COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufa cturer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Comb - Cham ber Vol	.050	.100	.150	.200	.250	.300	.350	.380	.400	.450	.500	.550	.600	.65 0	Avera ge
1.8l T 20 V Small Port CCH	N/ A	26.9 mm/ 29.9 mm	N/A	-	-	-	-	-	-	-	177/171 96.6% 67/78.6 198/233 .32/.417	-	-	-	-	-	-	- - - .214/.238
1.8l T 20 V Small Port Ported CCH	N/ A	26.9 mm/ 29.9 mm	N/A	-	-	-	-	-	-	-	238/202 84.9% 90.1/ 92.8 267/275 .43/.492	-	-	-	-	-	-	- - - .214/.238
1.8l T 20 V Large Port CCH	N/ A	26.9 mm/ 29.9 mm	N/A	-	-	-	-	-	-	-	212/195 92% 80.2/ 89.6 238/265 .383/.475	-	-	-	-	-	-	- - - .214/.238
1.8l T 20 V Large Port Ported CCH	N/ A	26.9 mm/ 29.9 mm	N/A	-	-	-	-	-	-	-	257/224 87.2% 97.2/ 103 288/305 .464/.546	-	-	-	-	-	-	- - - .214/.238
1.8l T 20V CNC HEADS UK	N/ A	26.9 mm/ 29.9 mm 100m m No Pipe	N/A	53/-	102/ 89 87.3%	142/- 53.7 159 .65	178/134 75.3% 67.4/ 61.6 200/182 .611/.62	205/- 77.6 230 .563	222/161 72.5% 84/74 249/219 .508/.497	231/- 87.4 259 .453	-	239/176 73.6% 90.4/ 80.9 268/240 .41/.407	245/182 74.3% 92.7/ 83.6 275/248 .374/.375	-	-	-	-	196/148 - - .214/.238

1.8l T 20V Ported CNC HEADS UK	N/ A	26.9 mm/ 29.9 mm 100m m No Pipe	N/A	48/-	96/8 3 86.5 %	139/- 52.6 156 .636	179/1 46 81.6 %	208/- 78.7 233 .571	228/1 93 84.6 %	242/- 91.6 271 .474	-	250/2 23 89.2 %	256/- 96.9 287 .39	255/2 50 98% 96.5/ 115 286/3 40 .35/.4 63	-	-	-	206/1 79 - - .214/. 238

Audi COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufa cturer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Comb - Cham ber Vol	1mm	2mm	3mm	4mm	5mm	6mm	7mm	8mm	9mm	10mm	11mm	12mm	13mm	14m m	Avera ge
S2 2.2l 20V Stock NPS	N/ A	32m m/ 28m m 82m m No Pipe	N/A	-	56/4 9 87.5 %	-	107/9 4 87.9 % 42.9/ 49.2 127/1 46 .588/. 59	-	156/1 19 76.3 % 62.6/ 62.3 185/1 85 .571/. 498	-	181/1 25 69.1 % 72.6/ 65.5 215/1 94 .497/. 392	-	191/1 28 67% 76.6/ 67.1 227/1 99 .42/.3 22	-	193/1 30 67.4 % 77.4/ 68.1 229/2 02 .353/. 272	-	-	147/1 08 73% - .255/. 223
A7 2.3l MORGO System s	N/ A	32m m/ 29.5 mm - Pipe	N/A	35/ 25 71.4 %	61/4 9 80.3 %	81/71 87.7 % 32.5/ 33.5 96.3/ 99.3 .593/. 564	106/9 1 85.8 % 42.5/ 42.9 126/1 27 .582/. 542	134/1 15 85.8 % 53.7/ 54.3 159/1 61 .589/. 548	157/1 28 81.5 % 63/60 .4 187/1 79 .575/. 509	175/1 31 74.9 % 70.2/ 61.8 208/1 83 .549/. 446	185/1 35 73% 74.2/ 63.7 220/1 89 .508/. 402	193/1 38 71.5 % 77.4/ 65.1 229/1 93 .471/. 366	199/1 40 70.4 % 79.8/ 66.1 236/1 96 .437/. 334	202/1 42 70.3 % 81/67 240/1 99 .404/. 308	203/1 43 70.4 % 81.4/ 67.5 241/2 00 .372/. 284	206/1 45 70.4 % 82.6/ 68.4 245/2 03 .348/. 266	-	159/1 19 75.1 % - .255/. 235
A7 2.3l Ported MORGO System s	N/ A	32m m/ 29.5 mm - Pipe	N/A	33/ 32 97 %	64/6 7 104 %	94/94 100% 37.7/ 44.4 112/1 31 .689/. 747	125/1 15 92% 50.1/ 54.3 149/1 61 .687/. 685	154/1 31 85.1 % 61.8/ 61.8 183/1 83 .677/. 625	180/1 47 81.7 % 72.2/ 69.4 214/2 06 .659/. 584	197/1 57 79.7 % 79/74 .1 234/2 20 .619/. 535	211/1 66 78.7 % 84.6/ 78.3 251/2 32 .58/.4 95	223/1 70 76.2 % 89.4/ 80.2 265/2 38 .545/. 45	239/1 76 73.6 % 95.9/ 83.1 284/2 46 .525/. 42	240/1 80 75% 96.3/ 85 285/2 52 .48/.3 9	246/1 82 74% 98.7/ 85.9 292/2 55 .451/. 362	250/1 85 74% 100/8 7.3 297/2 59 .423/. 339	-	185/1 48 79.6 % - .255/. 235
2.5l Wv T4 MORGO System s	N/ A	Stock - Pipe	N/A	32/-	49/-	67/- -	83/- -	100/- -	109/- -	117/- -	125/- -	130/- -	134/- -	139/- -	143/- -	146/- -	-	112
2.5l Wv T4 Ported MORGO System s	N/ A	Stock - Pipe	N/A	33/-	54/-	74/- -	93/- -	110/- -	124/- -	135/- -	140/- -	146/- -	150/- -	157/- -	163/- -	166/- -	-	126

2.5l V6 MORGOS	N/A	27m m/24m m - Pipe	N/A	28/24 85.7%	54/50 92.6%	78/74 94.9% 43.9/52.8 130/156 .677/.723	100/95 95% 56.3/67.7 167/201 .651/.696	116/106 91.4% 65.4/75.6 194/224 .604/.621	120/110 91.7% 67.6/78.4 200/232 .521/.537	126/111 88.1% 71/79 210/235 .469/.471	128/112 87.5% 72.1/79.9 214/237 .417/.419	128/113 88.3% 72.1/80.6 214/239 .37/.373	129/113 87.6% 72.7/80.6 215/239 .336/.339	131/113 86.3% 73.8/80.6 219/239 .31/.313	133/114 85.7% 74.9/81.3 222/241 .289/.297	135/114 84.4% 76.1/81.3 225/241 .27/.272	-	115/102 88.9% - .215/.191
2.5l V6 Ported MORGOS	N/A	27m m/24m m - Pipe	N/A	-/27	-/53	-79	-/106	-/123	-/131	-/132	-/134	-/135	-/136	-/136	-/137	-/137	-	- - .215/.191
4.2l V8 MORGOS	N/A	Stock - Pipe	N/A	32/-	58/-	80/-	104/-	129/-	149/-	166/-	180/-	191/-	199/-	202/-	202/-	203/-	-	155
4.2l V8 Ported MORGOS	N/A	Stock - Pipe	N/A	32/-	61/-	90/-	119/-	148/-	172/-	189/-	198/-	208-	215/-.050% - .050% -	222/-	226/-	229/-	-	164/.050

BMW COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																	
Manufac turer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Comb Cham ber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Avera ge
Mini A Series Sabre Heads	N/A	33.2mm / 29.4mm - No Pipe	N/A	19/16 84.2%	38/33 86.8%	56/45 80.4% 41.7/42.8 124/127 .623/.565	72/53 73.6% 53.7/50.4 159/149 .60/.499	82/58 70.7% 61.1/55.1 181/163 .547/.437	89/63 70.8% 66.3/59.9 197/177 .495/.396	95/67 70.5% 70.8/63.7 210/189 .453/.361	101/69 68.3% 75.3/65.6 223/194 .421/.325	102/72 70.6% 76/68.4 225/203 .378/.301	-	-	-	-	79.4/57.5 72.4% - .265/.234
Mini A Series Ported Sabre Heads Offset Guides	N/A	36.7mm / 32mm - No Pipe	N/A	22/18 81.8%	46/38 82.6%	66/65 98.5% 40.3/52.1 119/154 .664/.75	78/68 87.2% 47.6/54.5 141/162 .588/.588	100/78 78% 61/62 67.1% 181/185 .604/.54	110/88 80% 67.1/70.6 199/209 .553/.508	116/95 81.9% 70.7/76.2 210/226 .50/.47	121/104 86% 73.8/83.4 219/247 .456/.45	121/108 89.3% 73.8/86.6 219/257 .406/.415	123/110 89.4% 75/88.2 222/261 .371/.381	-	-	-	97.9/83.8 85.6% - .293/.255
M5 CNC Heads UK	N/A	1.374/1.198 100mm Pipe	N/A	42/-	86/74 86%	133/-44.8 133.703	182/150 82.4% 61.4/66.5 182/197 .722/.682	221/-74.5 221.701	245/177 72.2% 82.6/78.5 245/233 .648/.537	255/-86 255.578	262/185 70.6% 88.4/82.1 262/243 .52/.421	268/-90.4 268.473	271/189 69.7% 91.4/83.8 271/248 .43/.344	-	-	-	214/155 - - .278/.243

M5 Ported CNC Heads UK	N/A	1.374/1 .198 100mm Pipe	N/A	42/-	89/7 3 82%	134/- 45.2 134 .709	175/1 59 90.9 % 59/70 .5 175/2 09 .694/ 723	212/- 71.5 212 .673	239/1 93 80.8 % 80.6/ 85.6 239/2 54 .632/ 585	263/- 88.7 263 .596	278/2 08 74.8 % 93.7/ 92.3 278/2 73 .551/ 473	288/- 97.1 288 .508	292/2 08 71.2 % 98.5/ 92.3 292/2 73 .463/ 379	295 /- 99. 5 295 .42 6	-	-	227/1 68 - - .278/ 243
EVO 3	N/A	37mm/ 32mm	N/A	-	92/7 7 83.7 %	-	185/1 65 89.2 % 55.5/ 66.2 164/1 96 .692/ 714	-	248/2 13 85.9 % 74.4/ 85.4 220/2 53 .619/ 614	-	264/2 25 85.2 % 79.2/ 90.2 235/2 67 .494/ 487	268/2 28 85.1 % 80.4/ 91.4 238/2 71 .446/ 438	273/2 31 84.6 % 81.9/ 92.7 243/2 75 .409/ 40	-	-	-	222/1 90 85.6 % - .295/ 255
Mini Cooper S CHR Motorsp orts LLC Home Made Bench	N/A	30.25m m/ 23.25m m - Radius on Exhaust	N/A	33/3 1 93.9 %	66/5 1 77.3 %	98/77 78.6 % 44/58 .5 130/1 73 .598/ 611	127/9 8 77.2 % 57/74 .5 169/2 21 .581/ 584	153/1 06 69.3 % 68.7/ 80.5 203/2 39 .56/ 505	169/1 11 65.7 % 75.9/ 84.3 225/2 50 .516/ 441	174/1 13 64.9 % 78.1/ 85.9 231/2 54 .455/ 384	176/1 15 65.3 % 79/87 .4 234/2 59 .403/ 342	175/1 16 66.3 % 78.5/ 88.1 233/2 61 .356/ 307	-	-	-	142/9 8.4 69.2 % - .241/ 185	
Mini Cooper S CHR Motorsp orts LLC Home Made Bench	N/A	31.25m m/ 24.25m m - Radius on Exhaust	N/A	-	83/4 5 54.2 %	-	136/1 07 78.7 % 57.2/ 74.7 169/2 21 .603/ 611	160/1 20 75% 67.3/ 83.8 199/2 48 .567/ 548	179/1 27 70.9 % 75.3/ 88.7 223/2 63 .529/ 483	182/1 30 71.4 % 76.5/ 90.8 227/2 69 .461/ 424	191/1 32 69.1 % 80.3/ 92.2 238/2 73 .423/ 377	193/1 33 68.9 % 81.2/ 92.9 241/2 75 .38/ 37	-	-	-	161/1 13 70.6 % - .249/ 193	
Mini Cooper S Ported CHR Motorsp orts LLC Home Made Bench	N/A	31.25m m/ 24.25m m - Radius on Exhaust	N/A	55/3 5 63.6 %	111/ 69 62.2 %	144/1 02 70.8 % 60.6/ 71.2 179/2 11 .851/ 776	173/1 29 74.6 % 72.8/ 90.1 216/2 67 .766/ 736	200/1 49 74.5 % 84.1/ 104 249/3 08 .709/ 681	213/1 64 77% 89.6/ 115 265/3 39 .629/ 624	221/1 72 77.8 % 92.9/ 120 275/3 56 .559/ 561	232/1 73 74.6 % 97.6/ 121 289/3 58 .514/ 494	236/1 74 73.7 % 99.3/ 122 294/3 60 .465/ 441	-	-	-	191/1 42 74% - .249/ 193	
Mini Cooper S Ported CHR Motorsp orts LLC Home Made Bench	N/A	31.25m m/ 24.5mm - Radius on Exhaust	N/A	55/4 2 76.4 %	111/ 80 72.1 %	144/1 23 85.4 % 60.6/ 84.2 179/2 49 .851/ 927	173/1 51 87.3 % 72.8/ 103 216/3 06 .766/ 853	200/1 61 80.5 % 84.1/ 110 249/3 26 .709/ 728	213/1 65 77.5 % 89.6/ 113 265/3 35 .629/ 622	221/1 70 76.9 % 92.9/ 116 275/3 45 .559/ 549	232/1 72 74.1 % 97.6/ 118 289/3 49 .514/ 486	236/1 73 73.3 % 99.3/ 118 294/3 51 .465/ 434	-	-	-	191/1 49 78.1 % - .249/ 195	
Mini Cooper S Madnes s	N/A	30.25m m/ 23.25m m	N/A	32/3 0 93.8 %	69/6 9 100 %	103/9 3 90.3 % 46.2/ 70.7 137/2 09 .629/ 738	136/1 04 76.5 % 73.2/ 82.1 217/2 43 .622/ 619	163/1 08 66.3 % 82.1/ 83.6 217/2 48 .597/ 514	178/1 10 61.8 % 79.9/ 83.6 237/2 48 .543/ 437	178/1 11 62.4 % 79.9/ 84.3 237/2 50 .466/ 378	179/1 11 62% 80.3/ 84.3 238/2 50 .41/ 3	-	-	-	-	144/1 01 70.2 % - .241/ 185	

Mini Cooper S Ported Madnes s Stage 1	N/A	30.25m m/ 24.5mm	N/A	38/37 97.4 %	75/70 93.3 %	109/107 98.2 % 48.9/ 73.2 145/217 .665/.806	143/134 93.7 % 64.2/ 91.7 190/272 .654/.757	175/142 81.1 % 78.5/ 97.2 233/288 .641/.642	198/144 72.7 % 88.9/ 98.5 263/292 .604/.542	211/145 68.7 % 94.7/ 99.2 281/294 .552/.468	217/145 66.8 % 97.4/ 99.2 289/294 .497/.41	-	-	-	-	-	161/127 78.6 % - .241/.195
Mini Cooper S Ported Madnes s Stage 2	N/A	31.5mm / 24.5mm	N/A	36/32 88.9 %	73/61 83.6 %	110/91 82.7 % 45.5/ 62.3 135/184 .645/.686	145/122 84.1 % 60/83 .5 178/247 .637/.689	178/152 85.4 % 73.7/ 104 218/308 .626/.687	213/161 75.6 % 88.2/ 110 261/326 .624/.607	224/164 73.2 % 92.7/ 112 275/332 .563/.53	230/165 71.7 % 95.2/ 113 282/335 .505/.466	-	-	-	-	-	168/131 78.1 % - .251/.195
Manufac turer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Comb - Cham ber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Avera ge
Mini Cooper S '01-06 M2 Race System s	98/54	30.2mm / 23.25m m 3.285	32	37/26 70.3 %	71/61 85.9 %	103/86 83.5 % 46.4/ 65.3 137/194 .63/.83	136/98 72.1 % 61.2/ 74.5 181/221 .623/.584	165/102 61.8 % 74.3/ 77.5 220/230 .556/.413	182/104 57.1 % 82/79 243/234 .556/.413	184/105 57.1 % 82.9/ 79.8 246/236 .482/.357	185/105 56.8 % 83.3/ 79.8 247/236 .424/.313	-	-	-	-	-	147/94.4 64.4 % 1.89/ 1.94 .241/.185
Mini Cooper S '01-06 CNC M2 Race System s	114/69	30.2mm / 23.25m m 3.285	32	38/27 71.1 %	75/58 77.3 %	112/86 76.8 % 50.4/ 65.3 149/194 .685/.683	146/111 76% 65.7/ 84.3 195/250 .669/.661	173/140 80.9 % 77.9/ 106 231/315 .634/.667	192/158 82.3 % 86.5/ 120 256/356 .587/.627	209/172 82.3 % 94.1/ 131 279/387 .547/.585	221/175 79.2 % 99.5/ 133 295/394 .507/.521	230/176 76.5 % 104/134 307/396 .469/.466	-	-	-	-	170/135 79.2 % 2.02/ 2.55 .241/.185
Mini Cooper S '01-06 CNC M2 Race System s 1mmOS Valves	114/69	31.2mm / 24.25m m 3.285	32	41/28 68.3 %	80/64 80%	118/99 83.9 % 49.8/ 69.1 148/205 .698/.754	155/126 81.3 % 65.4/ 88 194/261 .688/.719	180/150 83.3 % 75.9/ 105 225/310 .639/.685	196/162 82.7 % 82.7/ 113 245/335 .58/.617	210/172 81.9 % 88.6/ 120 263/356 .532/.561	224/176 78.6 % 94.5/ 123 280/364 .497/.502	234/177 75.6 % 98.7/ 124 293/366 .461/.449	-	-	-	-	175/141 80.6 % 2.05/ 2.57 .249/.193
Mini Cooper S Ported Coswort h Stage 1	N/A	31.25m m/ 24.25	N/A	35/30 85.7 %	74/54 73%	107/81 75.7 % 45/56 .6 133/168 .632/.617	138/102 73.9 % 58/71 .2 172/211 .611/.582	165/118 71.5 % 69.4/ 82.4 206/244 .585/.539	186/128 68.8 % 78.2/ 89.4 232/265 .549/.487	201/134 66.7 % 84.5/ 93.6 250/277 .509/.437	210/137 65.2 % 88.3/ 95.7 262/284 .465/.391	-	-	-	-	-	154/108 69.8 % - .249/.193
Mini Cooper S Ported JCW	N/A	-	N/A	34/29 85.3 %	72/58 80.6 %	105/86 81.9 % -	137/117 85.4 % -	165/124 75.2 % -	182/128 70.3 % -	189/129 68.3 % -	186/130 69.9 % -	-	-	-	-	-	148/110 74.5 %

Mini SOHC Sabre Heads	N/A	30.2mm / 23.3mm 77mm No Pipe	N/A	34/26 76.5 %	70/56 80%	107/79 73.8 % 48.2/59.8 143/177 .654/.626	140/98 70% 63/74 .1 187/20 .642/.582	166/105 63.3 % 74.8/79.4 221/235 .609/.499	180/108 60% 81.1/81.7 240/242 42 .55/.428	181/108 59.7 % 81.5/81.7 242/242 42 .474/.367	186/108 58.1 % 83.8/81.7 248/242 42 .426/.321	188/109 58% 84.7/82.5 251/244 .383/.288	188/109 58% 84.7/82.5 251/244 .345/.259	-	-	-	156/97.8 62.6 % - .241/.186
Mini SOHC Ported Sabre Heads	N/A	30.2mm / 23.3mm 77mm No Pipe	N/A	35/27 77.1 %	70/66 94.3 %	105/106 101% 47.3/80.2 140/238 .642/.84	139/126 90.6 % 62.6/95.3 185/282 .637/.749	170/129 75.9 % 76.6/97.6 227/289 .623/.613	190/131 68.9 % 85.6/99.1 254/294 .581/.519	200/132 66% 90.1/99.9 267/296 .524/.448	205/132 64.4 % 92.3/99.9 274/296 .47/.92	210/133 63.3 % 94.6/101 280/298 .428/.351	212/134 63.2 % 95.5/101 283/300 .389/.318	-	-	-	167/121 72.6 % - .241/.186
Mini CNC Heads UK	N/A	30.2mm / 23.33mm 100mm No Pipe	N/A	35/-	71/56 78.9 %	105/-47.3 140 .642	142/100 70.4 % 63.9/75.5 189/224 .651/.593	171/-77 228 .627	189/109 57.7 % 85.1/82.3 252/244 .578/.431	193/-86.9 258 .506	196/110 56.1 % 88.3/83 262/246 .449/.326	197/-88.7 263 .401	-/110	-	-	-	158/93.8 - - .241/.186
Mini Ported CNC Heads UK	N/A	30.2mm / 23.33mm 100mm No Pipe	N/A	36/-	72/66 91.7 %	107/-48.2 143 .654	145/148 102% 65.3/112 193/331 .665/.878	176/-79.3 235 .645	200/170 85% 90.1/128 267/380 .611/.673	215/-96.8 287 .563	225/174 77.3 % 101/131 300/389 .516/.516	230/-104 307 .469	233/174 74.7 % 105/131 311/389 .427/.413	-	-	-	178/146 - - .241/.186
M20 325 170588 5 Digger	N/A	42mm/36mm	N/A	-	55/44 80%	-	110/89 80.9 % 51.2/56.4 152/167 .725/.685	-	155/115 74.2 % 72.2/72.9 214/216 .681/.59	-	181/124 68.5 % 84.3/78.6 250/233 .597/.477	-	181/127 70.2 % 84.3/80.5 250/239 .477/.391	-	186/127 68.3 % 86.6/80.5 257/239 .409/.326	188/127 67.6 % 87.5/80.5 259/239 .354/.279	151/108 71.3 % - .335/.287
Alpina 170588 5 Digger	N/A	42mm/36mm	N/A	-	53/39 73.6 %	-	106/86 81.1 % 49.4/54.5 146/162 .699/.661	-	151/124 82.1 % 70.3/78.6 208/233 .664/.636	-	183/139 76% 85.2/88.1 252/261 .603/.535	-	190/145 76.3 % 88.5/91.9 262/272 .501/.446	-	191/154 80.6 % 88.9/97.6 264/289 .42/.395	195/156 80% 90.8/98.9 269/293 .367/.343	153/120 78.9 % - .335/.287

BMW

COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufac turer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Comb Cham ber Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22mm	Avera ge		

M20B25 885 Ported / Andre' Norrback	N/A	42mm/ 36mm 85mm No Pipe	N/A	42/31 73.8 %	82/61 74.4 %	119/84 70.6 % 55.4/ 53.2 164/158 .664/. 547	154/103 66.9 % 71.7/ 65.3 212/193 .645/. 503	170/112 65.9 % 79.2/ 71 235/210 .569/. 438	177/119 67.2 % 82.4/ 75.4 244/223 .494/. 387	181/122 67.4 % 84.3/ 77.3 250/229 .433/. 34	184/- 85.7 254 .385	-	-	-	152/100 - - .335/. 287		
M20B25 AMC Ported / Andre' Norrback	N/A	42mm/ 35mm 86mm No Pipe	N/A	48/36 75%	86/68 79.1 %	115/100 87% 53.6/ 67.1 159/199 .642/. 67	138/107 77.5 % 64.3/ 71.8 190/213 .578/. 538	156/117 75% 72.6/ 78.5 215/232 .522/. 47	159/120 75.5 % 74/80 .5 219/238 .444/. 402	161/120 74.5 % 75/80 .5 222/238 .385/. 344	161/120 74.5 % 75/80 .5 222/238 .337/. 301	-	-	-	139/107 77% - .335/. 279		
M20 325i Ported NPS	N/A	41.95m m/ 35.9mm 83mm No Pipe	N/A	40/33 82.5 %	82/64 78%	122/89 73% 56.9/ 56.7 169/168 .682/. 581	153/106 69.3 % 71.4/ 67.6 212/200 .641/. 519	168/116 69% 78.4/ 73.9 232/219 .563/. 454	173/121 69.9 % 80.8/ 77.1 239/229 .483/. 395	173/124 71.7 % 80.8/ 79 239/234 .414/. 347	-	-	-	-	145/103 71.2 % - .334/. 286		
M52B20 Roadster Ported / Andre' Norrback	N/A	30mm/ 27mm 85mm No Pipe	N/A	55/51 92.7 %	112/98 87.5 %	162/122 75.3 % 73.9/ 68.7 219/204 .633/. 53	186/138 74.2 % 84.9/ 77.7 252/230 .545/. 449	189/148 78.3 % 86.3/ 83.4 256/247 .443/. 386	190/152 80% 86.7/ 85.6 257/254 .371/. 33	-	-	-	-	-	168/132 78.4 % - .239/. 215		
M20 323i 126420 0 Marquis Rex	N/A	40mm/ 34mm	N/A	33/-	69/-	101/- 51.9 154 .592	117/- 60.1 178 .514	119/- 61.1 181 .418	123/- 63.1 187 .36	-	-	-	-	-	106 - - .319/. 271		
M20 323i 127773 1 Marquis Rex	N/A	40mm/ 34mm	N/A	32/-	68/-	105/- 53.9 160 .615	129/- 66.2 196 .567	136/- 69.8 207 .478	141/- 72.4 214 .413	-	-	-	-	-	116 - - .319/. 271		
M20 325i 170588 5 Marquis Rex	N/A	42mm/ 36mm	N/A	36/-	78/-	112/- 52.2 155 .625	135/- 62.9 186 .565	158/- 73.6 218 .529	175/- 81.5 241 .488	-	-	-	-	-	132 - - .335/. 287		

Buick COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises												
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average

Buick 320 Stright 8 Stock NPS Iron	N/A	1.77/1.45 3.543 No Pipe	N/A	50/43 86%	101/83 82.2%	128/93 72.7% 52/56.3 154/167 .526/.46 6	134/96 71.6% 54.5/58. 1 161/172 .413/.36 1	-	-	-	-	121/90. 7 74.9% - .358/.29 4
Buick 215 V8 Alum	N/A	1.525/1.3 5	N/A	-	-	-	128/81 63.3% 70.1/56. 6 208/168 .457/.32 7	-	-	-	-	- - - .309/.27 3
Buick 300 V8 Alum	N/A	1.625/1.3 12	N/A	-	105/96 91.4%	135/108 80% 65.1/79. 9 193/237 .604/.59 8	142/115 81% 68.5/85. 1 203/252 .476/.47 8	149/115 77.2% 71.8/85. 1 213/252 .40/.382	154/116 75.3% 74.3/85. 8 220/254 .344/.32 1	-	-	137/110 80.3% - .329/.26 6
Buick 300 V8 Ported Alum	N/A	1.775/1.5 0 - No Pipe	N/A	66/47 71.2 %	129/10 4 80.6%	174/130 74.7% 70.3/73. 6 208/218 .712/.63	191/146 76.4% 77.2/82. 6 229/245 .587/.53 1	196/152 77.6% 79.2/86 235/255 .481/.44 2	-	-	-	173/133 77.1% - .359/.30 4
Buick 300 V8 Ported Peak Performanc e Alum	N/A	1.625/1.3 12	N/A	-	151/10 8 71.5%	159/123 77.4% 76.7/91 227/270 .711/.68 1	160/129 80.6% 77.1/95. 4 229/283 .537/.53 6	-	-	-	-	157/120 76.6% - .329/.26 6
Buick 340 V8 DynoDave Iron	N/A	1.81/1.37	N/A	54/38 70.4 %	112/75 67%	153/99 64.7% 59.5/67. 2 176/199 .614/.52 5	172/102 59.3% 66.8/69. 2 198/205 .518/.40 6	175/104 59.4% 68/70.6 202/209 .422/.33 1	-	-	-	153/95. 0 62.1% - .367/.27 7
Buick 340 1376330 NPS Iron	N/A	1.81/1.39	N/A	49/40 81.6 %	102/80 78.4%	143/97 67.8% 55.6/63. 9 165/189 .574/.50 7	156/102 65.4% 60.6/67. 2 180/199 .47/.40	160/104 65% 62.2/68. 5 184/203 .385/.32 6	160/- 62.2 184 .321	-	-	144/95. 8 - - .367/.28 1
Buick 340 1376330 VJ Bowls Port Cleanup NPS Iron	N/A	1.81/1.39	N/A	57/44 77.2 %	110/82 74.5%	155/104 67.1% 60.2/68. 5 178/203 .622/.54 4	185/118 63.8% 71.9/77. 8 213/230 .557/.46 3	185/130 70.3% 71.9/85. 7 213/254 .446/.40 8	195/136 69.7% 75.8/89. 6 225/266 .391/.35 6	-	-	166/114 68.7% - .367/.28 1
Buick Nailhead Stock Iron	N/A	1.875/1.4 37 4.00 No Pipe	124	63/41 65.1 %	110/81 73.6%	146/101 69.2% 52.9/62. 3 157/185 .566/.51 1	183/107 58.5% 66.3/66 196/195 .532/.40 6	188/111 59% 68.1/68. 4 202/203 .437/.33 7	-	-	-	157/100 63.8% - .380/.29 1
Buick Nailhead '57 889 Mild Ported RnD Engineerin g I-30 E-30	N/A	1.875/1.4 37 4.00	124	64/47 73.4 %	126/76 60.3%	169/99 58.6% 61.2/61 181/181	196/111 56.6% 71/68.4 210/212	196/116 59.2% 71/71.5 210/212	-	-	-	172/101 58.5% - -

Back Cut Iron												
Buick Nailhead '66 401 Stock Babeola Iron	N/A	1.87/1.50	124	53/47 88.7 %	110/78 70.9%	157/103 65.6% 57.2/58.3 169/173 .61/.499	180/117 65% 65.5/66.2 194/196 .525/.425	190/120 63.2% 69.2/67.9 205/201 .443/.349	196/123 62.8% 71.4/69.6 211/206 .381/.298	-	-	167/108 64.9% - .379/.304
Buick Nailhead 401 Ported Gessler Iron	N/A	1.875/1.50	N/A	62/48 77.4 %	127/83 65.4%	171/108 63.2% 61.9/61.1 183/181 .663/.523	197/130 66% 71.3/73.6 211/218 .573/.472	212/138 65.1% 76.8/78.1 227/231 .493/.401	219/141 64.4% 79.3/79.8 235/236 .424/.342	-	-	185/120 64.8% - .380/.304
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
Buick GN Iron	N/A	1.71/1.50	N/A	-	-	-	-	156/110 70.5% 67.9/62.2 201/184 .398/.32	-	-	-	- - - .346/.304
Buick GN Iron	N/A	1.71/1.50	N/A	52/45 86.5 %	108/84 77.8%	149/101 67.8% 64.9/57.2 192/169 .633/.489	152/108 71.1% 66.2/61.1 196/181 .484/.392	155/111 71.6% 67.5/62.8 200/186 .395/.323	-	-	-	141/101 71.6% - .346/.304
Buick GN Iron	N/A	1.71/1.50	N/A	54/50 92.6 %	111/96 86.5%	161/131 81.4% 70.1/74.1 208/220 .684/.635	177/136 76.8% 77.1/77.7 228/228 .564/.494	178/136 76.4% 77.5/77.7 230/228 .454/.395	-	-	-	157/125 79.6% - .346/.304
Buick GN Ported Iron	N/A	1.77/1.50	N/A	-	-	-	196/157 80.1% 79.7/88.8 236/263 .604/.57	-	-	-	-	- - - .358/.304
Buick GN Ported Iron	N/A	1.77/1.50	N/A	59/49 83.1 %	127/98 77.2%	175/142 81.1% 71.1/80.4 211/238 .719/.688	193/154 79.8% 78.4/87.1 232/258 .594/.56	202/156 77.2% 82.1/88.3 243/262 .498/.453	-	-	-	174/138 78.9% - .358/.304
Buick GN Ported VPE Iron	N/A	-	N/A	-	-	-	206/173 84% -	217/181 83.4% -	221/184 83.3% -	-	-	215/179 83.5%
Buick GN Ported VPE Stage 3 Iron	N/A	-	N/A	-	-	-	205/174 84.9% -	218/184 84.4% -	223/184 82.5% -	-	-	215/181 83.9%
Buick GN1 Mild Ported SF600	N/A	1.77/1.50 3.875	N/A	62/51 82.3 %	128/106 82.8%	182/139 76.4% 74/78.7 219/233 .747/.673	216/164 75.9% 87.8/92.8 260/275 .665/.596	228/172 75.4% 92.7/97.3 275/288 .562/.509	228/177 77.6% 92.7/100 275/297 .468/.429	-	-	196/152 77.2% - .358/.304

Buick GN1 Ported	N/A	1.77/1.50	N/A	64/52 81.3 %	143/115 80.4%	206/149 72.3% 83.7/84.3 248/250 .846/.722	237/181 76.4% 96.3/102 285/303 .73/.658	244/197 80.7% 99.2/111 294/330 .601/.573	-	-	-	208/161 77.3% - .358/.304
TA Performance Street Intimidator	156/72	1.94/1.60 4.00 No Pipe	46	59/61 103%	118/107 90.7%	167/143 85.6% 56.5/71.1 167/211 .626/.65	210/162 77.1% 71/80.6 211/239 .59/.552	210/177 84.3% 71/88 211/261 .472/.482	213/180 84.5% 72.1/89.5 214/265 .399/.409	-	-	184/154 83.8% 1.37/2.50 .393/.324
TA Performance Street Eliminator	163/73	1.94/1.60	46/55	59/42 71.2 %	108/87 80.6%	156/121 77.6% 52.8/60.2 156/178 .584/.55	184/135 73.4% 62.2/67.1 184/199 .517/.46	195/144 73.8% 66/71.6 195/212 .438/.392	204/145 71.1% 69/72.1 204/214 .382/.329	-	-	169/126 74.6% 1.25/1.99 .393/.324
TA Performance Street Eliminator Ported	163/73	1.94/1.60	N/A	87/49 56.3 %	150/100 66.7%	204/139 68.1% 69/69.1 204/205 .764/.631	235/184 78.3% 79.5/91.5 236/271 .66/.627	263/195 74.1% 89/97 264/287 .591/.531	266/204 76.7% 90/101 267/301 .498/.463	-	-	224/164 73.5% 1.63/2.79 .393/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
Buick V6 Stage II Ported Chapman	247/-	2.10/1.625	40.5	68/53 77.9 %	145/113 77.9%	221/174 78.7% 63.8/83.9 189/249 .765/.778	281/213 75.8% 81.1/103 240/304 .729/.714	321/229 71.3% 92.7/110 275/327 .667/.614	336/241 71.7% 97/116 287/344 .581/.539	341/247 72.4% 98.5/119 292/353 .506/.473	-	274/203 74% 1.38 .425/.329
Buick TA Ported to Stage I Iron	N/A	2.13/1.75	N/A	66/57 86.4 %	133/109 82%	188/133 70.7% 52.8/55.3 156/164 .641/.552	226/147 65% 63.4/61.1 188/181 .578/.458	236/159 67.4% 66.2/66.1 196/196 .483/.396	234/159 67.9% 65.7/66.1 195/196 .399/.33	233/162 69.5% 65.4/67.4 194/200 .341/.288	-	208/145 69.5% - .431/.354
Buick 455 '73 860 Ported Smithberg Racing Iron	N/A	2.125/1.75 4.31 No Pipe	N/A	75/67 89.3 %	157/115 73.2%	222/149 67.1% 62.6/61.9 185/184 .759/.619	268/170 63.4% 75.6/70.7 224/209 .687/.529	287/187 65.2% 80.9/77.7 240/230 .589/.466	289/193 66.8% 81.5/80.2 241/238 .494/.401	-	-	245/163 66.6% - .430/.354
Buick Stage I Iron	N/A	2.13/1.75	N/A	-	-	-	-	-	230/189 82.2% 64.5/78.6 191/233 .392/.392	-	-	- - - .431/.354
Buick Stage I '74 Jim Iron	N/A	2.13/1.75	N/A	-	-	-	-	218/139 63.8% 61.2/57.8 181/171 .446/.346	-	-	-	- - - .431/.354
Buick Stage I Ported Iron	N/A	-	N/A	-	-	-	-	-	295/205 69.5% -	-	-	-
Buick Stage I Ported Iron	N/A	-	N/A	74/-	158/-	233/-	280/-	292/-	292/-	-	-	251

Buick Stage I Ported Iron	N/A	-	N/A	73/-	153/-	222/- -	276/- -	304/- -	297/- -	-	-	250
Buick Stage II	N/A	2.13/1.75	N/A	-	-	-	-	-	236/213 90.3% 66.2/88.6 196/262 .403/.442	-	-	- - - .431/.354
Buick 350 Rick Crawford Iron	N/A	Stock	N/A	55/44 80%	112/100 89.3%	165/119 72.1% -	199/137 68.8% -	196/146 74.5% -	199/149 74.9% -	-	-	174/130 74.7%
Buick 350 Rick Crawford Ported Iron	N/A	1.92/1.55	N/A	65/66 101%	122/114 93.4%	180/150 83.3% 62.2/79.5 184/236 .681/.703	236/179 75.8% 81.5/94.9 242/281 .67/.629	260/191 73.5% 89.8/101 266/300 .59/.537	264/199 75.4% 91.2/105 270/312 .50/.467	-	-	212/167 78.4% - .389/.314
Buick 455 Iron	N/A	2.00/1.62 5	N/A	59/52 88.1% -	120/100 83.3% -	175/124 70.9% 55.7/59.8 165/177 .636/.555	208/140 67.3% 66.2/67.5 196/200 .567/.47	218/147 67.4% 69.4/70.9 206/210 .475/.394	-	-	-	180/128 70.9% - .405/.329
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
Buick 455 Iron	184/142	2.125/1.75	N/A	-	-	-	-	-	220/150 68.2% 62/62.4 184/185 .376/.311	-	-	- - 1.20/1.06 .430/.354
Buick 455 Ported Gessler Iron	N/A	2.125/1.75	N/A	71/61 85.9% -	146/119 81.5% -	213/145 68.1% 60.1/60.3 178/179 .728/.602	259/172 66.4% 73/71.5 216/212 .664/.536	270/187 69.3% 76.1/77.7 226/230 .554/.466	264/195 73.9% 74.4/81.1 221/240 .451/.405	-	-	230/164 71% - .430/.354
Buick 430 (Stage 1 Valves) Charlie Evans Iron	N/A	2.125/1.75	N/A	76/57 75% -	142/97 68.3% -	198/124 62.6% 55.8/51.6 165/153 .677/.515	227/142 62.6% 64/59 190/175 .582/.442	225/152 67.6% 63.4/63.2 188/187 .462/.379	227/156 68.7% 64/64.9 190/192 .388/.324	-	-	204/134 65.8% - .430/.354
Buick Converted to Stage 1 Valves TA Iron	N/A	2.13/1.75 5	N/A	66/57 86.4% -	133/109 82% -	188/133 70.7% 52.8/55 156/163 .641/.551	226/147 65% 63.4/60.8 188/180 .578/.457	236/159 67.4% 66.2/65.7 196/195 .483/.395	233/159 68.2% 65.4/65.7 194/195 .397/.329	233/162 69.5% 65.4/67 194/198 .341/.287	-	208/145 69.6% - .431/.355
Buick 430 985 Ported TA SF600 Iron	N/A	2.13/1.75 5 4.350	N/A	-	142/109 76.8% -	202/155 76.7% 56.7/64.1 168/190 .689/.642	250/176 70.4% 70.2/72.8 208/216 .64/.547	287/199 69.3% 80.5/82.3 239/244 .588/.494	300/204 68% 84.2/84.3 249/250 .512/.422	-	-	236/169 71.4% - .431/.355

Bulldog Alum	N/A	2.125/1.75	N/A	82/62 75.6%	144/114 79.2%	204/155 76% 57.5/64.4 170/191 .698/.644	253/184 72.7% 71.3/76.5 211/227 .649/.573	293/201 68.6% 82.6/83.6 245/248 .601/.501	303/215 71% 85.4/89.4 253/265 .518/.446	-	-	239/174 72.6% - .430/.354
Bulldog CCM Alum	250/-	2.19/1.81	66	-	-	-	-	-	-	-	-	- - - .443/.367
Bulldog Ported Earick Racing Alum	N/A	-	N/A	101/-	162/-	234/- -	344/- -	349/- -	380/- -	-	-	294
Edelbrock Performer RPM 60049 SF1020 Alum	215/130	2.125/1.75	68	68/58 85.3%	127/108 85%	190/150 78.9% 53.6/62.4 159/185 .65/.623	241/173 71.8% 68/71.9 201/213 .618/.539	274/183 66.8% 77.3/76.1 229/225 .562/.456	273/190 69.6% 77/79 228/234 .467/.395	-	-	221/161 72.8% 1.27/1.46 .430/.354
Edelbrock Performer RPM 60049 Mike Alum	N/A	2.125/1.75	N/A	68/55 80.9%	130/107 82.3%	194/144 74.2% 54.7/59.9 162/177 .663/.598	251/164 65.3% 70.8/68.2 210/202 .644/.511	278/172 61.9% 78.4/71.5 232/212 .57/.429	283/175 61.8% 79.8/72.8 236/216 .484/.363	281/175 62.3% 79.2/72.8 235/216 .412/.311	-	236/156 66.1% - .430/.354
Edelbrock Performer RPM 60049 George Alum	N/A	2.125/1.75	N/A	66/55 83.3%	126/103 81.7%	192/139 72.4% 54.1/57.8 160/171 .657/.577	247/162 65.6% 69.6/67.4 206/200 .634/.505	279/175 62.7% 78.7/72.8 233/216 .572/.436	276/183 66.3% 77.8/76.1 231/225 .472/.388	278/185 66.5% 78.4/76.9 232/228 .407/.329	-	233/158 67.7% - .430/.354
Edelbrock Performer RPM Ported SF600 Alum	N/A	2.125/1.75	N/A	66/59 89.4%	137/115 83.9%	206/154 74.8% 58.1/64 172/190 .705/.64	260/177 68.1% 73.3/73.6 217/218 .667/.551	296/188 63.5% 83.5/78.2 247/232 .607/.468	301/194 64.5% 84.9/80.7 251/239 .515/.403	-	-	240/166 69% - .430/.354
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
Edelbrock Ported Gessler Level 2 Alum	N/A	2.125/1.75	N/A	68/66 97.1%	142/116 81.7%	210/155 73.8% 59.2/64.4 175/191 .718/.644	260/176 67.7% 73.3/73.2 217/217 .667/.548	294/187 63.6% 82.9/77.7 246/230 .603/.466	305/193 63.3% 86/80.2 255/238 .522/.401	-	-	242/165 68.3% - .430/.354
TA Performance Ported 455 Iron	N/A	2.13/1.75	N/A	-	-	-	-	-	250/180 72% 70.2/74.8 208/222 .426/.374	-	-	- - - .431/.354
TA Performance Street Eliminator SF600	N/A	2.16/1.75	N/A	72/-	149/-	194/161 83% 52.9/66.6 157/197 .653/.667	249/190 76.3% 68/78.5 201/233 .628/.59	285/206 72.3% 77.8/85.2 230/252 .575/.512	290/211 72.8% 79.1/87.2 234/258 .488/.437	281/211 75.1% 76.7/87.2 227/258 .405/.374	-	241/196 - - .437/.355

TA Performanc e Street Eliminator	N/A	2.26/1.75 5	N/A	70/59 84.3 %	140/11 2 80%	194/161 83% 48.4/66. 6 143/197 .624/.66 7	249/190 76.3% 62.1/78. 5 184/233 .601/.59	285/206 72.3% 71/85.2 211/252 .55/.512	290/211 72.8% 72.3/87. 2 214/258 .466/.43 7	281/211 75.1% 70/87.2 208/258 .387/.37 4	-	240/182 75.8% - .458/.35 5
TA Performanc e Street Eliminator Stage 1 Ported	263/17 9	2.26/1.75 5	69	50/57 114%	149/12 2 81.9%	214/167 78% 53.3/69 158/205 .688/.69 2	276/197 71.4% 68.8/81. 4 204/241 .666/.61 2	329/226 68.7% 82/93.4 243/277 .635/.56 2	361/237 65.7% 90/98 267/290 .58/.491	-	-	266/190 71.4% 1.37/1.3 2 .458/.35 5
TA Performanc e Street Eliminator Stage 1 Ported Gessler	N/A	2.16/1.75 5	N/A	70/61 87.1 %	144/11 2 77.8%	208/165 79.3% 56.8/68. 2 168/202 .70/.683	266/194 72.9% 72.6/80. 2 215/238 .671/.60 3	310/214 69% 84.6/88. 5 251/262 .626/.53 2	328/226 68.9% 89.5/93. 4 265/277 .552/.46 8	-	-	251/182 72.5% - .437/.35 5
TA Performanc e Street Eliminator Stage 2 Kerry SF600	N/A	2.16/1.75 5 4.375	N/A	72/-	149/-	218/- 59.5 176 .733	273/- 74.5 221 .689	298/- 81.3 241 .602	295/- 80.5 239 .496	300/- 81.9 243 .433	-	256 - - .437/.35 5
TA Performanc e Street Eliminator Stage 2 Ported Kerry SF600	N/A	2.16/1.75 5 4.375 No Pipe	N/A	75/69 92%	157/12 8 81.5%	238/176 73.9% 65/72.8 192/216 .801/.72 9	305/222 72.8% 83.2/91. 8 247/272 .77/.689	347/251 72.3% 94.7/10 4 281/307 .70/.624	361/263 72.9% 98.5/10 9 292/322 .607/.54 5	360/265 73.6% 98.2/11 0 291/325 .519/.47	367/266 72.5% 100/110 297/326 .463/.41 3	305/224 73.6% - .437/.35 5
TA Performanc e Street Eliminator Stage 2 Ported Kerry SF600	N/A	2.16/1.75 5 4.375 2 1/8" Pipe	N/A	75/70 93.3 %	157/13 5 86%	238/187 78.6% 65/77.3 192/229 .801/.77 4	305/236 77.4% 83.2/97. 6 247/289 .77/.733	347/273 78.7% 94.7/11 3 281/334 .70/.678	361/294 81.4% 98.5/12 2 292/360 .607/.60 9	360/304 84.4% 98.2/12 6 291/372 .519/.54	367/306 83.4% 100/126 297/375 .463/.47 5	305/248 81.3% - .437/.35 5
TA Performanc e TE Stage 2 Ported Alum	N/A	2.26/1.75 5 4.50	67	-	-	-	-	-	-	388/268 69.1% 96.7/11 1 287/328 .535/.47 6	-	- - - .458/.35 5
TA Performanc e Stage 1 Out of Box Jim Weise Alum	N/A	2.13/1.75	N/A	66/56 84.8 %	140/11 2 80%	203/145 71.4% 57/60.3 169/179 .693/.60 2	248/182 73.4% 69.6/75. 7 206/224 .635/.56 7	269/193 71.7% 75.5/80. 2 224/238 .551/.48 1	279/197 70.6% 78.3/81. 9 232/243 .476/.40 9	276/200 72.5% 77.5/83. 2 230/246 .404/.35 6	-	236/172 72.7% - .431/.35 4
TA Performanc e Stage 1 Ported Jim Weise Alum	N/A	2.13/1.75 5	N/A	74/60 81.1 %	152/12 6 82.9%	221/174 78.7% 62/71.9 184/213 .754/.72 1	274/205 74.8% 76.9/84. 7 228/251 .701/.63 7	314/228 72.6% 88.1/94. 3 261/279 .643/.56 6	314/230 73.2% 88.1/95. 1 261/282 .536/.47 6	315/230 73% 88.4/95. 1 262/282 .461/.40 8	-	265/199 75% - .431/.35 5
Manufactur er Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average

TA Performance Stage 1 Base Alum	N/A	2.13/1.75 5	N/A	-	-	-	-	-	280/200 71.4% 78.6/82.7 233/245 .478/.414	-	-	- - - .431/.355
TA Performance Stage 1 Ported Alum	N/A	2.13/1.75 5	N/A	-	-	-	-	-	350/205 58.6% 98.2/84.7 291/251 .597/.424	-	-	- - - .431/.355
TA Performance Stage 2 Alum	N/A	2.13/1.75	N/A	-	-	-	-	-	300/240 80% 84.2/99.8 249/296 .512/.498	-	-	- - - .431/.354
TA Performance Stage 2 Ported Alum	N/A	2.13/1.75	N/A	-	-	-	-	-	350/260 74.3% 98.2/108 291/320 .597/.54	-	-	- - - .431/.354
TA Performance Ported Alum	N/A	2.125/1.75	N/A	-	-	-	-	-	315/230 73% 88.8/95.6 263/283 .539/.478	-	-	- - - .430/.354
TA Performance Stage 3 Alum	N/A	2.25/1.80	58	-	-	-	-	-	330/255 77.3% 83/100 246/297 .533/.515	-	-	- - - .456/.365
TA Performance Stage 3 Ported Alum	N/A	2.30/1.80	58	-	-	-	-	-	385/270 70.1% 92.7/106 275/314 .608/.545	-	-	- - - .466/.365
TA Performance Stage 3 Ported Alum	250/-	2.225/1.81	N/A	-	-	-	-	350/233 66.6% 90/90.6 267/268 .686/.561	360/263 73.1% 92.6/102 274/303 .588/.528	-	-	355/248 69.9% 1.44 .451/.367
TA Performance Stage 3 Alum Ported Bruce Kent	N/A	2.225/1.80	N/A	-	-	-	-	-	330/255 77.3% 84.9/100 251/297 .539/.515	385/295 76.6% 99/116 293/343 .539/.51	-	358/275 76.9% - .451/.365
TA Performance Stage 4 Alum	N/A	2.25/1.80	58	-	-	-	-	-	325/230 70.8% 81.7/90.4 242/268 .525/.464	-	-	- - - .456/.365

TA Performanc e Stage 4 Alum	N/A	2.25/1.80	N/A	-	-	-	-	-	375/265 70.7% 94.3/10 4 279/309 .606/.53 5	-	-	-
TA Performanc e Stage 4 Alum	N/A	2.25/1.80	N/A	76/65 85.5 %	147/12 9 87.8%	218/179 82.1% 54.8/70. 3 162/208 .704/.72 3	266/222 83.5% 66.9/87. 2 198/258 .644/.67 2	321/247 76.9% 80.7/97. 1 239/288 .622/.59 8	362/260 71.8% 91/102 270/303 .585/.52 5	-	-	263/207 78.9% - .456/.36 5
Manufactur er Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	Average
TA Performanc e Stage 4 Ported Alum	N/A	2.30/1.80	58	-	-	-	-	-	395/270 68.4% 95.1/10 6 282/314 .624/.54 5	-	-	- - - .466/.36 5
TA Performanc e Stage 4 Ported Alum	N/A	2.20/- 4.40	N/A	74/-	154/-	225/- 59.2 175 .743	281/- 73.9 219 .696	335/- 88.1 261 .664	369/- 97.1 288 .609	378/- 99.4 295 .535	-	290 - - .446
TA Performanc e Stage 4 Ported Alum	N/A	2.26/- 4.40	N/A	70/-	140/-	204/- 50.9 151 .656	269/- 67.1 199 .649	325/- 81 240 .627	360/- 89.7 266 .579	385/- 96 284 .531	-	281 - - .458

Cadillac															COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.650	.700	.800	.850	Averag e	
Cadillac MTS Iron	N/A	-	N/A	55/4 1 74.5 %	96/58 60.4 %	147/11 0 74.8% -	195/12 6 64.6% -	225/13 7 60.9% -	240/14 3 59.6% -	-	-	-	-	181/11 5 63.6%	
Cadillac Ported MTS Iron	N/A	-	N/A	68/5 7 83.8 %	137/1 05 76.6 %	191/13 7 71.7% -	243/17 5 72% -	268/19 2 71.6% -	285/20 4 71.6% -	286/20 8 72.7% -	288/21 0 72.9% -	-	-	243/17 6 72.5%	
Cadillac 902 '69	200/1 45	1.96/-	76	83/7 3 88%	134/1 07 79.9 %	180/14 0 77.8% 59.7 177 .667	215/16 4 76.3% 71.3 211 .598	248/18 1 73% 82.2 244 .552	263/19 1 72.6% 87.2 258 .488	-	277/20 6 74.4% 91.8 272 .44	-	-	220/16 5 75.1% 1.39/1. 42 .397	
Cadillac Ported Potter Automoti ve Iron	N/A	2.19/1.84	76	-	-	-	-	-	320/24 0 75% 85/90. 3 252/26 7 .531/.4 74	-	-	-	-	- - - .443/.3 73	

Cadillac	185/124	2.00/1.625	76	-	119/87 73.1%	162/129 79.6% 51.6/62.2 153/184 .589/.577	214/149 69.6% 68.1/71.8 202/213 .583/.50	237/160 67.5% 75.4/77.1 224/229 .517/.429	240/162 67.5% 76.4/78.1 226/231 .436/.362	-	-	-	-	194/137 70.7% 1.30/1.31 .405/.329
Cadillac 493 '75	185/124	2.00/1.625	120	68/67 98.5%	130/97 74.6%	190/132 69.5% 60.5/63.6 179/189 .69/.59	215/160 74.4% 68.4/77.1 203/229 .586/.537	233/172 73.8% 74.2/82.9 220/246 .508/.462	246/-78.3 232 .447	-	-	-	-	203/140 - 1.33/1.39 .405/.329
Cadillac 493 '75 Pocket Ported	N/A	2.00/1.625	N/A	94/80 85.1%	148/124 83.8%	186/150 80.6% 59.2/72.3 175/214 .676/.671	217/173 79.7% 69.1/83.4 205/247 .591/.508	246/183 74.4% 78.3/88.2 232/261 .536/.491	255/189 74.1% 81.2/91.1 241/270 .463/.423	-	-	-	-	210/164 77.9% - .405/.329
Bulldog Performance Alum	N/A	-	N/A	71/57 80.3%	136/102 75%	171/140 81.9% -	230/170 73.9% -	270/193 71.5% -	294/209 71.1% -	296/216 73% -	286/222 77.6% -	-	-	240/179 74.4%
Bulldog Performance Alum	N/A	2.19/1.84	76	88/63 71.6%	146/110 75.3%	203/145 71.4% 53.9/54.5 160/162 .674/.573	242/178 73.6% 64.2/66.9 190/198 .602/.527	276/202 73.2% 73.3/76 217/225 .55/.479	296/224 75.7% 78.6/84.2 233/250 .491/.442	-	-	-	-	233/172 73.9% - .443/.373
Bulldog Performance Alum	260/-	2.19/1.84	76	65/61 93.8%	125/117 93.6%	178/159 89.3% 47.3/59.8 140/177 .591/.628	238/203 85.3% 63.2/76.3 187/226 .592/.601	285/219 76.8% 75.7/82.4 224/244 .567/.519	307/235 76.5% 81.5/88.4 241/262 .509/.464	-	302/242 80.1% 80.2/91 238/270 .429/.41	-	-	239/196 81.9% 1.18 .443/.373
Bulldog Performance Ported CPP Alum	N/A	2.19/1.77	39	-	-	-	-	-	-	-	360/-95.6 283 .512	-	-	- - - .443/.358
Bulldog / MTS Ported Alum	N/A	2.25/1.86	N/A	-	-	-	-	-	-	345/268 77.7% 86.8/98.6 257/292 .514/.483	-	-	-	- - - .456/.377
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.650	.700	.800	.850	Average

MTS Alum	N/A	2.19/-4.35	N/A	78/-	135/-	178- 222/- .050% 23.6 70.0 .295 .050% 58.9 175 .553	258/- 68.5 203 .514	274/- 72.7 216 .455	-	-	-	-	196/.050 - - .443	
MTS Ported Alum	N/A	2.19/-4.35	N/A	88/-	136/-	193/- 51.2 152 .64	244/- 64.8 192 .607	281/- 74.6 221 .559	318/- 84.4 250 .528	-	336/- 89.2 264 .478	338/- 89.7 266 .421	-	264 - - .443
MTS Ported Stage 3 Alum	N/A	2.19/1.84	N/A	73/63 86.3%	133/114 85.7%	192/157 81.8% 51/59 151/175 .637/.62	246/189 76.8% 65.3/71.1 194/211 .612/.56	299/215 71.9% 79.4/80.9 235/240 .595/.51	330/236 71.5% 87.6/88.8 260/263 .548/.466	-	341/250 73.3% 90.5/94 268/279 .485/.423	327/258 78.9% 86.8/97 257/287 .407/.382	-	267/203 76% - .443/.373
Cadillac Performance Parts Alum	295/-	2.275/1.80	70	-	171/109 63.7%	233/149 63.9% 57.3/58.6 170/173 .744/.602	296/184 62.2% 72.8/72.3 216/214 .709/.557	345/221 64.1% 84.9/86.8 251/257 .661/.535	376/249 66.2% 92.5/97.9 274/290 .601/.503	-	391/267 68.3% 96.2/105 285/311 .535/.462	398/278 69.8% 97.9/109 290/324 .477/.421	402/278 69.2% 98.9/109 293/324 .453/.396	327/217 66.4% 1.36 .461/.365

Northstar

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average
4.0 CHRFAB	N/A	33mm/29mm	N/A	26/30 115%	75/68 90.7%	111/94 84.7% 41.9/45.9 124/136 .621/.598	144/109 75.7% 54.3/53.2 161/158 .604/.52	171/119 69.6% 64.5/58.1 191/172 .574/.454	193/126 65.3% 72.8/61.5 216/182 .54/.401	207/131 63.3% 78.1/64 231/190 .496/.357	212/134 63.2% 80/65.4 237/194 .445/.32	215/138 64.2% 81.1/67.4 240/200 .401/.293	217/142 65.4% 81.8/69.3 242/205 .364/.271	172/118 68.7% - .263/.231
4.6 CHRFAB	N/A	33mm/29mm	N/A	39/29 74.4%	81/67 82.7%	122/98 80.3% 46/47.9 136/142 .682/.624	157/123 78.3% 59.2/60.1 175/178 .659/.587	186/134 72% 70.2/65.4 208/194 .624/.512	208/141 67.8% 78.4/68.9 232/204 .582/.449	218/146 67% 82.2/71.3 244/211 .523/.398	219/150 68.5% 82.6/73.3 245/217 .459/.358	222/153 68.9% 83.7/74.7 248/221 .414/.325	225/154 68.4% 84.9/75.2 251/223 .378/.294	182/130 71.2% - .263/.231
4.6 Ported CHRFAB	N/A	33mm/29mm	N/A	40/29 72.5%	83/59 71.1%	124/92 74.2% 46.8/44.9 139/133 .694/.586	159/121 76.1% 60/59.1 178/175 .667/.578	190/137 72.1% 71.7/66.9 212/198 .638/.523	218/150 68.8% 82.2/73.3 244/217 .61/.477	239/160 66.9% 90.1/78.1 267/232 .573/.436	255/176 69% 96.2/86 285/255 .535/.42	266/183 68.8% 100/89.4 297/265 .496/.388	273/187 68.5% 103/91.3 305/271 .458/.357	201/141 70% - .263/.231

Chevy COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises														
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy Bow Tie	171/-	2.02/1.60	N/A	-	-	-	-	212/145 68.4% 66.2/72.1 196/214 .458/.395	211/147 69.7% 65.8/73.1 195/217 .38/.334	-	-	-	-	212/146 69% 1.24 .409/.324
Chevy Bow Tie	178/-	-	N/A	-	-	-	-	-	221/138 62.4% -	-	-	-	-	- - 1.24
Chevy Bow Tie 034 Meaux Racing Out of Box SF600 Iron	N/A	2.02/1.60 4.00 Pipe	N/A	-	119/108 90.8%	171/140 81.9% 53.4/69.6 158/206 .615/.636	206/146 70.9% 64.3/72.6 190/215 .556/.497	230/147 63.9% 71.8/73.1 213/217 .496/.401	217/149 68.7% 67.7/74.1 201/220 .39/.338	219/149 68% 68.3/74.1 202/220 .338/.29	-	-	-	194/140 72.2% - .409/.324
Chevy Bow Tie 034 Ported Meaux Racing SF600 Iron	223/-	2.085/1.585 4.00 No Pipe	N/A	-	134/107 79.9%	195/150 76.9% 57.1/76 169/225 .68/.688	241/201 83.4% 70.6/102 209/302 .63/.691	275/216 78.5% 80.5/109 239/324 .575/.594	293/222 75.8% 85.8/113 254/333 .511/.509	303/224 73.9% 88.7/114 263/336 .453/.444	311/224 72% 91.1/114 270/336 .407/.385	317/225 71% 92.8/114 275/338 .368/.344	-	259/196 75.8% 1.42 .422/.321
Chevy Bow Tie 034 Ported Meaux Racing Larger Bore SF600 Iron	223/-	2.085/1.585 4.125	N/A	-	138/107 77.5%	199/150 75.4% 58.3/76 173/225 .694/.688	246/201 81.7% 72/102 213/302 .643/.691	279/216 77.4% 81.7/109 242/324 .583/.594	296/222 75% 86.7/113 257/333 .516/.509	307/224 73% 89.9/114 266/336 .459/.444	316/224 70.9% 92.6/114 274/336 .413/.385	322/225 69.9% 94.3/114 279/338 .374/.344	-	263/196 74.6% 1.44 .422/.321
Chevy Bow Tie Tri-Mark Iron	178/-	2.02/1.60	N/A	67/58 86.6%	125/90 72%	180/125 69.4% 56.2/62.2 166/184 .648/.568	218/135 61.9% 68/67.1 202/199 .588/.46	220/142 64.5% 68.6/70.6 203/209 .475/.387	216/147 68.1% 67.4/73.1 200/217 .389/.334	-	-	-	-	192/128 66.6% 1.24 .409/.324
Chevy Bow Tie Tri-Mark Ported Stealth Iron	178/-	2.02/1.60	N/A	68/60 88.2%	134/117 87.3%	192/152 79.2% 59.9/75.6 178/224 .691/.69	228/165 72.4% 71.1/82.1 211/243 .615/.562	238/170 71.4% 74.3/84.6 220/251 .514/.463	243/176 72.4% 75.8/87.5 225/259 .437/.40	-	-	-	-	207/156 75.4% 1.37 .409/.324
Chevy Bow Tie Tri-Mark Ported Super Stealth Iron	178/-	2.02/1.60	N/A	72/60 83.3%	142/115 81%	195/155 79.5% 60.8/77.1 180/228	236/170 72% 73.6/84.6 218/251	246/175 71.1% 76.8/87 227/258	252/181 71.8% 78.6/90 233/267	-	-	-	-	214/159 74.3% 1.42 .409/.324

						.702/.704	.637/.579	.531/.477	.453/.411					
Chevy Bow Tie 2	N/A	-	N/A	-	-	-	-	250/174 69.6% -	-	-	-	-	-	-
Chevy Bow Tie Phase II Iron CCM	184/55	-	64	63/57 90.5% %	130/100 76.9% %	177/119 67.2% -	205/123 60% -	225/123 54.7% -	210/127 60.5% -	209/127 60.8% -	-	-	-	193/120 62.2% 1.22/2.31
Chevy Bow Tie Vortec 185 CHW	185/64	2.00/1.55 - No Pipe	65	62/49 79% %	123/96 78% %	172/124 72.1% 54.7/65.7 162/195 .625/.581	214/137 64% 68.1/72.6 202/215 .583/.482	233/144 61.8% 74.2/76.3 220/226 .508/.405	227/148 65.2% 72.3/78.4 214/232 .412/.347	228/153 67.1% 72.6/81.1 215/240 .355/.307	-	-	-	200/134 67% 1.26/2.39 .405/.314
Chevy Bow Tie Vortec 206 CHW	206/77	2.00/1.55 - No Pipe	65	61/50 82% %	127/99 78% %	177/123 69.5% 56.3/65.2 167/193 .643/.577	216/140 64.8% 68.8/74.2 204/220 .589/.492	227/148 65.2% 72.3/78.4 214/232 .495/.416	233/155 66.5% 74.2/82.1 220/243 .423/.363	235/159 67.7% 74.8/84.3 222/250 .366/.319	-	-	-	203/137 67.8% 1.14/2.06 .405/.314
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy 083 NPS Iron	N/A	1.94/1.50 4.016 No Pipe	N/A	57/48 84.2% %	113/99 87.6% %	156/133 85.3% 52.8/75.3 156/223 .584/.644	178/140 78.7% 60.2/79.2 178/235 .50/.509	187/141 75.4% 63.3/79.8 187/236 .42/.41	187/143 76.5% 63.3/80.9 187/240 .35/.346	-	-	-	-	164/131 79.9% - .393/.304
Chevy 186 Fuelie Iron	161/65	2.02/1.60	64	60/38 63.3% %	113/76 67.3% %	159/110 69.2% 49.6/54.7 147/162 .572/.50	182/125 68.7% 56.8/62.2 168/184 .491/.426	187/135 72.2% 58.4/67.1 173/199 .404/.368	188/140 74.5% 58.7/69.6 174/206 .338/.318	-	-	-	-	166/117 70.7% 1.17/2.15 .409/.324
Chevy 291 Bowl Ported exhaust Cleanup trmnatr Iron	N/A	2.02/1.60 4.00 No Pipe	N/A	60/53 88.3% %	125/101 80.8% %	181/138 76.2% 56.5/68.6 167/203 .651/.627	216/163 75.5% 67.4/81.1 200/240 .583/.555	227/183 80.6% 70.8/91 210/270 .49/.499	227/190 83.7% 70.8/94.5 210/280 .408/.431	-	-	-	-	195/155 79.4% - .409/.324
Chevy 291 SS trmnatr Iron	162/65	1.94/1.50 4.06 No Pipe - Stahl 1/2" Adaptor	57.5	-	127/106 83.5% %	187/141 75.4% 63.3/79.8 187/236 .701/.683	225/167 74.2% 76.1/94.5 226/280 .632/.607	244/185 75.8% 82.5/105 245/310 .548/.538	249/194 77.9% 84.2/110 250/325 .466/.47	253/198 78.3% 85.6/112 254/332 .406/.411	256/200 78.1% 86.6/113 257/335 .36/.363	-	-	220/170 77.3% 1.58/3.08 .393/.304

Chevy 292 Bill Jones Iron	N/A	2.02/1.6 0 - No Pipe	N/A	61/56 91.8 %	120/9 8 81.7 %	164/1 23 75% 51.2/6 1.2 152/1 81 .59/.5 59	190/1 30 68.4% 59.3/6 4.7 176/1 92 .513/. 443	206/13 2 64.1% 64.3/6 5.7 190/19 5 .445/. 36	212/1 19 56.1% 66.2/5 9.2 196/1 75 .381/. 27	-	-	-	-	178/12 0 67.5% - .409/. 324
Chevy 292 Ported Bill Jones Iron	N/A	2.06/1.6 35 - No Pipe	N/A	68/57 83.8 %	141/1 17 83%	189/1 71 90.5% 56.7/8 1.4 168/2 41 .667/. 76	222/1 89 85.1% 66.6/9 0 197/2 67 .587/. 63	245/20 1 82% 73.5/9 5.7 218/28 4 .519/. 536	256/2 07 80.9% 76.8/9 8.6 228/2 92 .452/. 46	-	-	-	-	211/17 7 84% - .417/. 331
Chevy 292 Ported Butch Elkins Iron	197.4/-	2.02/1.6 25	N/A	-	137/1 10 80.3 %	196/1 57 80.1% 61.2/7 5.7 181/2 24 .705/. 702	235/1 85 78.7% 73.3/8 9.2 217/2 64 .634/. 621	253/19 4 76.7% 78.9/9 3.5 234/27 7 .546/. 521	267/1 98 74.2% 83.3/9 5.5 247/2 83 .48/.4 43	-	-	-	-	218/16 9 77.6% - .409/. 329
Chevy 292 Ported Lee Shepard Iron	N/A	2.04/1.6 0 4.00 Pipe	N/A	-	126/1 28 101%	193/1 84 95.3% 59/91. 5 175/2 71 .688/. 836	234/2 18 93.2% 71.6/1 08 212/3 21 .625/. 743	258/23 0 89.1% 78.9/1 14 234/33 9 .551/. 627	269/2 36 87.7% 82.3/1 17 244/3 48 .479/. 536	274/23 9 87.2% 83.8/1 19 248/35 2 .418/. 465	-	-	-	226/20 6 91.2% - .413/. 324
Chevy 292 Ported Rons Porting Service Iron	N/A	2.04/1.6 0 4.00 Pipe	N/A	-	118/1 20 101%	173/1 57 90.8% 52.9/7 8.1 157/2 31 .616/. 713	210/1 83 87.1% 64.2/9 1 190/2 70 .561/. 623	240/21 8 90.8% 73.4/1 08 218/32 1 .513/. 594	261/2 24 85.8% 79.9/1 11 237/3 30 .465/. 509	274/22 7 82.8% 83.8/1 13 248/33 5 .418/. 442	-	-	-	213/18 8 88.5% - .413/. 324
Chevy 292 Ported MadCap Racing Heads Iron	194/-	2.035/1. 60 4.00 Pipe	N/A	-	122/1 15 94.3 %	170/1 54 90.6% 52.3/7 6.6 155/2 27 .607/. 699	213/1 93 90.6% 65.5/9 6 194/2 84 .57/.6 57	243/21 6 88.9% 74.7/1 07 221/31 8 .521/. 589	261/2 22 85.1% 80.2/1 10 238/3 27 .466/. 504	266/22 1 83.1% 81.8/1 10 242/32 6 .407/. 43	-	-	-	213/18 7 87.9% 1.37 .412/. 324
Chevy 292 Ported Meaux Racing Iron	197/-	2.055/1. 60 4.00 Pipe	N/A	-	130/1 19 91.5 %	186/1 66 89.2% 56.1/8 2.6 166/2 45 .658/. 754	228/2 13 93.4% 68.7/1 06 204/3 14 .605/. 726	258/24 5 95% 77.8/1 22 230/36 1 .547/. 668	271/2 56 94.5% 81.7/1 27 242/3 77 .479/. 581	280/25 7 91.8% 84.4/1 28 250/37 9 .424/. 50	-	-	-	226/20 9 92.8% 1.42 .416/. 324

Chevy 292 Ported Meaux Racing Iron	209.6/-	2.055/1.60 4.00 Pipe	N/A	-	132/119 90.2 %	188/163 86.7% 56.7/81.1 168/240 .665/.74	233/207 88.8% 70.2/103 208/305 .618/.705	263/237 90.1% 79.3/118 235/349 .558/.646	274/251 91.6% 82.6/125 245/370 .484/.57	285/262 91.9% 85.9/130 255/386 .432/.51	-	-	-	229/207 90.1% - .416/.324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy 292 Ported Meaux Racing Iron	213/-	2.08/1.60 4.00 Pipe	N/A	-	129/-	188/-55.3 164 .657	236/-69.5 206 .618	270/-79.5 235 .566	285/-83.9 249 .498	298/-87.7 260 .446	-	-	-	234- 1.40 .421/.324
Chevy 292 Ported Joe Sherman Iron	N/A	2.08/1.60	N/A	-	-	204/141 69.1% 60/70.1 178/208 .713/.64	234/177 75.6% 68.9/88 204/261 .613/.603	261/202 77.4% 76.8/100 228/298 .547/.551	281/214 76.2% 82.7/106 245/315 .491/.486	288/217 75.3% 84.8/108 251/320 .431/.422	291/217 74.6% 85.6/108 254/320 .381/.37	-	-	260/195 74.9% - .421/.324
Chevy 416 Iron	165/59	1.84/1.50	58	-	-	-	-	-	-	-	-	-	-	- - - .373/.304
Chevy 416 Bill Jones Iron	N/A	1.72/1.50 - No Pipe	N/A	-	-	-	-	179/127 70.9% 77/71.9 228/213 .454/.369	-	-	-	-	-	- - - .348/.304
Chevy 416 Mild Ported Bill Jones Iron	N/A	1.72/1.50 - No PIpe	N/A	-	-	-	-	197/172 87.3% 84.8/97.3 251/288 .499/.50	-	-	-	-	-	- - - .348/.304
Chevy 416 Meaux Racing Iron	N/A	1.84/1.50 4.00	N/A	-	99/90 90.9 %	144/118 81.9% 54.2/66.8 160/198 .569/.572	175/132 75.4% 65.8/74.7 195/221 .518/.48	185/137 74.1% 69.6/77.5 206/230 .438/.398	184/137 74.5% 69.2/77.5 205/230 .363/.332	186/137 73.7% 69.9/77.5 207/230 .315/.284	-	-	-	162/125 77.2% - .373/.304
Chevy 416 Ported Meaux Racing SS Iron	N/A	1.84/1.50 4.00	N/A	-	99/98 99%	153/136 88.9% 57.5/77 170/228 .604/.659	197/170 86.3% 74.1/96.2 220/285 .584/.618	225/183 81.3% 84.6/104 251/307 .533/.532	231/188 81.4% 86.9/106 257/315 .456/.455	235/192 81.7% 88.4/109 262/322 .398/.399	235/196 83.4% 88.4/111 262/329 .348/.356	-	-	196/166 84.6% - .373/.304

Chevy 434 Weingartner Racing Iron	N/A	2.02/1.60 4.125 No Pipe	N/A	67/54 80.6 %	126/104 82.5 %	175/126 72% 54.6/62.7 162/186 .63/.572	209/132 63.2% 65.2/65.7 193/195 .564/.45	213/134 62.9% 66.5/66.6 197/197 .46/.365	216/133 61.6% 67.4/66.1 200/196 .389/.302	216/134 62% 67.4/66.6 200/197 .333/.261	-	-	-	193/127 66.1% - .409/.324
Chevy 441 Iron CHP	155/62	1.94/1.50 - No Pipe	76	55/45 81.8 %	110/80 72.7 %	160/112 70% 54.1/63.4 160/188 .599/.543	194/127 65.5% 65.6/71.9 194/213 .545/.461	201/136 67.7% 68/77 201/228 .452/.395	203/139 68.5% 68.7/78.7 203/233 .38/.337	-	-	-	-	174/119 68.4% 1.31/2.24 .393/.304
Chevy 441 Iron CHP	155/62	1.94/1.50 - Pipe	76	55/45 81.8 %	110/83 75.5 %	160/118 73.8% 54.1/66.8 160/198 .599/.572	194/133 68.6% 65.6/75.3 194/223 .545/.483	201/146 72.6% 68/82.6 201/245 .452/.424	203/148 72.9% 68.7/83.8 203/248 .38/.359	-	-	-	-	174/126 72.4% 1.31/2.39 .393/.304
Chevy 461 Weingartner Racing Iron	N/A	2.02/1.60 4.125 No Pipe	N/A	66/55 83.3 %	131/108 82.4 %	185/137 74.1% 57.7/68.1 171/202 .666/.622	222/162 73% 69.3/80.6 205/239 .599/.552	240/174 72.5% 74.9/86.5 222/256 .518/.474	236/176 74.6% 73.6/87.5 218/259 .425/.40	234/175 74.8% 73/87 216/258 .361/.341	-	-	-	208/155 74.7% - .409/.324
Chevy 461 Iron	161/63	2.02/1.60	64	-	-	-	-	216/137 63.4% 67.4/68.1 200/202 .466/.373	-	-	-	-	-	- - 1.34/2.17 .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy 461 Ported Iron	N/A	2.02/1.60 4.06	N/A	94/65 69.1 %	152/102 67.1 %	183/126 68.9% 57.1/62.7 169/186 .658/.572	210/147 70% 65.5/73.1 194/217 .567/.501	224/162 72.3% 69.9/80.6 207/239 .484/.441	232/172 74.1% 72.4/85.5 214/253 .417/.391	238/180 75.6% 74.3/89.5 220/265 .367/.35	-	-	-	207/148 71.8% - .409/.324
Chevy 461 Ported Creative Flow Management Iron	N/A	2.02/1.60 4.03 No Pipe	N/A	79/61 77.2 %	140/110 78.6 %	189/160 84.7% 59/79.6 175/236 .68/.727	231/188 81.4% 72.1/93.5 214/277 .623/.64	262/203 77.5% 81.8/101 242/299 .566/.553	274/12 77.4% 85.5/105 253/12 .493/.481	263/213 81% 82.1/106 243/314 .406/.415	-	-	-	227/181 79.9% - .409/.324

Chevy 461 Ported SS (Oval) Iron	165/65	2.02/1.6 0	M/A	-	-	-	-	-	-	-	260/2 00 76.9% 81.1/9 9.5 240/2 95 .351/. 341	-	-	- 1.58/3 .08 .409/. 324
Chevy 461X 3- angle VJ Meaux Racing SF600 Iron	173.5/-	1.94/1.5 0 4.00 Pipe	N/A	-	100/8 8 88%	155/1 24 80% 52.4/7 0.2 155/2 08 .581/. 601	189/1 42 75.1% 63.9/8 0.4 189/2 38 .531/. 516	191/14 2 74.3% 64.6/8 0.4 191/23 8 .429/. 413	193/1 46 75.6% 65.3/8 2.6 193/2 45 .361/. 354	-	-	-	-	166/12 8 77.5% - .393/. 304
Chevy 461X C/ED Ported Meaux Racing SF600 Iron	N/A	2.055/1. 60 4.00 Pipe	N/A	-	131/1 16 88.5 %	188/1 53 81.4% 56.7/7 6.1 168/2 25 .665/. 695	230/1 94 84.3% 69.3/9 6.5 205/2 86 .61/.6 61	260/21 2 81.5% 78.4/1 05 232/31 2 244/3 61 .552/. 578	273/2 45 89.7% 82.3/1 22 242/3 61 .483/. 556	282/25 3 89.7% 85/126 252/37 3 .427/. 492	-	-	-	227/19 6 86% - .416/. 324
Chevy 462 Iron CCM	157/64	1.94/1.5 0 - No Pipe	62	50/54 108%	119/8 8 73.9 %	167/1 16 69.5% 56.5/6 5.6 167/1 94 .626/. 562	198/1 28 64.6% 67/72. 4 198/2 15 .556/. 465	212/13 4 63.2% 71.7/7 5.8 213/22 5 .476/. 39	218/1 37 62.8% 73.8/7 7.5 219/2 30 .408/. 332	-	-	-	-	183/12 1 66% 1.39/2 .14 .393/. 304
Chevy 462 Iron CCM	157/64	1.94/1.5 0 - Pipe	62	50/54 108%	119/9 1 76.5 %	167/1 21 72.5% 56.5/6 8.5 167/2 03 .626/. 586	198/1 34 67.7% 67/75. 8 198/2 25 .556/. 487	212/13 9 65.6% 71.7/7 8.7 213/23 3 .476/. 404	218/1 42 65.1% 73.8/8 0.4 219/2 38 .408/. 344	-	-	-	-	183/12 5 68.6% 1.39/2 .22 .393/. 304
Chevy 462 Bill Jones Iron	N/A	1.94/1.5 0 - No Pipe	N/A	58/50 86.2 %	121/9 4 77.7 %	169/1 24 73.4% 57.2/7 0.2 169/2 08 .633/. 601	192/1 31 68.2% 65/74. 1 192/2 20 .539/. 476	197/13 5 68.5% 66.6/7 6.4 197/22 6 .443/. 392	206/1 37 66.5% 69.7/7 7.5 206/2 30 .386/. 332	-	-	-	-	177/12 4 70.2% - .393/. 304
Chevy 462 Kendrick Auto	N/A	2.02/1.6 0	N/A	84/56 66.7 %	130/1 04 80%	166/1 25 75.3% 51.8/6 2.2 153/1 84 .597/. 568	196/1 36 69.4% 61.2/6 7.6 181/2 00 .529/. 463	214/14 1 65.9% 66.8/7 0.1 198/20 8 .462/. 384	215/1 44 67% 67.1/7 1.6 199/2 12 .387/. 327	-	-	-	-	184/13 0 70.6% - .409/. 324

Chevy 462 Pocket Ported Kendrick Auto	N/A	2.02/1.60	N/A	81/55 67.9 %	127/109 85.8 %	169/136 80.5% 52.7/67.6 156/200 .608/.618	202/159 78.7% 63/79.1 187/234 .545/.542	223/179 80.3% 69.6/89 206/264 .481/.488	226/187 82.7% 70.5/93 209/276 .407/.425	-	-	-	-	189/154 81.3% - .409/.324
Chevy 492 Cast Heads Iron	157/62	2.02/1.60	64	69/57 82.6 %	130/107 82.3 %	173/125 72.3% 54/62.2 160/184 .622/.568	198/137 69.2% 61.8/68.1 183/202 .534/.467	206/141 68.4% 64.3/70.1 190/208 .445/.384	209/141 67.5% 65.2/70.1 193/208 .376/.32	209/141 67.5% 65.2/70.1 193/208 .322/.274	-	-	-	188/132 70.4% 1.33/2.27 .409/.324
Chevy 492 Ported Cast Heads Iron	N/A	2.02/1.60	N/A	62/56 90.3 %	129/109 84.5 %	180/141 78.3% 56.2/70.1 166/208 .648/.64	217/166 76.5% 67.7/82.6 201/245 .586/.565	238/174 73.1% 74.3/86.5 220/256 .514/.474	244/181 74.2% 76.1/90 226/267 .439/.411	246/185 75.2% 76.8/92 227/273 .379/.36	-	-	-	209/159 76.2% - .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy 492 Tri-Mark Iron	161/-	2.02/1.60	64	69/57 82.6 %	129/108 83.7 %	172/124 72.1% 53.7/61.7 159/183 .619/.563	196/141 71.9% 61.2/70.1 181/208 .529/.48	207/142 68.6% 64.6/70.6 191/209 .447/.387	210/143 68.1% 65.5/71.1 194/211 .378/.325	-	-	-	-	183/132 72% 1.30 .409/.324
Chevy 492 Ported Tri-Mark Stealth Iron	169/-	2.02/1.60	64	68/58 85.3 %	141/113 80.1 %	192/145 75.5% 59.9/72.1 178/214 .691/.659	218/162 74.3% 68/80.6 202/239 .588/.552	234/167 71.4% 73/83.1 216/246 .505/.455	240/170 70.8% 74.9/84.6 222/251 .432/.386	-	-	-	-	205/151 73.9% 1.42 .409/.324
Chevy 882 Iron CCM	151/59	1.94/1.50 - No Pipe	76	70/58 82.9 %	125/108 86.4 %	175/135 77.1% 59.2/76.4 175/226 .656/.654	204/141 69.1% 69/79.8 204/236 .573/.512	205/142 69.3% 69.4/80.4 205/238 .461/.413	206/142 68.9% 69.7/80.4 206/238 .386/.344	-	-	-	-	183/134 73% 1.36/2.41 .393/.304
Chevy 882 Iron CCM	151/59	1.94/1.50 - Pipe	76	70/59 84.3 %	125/109 87.2 %	175/136 77.7% 59.2/77 175/228 .656/.659	204/143 70.1% 69/80.9 204/240 .573/.52	205/144 70.2% 69.4/81.5 205/241 .461/.419	206/145 70.4% 69.7/82.1 206/243 .386/.351	-	-	-	-	183/135 74% 1.36/2.46 .393/.304

Chevy Fast Burn 4298 GM Alum	202/78	2.00/1.5 5	62	62/55 88.7 %	136/1 04 76.5 %	187/1 33 71.1% 59.5/7 0.5 176/2 09 .679/. 624	232/1 58 68.1% 73.8/8 3.7 219/2 48 .632/. 556	266/18 0 67.7% 84.7/9 5.4 251/28 3 .58/.5 06	275/1 93 70.2% 87.5/1 02 259/3 03 .50/.4 52	-	-	-	-	219/15 4 70.1% 1.36/2 .47 .405/. 314
Chevy Fast Burn 4298 Bob	202/78	2.00/1.5 5	N/A	-	133/9 8 73.7 %	183/1 29 70.5% 58.3/6 8.4 173/2 03 .665/. 605	225/1 50 66.7% 71.6/7 9.5 212/2 36 .613/. 527	254/17 1 67.3% 80.9/9 0.6 240/26 9 .554/. 481	244/1 79 73.4% 77.7/9 4.9 230/2 81 .443/. 42	248/18 4 74.2% 78.9/9 7.5 234/28 9 .386/. 37	-	-	-	215/15 2 70.8% 1.26/2 .36 .405/. 314
Chevy Fast Burn Dr Js Performan ce	N/A	2.00/1.5 5	N/A	70/51 72.9 %	136/1 01 74.3 %	188/1 40 74.5% 59.8/7 4.2 177/2 20 .683/. 656	224/1 67 74.6% 71.3/8 8.5 211/2 62 .61/.5 87	237/18 9 79.7% 75.4/1 00 224/29 7 .517/. 532	236/2 00 84.7% 75.1/1 06 223/3 14 .429/. 469	237/20 7 87.3% 75.4/1 10 224/32 5 .369/. 416	-	-	-	210/16 7 79.8% - .405/. 314
Chevy Fast Burn CNC Dr Js Performan ce	N/A	2.00/1.5 5	N/A	70/51 72.9 %	138/1 01 73.2 %	194/1 34 69.1% 61.8/7 1 183/2 10 .705/. 628	236/1 78 75.4% 75.1/9 4.3 223/2 80 .643/. 626	265/20 2 76.2% 84.4/1 07 250/31 7 .578/. 568	278/2 20 79.1% 88.5/1 17 262/3 45 .505/. 516	284/23 4 82.4% 90.4/1 24 268/36 7 .442/. 47	-	-	-	233/17 8 76.6% - .405/. 314
Chevy Fast Burn Harry CNC Alum	215/76	2.00/1.5 5	62	62/55 88.7 %	136/1 04 76.5 %	187/1 33 71.1% 59.5/7 0.5 176/2 09 .679/. 624	232/1 58 68.1% 73.8/8 3.7 219/2 48 .632/. 556	266/18 0 67.7% 84.7/9 5.4 251/28 3 .58/.5 06	275/1 93 70.2% 87.5/1 02 259/3 03 .50/.4 52	-	-	-	-	219/15 4 70.1% 1.28/2 .54 .405/. 314
Chevy Fast Burn 7712 Out of Box Meaux Racing SF600 Alum	210/-	2.00/1.5 5 4.125 No Pipe	62	-	134/1 11 82.8 %	177/1 24 70.1% 56.3/6 5.7 167/1 95 .643/. 581	205/1 49 72.7% 65.3/7 9 193/2 34 .559/. 524	223/16 6 74.4% 71/88 210/26 1 .486/. 467	234/1 77 75.6% 74.5/9 3.8 221/2 78 .425/. 415	237/18 2 76.8% 75.4/9 6.5 224/28 6 .369/. 366	-	-	-	202/15 2 75.1% 1.13 .405/. 314
Chevy Fast Burn Off ZZ383 Out of Box Smithberg Racing Alum	210/78	2.00/1.5 5 4.03	62	64/-	134/-	191/- 60.8 180 .694	234/- 74.5 221 .638	266/- 84.7 251 .58	253/- 80.5 239 .46	-	-	-	-	216 - 1.27 .405/. 314
Chevy Fast Burn Off ZZ383 VJ 2.02 Int Smithberg Racing Alum	210/78	2.02/- 4.03	N/A	72/-	148/-	191/- 59.6 177 .687	236/- 73.6 218 .637	270/- 84.3 250 .583	259/- 80.8 239 .466	-	-	-	-	221 - 1.29 .409
Manufactur er	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e

Part Number														
Chevy Fast Burn Off ZZ383 Ported Smithberg Racing Alum	210/78	2.02/-4.03	62	70/-	140/-	199/-62.1184.716	249/-77.7230.672	286/-89.2264.617	296/-92.4274.532	299/-93.3276.461	-	-	-	245-1.42.409
Chevy Turbo	N/A	-	N/A	-	-	-	-	-	201/17788.1%-	-	-	-	-	-
Chevy L83 462624 Jonas	158/-	1.94/1.50	76	44/4193.2%	101/8281.2%	155/12580.6%52.4/70.7155/210.581/.606	182/13775.3%61.6/77.5182/230.511/.498	196/14071.4%66.3/79.2196/235.441/.407	-	-	-	-	-	159/12176.3%1.24.393/.304
Chevy L98 113 Alum	163/58	1.94/1.50	58	62/-	116/-	161/-54.5161.603	185/-62.6185.52	195/-66195.438	198/-67198.371	-	-	-	-	171-1.21.393/.304
Chevy L98 113 Alum	163/58	1.94/1.50	58	62/5385.5%	115/10187.8%	159/13484.3%53.8/75.8159/225.596/.649	189/15783.1%63.9/88.8189/263.531/.57	190/17190%64.3/96.8190/287.427/.497	-	-	-	-	-	163/14186.2%1.17/2.95.393/.304
Chevy L98 Weingartner Racing Alum	N/A	1.94/1.504.125No Pipe	N/A	60/70116%	114/10894.7%	174/15287.4%58.9/86174/255.652/.736	199/15276.4%67.3/86199/255.559/.552	205/16681%69.4/93.9205/278.461/.483	207/16881.2%70/95.1207/282.388/.407	-	-	-	-	180/14983%-1.393/.304
Chevy L98 113 Ported Precision Motorsports Alum	N/A	2.02/-	N/A	87/-	144/-	180/-56.2166.648	218/-68202.588	235/-73.3217.507	243/-75.8225.437	-	-	-	-	204-1.409
Chevy L98 113 CNC TPIS Alum	N/A	2.00/1.56	60	55/4072.7%	122/11291.8%	193/15479.8%61.4/80.6182/239.701/.717	242/18174.8%77/94.7228/281.66/.632	270/19773%85.9/103255/305.589/.551	262/20578.2%83.4/107247/318.476/.478	-	-	-	-	218/17078%-1.405/.316
Chevy L98 Alum	163/58	1.94/1.50	58	-	120/10083.3%	163/12979.1%55.1/73163/216.611/.625	189/14878.3%63.9/83.8189/248.531/.538	199/16482.4%67.3/92.8199/275.447/.477	199/16783.9%67.3/94.5199/280.373/.405	-	-	-	-	174/14281.4%1.22/2.88.393/.304

Chevy L98 Alum	163/58	1.94/1.50 - No Pipe	N/A	56/49 87.5 %	120/96 80%	160/123 76.9% 54.1/69.6 160/206 .599/.596	186/140 75.3% 62.9/79.2 186/235 .523/.509	196/155 79.1% 66.3/87.7 196/260 .441/.451	199/157 78.9% 67.3/88.8 199/263 .373/.38	-	-	-	-	172/134 77.9% 1.22/2.71 .393/.304
Chevy L98 Hutter Alum	173/-	1.94/1.50	63	-	139/110 79.1 %	190/145 76.3% 64.3/82.1 190/243 .712/.703	229/175 76.4% 77.5/99 230/293 .643/.636	243/190 78.2% 82.2/108 244/319 .546/.552	246/196 79.7% 83.2/111 247/329 .461/.475	-	-	-	-	209/163 77.9% 1.42 .393/.304
Chevy L98 CNC Chapman Alum	185/66	2.00/1.56 - No Pipe	62	61/52 85.2 %	121/109 90.1 %	172/149 86.6% 54.7/78 162/231 .625/.694	216/182 84.3% 68.8/95.2 204/282 .589/.636	252/192 76.2% 80.2/100 238/298 .549/.537	-	-	-	-	-	190/158 83% 1.36/2.91 .405/.316
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy L98 Ported ET Performance Alum	184/-	2.00/1.55 4.03	62.5	67/52 77.6 %	129/104 80.6 %	187/146 78.1% 59.5/77.4 176/229 .679/.685	228/175 76.8% 72.6/92.7 215/275 .621/.615	242/188 77.7% 77/99.6 228/295 .528/.529	247/193 78.1% 78.6/102 233/303 .449/.452	-	-	-	-	207/161 78% 1.34 .405/.314
Chevy Vortec Iron CHP	170/-	1.94/1.50	65	66/57 86.4 %	129/101 78.3 %	186/136 73.1% 62.9/77 186/228 .697/.659	219/149 68% 74.1/84.3 220/250 .615/.541	216/155 71.8% 73.1/87.7 217/260 .485/.451	-	-	-	-	-	188/135 72.1% 1.29 .393/.304
Chevy Vortec 062 Weingartner Racing Iron	N/A	1.94/1.50 4.125 No Pipe	N/A	73/61 83.6 %	144/113 78.5 %	202/145 71.8% 68.3/82.1 202/243 .757/.703	236/158 66.9% 79.8/89.4 237/265 .663/.574	233/162 69.5% 78.8/91.7 234/272 .524/.471	233/165 70.8% 78.8/93.4 234/277 .436/.40	-	-	-	-	210/149 70.9% - .393/.304
Chevy Vortec 906 Weingartner Racing Iron	N/A	1.94/1.50 4.125 No Pipe	N/A	76/54 71.1 %	137/106 77.4 %	199/139 69.8% 67.3/78.7 199/233 .745/.673	239/152 63.6% 80.9/86 240/255 .671/.552	240/157 65.4% 81.2/88.8 241/263 .539/.456	241/159 66% 81.5/90 242/267 .451/.385	-	-	-	-	211/143 67.5% - .393/.304

Chevy Vortec 906 NPS Iron	N/A	1.94/1.5 0 4.016 No Pipe	N/A	62/43 69.4 %	125/8 9 71.2 %	178/1 19 66.9% 60.2/6 7.3 178/2 00 .667/. 577	207/1 30 62.8% 70/73. 6 207/2 18 .582/. 472	225/13 4 59.6% 76.1/7 5.8 226/22 5 .506/. 39	222/1 36 61.3% 75.1/7 7 223/2 28 .416/. 329	-	-	-	-	191/12 2 63.5% - .393/. 304
Chevy Vortec 906 Meaux Racing SF600 Iron	170/-	1.94/1.5 0 4.00	N/A	-	121/9 8 81%	179/1 24 69.3% 60.6/7 0.2 179/2 08 .671/. 601	219/1 37 62.6% 74.1/7 7.5 220/2 30 .615/. 498	221/14 6 66.1% 74.8/8 2.6 222/24 5 .497/. 424	-	-	-	-	-	185/12 6 68.2% 1.30 .393/. 304
Chevy Vortec 906 Meaux Racing 3 Angle VJ and clean up SF600 Iron	170/-	1.94/1.5 0 4.00	N/A	-	134/1 07 79.9 %	187/1 42 75.9% 63.3/8 0.4 187/2 38 .701/. 688	223/1 57 70.4% 75.4/8 8.8 224/2 63 .627/. 57	221/16 3 73.8% 74.8/9 2.2 222/27 3 .497/. 474	-	-	-	-	-	191/14 2 74.4% 1.31 .393/. 304
Chevy Vortec 906 CHW Iron	170/64	1.94/1.5 0 - No Pipe	65	63/44 69.8 %	127/9 3 73.2 %	178/1 25 70.2% 60.2/7 0.7 178/2 10 .667/. 606	212/1 40 66% 71.7/7 9.2 213/2 35 .596/. 509	229/14 4 62.9% 77.5/8 1.5 230/24 1 .515/. 419	224/1 46 65.2% 75.8/8 2.6 225/2 45 .42/.3 54	223/14 7 65.9% 75.4/8 3.2 224/24 6 .358/. 305	-	-	-	199/13 3 66.6% 1.35/2 .30 .393/. 304
Chevy Vortec 906 Ported CHW Iron	178/64	2.05/1.6 0 - No Pipe	66	70/61 87.1 %	143/1 15 80.4 %	193/1 39 72% 58.5/6 9.1 173/2 05 .684/. 631	230/1 65 71.7% 69.7/8 2.1 206/2 43 .612/. 562	251/17 0 67.7% 76/84. 6 225/25 1 .534/. 463	241/1 77 73.4% 73/88 216/2 61 .427/. 402	235/18 0 76.6% 71.2/8 9.5 211/26 5 .357/. 35	-	-	-	216/15 8 73.2% 1.41/2 .81 .415/. 324
Chevy Vortec 906 Ported Smithberg Racing Street Bowl SSR work Iron	178/65	2.00/1.5 6 4.03 No Pipe	66	67/52 77.6 %	140/1 04 74.3 %	200/1 43 71.5% 63.7/7 4.8 189/2 22 .727/. 666	245/1 65 67.3% 78/86. 3 231/2 56 .668/. 576	250/18 4 73.6% 79.6/9 6.3 236/28 5 .545/. 514	252/1 90 75.4% 80.2/9 9.4 238/2 95 .458/. 443	-	-	-	-	217/15 7 72.3% 1.42/2 .92 .405/. 316
Chevy Vortec Scoggin- Dickey 170 Iron CHP	170/A	1.94/1.5 0	63	57/40 70.2 %	123/1 00 81.3 %	174/1 39 79.9% 58.9/7 8.7 174/2 33 .652/. 673	212/1 53 72.2% 71.7/8 6.6 213/2 57 .596/. 556	210/16 0 76.2% 71/90. 5 211/26 8 .472/. 465	207/1 62 78.3% 70/91. 7 207/2 72 .388/. 392	-	-	-	-	185/14 3 77.1% 1.25 .393/. 304

Chevy Vortec Scoggin- Dickey 180 Iron CHP	180/-	2.00/1.5 5	65	71/53 74.6 %	139/1 02 73.4 %	182/1 31 72% 57.9/6 9.4 172/2 06 .661/. 614	224/1 46 65.2% 71.3/7 7.4 211/2 29 .61/.5 13	248/16 1 64.9% 78.9/8 5.3 234/25 3 .541/. 453	240/1 65 68.8% 76.4/8 7.4 226/2 59 .436/. 387	-	-	-	-	207/14 1 68.2% 1.38 .405/. 314
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy Vortec L30 059	N/A	1.84/1.5 0	N/A	68/47 69.1 %	128/1 03 80.5 %	179/1 38 77.1% 67.3/7 8.1 199/2 31 .707/. 669	205/1 52 74.1% 77.1/8 6 228/2 55 .607/. 552	221/16 3 73.8% 83.1/9 2.2 246/27 3 .524/. 474	-	-	-	-	-	183/13 9 75.9% - .373/. 304
Chevy Vortec L31 Iron	170/61	1.94/1.5 0	64	58/43 74.1 %	114/8 8 77.2 %	173/1 25 72.3% 58.5/7 0.7 173/2 10 .648/. 606	216/1 43 66.2% 73.1/8 0.9 217/2 40 .607/. 52	225/14 9 66.2% 76.1/8 4.3 226/25 0 .506/. 433	222/1 52 68.5% 75.1/8 6 223/2 55 .416/. 368	-	-	-	-	190/13 1 69.2% 1.32/2 .49 .393/. 304
Chevy Vortec L31 885 Iron CCM	170/61	1.94/1.5 0 - No Pipe	64	70/48 68.6 %	138/1 01 73.2 %	190/1 29 67.9% 64.3/7 3 190/2 16 .712/. 625	227/1 40 61.7% 76.8/7 9.2 228/2 35 .638/. 509	239/14 7 61.5% 80.9/8 3.2 240/24 6 .537/. 427	229/1 51 65.9% 77.5/8 5.4 230/2 53 .429/. 366	-	-	-	-	205/13 4 65.3% 1.41/2 .48 .393/. 304
Chevy Vortec L31 885 Iron CCM	170/61	1.94/1.5 0 - Pipe	64	70/49 70%	139/1 05 75.5 %	190/1 37 72.1% 64.3/7 7.5 190/2 30 .712/. 664	227/1 51 66.5% 76.8/8 5.4 228/2 53 .638/. 549	239/16 0 66.9% 80.9/9 0.5 240/26 8 .537/. 465	229/1 62 70.7% 77.5/9 1.7 230/2 72 .429/. 392	-	-	-	-	205/14 3 69.8% 1.41/2 .66 .393/. 304
Chevy Vortec L31 885 Ported Iron CHP	N/A	1.94/1.5 0	N/A	60/50 83.3 %	128/1 01 78.9 %	193/1 62 83.9% 65.3/9 1.7 193/2 72 .723/. 785	224/1 81 80.8% 75.8/1 02 225/3 03 .629/. 658	239/18 1 75.7% 80.9/1 02 240/30 3 .537/. 526	-	-	-	-	-	196/15 6 79.7% - .393/. 304
Chevy Vortec L31 Tri-Mark Iron	168/-	1.94/1.5 0	64	67/51 76.1 %	129/9 8 76%	183/1 33 72.7% 61.9/7 5.3 183/2 23 .686/. 644	218/1 46 67% 73.8/8 2.6 219/2 45 .612/. 531	217/15 1 69.6% 73.4/8 5.4 218/25 3 .488/. 439	216/1 52 70.4% 73.1/8 6 217/2 55 .405/. 368	-	-	-	-	193/13 6 70.6% 1.30 .393/. 304

Chevy Vortec L31 Tri-Mark Ported Stealth Iron	173/-	1.94/1.50	N/A	68/58 85.3 %	134/17 87.3 %	192/145 75.5% 65/82.1 192/243 .719/.703	224/146 65.2% 75.8/82.6 225/245 .629/.531	232/170 73.3% 78.5/96.2 233/285 .521/.494	238/171 71.8% 80.5/96.8 239/287 .446/.414	-	-	-	-	204/150 73.4% 1.38 .393/.304
Chevy Vortec L31 Tri-Mark Ported Super Stealth Iron	184/-	1.94/1.50	N/A	67/60 89.6 %	142/115 81%	198/155 78.3% 67/87.7 198/260 .742/.751	236/170 72% 79.8/96.2 237/285 .663/.618	246/175 71.1% 83.2/99 247/293 .553/.509	251/181 72.1% 84.9/102 252/303 .47/.438	-	-	-	-	215/159 74.2% 1.36 .393/.304
Chevy Vortec Ported McCoy	N/A	-	N/A	-	-	-	-	266/200 75.2% -	-	-	-	-	-	-
Chevy Vortec / Bow Tie 421 Small Port Iron	175/65	2.00/1.55	65	-	-	-	225/152 67.6% 71.6/80.6 212/239 .613/.535	235/161 68.5% 74.8/85.3 222/253 .512/.453	236/163 69.1% 75.1/86.4 223/256 .429/.382	-	-	-	-	232/159 68.4% 1.35/2.51 .405/.314
Chevy Vortec / Bow Tie 431 Large Port Iron	206/77	2.00/1.55	65	-	-	-	-	-	268/164 61.2% 85.3/86.9 253/258 .487/.384	-	-	-	-	- - 1.30/2.13 .405/.314
Chevy Vortec / Bow Tie Small Port Bob Iron	175/64	2.00/1.55	N/A	67/53 79.1 %	136/100 73.5 %	182/128 70.3% 57.9/67.8 172/201 .661/.60	223/145 65% 71/76.8 210/228 .608/.51	251/152 60.6% 79.9/80.6 237/239 .547/.428	240/164 68.3% 76.4/86.9 226/258 .436/.384	240/166 69.2% 76.4/88 226/261 .374/.334	-	-	-	212/143 67.2% 1.43/2.59 .405/.314
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy Vortec / Bow Tie Large Port Bob Iron	206/77	2.00/1.55	N/A	63/50 79.4 %	133/100 75.2 %	182/134 73.6% 57.9/71 172/210 .661/.628	228/154 67.5% 72.6/81.6 215/242 .621/.542	258/168 65.1% 82.1/89 243/264 .562/.473	255/168 65.9% 81.2/89 241/264 .463/.394	261/169 64.8% 83.1/89.6 246/265 .406/.34	-	-	-	220/149 67.8% 1.27/2.19 .405/.314
Chevy Vortec / Bow Tie Large Port Iron	215/84	2.00/1.55	66	-	-	-	-	-	-	-	-	-	-	- - .405/.314

Chevy 364 18 Deg 248 RCR Super Truck Alum	248/-	2.14/1.6 0	58	-	147/1 00 68%	231/1 67 72.3% 64.2/8 3.1 190/2 46 .784/. 759	287/2 05 71.4% 79.8/1 02 236/3 02 .731/. 698	324/23 7 73.1% 90.1/1 18 267/34 9 .66/.6 46	338/2 51 74.3% 94/12 5 278/3 70 .574/. 57	343/25 7 74.9% 95.4/1 28 283/37 9 .499/. 50	-	-	-	278/20 3 72.9% 1.38 .433/. 324
Chevy 580 18 Deg 245 RCR Super Truck Alum	245/-	2.15/1.6 25	54/65	-	148/1 24 83.8 %	223/1 80 80.7% 61.4/8 6.8 182/2 57 .754/. 805	281/2 23 79.4% 77.4/1 08 229/3 19 .712/. 748	325/23 8 73.2% 89.5/1 15 265/34 0 .659/. 639	343/2 44 71.1% 94.5/1 18 280/3 49 .58/.5 46	346/24 7 71.4% 95.3/1 19 282/35 3 .501/. 473	-	-	-	278/20 9 75.4% 1.41 .435/. 329
Chevy 364 / 580 18 Deg 236 CNC Chapman Alum	236/-	2.135/1. 625 - No Pipe	52/65	71/54 76.1 %	159/1 08 67.9 %	224/1 82 81.3% 62.6/8 7.8 185/2 60 .762/. 814	273/2 22 81.3% 76.3/1 07 226/3 17 .697/. 745	305/23 8 78% 85.2/1 15 252/34 0 .623/. 639	314/2 50 79.6% 87.7/1 21 260/3 57 .534/. 559	323/26 0 80.5% 90.2/1 25 267/37 1 .471/. 498	-	-	-	266/21 0 78.8% 1.37 .432/. 329
Chevy 364 / 580 18 Deg 246 CNC Chapman Alum	246/-	2.15/1.6 25 - No Pipe	52/65	68/52 76.5 %	159/1 12 70.4 %	227/1 75 77.1% 62.5/8 4.4 185/2 50 .767/. 783	281/2 18 77.6% 77.4/1 05 229/3 11 .712/. 731	319/23 5 73.7% 87.9/1 13 260/33 6 .647/. 631	333/2 47 74.2% 91.7/1 19 272/3 53 .563/. 552	342/25 5 74.6% 94.2/1 23 279/36 4 .495/. 489	-	-	-	277/20 7 74.8% 1.39 .435/. 329
Chevy 364 / 580 18 Deg 256 CNC Chapman Alum	256/-	2.18/1.6 25 - No Pipe	52/66	72/54 75%	161/1 08 67.1 %	233/1 82 78.1% 62.4/8 7.8 185/2 60 .777/. 814	286/2 22 77.6% 76.6/1 07 227/3 17 .715/. 745	321/23 8 74.1% 86/115 21 255/34 0 .642/. 639	344/2 50 72.7% 92.2/1 21 273/3 57 .573/. 559	348/26 0 74.7% 93.2/1 25 276/37 1 .497/. 498	-	-	-	282/21 0 74.4% 1.36 .441/. 329
Chevy 364 / 580 18 Deg 266 CNC Chapman Alum	266/-	2.18/1.6 25 - No Pipe	52/66	71/51 71.8 %	151/1 14 75.5 %	226/1 80 79.6% 60.5/8 6.8 179/2 57 .753/. 805	271/2 13 78.6% 72.6/1 03 215/3 04 .678/. 714	323/24 0 74.3% 86.5/1 16 256/34 3 .646/. 644	353/2 48 70.3% 94.6/1 20 280/3 54 .588/. 555	358/25 5 71.2% 95.9/1 23 284/36 4 .511/. 489	363/2 60 71.6% 97.3/1 25 288/3 71 .454/. 436	-	-	292/21 6 73.8% 1.36 .441/. 329
Chevy 364 / 580 18 Deg 249 Ported Hutter Alum	249/-	2.15/1.6 25	53/64	-	151/1 17 77.5 %	232/1 63 70.3% 63.9/7 8.6 189/2 33 .784/. 729	293/2 24 76.5% 80.7/1 08 239/3 20 .743/. 751	322/24 4 75.8% 88.7/1 18 263/34 9 .653/. 655	343/2 54 74.1% 94.5/1 22 280/3 63 .58/.5 68	347/26 1 75.2% 95.6/1 26 283/37 3 .503/. 50	-	-	-	281/21 1 74.8% 1.39 .435/. 329

Chevy 18 Deg Ported ET Performan ce Alum	257/-	2.15/1.6 0 4.03	N/A	74/49 66.2 %	159/1 14 71.7 %	231/1 77 76.6% 63.6/8 8	288/2 19 76% 79.3/1 09	323/23 8 73.7% 89/118 264/35 1	341/2 46 72.1% 93.9/1 22	-	-	-	-	268/19 9 74.1% 1.33 .435/ .324
Chevy 18 Deg 247RS CNC Chapman Alum	247/10 5	2.15/1.6 25 - No Pipe	47.5	72/51 70.8 %	157/1 14 72.6 %	228/1 80 78.9% 62.8/8 6.8	278/2 13 76.6% 76.6/1 03	317/24 0 75.7% 87.3/1 16	338/2 48 73.4% 93.1/1 20	342/25 5 74.6% 94.2/1 23	346/2 60 75.1% 95.3/1 25	-	-	287/21 6 75.3% 1.40/2 .48 .435/ .329
Chevy 18 Deg 255RS CNC Chapman Alum	255/10 5	2.18/1.6 25 - No Pipe	47.5	71/51 71.8 %	150/1 14 76%	226/1 80 79.6% 60.5/8 6.8	277/2 13 76.9% 74.2/1 03	323/24 0 74.3% 86.5/1 16	347/2 48 71.5% 93/12 0	351/25 5 72.6% 94/123 25	354/2 60 73.4% 94.8/1 25	-	-	290/21 6 74.5% 1.39/2 .48 .441/ .329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy 18 Deg 270RS CNC Chapman Alum	270/10 5	2.18/1.6 25 - No Pipe	47.5	71/51 71.8 %	151/1 14 75.5 %	226/1 80 79.6% 60.5/8 6.8	271/2 13 78.6% 72.6/1 03	323/24 0 74.3% 86.5/1 16	353/2 48 70.3% 94.6/1 20	358/25 5 71.2% 95.9/1 23	363/2 60 71.6% 97.3/1 25	-	-	292/21 6 73.8% 1.34/2 .48 .441/ .329
Chevy 18 Deg 235 CNC M2 Race Systems Alum	235/-	2.15/1.6 25 4.03	48	-	-	219/1 82 83.1% 60.3/8 7.8	277/2 38 85.9% 76.3/1 15	320/25 4 79.4% 88.1/1 22	340/2 62 77.1% 93.7/1 26	337/26 8 79.5% 92.8/1 29	-	-	-	299/24 1 80.6% 1.45 .435/ .329
Chevy 18 Deg 255 CNC M2 Race Systems Alum	255/-	2.18/1.6 25 4.03	48	-	-	220/1 82 82.7% 58.9/8 7.8	279/2 38 85.3% 74.7/1 15	320/25 4 79.4% 85.7/1 22	351/2 62 74.6% 94/12 6	360/26 8 74.4% 96.4/1 29	-	-	-	306/24 1 78.7% 1.41 .441/ .329
Chevy 18 Deg 270 CNC M2 Race Systems Alum	270/-	2.18/1.6 25 4.03	52	-	-	211/1 72 81.5% 56.5/8 2.9	272/2 13 78.3% 72.9/1 03	315/23 6 74.9% 84.4/1 14	352/2 47 70.2% 94.3/1 19	375/25 4 67.7% 100/12 2	381/2 62 68.8% 102/1 26	-	-	318/23 1 72.6% 1.41 .441/ .329

Chevy 18 Deg CNC Alum	N/A	2.20/1.6 25	N/A	72/55 76.4 %	151/1 11 73.5 %	220/1 58 71.8% 57.9/7 6.2 171/2 26 .727/. 707	275/2 18 79.3% 72.3/1 05 214/3 11 .681/. 731	317/23 7 74.8% 83.4/1 14 247/33 9 .628/. 636	353/2 50 70.8% 92.9/1 21 275/3 57 .583/. 559	367/25 6 69.8% 96.5/1 23 286/36 6 .52/.4 91	371/2 62 70.6% 97.6/1 26 289/3 74 .46/.4 39	-	-	293/21 3 72.6% - .446/. 329	
Chevy 15 Deg CNC Alum	N/A	2.15/1.6 25	N/A	72/53 73.6 %	154/1 11 72.1 %	227/1 52 67% 62.5/7 3.3 185/2 17 .767/. 68	227/2 09 92.1% 62.5/1 01 185/2 99 .575/. 701	326/24 0 73.6% 89.8/1 16 266/34 3 .661/. 644	349/2 53 72.5% 96.1/1 22 285/3 61 .59/.5 66	353/25 9 73.4% 97.2/1 25 288/37 0 .511/. 496	358/2 62 73.2% 98.6/1 26 292/3 74 .454/. 439	-	-	285/21 2 74.5% - .435/. 329	
Chevy 15 Deg CNC M2 Race Systems	245/-	2.18/1.6 25 4.03	50	-	-	-	-	-	-	-	-	-	-	- - - .441/. 329	
Chevy 615x 15 Deg 261 CNC Chapman Alum	261/10 0	2.18/1.6 25 - No Pipe	58	69/52 75.4 %	149/1 10 73.8 %	215/1 73 80.5% 57.6/8 3.4 171/2 47 .717/. 774	278/2 15 77.3% 74.5/1 04 221/3 07 .695/. 721	329/23 6 71.7% 88.1/1 14 261/33 7 .658/. 633	363/2 49 68.6% 97.3/1 20 288/3 56 .605/. 557	379/25 8 68.1% 102/12 4 301/36 9 .541/. 494	391/2 61 66.8% 105/1 26 310/3 73 .489/. 438	-	-	301/21 5 71.4% 1.50/2 .61 .441/. 329	
Chevy 615 15 Deg CNC Rons Porting Service Alum	278/-	2.18/1.6 25	52	-	158/1 19 75.3 %	227/1 70 74.9% 60.8/8 2 180/2 43 .757/. 76	287/2 14 74.6% 76.9/1 03 228/3 06 .718/. 718	335/24 5 73.1% 89.8/1 18 266/35 0 .67/.6 57	360/2 60 72.2% 96.4/1 25 286/3 71 .60/.5 81	366/27 0 73.8% 98.1/1 30 291/38 6 .523/. 517	372/2 74 73.7% 99.7/1 32 295/3 91 .465/. 46	-	-	301/22 2 73.7% 1.34 .441/. 329	
Chevy 15X 15 Deg 246 CNC Slawko Alum	246/10 2	2.15/1.6 0	32	-	-	-	-	-	-	-	348/2 65 76.1% 95.9/1 32 284/3 91 .441/. 451	350/26 7 76.3% 96.4/1 33 286/39 3 .394/. 404	-	-	349/26 6 76.2% 1.42/2 .62 .435/. 324
Chevy / GM Splayed Valve 12 Deg MBE Port	N/A	2.23/1.5 5 4.155 No Pipe	N/A	-	140/1 02 72.9 %	221/1 50 67.9% 56.6/7 9.5 168/2 36 .72/.7 03	294/1 86 63.3% 75.3/9 8.6 223/2 92 .719/. 654	354/23 2 65.5% 90.6/1 23 269/36 4 .692/. 653	398/2 66 66.8% 102/1 41 302/4 18 .649/. 624	414/27 3 65.9% 106/14 5 314/42 9 .578/. 549	415/2 80 67.5% 106/1 48 315/4 40 .507/. 492	425/27 8 65.4% 109/14 7 322/43 7 .462/. 434	427/- 109 324 .417	343/22 1 - - .452/. 314	
Chevy / GM Splayed Valve 10 Deg MBE Port	N/A	- - No Pipe	N/A	-	-	-	-	-	-	-	-	-	-	436/- -	-
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	

Chevy 517 Canted Valve CNC Chapman Alum	294/-	2.18/1.6 25 - No Pipe	48	71/54 76.1 %	157/1 14 72.6 %	236/1 79 75.8% 63.2/8 6.3 187/2 56 .787/. 801	299/2 24 74.9% 80.1/1 08 237/3 20 .748/. 751	331/23 9 72.2% 88.7/1 15 263/34 1 .662/. 641	355/2 49 70.1% 95.1/1 20 282/3 56 .592/. 557	371/25 5 68.7% 99.4/1 23 295/36 4 .53/.4 89	375/2 58 68.8% 100/1 24 298/3 69 .469/. 433	-	-	303/21 7 71.5% 1.28 .441/. 329
Chevy Canted Valve Ported ET Performan ce Alum	285/-	2.185/1. 625 4.155	35-72	64/47 73.4 %	148/1 00 67.6 %	228/1 42 62.3% 60.8/6 8.5 180/2 03 .758/. 635	318/1 83 57.5% 84.8/8 8.2 251/2 61 .793/. 614	375/21 4 57.1% 100/10 3 296/30 6 .748/. 574	402/2 37 59% 107/1 14 318/3 39 .669/. 53	414/25 0 60.4% 110/12 1 327/35 7 .59/.4 79	419/2 58 61.6% 112/1 24 331/3 69 .523/. 433	422/26 3 62.3% 113/12 7 333/37 6 .468/. 392	-	341/20 6 60.4% 1.48 .442/. 329
Chevy Canted Valve Ported Meaux Racing SF600 Alum	N/A	2.20/1.5 5 4.125 No Pipe	N/A	-	140/9 9 70.7 %	213/1 50 70.4% 56/79. 5 166/2 36 .704/. 703	287/1 92 66.9% 75.5/1 02 224/3 01 .711/. 675	335/22 8 68.1% 88.1/1 21 261/35 8 .664/. 641	370/2 50 67.6% 97.3/1 32 288/3 93 .611/. 586	387/26 1 67.4% 102/13 8 302/41 0 .548/. 524	398/2 67 67.1% 105/1 42 310/4 19 .493/. 469	-	-	304/20 7 67.9% - .446/. 314
Chevy Canted Valve 10 Deg Pro Stock Truck '01 - Darin Morgan Alum	N/A	2.23/- 4.20	35	-	145/-	215/- 55 163 .701	285/- 73 216 .697	356/- 91.1 270 .696	400/- 102 303 .652	415/- 106 315 .58	425/- 109 322 .519	435/- 111 330 .473	442/- 113 335 .432	346 - - .452
Chevy / GM SB2.2 011 278 Ported GPTech Busch Alum	278/-	2.17/1.6 25	48	-	152/1 04 68.4 %	235/1 64 69.8% 63.5/7 9.1 188/2 34 .787/. 733	300/2 02 67.3% 81.1/9 7.4 240/2 89 .754/. 678	348/23 3 67% 94.1/1 12 279/33 3 .699/. 625	379/2 49 65.7% 102/1 20 304/3 56 .635/. 557	373/25 8 69.2% 101/12 4 299/36 9 .535/. 494	-	-	298/20 2 67.7% 1.36 .439/. 329	
Chevy / GM SB2.2 011 282 Ported GPTech Alum	282/-	2.18/1.6 25	46	-	141/9 7 68.8 %	226/1 47 65% 60.5/7 0.9 179/2 10 .753/. 657	302/1 88 62.3% 80.9/9 0.6 240/2 69 .755/. 631	355/22 4 63.1% 95.1/1 08 282/32 0 .71/.6 01	384/2 52 65.6% 103/1 22 305/3 60 .64/.5 63	390/26 0 66.7% 104/12 5 310/37 1 .557/. 498	-	-	300/19 5 65% 1.38 .441/. 329	
Chevy / GM SB2.2 011 275 Ported Neal Alum	275/-	2.15/1.6 0	54	-	148/1 09 73.6 %	235/1 48 63% 64.7/7 3.6 192/2 18 .794/. 672	292/2 00 68.5% 80.4/9 9.5 238/2 95 .74/.6 81	335/22 1 66% 92.3/1 10 273/32 6 .679/. 602	351/2 38 67.8% 96.7/1 18 286/3 51 .593/. 541	356/25 3 71.1% 98.1/1 26 291/37 3 .516/. 492	-	-	286/19 5 68.1% 1.29 .435/. 324	

Chevy / GM SB2.2 011 282 Ported Neal Alum	282/-	2.15/1.6 25	54	-	136/1 04 76.5 %	217/1 39 64.1% 59.8/6 7 177/1 99 .733/. 622	288/1 80 62.5% 79.3/8 6.8 235/2 57 .73/.6 04	335/21 9 65.4% 92.3/1 06 273/31 3 679/. 588	352/2 37 67.3% 97/11 4 287/3 39 .595/. 53	352/24 6 69.9% 97/119 287/35 1 .51/.4 71	-	-	-	280/18 8 67% 1.25 .435/. 329
Chevy / GM SB2.2 011 287 Ported Neal Alum	287/-	2.17/1.6 0	56	-	143/9 5 66.4 %	222/1 37 61.7% 60/68. 1 178/2 02 .743/. 622	293/1 80 61.4% 79.2/8 9.5 235/2 65 .736/. 613	340/21 3 62.6% 91.9/1 06 272/31 4 .683/. 58	374/2 30 61.5% 101/1 14 300/3 39 .626/. 522	388/24 3 62.6% 105/12 1 311/35 8 .557/. 473	-	-	-	293/18 3 62.4% 1.35 .439/. 324
Chevy / GM SB2.2 Ported ET Performan ce Alum	N/A	2.215/1. 60 4.155	N/A	76/56 73.7 %	151/1 14 75.5 %	229/1 69 73.8% 59.4/8 4.1 176/2 49 .751/. 768	300/2 14 71.3% 77.9/1 06 231/3 15 .738/. 729	363/24 0 66.1% 94.2/1 19 279/35 4 .715/. 654	390/2 50 64.1% 101/1 24 300/3 68 .64/.5 68	397/25 4 64% 103/12 6 305/37 4 .558/. 494	400/2 55 63.8% 104/1 27 308/3 76 .492/. 434	-	-	319/21 4 67.1% - .449/. 324
Chevy / GM SB2.2 267 CNC Chapman Alum	267/-	2.17/1.6 25 - No Pipe	57	70/52 74.3 %	159/1 12 70.4 %	238/1 71 71.8% 64.4/8 2.5 191/2 44 .797/. 765	301/2 07 68.8% 81.4/9 9.8 241/2 96 .756/. 694	347/23 3 67.1% 93.8/1 12 278/33 3 .697/. 625	367/2 49 67.8% 99.2/1 20 294/3 56 .615/. 557	369/25 9 70.2% 99.8/1 25 296/37 0 .53/.4 96	373/2 62 70.2% 101/1 26 299/3 74 .468/. 439	-	-	308/21 3 69.3% 1.40 .439/. 329
Chevy / GM SB2.2 292 CNC Chapman Alum	292/-	2.17/1.6 25 - No Pipe	57	65/52 80%	145/1 13 77.9 %	236/1 73 73.3% 63.8/8 3.4 189/2 47 .79/.7 74	307/2 07 67.4% 83/99. 8 246/2 96 .771/. 694	367/23 3 63.5% 99.2/1 12 294/33 3 .737/. 625	385/2 49 64.7% 104/1 20 308/3 56 .645/. 557	389/25 9 66.6% 105/12 5 312/37 0 .558/. 496	391/2 62 67% 106/1 26 313/3 74 .491/. 439	-	-	317/21 4 67.4% 1.34 .439/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy / GM SB2.2 Drag MBE Port 1 Alum	312/-	2.19/1.5 9 4.15 No Pipe	N/A	70/45 64.3 %	156/1 01 64.7 %	240/1 39 57.9% 63.7/7 0 189/2 07 .796/. 635	320/1 88 58.8% 85/94. 7 252/2 81 .796/. 644	377/23 0 61% 100/11 6 297/34 3 .751/. 631	413/2 55 61.7% 110/1 28 325/3 81 .685/. 583	426/26 6 62.4% 113/13 4 335/39 7 .606/. 521	439/2 72 62% 117/1 37 345/4 06 .546/. 466	-	-	339/20 7 61.2% 1.41 .443/. 322
Chevy / GM SB2.2 Drag MBE Port 2 Alum	312/-	2.19/1.5 9	N/A	-	-	-	-	-	-	-	-	-	450/- 119 354 .448	- - 1.44 .443/. 322

Chevy / GM SB2.2 Drag MBE Port 3 I-55 E-55 SF600 Alum	312/-	2.18/1.60 4.155 No Pipe	N/A	61/50 82%	142/107 75.4%	224/145 64.7% 60/72.1 178/214 .747/.659	305/91 62.6% 81.7/95 242/281 .763/.651	364/230 63.2% 97.5/114 289/339 .728/.627	406/57 63.3% 109/128 322/379 .677/.584	428/270 63.1% 115/134 340/398 .611/.526	437/278 63.6% 117/138 347/410 .546/.474	442/283 64% 118/141 351/417 .491/.428	-	344/220 64.1% 1.42 .441/.324
Chevy / GM SB2.2 Hendricks - Meaux Racing SF600 Alum	N/A	2.18/1.60 4.125 No Pipe	N/A	-	142/107 75.4%	219/146 66.7% 58.7/72.6 174/215 .73/.663	289/84 63.7% 77.4/91.5 229/271 .723/.627	337/211 62.6% 90.3/105 268/311 .674/.575	359/36 65.7% 96.2/117 285/348 .598/.536	355/252 71% 95.1/125 282/371 .507/.491	356/63 73.9% 95.4/131 283/388 .445/.448	-	-	294/200 68% - .441/.324
Chevy / GM SB2.2 Hendricks - Meaux Racing SF600 Alum	N/A	2.20/1.60 4.125 No Pipe	N/A	-	142/107 75.4%	219/146 66.7% 57.6/72.6 171/215 .723/.663	289/84 63.7% 76/91.5 225/271 .716/.627	337/211 62.6% 88.7/105 263/311 .668/.575	355/52 71% 93.4/125 277/371 .586/.572	356/33 73.9% 93.7/131 277/388 .504/.512	398/67 67.1% 105/133 310/93 .493/.455	-	-	299/204 68.2% - .446/.324
Chevy / GM SB2.2 Hendricks - Darin Morgan SF600 Alum	N/A	2.18/1.60 - No Pipe	N/A	-	132/90 68.2%	214/63 76.2% 57.3/81.1 170/240 .713/.74	299/00 66.9% 80.1/99.5 237/295 .748/.681	386/240 62.2% 103/119 306/354 .772/.654	410/60 63.4% 110/129 325/383 .683/.59	425/33 64.2% 114/136 337/402 .607/.531	442/78 62.9% 118/138 351/410 .553/.474	449/282 62.8% 120/140 356/416 .499/.427	451/87 63.6% 121/143 358/423 .451/.391	356/230 64.6% - .441/.324
Chevy / GM SB2.2 DEI - Darin Morgan SF600 Alum	N/A	2.18/1.60 - No Pipe	N/A	-	158/101 63.9%	231/42 61.5% 61.9/70.6 183/209 .77/.45	310/80 58.1% 83.1/89.5 246/265 .775/.613	365/212 58.1% 97.8/105 290/312 .73/.578	392/44 62.2% 105/121 311/360 .653/.554	397/33 66.2% 106/131 315/388 .567/.512	404/69 66.6% 108/134 321/96 .505/.458	-	-	322/202 62.5% - .441/.324
Chevy / GM SB2.2 NASCAR '02 - Darin Morgan Alum	N/A	2.18/- 4.185	48	-	161/-	236/- 63.2 187 .787	312/- 83.6 248 .78	371/- 99.4 295 .742	402/- 108 319 .67	405/- 109 321 .579	412/- 110 327 .515	415/- 111 329 .461	418/- 112 332 .418	348 - - .441
Chevy / GM SB2.2 NASCAR '05 - Darin Morgan Alum	N/A	2.18/- 4.185	38	-	145/-	225/- 60.3 179 .75	300/- 80.4 238 .75	375/- 100 298 .75	415/- 111 329 .692	426/- 114 338 .609	443/- 119 352 .554	451/- 121 358 .501	453/- 121 360 .453	359 - - .441
Chevy / GM SB2.2 Darin Morgan Alum	N/A	2.20/- 4.20	38	-	152/-	226/- 59.5 176 .747	305/- 80.2 238 .756	375/- 98.6 292 .743	418/- 110 326 .69	429/- 113 334 .607	446/- 117 348 .552	453/- 119 353 .499	456/- 120 355 .452	362 - - .446
Chevy / GM SB2.2 Comp Elim - Darin Morgan Alum	N/A	2.07/- 4.00	29.5	-	136/-	227/- 67.5 200 .797	287/- 85.3 253 .756	348/- 103 306 .733	360/- 107 317 .632	371/- 110 327 .558	382/- 114 336 .503	384/- 114 338 .449	388/- 115 342 .409	320 - - .419

Chevy / GM SB2.2 CNC RFD Alum	N/A	2.20/1.58	N/A	64/6195.3%	140/11582.1%	228/15969.7% 60/81.1178/240.753/.731	312/19863.5% 82.1/101243/299.773/.683	368/22962.2% 96.8/117287/346.729/.632	402/25362.9% 106/129313/382.664/.582	418/26563.4% 110/135110/135.592/.522	429/27664.3% 113/141334/417.531/.476	436/28364.9% 115/144340/428.48/.34	-	342/22265.1% - .446/.320
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy / GM SB2.2 CNC RFD Alum	N/A	2.20/1.58	36	-	156/10969.9%	240/14560.4% 63.1/74187/219.793/.667	322/20062.1% 84.7/1021251/302.798/.69	376/23161.4% 98.9/118329/349.745/.638	417/26262.8% 110/134110/134.689/.603	422/27364.7% 111/139111/139.597/.538	441/28063.5% 116/143344/423.546/.483	453/28262.3% 119/144353/426.499/.432	-	353/22363% - .446/.320
Chevy / GM ROx 667 Weld Tech Alum	288/-	2.18/1.61	50	-	147/11981%	224/17477.7% 60/85.5178/253.747/.785	293/21372.7% 78.5/105233/310.733/.721	336/24171.7% 90/118267/351.672/.653	373/25468.1% 99.9/125296/370.622/.573	382/26268.6% 102/129303/381.546/.507	386/26568.7% 103/130306/386.483/.449	-	-	306/21871.4% 1.34 .441/.326
Chevy / GM RO7 - Darin Morgan SF600 Alum	N/A	2.18/-	N/A	-	143/-	221/-59.2175.737	307/-82.2244.768	372/-99.7295.744	408/-109324.68	428/-115340.611	446/-119354.558	453/-121360.503	459/-123364.459	360- - .441
AeroHead Iron CHP	178/70	1.94/1.50	73	60/4880%	116/10187.1%	162/14187% 54.8/79.8162/236.607/.683	219/17178.1% 74.1/96.8220/287.615/.621	225/18582.2% 76.1/10576.5/106.423/.455	226/18883.2% 76.5/106227/315.423/.455	-	-	-	-	190/15782.9% 1.27/2.69 .393/.304
AFR 180 Street Old SF600 Alum	180/-	2.02/1.60 4.06 1 3/4" Pipe	68-74	-	129/10883.7%	195/15680% 60.8/77.6180/230.702/.709	240/17874.2% 74.9/88.5222/262.648/.606	255/19074.5% 79.6/94.5236/280.55/.518	260/19474.6% 81.1/96.5240/286.468/.441	-	-	-	-	216/16576.6% 1.44 .409/.324
AFR 180 Comp Old SF600 Alum	N/A	2.02/1.60 4.06 1 3/4" Pipe	74	-	144/10270.8%	206/15273.8% 64.3/75.6190/224.741/.69	245/19077.6% 76.4/94.5227/280.661/.647	260/20478.5% 81.1/101240/301.561/.556	268/21178.7% 83.6/105248/311.482/.479	-	-	-	-	225/17276.5% - .409/.324
AFR 180 Street SF600 Alum	180/-	2.02/1.60 4.06 1 3/4" Pipe	65-75	-	138/11079.7%	198/15879.8% 61.8/78.6183/233	240/19079.2% 74.9/94.5222/280	260/20779.6% 81.1/103240/305	-	-	-	-	-	209/16679.5% 1.44 .409/.324

						.712/. 718	.648/. 647	.561/. 564						
AFR 180 Comp SF600 Alum	N/A	2.02/1.6 0 4.06 1 3/4" Pipe	65-75	-	142/1 15 81%	203/1 65 81.3% 63.3/8 2.1 188/2 43 .73/.7 49	247/2 00 81% 77.1/9 9.5 228/2 95 .666/. 681	270/21 7 80.4% 84.3/1 08 250/32 0 .583/. 591	-	-	-	-	-	216/17 4 80.9% - .409/. 324
AFR 190 Alum CCM	N/A	2.02/1.6 0	N/A	71/67 94.4 %	144/1 21 84%	208/1 57 75.5% 64.9/7 8.1 192/2 31 .748/. 713	244/1 88 77% 76.1/9 3.5 226/2 77 .658/. 64	262/20 2 11 77.1% 81.8/1 00 242/29 8 11 .566/. 551	261/2 11 80.8% 81.4/1 05 241/3 11 .469/. 479	-	-	-	-	224/17 6 78.6% - .409/. 324
AFR 190 Vortec Alum	190/64	2.02/1.6 0 4.06 1 3/4" Pipe	65	-	135/1 10 81.5 %	213/1 58 74.2% 66.5/7 8.6 197/2 33 .766/. 718	253/1 90 75.1% 78.9/9 4.5 234/2 80 .683/. 647	276/20 7 75% 86.1/1 03 255/30 5 .596/. 564	-	-	-	-	-	219/16 6 75.8% 1.45/3 .23 .409/. 324
AFR 190 Street SF600 Alum	190/64	2.02/1.6 0 - No Pipe	68-74	-	129/1 08 83.7 %	195/1 56 80% 60.8/7 7.6 180/2 30 .702/. 709	240/1 78 74.2% 74.9/8 8.5 222/2 62 .648/. 606	260/19 0 73.1% 81.1/9 4.5 240/28 0 518	262/1 94 74% 81.8/9 6.5 242/2 86 .471/. 441	-	-	-	-	217/16 5 76.1% 1.38/3 .03 .409/. 324
AFR 190 Comp SF600 Alum	N/A	2.02/1.6 0	74	-	135/1 10 81.5 %	201/1 57 78.1% 62.7/7 8.1 186/2 31 .723/. 713	243/1 80 74.1% 75.8/8 9.5 225/2 65 .656/. 613	264/19 5 73.9% 82.4/9 7 244/28 7 .57/.5 31	276/2 08 75.4% 86.1/1 03 255/3 07 .496/. 472	-	-	-	-	224/17 0 76% - .409/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
AFR 195 OLD Out of Box Weingartn er Racing Alum	195/-	2.02/1.6 0 4.125 No Pipe	N/A	73/53 72.6 %	146/1 08 74%	210/1 50 71.4% 65.5/7 4.6 194/2 21 .756/. 681	258/1 76 68.2% 80.5/8 7.5 239/2 59 .696/. 60	279/18 6 66.7% 87.1/9 2.5 258/27 4 .602/. 507	273/1 91 70% 85.2/9 5 252/2 81 .491/. 434	275/19 2 69.8% 85.8/9 5.5 254/28 3 .424/. 374	279/1 93 69.2% 87.1/9 6 258/2 84 .376/. 329	-	-	246/17 1 69.5% 1.43 .409/. 324
AFR 195 Street SF600 Alum	195/64	2.02/1.6 0 4.06 1 3/4" Pipe	68-74	-	132/1 08 81.8 %	198/1 56 78.8% 61.8/7 7.6 183/2 30 .712/. 709	240/1 78 74.2% 74.9/8 8.5 222/2 62 .648/. 606	260/19 0 73.1% 81.1/9 4.5 240/28 0 .561/. 518	262/1 94 74% 81.8/9 6.5 242/2 86 .471/. 441	-	-	-	-	218/16 5 75.6% 1.34/3 .03 .409/. 324

AFR 195 Comp SF600 Alum	N/A	2.02/1.6 0 4.06 1 3/4" Pipe	74	-	135/1 10 81.5 %	201/1 57 78.1% 62.7/7 8.1 186/2 31 .723/. 713	249/1 80 72.3% 77.7/8 9.5 230/2 65 .672/. 613	275/19 5 70.9% 85.8/9 7 254/28 7 .594/. 531	280/2 08 74.3% 87.4/1 03 259/3 07 .504/. 472	-	-	-	-	228/17 0 74.6% - .409/. 324
AFR 195 Eliminator Street SF600 Alum	195/-	2.05/1.6 0	75	-	137/1 10 80.3 %	194/1 58 81.4% 58.8/7 8.6 174/2 33 .688/. 718	240/1 90 79.2% 72.7/9 4.5 215/2 80 .638/. 647	270/20 7 76.7% 81.8/1 03 242/30 5 .574/. 564	286/2 15 75.2% 86.6/1 07 257/3 17 .507/. 488	-	-	-	-	225/17 6 78.1% 1.47 .415/. 324
AFR 195 Eliminator David Vizard Alum	195/65	2.05/1.6 0	75	75/57 76%	139/1 13 81.3 %	198/1 60 80.8% 60/79. 6 178/2 36 .702/. 727	250/1 90 76% 75.7/9 4.5 224/2 80 .665/. 647	277/20 7 74.7% 83.9/1 03 249/30 5 .589/. 564	292/2 16 74% 88.5/1 07 262/3 18 .518/. 491	295/22 0 74.6% 89.4/1 09 265/32 4 .448/. 428	-	-	-	242/18 4 76.2% 1.51/3 .38 .415/. 324
AFR 195 Eliminator Comp SF600 Alum	195/-	2.08/1.6 0	75	-	140/1 15 82.1 %	202/1 65 81.7% 59.4/8 2.1 176/2 43 .706/. 749	248/2 00 80.6% 73/99. 5 216/2 95 .65/.6 81	280/21 7 77.5% 82.4/1 08 244/32 0 .587/. 591	300/2 25 75% 88.3/1 12 262/3 32 .524/. 511	-	-	-	-	234/18 4 78.8% 1.54 .421/. 324
AFR 195 Eliminator Comp Out of Box Hemphill Racing SF600 Alum	195/-	2.08/1.6 0 4.04 No Pipe	75	65/53 81.5 %	150/1 16 77.3 %	211/1 75 82.9% 62.1/8 7 184/2 58 .737/. 795	255/2 08 81.6% 75/10 3 222/3 07 .668/. 709	285/21 9 76.8% 83.9/1 09 249/32 3 .597/. 597	305/2 19 71.8% 89.8/1 09 266/3 23 .533/. 497	-	-	-	-	241/18 7 77.7% 1.56 .421/. 324
AFR 195 Eliminator Street V2 SF600 Alum	195/64	2.05/1.6 0 4.06 1 3/4" Pipe	55/65	-	146/1 19 81.5 %	201/1 66 82.6% 60.9/8 2.6 180/2 45 .713/. 754	247/1 97 79.8% 74.8/9 8 222/2 90 .657/. 671	275/21 3 77.5% 83.3/1 06 247/31 4 .585/. 58	-	-	-	-	-	217/17 4 80% 1.41/3 .33 .415/. 324
AFR 195 Eliminator Comp V2 SF600 Alum	195/64	2.08/1.6 0 4.06 1 3/4" Pipe	65/75	-	151/1 25 82.8 %	211/1 72 81.5% 62.1/8 5.5 184/2 53 .737/. 781	260/2 07 79.6% 76.5/1 03 227/3 05 .681/. 705	293/22 4 76.5% 86.2/1 11 255/33 0 .614/. 61	308/2 33 75.6% 90.6/1 16 269/3 43 .538/. 529	-	-	-	-	245/19 2 78.6% 1.58/3 .64 .421/. 324
AFR 210 Eliminator #1103 Chad Speier Alum	N/A	2.08/- 4.155	N/A	-	141/-	200/- 58.9 174 .699	249/- 73.3 217 .652	285/- 83.9 249 .597	300/- 88.3 262 .524	294/- 86.5 256 .44	290/- 85.3 253 .38	-	-	251 - - .421

AFR 210 Eliminator Dr Js Performan ce Alum	N/A	2.10/1.6 25 - 1 3/4" Pipe	N/A	70/57 81.4 %	147/1 12 76.2 %	201/1 57 78.1% 58/75. 7 172/2 24 .696/. 702	245/1 90 77.6% 70.7/9 1.6 210/2 71 .636/. 637	266/20 1 75.6% 76.8/9 6.9 228/28 7 .552/. 539	267/2 06 77.2% 77.1/9 9.3 228/2 94 .462/. 461	267/21 0 78.7% 77.1/1 01 228/30 0 .396/. 402	-	-	-	232/17 9 77.2% - .425/. 329
AFR 210 Eliminator CNC Dr Js Performan ce Alum	N/A	2.10/1.6 25 - 1 3/4" Pipe	N/A	76/58 76.3 %	148/1 17 79.1 %	203/1 65 81.3% 58.6/7 9.6 174/2 36 .703/. 738	252/2 10 83.3% 72.8/1 01 216/3 00 .654/. 704	286/23 4 81.8% 82.6/1 13 245/33 4 .594/. 628	304/2 50 82.2% 87.8/1 21 260/3 57 .526/. 559	315/25 8 81.9% 90.9/1 24 269/36 9 .467/. 494	-	-	-	251/20 6 81.8% - .425/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
AFR 210 Race Old SF600 Alum	210/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	135/1 12 83%	197/1 45 73.6% 58/72. 1 172/2 14 .688/. 659	245/1 85 75.5% 72.1/9 2 214/2 73 .642/. 63	273/20 5 75.1% 80.3/1 02 238/30 2 .572/. 559	282/2 15 76.2% 83/10 7 246/3 17 .493/. 488	285/22 0 77.2% 83.9/1 09 249/32 4 .427/. 428	-	-	-	236/18 0 76.4% 1.36/2 .75 .421/. 324
AFR 210 Race Old Meaux Racing Alum	N/A	2.08/1.6 0 - No Pipe	N/A	-	140/1 10 78.6 %	198/1 52 76.8% 58.3/7 5.6 173/2 24 .692/. 69	247/1 78 72.1% 72.7/8 8.5 215/2 62 .647/. 606	284/19 2 67.6% 83.6/9 5.5 248/28 3 .595/. 523	289/1 97 68.2% 85.1/9 8 252/2 90 .505/. 447	296/20 1 67.9% 87.1/1 00 258/29 6 .443/. 391	294/2 03 69% 86.5/1 01 256/2 99 .385/. 346	-	-	250/17 6 70.5% - .421/. 324
AFR 210 Race Old Ported Meaux Racing Alum	N/A	2.08/1.6 0 - No Pipe	N/A	-	161/1 19 73.9 %	218/1 59 72.9% 64.2/7 9.1 190/2 34 .762/. 722	262/1 88 71.8% 77.1/9 3.5 228/2 77 .687/. 64	293/20 3 69.3% 86.2/1 01 255/29 9 .614/. 553	307/2 08 67.8% 90.3/1 03 268/3 07 .536/. 472	312/21 3 68.3% 91.8/1 06 272/31 4 .467/. 415	315/2 15 68.3% 92.7/1 07 275/3 17 .413/. 366	316/21 6 68.4% 93/107 276/31 8 .368/. 327	-	273/19 0 69.6% - .421/. 324
AFR 210 Street SF600 Alum	210/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	139/1 10 79.1 %	199/1 58 79.4% 58.6/7 8.6 174/2 33 .695/. 718	249/1 92 77.1% 73.3/9 5.5 217/2 83 .652/. 654	279/21 0 75.3% 82.1/1 04 243/30 9 .585/. 572	295/2 20 74.6% 86.8/1 09 257/3 24 .515/. 50	301/22 4 74.4% 88.6/1 11 262/33 0 .451/. 436	-	-	-	244/18 6 76.2% 1.43/2 .80 .421/. 324
AFR 210 Comp SF600 Alum	210/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	147/1 20 81.6 %	206/1 66 80.6% 60.6/8 2.6 180/2 45 .72/.7 54	257/2 14 83.3% 75.6/1 06 224/3 15 .673/. 729	290/22 5 77.6% 85.3/1 12 253/33 2 .608/. 613	308/2 35 76.3% 90.6/1 17 269/3 46 .538/. 534	312/24 0 76.9% 91.8/1 19 272/35 4 .467/. 467	-	-	-	253/20 0 78.9% 1.49/3 .00 .421/. 324

AFR 210 CNC Meaux Racing Out of Box Alum	210/80	2.08/1.6 0 4.00 No Pipe	N/A	-	130/1 15 88.5 %	185/1 54 83.2% 54.4/7 6.6 161/2 27 .646/. 699	233/1 82 78.1% 68.6/9 0.5 203/2 68 .611/. 62	270/19 6 72.6% 79.5/9 7.5 235/28 9 .566/. 534	280/2 05 73.2% 82.4/1 02 244/3 02 .489/. 466	284/21 2 74.6% 83.6/1 05 248/31 2 .425/. 413	283/2 16 76.3% 83.3/1 07 247/3 18 .371/. 368	-	-	238/18 3 76.9% 1.35/2 .70 .421/. 324
AFR 210 CNC Out of Box Alum	210/80	2.08/1.6 0	N/A	-	144/1 18 81.9 %	202/1 67 82.7% 59.4/8 3.1 176/2 46 .706/. 759	249/1 98 79.5% 73.3/9 8.5 217/2 92 .652/. 675	278/20 7 74.5% 81.8/1 03 242/30 5 .583/. 564	284/2 10 73.9% 83.6/1 04 248/3 09 .496/. 477	280/21 2 75.7% 82.4/1 05 244/31 2 .419/. 413	-	-	-	240/18 5 77.4% 1.35/2 .65 .421/. 324
AFR 210 CNC Out of Box Weingartn er Racing Alum	210/-	2.08/1.6 0 4.125 No Pipe	N/A	70/55 78.6 %	140/1 11 79.3 %	199/1 50 75.4% 58.6/7 4.6 174/2 21 .695/. 681	248/1 85 74.6% 73/92 02 216/2 73 .65/.6 3	276/20 6 74.6% 81.2/1 02 241/30 4 .579/. 561	282/2 16 76.6% 83/10 7 246/3 18 .493/. 491	291/22 1 75.9% 85.6/1 10 254/32 6 .436/. 43	289/2 24 77.5% 85.1/1 11 252/3 30 .379/. 382	-	-	246/18 8 76.1% 1.39 .421/. 324
AFR 210 massaged Chad Speier Alum	208/-	2.08/1.6 125	66	-	161/1 19 73.9 %	218/1 59 72.9% 64.2/7 7.9 190/2 31 .762/. 717	262/1 88 71.8% 77.1/9 2.1 228/2 73 .687/. 635	293/20 3 69.3% 86.2/9 9.4 255/29 5 .614/. 549	307/2 08 67.8% 90.3/1 02 268/3 02 .536/. 469	312/21 3 68.3% 91.8/1 04 272/30 9 .467/. 411	315/2 15 68.3% 92.7/1 05 275/3 12 .413/. 363	316/21 6 68.4% 93/106 276/31 3 .368/. 324	-	273/19 0 69.6% 1.52 .421/. 327
AFR 210 Race V2 SF600 Alum	210/80	2.08/1.6 0 4.06 1 3/4" Pipe	65-75	-	145/1 10 75.9 %	199/1 58 79.4% 58.6/7 8.6 174/2 33 .695/. 718	255/1 92 75.3% 75/95. 5 222/2 83 .668/. 654	292/21 0 71.9% 85.9/1 04 255/30 9 .612/. 572	309/2 20 71.2% 90.9/1 09 269/3 24 .54/.5 0	-	-	-	-	240/17 8 74.2% 1.47/2 .75 .421/. 324
AFR 210 Comp V2 SF600 Alum	210/80	2.08/1.6 0 4.06 1 3/4" Pipe	65-75	-	147/1 20 81.6 %	201/1 66 82.6% 59.2/8 2.6 175/2 45 .702/. 754	257/2 14 83.3% 75.6/1 06 224/3 15 .673/. 729	296/22 5 76% 87.1/1 12 258/33 2 .621/. 613	318/2 35 73.9% 93.6/1 17 277/3 46 .556/. 534	-	-	-	-	244/19 2 78.8% 1.51/2 .94 .421/. 324
AFR 220 Race SF600 Alum	220/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	132/1 12 84.8 %	190/1 45 76.3% 55.9/7 2.1 166/2 14 .664/. 659	248/1 85 74.6% 73/92 02 216/2 73 .65/.6 3	280/20 5 73.2% 82.4/1 02 244/30 2 .587/. 559	286/2 15 75.2% 84.2/1 07 249/3 17 .50/.4 88	292/22 0 75.3% 85.9/1 09 255/32 4 .437/. 428	-	-	-	238/18 0 75.8% 1.33/2 .75 .421/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e

AFR 220 Comp SF600 Alum	220/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	135/12 83%	198/150 75.8% 58.3/7 4.6 173/2 21 .692/. 681	255/190 74.5% 75/94. 5 222/2 80 .668/. 647	290/207 71.4% 85.3/1 03 253/30 5 .608/. 564	298/220 73.8% 87.7/1 09 260/3 24 .521/. 50	303/230 75.9% 89.2/1 14 264/33 9 .454/. 448	-	-	-	247/185 75% 1.38/2 .88 .421/. 324
AFR 220 Eliminator Comp SF600 Alum	220/-	2.10/1.6 0	65	-	150/126 84%	207/178 86% 59.8/8 8.5 177/2 62 .716/. 808	260/215 82.7% 75.1/1 07 222/3 17 .675/. 732	296/236 79.7% 85.5/1 17 253/34 8 .615/. 643	322/247 76.7% 93/12 3 275/3 64 .557/. 561	331/251 75.8% 95.6/1 25 283/37 0 .491/. 489	-	-	-	261/209 80% 1.50 .425/. 324
AFR 220 Eliminator Comp Out of Box Meaux Tacing SF600 Alum	220/-	2.10/1.6 0 4.125 No Pipe	N/A	-	145/117 80.7 %	195/171 87.7% 56.3/8 5 167/2 52 .675/. 777	244/207 84.8% 70.4/1 03 209/3 05 .633/. 705	283/223 78.8% 81.7/1 11 242/32 9 .588/. 608	303/230 75.9% 87.5/1 14 259/3 39 .524/. 522	304/233 76.6% 87.8/1 16 260/34 3 .451/. 454	303/235 77.6% 87.5/1 17 259/3 46 .393/. 40	-	-	254/202 79.7% 1.38 .425/. 324
AFR 227 Race Old SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	135/12 83%	192/145 75.5% 55.4/7 2.1 164/2 14 .664/. 659	250/185 74% 72.2/9 2 214/2 73 .649/. 63	288/205 71.2% 83.2/1 02 246/30 2 .598/. 559	292/215 73.6% 84.3/1 07 250/3 17 .505/. 488	295/220 74.6% 85.2/1 09 252/32 4 .438/. 428	-	-	-	242/180 74.5% 1.30/2 .75 .425/. 324
AFR 227 Comp Old SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	138/12 81.2 %	207/150 72.5% 59.8/7 4.6 177/2 21 .716/. 681	258/190 73.6% 74.5/9 4.5 221/2 80 .67/. 67	294/207 70.4% 84.9/1 03 252/30 5 .61/. 64	302/220 72.8% 87.2/1 09 258/3 24 .523/. 50	309/230 74.4% 89.2/1 14 264/33 9 .458/. 448	-	-	-	251/185 73.5% 1.36/2 .88 .425/. 324
AFR 227 Street 60/40 SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	148/114 77%	210/162 77.1% 60.6/8 0.6 180/2 39 .727/. 736	259/204 78.8% 74.8/1 01 222/3 01 .672/. 695	292/220 75.3% 84.3/1 09 250/32 4 .606/. 60	305/229 75.1% 88.1/1 14 261/3 37 .528/. 52	-	-	-	-	243/186 76.5% 1.34/2 .86 .425/. 324
AFR 227 Comp 60/40 SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	153/120 78.4 %	214/167 78% 61.8/8 3.1 183/2 46 .741/. 759	265/214 80.8% 76.5/1 06 227/3 15 .688/. 729	298/230 77.2% 86/114 255/33 9 .619/. 627	315/238 75.6% 90.9/1 18 269/3 51 .545/. 541	-	-	-	-	249/194 77.8% 1.39/2 .98 .425/. 324

AFR 227 Comp 60/40 Out of Box Alum	N/A	2.10/1.6 0 - No Pipe	N/A	-	154/1 14 74%	208/1 65 79.3% 60.1/8 2.1 178/2 43 .72/.7 49	264/2 05 77.7% 76.2/1 02 226/3 02 .685/. 698	304/22 3 73.4% 87.8/1 11 260/32 9 .631/. 608	325/2 32 71.4% 93.8/1 15 278/3 42 .562/. 527	-	-	-	-	251/18 8 74.8% - .425/. 324
AFR 227 Eliminator CNC Out of Box Weingartn er Racing Alum	210/-	2.10/1.6 0 4.125 No Pipe	N/A	75/61 81.3 %	160/1 23 76.9 %	217/1 70 78.3% 62.7/8 4.6 186/2 51 .751/. 772	269/2 08 77.3% 77.7/1 03 230/3 07 .698/. 709	303/22 0 72.6% 87.5/1 09 259/32 4 .629/. 60	322/2 27 70.5% 93/11 3 275/3 35 .557/. 516	321/23 3 72.6% 92.7/1 16 275/34 3 .476/. 454	322/2 34 72.7% 93/11 6 275/3 45 .418/. 399	-	-	273/20 2 73.9% 1.53 .425/. 324
AFR 227 Street 60/40 V2 SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	65-75	-	148/1 14 77%	210/1 62 77.1% 60.6/8 0.6 180/2 39 .727/. 736	261/2 04 78.2% 75.4/1 01 223/3 01 .677/. 695	296/22 0 74.3% 85.5/1 09 253/32 4 .615/. 60	312/2 29 73.4% 90.1/1 14 267/3 37 .54/.5 2	318/23 7 74.5% 91.8/1 18 272/34 9 .472/. 461	-	-	-	258/19 4 75.5% 1.40/2 .96 .425/. 324
AFR 227 Comp 60/40 V2 SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	65-75	-	152/1 20 78.9 %	212/1 67 78.8% 61.2/8 3.1 181/2 46 .734/. 759	265/2 14 80.8% 76.5/1 06 227/3 15 .688/. 729	300/23 0 76.7% 86.6/1 14 257/33 9 .623/. 627	319/2 38 74.6% 92.1/1 18 273/3 51 .552/. 541	327/24 3 74.3% 94.4/1 21 280/35 8 .485/. 473	-	-	-	263/20 2 77% 1.44/3 .04 .425/. 324
AFR 235 CNC 60/40 SF600 Alum	235/-	2.125/1. 60 4.125 1 7/8" Pipe	70-80	-	159/1 20 75.5 %	221/1 75 79.2% 62.3/8 7 185/2 58 .756/. 795	270/2 14 79.3% 76.1/1 06 226/3 15 .693/. 729	305/23 5 77% 86/117 255/34 6 .626/. 64	324/2 47 76.2% 91.4/1 23 271/3 64 .554/. 561	334/25 4 76% 94.2/1 26 279/37 4 .49/.4 94	340/2 56 75.3% 95.9/1 27 284/3 77 .436/. 436	-	-	279/21 4 76.9% 1.45 .430/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
AFR 235 Eliminator CNC Out of Box Weingartn er Racing Alum	235/-	2.125/1. 60 4.125 No Pipe	70	79/58 73.4 %	169/1 17 69.2 %	236/1 72 72.9% 66.5/8 5.5 197/2 53 .807/. 781	274/2 05 74.8% 77.3/1 02 229/3 02 .703/. 698	306/22 1 72.2% 86.3/1 10 256/32 6 .628/. 602	322/2 31 71.7% 90.8/1 15 269/3 40 .551/. 525	333/23 7 71.2% 93.9/1 18 278/34 9 .488/. 461	339/2 41 71.1% 95.6/1 20 283/3 55 .435/. 41	341/24 5 71.8% 96.1/1 22 285/36 1 .389/. 371	-	290/20 9 71.9% 1.45 .430/. 324
AFR 235 Out of Box Dr Js Performanc e Alum	235/-	2.125/1. 60 4.155	70	66/-	144/-	209/- 58.9 175 .715	259/- 73 216 .664	290/- 81.8 242 .595	312/- 88 261 .534	323/- 91.1 270 .473	329/- 92.8 275 .422	327/- 92.2 273 .373	319/- 89.9 267 .327	279 - 1.40 .430/. 324

AFR 235 Out of Box CHW Alum	235/-	2.125/1.60 - No Pipe	N/A	72/58 80.6 %	162/110 67.9 %	216/167 77.3% 60.9/83.1 180/246 .739/.759	260/185 71.2% 73.3/92 217/273 .667/.63	292/205 70.2% 82.3/102 244/302 .599/.559	308/216 70.1% 86.8/107 257/318 .527/.491	319/221 69.3% 89.9/110 267/326 .468/.43	327/224 68.5% 92.2/111 273/330 .419/.382	-	-	269/190 70.5% 1.39 .430/.324
AFR 23 Deg 215 RR SF600 Alum	215/80	2.10/1.60 4.125 1 7/8" Pipe	76	-	150/112 74.7 %	220/150 68.2% 63.5/74.6 188/221 .761/.681	276/190 68.8% 79.7/94.5 236/280 .716/.647	308/207 67.2% 88.9/103 263/305 .64/.564	315/220 69.8% 90.9/109 269/324 .545/.50	325/230 70.8% 93.8/114 278/339 .482/.448	-	-	-	266/185 69.6% 1.51/2.88 .425/.324
AFR 245 CNC Alum	245/-	2.125/1.60	N/A	-	165/120 72.7 %	232/175 75.4% 65.4/87 194/258 .793/.795	278/214 77% 78.4/106 232/315 .713/.729	310/235 75.8% 87.4/117 259/346 .636/.64	330/247 74.8% 93/123 276/364 .564/.561	341/252 73.9% 96.1/125 285/371 .50/.491	-	-	-	276/207 75.1% 1.39 .430/.324
AFR 245 CNC Alum	245/-	2.125/1.60 4.125 1 7/8" Pipe	70-80	-	165/128 77.6 %	232/181 78% 65.4/90 194/267 .793/.822	278/214 77% 78.4/106 232/315 .713/.729	310/235 75.8% 87.4/117 259/346 .636/.64	330/247 74.8% 93/123 276/364 .564/.561	341/254 74.5% 96.1/126 285/374 .50/.494	350/256 73.1% 98.7/127 292/377 .449/.436	-	-	287/216 75.5% 1.43 .430/.324
AFR 18 Deg GM SF600	243/100	-	65	-	147/109 74.1 %	219/160 73.1% -	273/204 74.7% -	319/230 72.1% -	329/246 74.8% -	340/255 75% -	-	-	-	271/201 74% 1.40/2.55
AFR 285 15 Deg Alum	285/-	2.16/1.60	50-53	-	-	-	-	-	-	-	-	-	-	- - - .437/.324
AFR 305 15 Deg I-55 E-55 Alum	305/-	2.20/1.60	50-53	-	-	-	-	-	-	-	-	-	-	- - - .446/.324
AFR 325 13.5 Deg Alum	325/-	2.236/1.595 - 1 7/8" Pipe	50	-	141/114 80.9 %	211/160 75.8% 53.7/80.1 159/237 .686/.729	286/196 68.5% 72.8/98.1 216/291 .697/.67	347/225 64.8% 88.4/113 262/334 .677/.615	398/253 63.6% 101/127 300/375 .647/.576	438/276 63% 112/138 330/409 .61/.539	452/298 65.9% 115/149 341/442 .551/.509	453/309 68.2% 115/155 342/458 .491/.469	-	341/229 67.2% 1.39 .453/.323
AJPE 23 Deg 250	250/-	2.15/1.525 4.03 No Pipe	54	-	148/106 71.6 %	221/153 69.2% 60.9/83.8 180/248 .747/.729	281/193 68.7% 77.4/106 229/313 .712/.69	318/223 70.1% 87.6/122 260/362 .645/.638	328/232 70.7% 90.3/127 268/376 .554/.553	336/238 70.8% 92.5/130 274/386 .487/.486	347/- 95.6 283 .44	-	-	283/191 - 1.39 .435/.309

AJPE 23 Deg 283	283/-	2.18/1.6 0 4.125 No Pipe	61	-	142/1 03 72.5 %	221/1 43 64.7% 59.2/7 1.1 175/2 11 .737/. 65	281/2 05 73% 75.3/1 02 223/3 02 .703/. 698	325/22 2 68.3% 87.1/1 10 258/32 7 .65/.6 05	347/2 30 66.3% 93/11 4 275/3 39 .578/. 522	364/23 8 65.4% 97.5/1 18 289/35 1 .52/.4 63	369/2 48 67.2% 98.9/1 23 293/3 65 .461/. 422	374/- 100 297 .416	-	303/19 8 - 1.32 .441/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
AJPE 18 Deg 250	250/-	2.125/1. 60 4.03 No Pipe	N/A	-	145/1 14 78.6 %	216/1 64 75.9% 60.9/8 1.6 180/2 42 .739/. 745	267/2 17 81.3% 75.3/1 08 223/3 20 .685/. 739	303/24 3 80.2% 85.4/1 21 253/35 8 .622/. 662	325/2 51 77.2% 91.6/1 25 272/3 70 .556/. 57	336/25 5 75.9% 94.7/1 27 281/37 6 .492/. 496	-	-	-	265/20 7 78.1% 1.34 .430/. 324
AJPE 18 Deg 270	270/-	2.18/1.6 0 4.125 No Pipe	N/A	-	148/1 14 77%	225/1 64 72.9% 60.3/8 1.6 179/2 42 .75/.7 45	275/2 17 78.9% 73.7/1 08 218/3 20 .688/. 739	314/24 3 77.4% 84.1/1 21 249/35 8 .628/. 662	352/2 51 71.3% 94.3/1 25 279/3 70 .587/. 57	356/25 5 71.6% 95.4/1 27 283/37 6 .509/. 496	-	-	-	278/20 7 74.5% 1.32 .441/. 324
AJPE 18 Deg 279	279/-	2.20/1.6 25 4.125 No Pipe	N/A	-	143/1 11 77.6 %	223/1 66 74.4% 58.7/8 0 174/2 37 .737/. 742	278/2 25 80.9% 73.1/1 08 217/3 21 .689/. 755	319/24 5 76.8% 83.9/1 18 249/35 0 .632/. 657	353/2 55 72.2% 92.9/1 23 275/3 64 .583/. 57	368/26 0 70.7% 96.8/1 25 287/37 1 .521/. 498	-	-	-	281/21 0 74.9% 1.32 .446/. 329
AJPE 12 Deg 280 Weingarter Racing Brez	280/-	2.10/1.6 25 4.155 No Pipe	N/A	68/46 67.6 %	129/7 8 60.5 %	201/1 23 61.2% 58/59. 3 172/1 76 .696/. 55	272/1 67 61.4% 78.5/8 0.5 233/2 39 .706/. 56	323/19 5 60.4% 93.3/9 4 276/27 9 .671/. 523	354/2 16 61% 102/1 04 303/3 09 .613/. 483	358/23 1 64.5% 103/11 1 306/33 0 .531/. 443	359/2 40 66.9% 104/1 16 307/3 43 .466/. 402	-	-	285/17 9 62.6% 1.28 .425/. 329
AJPE 13 Deg Canted Valves Billet	344/11 4	2.25/1.6 5 4.125 2.1" Pipe	53	-	125/1 05 84%	196/1 59 81.1% 49.3/7 4.4 146/2 20 .633/. 70	268/2 16 80.6% 67.4/1 01 200/2 99 .649/. 714	326/25 5 78.2% 82/119 243/35 3 .632/. 674	375/2 84 75.7% 94.3/1 33 279/3 94 .606/. 625	410/30 5 74.4% 103/14 3 306/42 3 .568/. 576	420/3 19 76% 106/1 49 313/4 42 .509/. 527	-	-	303/23 5 77.5% 1.22/2 .80 .456/. 334
All PRO II-13 Ported Jones Engineering Alum	N/A	2.20/1.6 25	N/A	-	165/1 24 75.2 %	245/2 04 83.3% 64.5/9 8.4 191/2 91 .809/. 912	299/2 48 82.9% 78.7/1 20 233/3 54 .741/. 832	343/27 2 79.3% 90.2/1 31 267/38 9 .68/.7 3	364/2 78 76.4% 95.8/1 34 284/3 97 .601/. 622	386/29 2 75.6% 102/14 1 301/41 7 .546/. 56	-	-	-	300/23 6 78.7% - .446/. 329

All PRO RE-18 Ported Rons Porting Servive Alum	274/-	2.15/1.6 25	42-57	-	165/1 28 77.6 %	239/1 83 76.6% 65.8/8 8.2 195/2 61 .808/. 818	290/2 36 81.4% 79.9/1 14 237/3 37 .735/. 792	318/26 8 84.3% 87.6/1 29 260/38 3 .645/. 719	341/2 74 80.4% 93.9/1 32 278/3 91 .576/. 613	354/28 0 79.1% 97.5/1 35 289/40 0 .513/. 537	-	-	-	285/22 8 80.2% 1.29 .435/. 329
All PRO RE-15 Ported Alum	N/A	2.19/1.6 0	N/A	-	164/1 28 78%	228/2 11 92.5% 60.5/1 05 179/3 11 .757/. 958	281/2 47 87.9% 74.6/1 23 221/3 64 .699/. 841	327/26 8 82% 86.8/1 33 257/39 5 .651/. 73	353/2 78 78.8% 93.7/1 38 278/4 10 .586/. 631	369/28 2 76.4% 98/140 290/41 6 .525/. 549	-	-	-	287/23 6 82.1% - .443/. 324
All PRO LM-13 Deg Ported Alum	270/-	2.18/1.6 0	35-50	-	155/1 20 77.4 %	232/1 80 77.6% 62.2/8 9.5 184/2 65 .773/. 818	296/2 30 77.7% 79.3/1 14 235/3 39 .74/.7 84	340/24 6 72.4% 91.1/1 22 270/36 3 .68/.6 7	362/2 55 70.4% 97/12 7 287/3 76 .603/. 579	372/26 3 70.7% 99.7/1 31 295/38 8 .531/. 512	-	-	-	293/21 6 73.6% 1.38 .441/. 324
All PRO LM-13 Deg Ported Alum	278/-	2.18/1.6 25	35-50	-	150/1 24 82.7 %	232/2 04 87.9% 62.2/9 8.4 184/2 91 .773/. 912	298/2 48 83.2% 79.8/1 20 237/3 54 .745/. 832	342/27 2 79.5% 91.6/1 31 271/38 9 .684/. 73	367/2 78 75.7% 98.3/1 34 291/3 97 .612/. 622	378/29 2 77.2% 101/14 1 300/41 7 .54/.5 6	-	-	-	295/23 6 80.2% 1.36 .441/. 329
All PRO 13 Deg CNC MBE Sprint Car Alum	N/A	-	N/A	68/47 69.1 %	135/9 6 71.1 %	211/1 52 72% -	290/2 02 69.7% -	344/23 9 69.5% -	382/2 59 67.8% -	397/27 1 68.3% -	406/2 78 68.5% -	413/28 0 67.8% -	420/2 81 66.9% -	333/22 9 68.6%
All PRO 13 Deg CNC Jones Engineerin g Alum	282/-	2.18/1.6 25	47	-	147/1 12 76.2 %	232/1 64 70.7% 62.2/7 9.1 184/2 34 .773/. 733	306/2 23 72.9% 82/10 8 243/3 19 .765/. 748	351/24 6 70.1% 94/119 227 279/35 1 .702/. 66	386/2 52 65.3% 103/1 22 306/3 60 .643/. 563	392/25 8 65.8% 105/12 4 311/36 9 .56/.4 94	-	-	-	302/20 9 69.2% 1.39 .441/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
All PRO 13 Deg CNC Jones Engineerin g Alum	292/-	2.20/1.6 0	47	-	150/1 13 75.3 %	228/1 64 71.9% 60/81. 6 178/2 42 .753/. 745	290/2 19 75.5% 76.3/1 09 226/3 23 .718/. 746	339/24 6 72.6% 89.2/1 22 264/36 3 .672/. 67	374/2 56 68.4% 98.4/1 27 292/3 77 .618/. 581	391/26 2 67% 103/13 0 305/38 6 .554/. 51	396/2 66 67.2% 104/1 32 309/3 92 .491/. 453	-	-	310/21 8 70.4% 1.36 .446/. 324
All PRO 305-4 13 Ported Alum	305/-	2.25/1.6 0	N/A	-	159/1 15 72.3 %	223/1 92 86.1% 56.1/9 5.5 166/2 83 .72/.8 72	284/2 39 84.2% 71.4/1 19 212/3 52 .688/. 814	343/26 1 76.1% 86.3/1 30 256/38 5 .665/. 711	382/2 75 72% 96.1/1 37 285/4 05 .617/. 625	404/28 3 70% 102/14 1 301/41 7 .559/. 551	414/2 87 69.3% 104/1 43 309/4 23 .501/. 489	-	-	316/23 6 74.8% 1.36 .456/. 324

All PRO 13.5 Deg CNC Jones Engineerin g Alum	306/-	2.23/1.6 0	49	-	138/1 17 84.8 %	213/1 69 79.3% 54.5/8 4.1 162/2 49 .694/. 768	279/2 18 78.1% 71.4/1 08 212/3 21 .682/. 743	333/24 6 73.9% 85.3/1 22 253/36 3 .651/. 67	383/2 58 67.4% 98.1/1 28 291/3 80 .624/. 586	410/26 5 64.6% 105/13 2 311/39 1 .573/. 516	418/2 68 64.1% 107/1 33 317/3 95 .511/. 456	-	-	311/22 0 70.9% 1.37 .452/. 324
All PRO 272 22 Deg Ported Jones Engineerin g Alum	278/-	2.18/1.6 0	68	-	149/1 18 79.2 %	217/1 72 79.3% 58.1/8 5.5 172/2 53 .723/. 781	276/2 21 80.1% 73.9/1 10 219/3 26 .69/.7 53	321/23 9 74.5% 86/119 2 255/35 2 .642/. 651	357/2 46 68.9% 95.6/1 22 283/3 63 .595/. 559	371/25 1 67.7% 99.4/1 25 295/37 0 .53/.4 89	-	-	282/20 8 73.7% 1.33 .441/. 324	
All PRO 23 Deg Ported Alum	219/-	2.10/1.6 0	60-74	-	151/1 09 72.2 %	219/1 65 75.3% 63.2/8 2.1 187/2 43 .758/. 749	266/2 21 83.1% 76.8/1 10 228/3 26 .69/.7 53	288/24 3 84.4% 83.2/1 21 246/35 8 .598/. 662	308/2 50 81.2% 88.9/1 24 263/3 68 .533/. 568	314/25 3 80.6% 90.7/1 26 269/37 3 .466/. 492	-	-	258/20 7 80.3% 1.43 .425/. 324	
All PRO 23 Deg Ported Jones Engineerin g Alum	242/-	2.125/1. 60	70	-	156/1 08 69.2 %	210/1 69 80.5% 59.2/8 4.1 175/2 49 .718/. 768	266/2 16 81.2% 75/10 7 222/3 18 .682/. 736	311/23 0 74% 87.7/1 14 260/33 9 .638/. 627	333/2 38 71.5% 93.9/1 18 278/3 51 .569/. 541	340/24 3 71.5% 95.9/1 21 284/35 8 .498/. 473	-	-	269/20 1 74.5% 1.40 .430/. 324	
All PRO 23 Deg Ported Kelford Cams 360 SprintCar Alum	N/A	2.125/1. 625	N/A	88/47 53.4 %	162/1 04 64.2 %	224/1 58 70.5% 63.2/7 6.2 187/2 26 .766/. 707	268/2 22 82.8% 75.6/1 07 224/3 17 .687/. 745	300/23 9 79.7% 84.6/1 15 251/34 1 .616/. 641	324/2 47 76.2% 91.4/1 19 271/3 53 .554/. 552	331/25 5 77% 93.3/1 23 277/36 4 .485/. 489	-	-	268/20 4 76.1% - .430/. 329	
All PRO 23 Deg Ported Rons Porting Service Alum	245/-	2.18/1.6 25	74	-	153/1 23 80.4 %	212/1 72 81.1% 56.8/8 2.9 168/2 46 .707/. 769	272/2 10 77.2% 72.9/1 01 216/3 00 .68/.7 04	322/23 9 74.2% 86.3/1 15 256/34 1 .644/. 641	358/2 51 70.1% 95.9/1 21 284/3 59 .597/. 561	379/25 8 68.1% 102/12 4 301/36 9 .541/. 494	382/2 61 68.3% 102/1 26 303/3 73 .478/. 438	-	-	297/21 6 72.9% 1.56 .441/. 329
All PRO 23 Deg Rolled to 16.8 Deg Ported BES Alum	288/-	2.18/1.6 25	43.5	-	114/9 1 79.8 %	205/1 76 85.9% 54.9/8 4.9 163/2 51 .683/. 787	268/2 33 86.9% 71.8/1 12 213/3 33 .67/.7 82	314/26 2 83.4% 84.1/1 26 249/37 4 .628/. 703	353/2 86 81% 94.6/1 38 280/4 09 .588/. 64	374/30 2 80.7% 100/14 6 297/43 1 .534/. 579	381/3 11 81.6% 102/1 50 302/4 44 .476/. 522	381/31 7 83.2% 102/15 3 302/45 3 .423/. 473	-	299/24 7 82.8% 1.32 .441/. 329

All PRO 23 Deg RR 245 Ported BES Alum	N/A	2.18/1.6 25 4.155	N/A	-	122/1 12 91.8 %	187/1 65 88.2% 50.1/7 9.6 148/2 36 .623/. 738	250/2 18 87.2% 67/10 5 198/3 11 .625/. 731	301/24 8 82.4% 80.6/1 20 239/35 4 .602/. 665	339/2 64 77.9% 90.8/1 27 269/3 77 .565/. 59	362/27 4 75.7% 97/132 287/39 1 .517/. 525	368/2 79 75.8% 98.6/1 35 292/3 99 .46/.4 68	371/28 0 75.5% 99.4/1 35 295/40 0 .412/. 417	-	288/23 0 80% - .441/. 329
Avenger 180 23 Deg Alum	180/72	2.02/1.6 0	60/68	64/60 93.8 %	128/1 10 85.9 %	178/1 50 84.3% 55.5/7 4.6 165/2 21 .64/.6 81	227/1 88 82.8% 70.8/9 3.5 210/2 77 .613/. 64	258/20 4 79.1% 80.5/1 01 239/30 1 .557/. 556	270/2 15 79.6% 84.3/1 07 250/3 17 .486/. 488	270/21 5 79.6% 84.3/1 07 250/31 7 .416/. 419	270/2 15 79.6% 84.3/1 07 250/3 17 .364/. 366	-	-	229/18 5 81% 1.50/2 .99 .409/. 324
Avenger 190 23 Deg Alum	190/-	2.02/1.6 0	60/67	64/61 95.3 %	128/1 15 89.8 %	181/1 50 82.9% 56.5/7 4.6 167/2 21 .651/. 681	227/1 90 83.7% 70.8/9 4.5 210/2 80 .613/. 647	260/20 9 80.4% 81.1/1 04 240/30 8 .561/. 57	277/2 27 81.9% 86.4/1 13 256/3 35 .498/. 516	280/23 1 82.5% 87.4/1 15 259/34 0 .432/. 45	280/2 31 82.5% 87.4/1 15 259/3 40 .378/. 393	-	-	233/19 3 82.9% 1.47 .409/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Avenger 210 23 Deg Alum	210/80	2.055/1. 60	60/67	69/61 88.4 %	139/1 15 82.7 %	194/1 50 77.3% 58.5/7 4.6 173/2 21 .686/. 681	240/1 90 79.2% 72.4/9 4.5 214/2 80 .637/. 647	277/20 9 75.5% 83.5/1 04 247/30 8 .588/. 57	299/2 27 75.9% 90.1/1 13 267/3 35 .529/. 516	304/23 4 77% 91.7/1 16 272/34 5 .461/. 456	304/2 34 77% 91.7/1 16 272/3 45 .403/. 399	-	-	251/19 4 77.3% 1.45/2 .93 .416/. 324
Avenger 15 Deg Alum	290/90	2.18/1.6 0	61/69	79/62 78.5 %	159/1 20 75.5 %	223/1 67 74.9% 59.7/8 3.1 177/2 46 .743/. 759	290/2 18 75.2% 77.7/1 08 230/3 21 .725/. 743	335/23 2 69.3% 89.8/1 15 266/34 2 .67/.6 32	361/2 40 66.5% 96.7/1 19 287/3 54 .602/. 545	372/24 8 66.7% 99.7/1 23 295/36 5 .531/. 483	381/2 55 66.9% 102/1 27 302/3 76 .476/. 434	-	-	303/21 1 69.8% 1.31/2 .83 .441/. 324
BMF 18 Deg 238 CNC Alum	238/90	2.15/1.6 0	66	-	-	241/1 78 73.9% 66.4/8 8.5 197/2 62 .815/. 808	299/2 23 74.6% 82.4/1 11 244/3 29 .758/. 76	340/23 6 69.4% 93.7/1 17 277/34 8 .69/.6 43	348/2 43 69.8% 95.9/1 21 284/3 58 .588/. 552	350/24 7 70.6% 96.4/1 23 286/36 4 .507/. 481	351/2 50 71.2% 96.7/1 24 286/3 68 .445/. 426	353/25 1 71.1% 97.2/1 25 288/37 0 .398/. 38	-	326/23 3 71.3% 1.48/2 .79 .435/. 324
BMF 18 Deg 248 CNC Alum	248/90	2.15/1.6 0	66	-	-	239/1 78 74.5% 65.8/8 8.5 195/2 62 .808/. 808	302/2 23 73.8% 83.2/1 11 246/3 29 .766/. 76	344/23 6 68.6% 94.8/1 17 281/34 8 .698/. 643	352/2 43 69% 97/12 1 287/3 58 .595/. 552	362/24 7 68.2% 99.7/1 23 295/36 4 .524/. 481	365/2 50 68.5% 101/1 24 298/3 68 .463/. 426	365/25 1 68.8% 101/12 5 298/37 0 .411/. 38	-	333/23 3 69.9% 1.47/2 .79 .435/. 324

BMF 18 Deg 260 CNC Alum	260/90	2.15/1.6 0	66	-	-	242/1 78 73.6% 66.7/8 8.5 198/2 62 .818/. 808	300/2 23 74.3% 82.6/1 11 245/3 29 .761/. 76	342/23 6 69% 94.2/1 17 279/34 8 .694/. 643	361/2 43 67.3% 99.4/1 21 295/3 58 .61/.5 52	369/24 7 66.9% 102/12 3 301/36 4 .535/. 481	370/2 50 67.6% 102/1 24 302/3 68 .469/. 426	370/25 1 67.8% 102/12 5 302/37 0 .417/. 38	-	336/23 3 69.2% 1.42/2 .79 .435/. 324
BMF 18 Deg CNC OLD Alum	268/90	2.18/1.6 0	N/A	-	145/1 31 90.3 %	208/1 77 85.1% 55.7/8 8 165/2 61 .693/. 804	266/2 15 80.8% 71.3/1 07 211/3 17 .665/. 732	313/24 2 77.3% 83.9/1 20 248/35 7 .626/. 66	338/2 53 74.9% 90.6/1 26 268/3 73 .563/. 575	351/26 0 74.1% 94/129 30 279/38 3 .501/. 506	368/2 62 71.2% 98.6/1 30 292/3 86 .46/.4 46	-	-	284/22 0 77.4% 1.37/2 .91 .441/. 324
BMF 18 Deg 268 CNC Alum	268/90	2.18/1.6 0	66	-	-	242/1 78 73.6% 64.8/8 8.5 192/2 62 .807/. 808	300/2 23 74.3% 80.4/1 11 238/3 29 .75/.7 6	342/23 6 69% 91.6/1 17 271/34 8 .684/. 643	369/2 43 65.9% 98.9/1 21 293/3 58 .615/. 552	375/24 7 65.9% 100/12 3 298/36 4 .536/. 481	379/2 50 66% 102/1 24 301/3 68 .474/. 426	382/25 1 65.7% 102/12 5 303/37 0 .424/. 38	-	341/23 3 68.1% 1.43/2 .79 .441/. 324
BMF 18 Deg 268 CNC Out of Box Meaux Racing SF600 Alum	268/90	2.18/1.6 0 4.125 No Pipe	N/A	-	149/1 11 74.5 %	218/1 58 72.5% 58.4/7 8.6 173/2 33 .727/. 718	272/1 99 73.2% 72.9/9 9 216/2 93 .68/.6 78	317/22 9 72.2% 84.9/1 14 252/33 7 .634/. 624	337/2 41 71.5% 90.3/1 20 268/3 55 .562/. 547	339/- 90.8 269 .484	343/- 91.9 272 .429	349/26 5 75.9% 93.5/1 32 277/39 1 .388/. 401	-	291/20 1 - 1.30/2 .94 .441/. 324
BMF SBX 4.5 Bore CNC Darin Morgan SF600 Alum	N/A	2.30/1.6 5 - No Pipe	N/A	-	159/-	244/- 58.7 174 .771	319/- 76.8 227 .756	386/- 92.9 275 .732	432/- 104 308 .682	447/- 108 319 .605	463/- 111 330 .549	469/- 113 334 .494	478/- 115 341 .453	377 - - .466/. 334
Brodix CARB Legal Alum	170/-	2.02/1.6 0	67	-	132/9 3 70.5 %	185/1 34 72.4% 57.7/6 6.6 171/1 97 .666/. 609	217/1 59 73.3% 67.7/7 9.1 201/2 34 .586/. 542	215/17 4 80.9% 67.1/8 6.5 199/25 6 .464/. 474	212/1 80 84.9% 66.2/8 9.5 196/2 65 .381/. 409	-	-	-	-	192/14 8 77% 1.28 .409/. 324
Brodix 305 Sprint Race Saver Ported Smithberg Racing	N/A	1.94/1.6 0 3.91 No Pipe	N/A	77/52 67.5 %	151/9 5 62.9 %	203/1 32 65% 68.7/6 5.7 203/1 95 .76/.6 0	219/1 60 73.1% 74.1/7 9.6 220/2 36 .615/. 545	234/17 6 75.2% 79.2/8 7.5 235/25 9 .526/. 48	239/1 84 77% 80.9/9 1.5 240/2 71 .448/. 418	-	-	-	-	209/14 9 71.4% - .393/. 324
Brodix SP CH Alum	215/-	2.08/1.6 0	67	-	121/9 2 76%	176/1 34 76.1% 51.8/6 6.6 153/1 97 .615/. 609	223/1 58 70.9% 65.6/7 8.6 194/2 33 .584/. 538	249/17 2 69.1% 73.3/8 5.5 217/25 3 .522/. 469	261/1 79 68.6% 76.8/8 9 228/2 64 .456/. 407	269/18 2 67.7% 79.2/9 0.5 235/26 8 .403/. 354	-	-	-	217/15 3 70.6% 1.25 .421/. 324

Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Brodix DS 225 23 Deg Alum	225/-	2.08/1.6 0	N/A	-	142/1 15 81%	212/1 54 72.6% 62.4/7 6.6 185/2 27 .741/. 699	260/1 83 70.4% 76.5/9 1 227/2 70 .681/. 623	287/19 9 69.3% 84.5/9 9 250/29 3 .602/. 542	302/2 04 67.5% 88.9/1 01 263/3 01 .528/. 463	304/21 0 69.1% 89.5/1 04 265/30 9 .455/. 409	-	-	-	251/17 8 70.7% 1.35 .421/. 324
Brodix BP HH 23 Deg 40/60 I-50 E-45 Alum	229/-	2.125/1. 60	68	-	139/1 22 87.8 %	205/1 66 81% 57.8/8 2.6 171/2 45 .701/. 754	257/2 00 77.8% 72.5/9 9.5 215/2 95 .659/. 681	300/21 9 73% 84.6/1 09 251/32 3 .616/. 597	319/2 27 71.2% 89.9/1 13 267/3 35 .545/. 516	325/23 6 72.6% 91.6/1 17 272/34 8 .476/. 459	-	-	-	258/19 5 75.7% 1.42 .430/. 324
Brodix BP HH RO 225 23 Deg 40/60 I-52 E-55 Alum	225/-	2.15/1.5 7	N/A	-	142/1 03 72.5 %	205/1 43 69.8% 56.5/7 3.9 167/2 19 .693/. 662	259/1 82 70.3% 71.3/9 4 211/2 79 .657/. 632	303/20 6 68% 83.5/1 06 247/31 5 .615/. 572	327/2 22 67.9% 90.1/1 15 267/3 40 .553/. 514	335/23 8 71% 92.3/1 23 273/36 4 .485/. 472	-	-	-	262/18 2 69.6% 1.49 .435/. 318
Brodix BP HH RO 234 23 Deg 40/60 I-52 E-55 Alum	234/-	2.15/1.5 7	N/A	-	130/1 03 79.2 %	199/1 43 71.9% 54.8/7 3.9 162/2 19 .673/. 662	258/1 82 70.5% 71.1/9 4 211/2 79 .654/. 632	305/20 6 67.5% 84/106 15 249/31 5 .619/. 572	332/2 22 66.9% 91.4/1 15 271/3 40 .561/. 514	345/23 8 69% 95/123 4 282/36 .50/.4 72	-	-	-	262/18 2 69.7% 1.47 .435/. 318
Brodix HH 234 Out of Box Weingartn er Racing Alum	234/-	2.15/1.5 7 4.155 No Pipe	N/A	-	132/9 5 72%	186/1 34 72% 51.2/6 9.2 152/2 05 .629/. 62	248/1 76 71% 68.3/9 0.9 202/2 69 .629/. 611	293/20 4 69.6% 80.7/1 05 239/31 2 .594/. 567	318/2 19 68.9% 87.6/1 13 260/3 35 .537/. 507	339/22 9 67.6% 93.4/1 18 277/35 0 .491/. 454	338/2 35 69.5% 93.1/1 21 276/3 60 .428/. 408	335/23 8 71% 92.3/1 23 273/36 4 .377/. 367	335/- 92.3 273 .34	280/19 1 - 1.45 .435/. 318
Brodix -8 STD FSH CARB Legal Alum	185/-	2.08/1.6 0	67	-	134/1 06 79.1 %	191/1 35 70.7% 56.2/6 7.1 167/1 99 .667/. 613	229/1 52 66.4% 67.4/7 5.6 200/2 24 .60/.5 18	233/15 9 68.2% 68.6/7 9.1 203/23 4 .488/. 433	-	-	-	-	-	197/13 8 70.1% 1.26 .421/. 324
Brodix -8 STD or SP 23 Deg Alum	194/-	2.08/1.6 0 - No Pipe	67	-	134/1 09 81.3 %	191/1 38 72.3% 56.2/6 8.6 167/2 03 .667/. 627	230/1 55 67.4% 67.7/7 7.1 201/2 28 .603/. 528	240/16 1 67.1% 70.6/8 0.1 209/23 7 .503/. 439	-	-	-	-	-	199/14 1 70.8% 1.24 .421/. 324

Brodix -8 PRO 23 Deg Alum	185/-	2.02/1.6 0 - No Pipe	67	-	134/1 06 79.1 %	191/1 35 70.7% 59.6/6 7.1 177/1 99 .687/. 613	230/1 53 66.5% 71.8/7 6.1 213/2 25 .621/. 521	240/16 0 66.7% 74.9/7 9.6 222/23 6 .518/. 436	-	-	-	-	-	199/13 9 69.7% 1.30 .409/. 324
Brodix -8 STD 23 Deg Ported ET Performan ce Alum	215/-	2.08/1.6 0 4.155	73	69/53 76.8 %	136/9 2 67.6 %	198/1 75 88.4% 58.3/8 7 173/2 58 .692/. 795	248/2 07 83.5% 73/10 3 216/3 05 .65/.7 05	283/22 7 80.2% 83.3/1 13 247/33 5 .593/. 619	287/2 37 82.6% 84.5/1 18 250/3 49 .501/. 538	290/24 0 82.8% 85.3/1 19 253/35 4 .434/. 467	-	-	-	240/19 6 81.7% 1.35 .421/. 324
Brodix -10 STD or SP 23 Deg Alum	210/-	2.08/1.6 0	67	-	145/1 09 75.2 %	195/1 39 71.3% 57.4/6 9.1 170/2 05 .681/. 631	240/1 55 64.6% 70.6/7 7.1 209/2 28 .629/. 528	253/16 1 63.6% 74.5/8 0.1 221/23 7 .53/.4 39	262/1 66 63.4% 77.1/8 2.6 228/2 45 .458/. 377	262/16 8 64.1% 77.1/8 3.6 228/24 8 .392/. 327	-	-	-	226/15 0 66.2% 1.25 .421/. 324
Brodix -10 WP SP RI 23 Deg Alum	240/-	2.125/1. 60	71	-	151/1 14 75.5 %	223/1 56 70% 62.9/7 7.6 186/2 30 .763/. 709	273/2 07 75.8% 77/10 3 228/3 05 .70/.7 05	304/23 0 75.7% 85.7/1 14 254/33 9 .624/. 627	324/2 40 74.1% 91.4/1 19 271/3 54 .554/. 545	332/24 5 73.8% 93.6/1 22 277/36 1 .487/. 477	-	-	-	268/19 9 74.2% 1.38 .430/. 324
Brodix -10 WP SP X - 231 23 Deg Alum	231/-	2.10/1.6 0	69	-	152/1 15 75.7 %	222/1 67 75.2% 64.1/8 3.1 190/2 46 .768/. 759	268/2 10 78.4% 77.4/1 04 229/3 09 .696/. 715	297/22 7 76.4% 85.7/1 13 254/33 5 .617/. 619	313/2 30 73.5% 90.4/1 14 268/3 39 .542/. 522	320/23 4 73.1% 92.4/1 16 274/34 5 .475/. 456	-	-	-	262/19 7 75.3% 1.39 .425/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix -10 WP SP X - 233 23 Deg Alum	233/-	2.125/1. 60	74	-	151/1 15 76.2 %	223/1 67 74.9% 62.9/8 3.1 186/2 46 .763/. 759	269/2 10 78.1% 75.8/1 04 225/3 09 .69/.7 15	300/22 7 75.7% 84.6/1 13 251/33 5 .616/. 619	318/2 30 72.3% 89.7/1 14 266/3 39 .544/. 522	329/23 4 71.1% 92.8/1 16 275/34 5 .482/. 456	-	-	-	265/19 7 74.4% 1.41 .430/. 324
Brodix -10 WP SP X AP 23 Deg Alum	230/-	2.125/1. 60	65	-	156/1 07 68.6 %	218/1 55 71.1% 61.5/7 7.1 182/2 28 .746/. 704	271/1 94 71.6% 76.4/9 6.5 226/2 86 .695/. 661	309/23 9 77.3% 87.1/1 19 258/35 2 .634/. 651	336/2 51 74.7% 94.7/1 25 281/3 70 .575/. 57	352/25 8 73.3% 99.3/1 28 294/38 0 .516/. 502	-	-	-	274/20 1 73.3% 1.53 .430/. 324

Brodix -10 CNC Jones Engineerin g Alum	240/-	2.125/1. 60	71	-	151/1 14 75.5 %	223/1 56 70% 62.9/7 7.6 186/2 30 .763/. 709	273/2 07 75.8% 77/10 3 228/3 05 .70/.7 05	304/23 0 75.7% 85.7/1 14 254/33 9 .624/. 627	324/2 40 74.1% 91.4/1 19 271/3 54 .554/. 545	332/24 5 73.8% 93.6/1 22 277/36 1 .487/. 477	-	-	-	268/19 9 74.2% 1.38 .430/. 324
Brodix -11 STD or SP 23 Deg Alum	221/-	2.08/1.6 0	67	-	132/1 09 82.6 %	188/1 38 73.4% 55.3/6 8.6 164/2 03 .657/. 627	232/1 55 66.8% 68.3/7 7.1 202/2 28 .608/. 528	260/16 1 61.9% 76.5/8 0.1 227/23 7 .545/. 439	256/1 66 64.8% 75.3/8 2.6 223/2 45 .447/. 377	258/16 7 64.7% 75.9/8 3.1 225/24 6 .386/. 325	-	-	-	221/14 9 67.6% 1.18 .421/. 324
Brodix -11 STD X 23 Deg 40/60 Alum	225/-	2.08/1.6 0	67	-	133/9 0 67.7 %	191/1 26 66% 56.2/6 2.7 167/1 86 .667/. 572	235/1 58 67.2% 69.2/7 8.6 205/2 33 .616/. 538	272/18 4 67.6% 80/91. 5 237/27 1 .57/.5 01	283/2 00 70.7% 83.3/9 9.5 247/2 95 .494/. 454	285/20 8 73% 83.9/1 03 249/30 7 .427/. 405	-	-	-	233/16 1 69% 1.27 .421/. 324
Brodix -11 SP X ASCS/ SUPR Alum	215/-	2.08/1.6 0	67	-	130/1 00 76.9 %	187/1 32 70.6% 55/65. 7 163/1 95 .653/. 60	232/1 62 69.8% 68.3/8 0.6 202/2 39 .608/. 552	265/18 5 69.8% 78/92 00 231/27 3 .556/. 504	267/2 01 75.3% 78.6/1 00 233/2 96 .466/. 456	270/21 0 77.8% 79.5/1 04 235/30 9 .404/. 409	-	-	-	225/16 5 73.3% 1.26 .421/. 324
Brodix -11 SP X ASCS 3V Performan ce Alum	N/A	2.08/1.6 0	N/A	74/67 90.5 %	156/1 25 80.1 %	212/1 72 81.1% 62.4/8 5.5 185/2 53 .741/. 781	255/1 93 75.7% 75/96 222/2 84 .668/. 657	272/20 1 73.9% 80/100 237/29 6 .57/.5 48	280/2 01 71.8% 82.4/1 00 244/2 96 .489/. 456	-	-	-	-	235/17 8 75.9% - .421/. 324
Brodix -11 SP X ASCS Chad Speier Worked Alum	N/A	2.08/1.6 0	N/A	-	142/-	211/- 62.1 184 .737	260/- 76.5 227 .681	290/- 85.3 253 .608	299/- 88 261 .522	292/- 85.9 255 .437	292/- 85.9 255 .383	291/- 85.6 254 .339	-	260 - .421/. 324
Brodix -11 SP X ASCS CNC smeg Alum	N/A	2.08/1.6 0	N/A	-	132/-	186/- 54.7 162 .65	235/- 69.2 205 .616	277/- 81.5 242 .581	300/- 88.3 262 .524	309/- 90.9 269 .463	310/- 91.2 270 .406	310/- 91.2 270 .361	-	257 - .421/. 324
Brodix -11 SP X 23 Deg 40/60 Alum	225/-	2.08/1.6 0	67	-	133/1 03 77.4 %	191/1 37 71.7% 56.2/6 8.1 167/2 02 .667/. 622	235/1 66 70.6% 69.2/8 2.6 205/2 45 .616/. 565	272/18 8 69.1% 80/93. 5 237/27 7 .57/.5 12	283/2 01 71% 83.3/1 00 247/2 96 .494/. 456	285/21 1 74% 83.9/1 05 249/31 1 .427/. 411	-	-	-	233/16 8 71.9% 1.27 .421/. 324
Brodix -11 KC SP X 23 Deg 40/60 Alum	231/-	2.10/1.6 0	67	-	146/1 13 77.4 %	203/1 49 73.4% 58.6/7 4.1 174/2	253/1 77 70% 73/88 216/2 61	293/19 8 67.6% 84.6/9 8.5 251/29	314/2 28 72.6% 90.7/1 13 269/3	316/23 6 74.7% 91.2/1 17 270/34	-	-	-	254/18 4 72.2% 1.37 .425/. 324

						20 .703/. 677	.657/. 603	2 .608/. 54	36 .543/. 518	8 .469/. 459				
Brodix -12 WP SP RI - 247 15 Deg CNC 40/60 Alum	247/-	2.15/1.6 0	60	-	152/1 20 78.9 %	230/1 70 73.9% 63.4/8 4.6 188/2 51 .777/. 772	284/2 16 76.1% 78.2/1 07 232/3 18 .72/.7 36	316/23 3 73.7% 87/116 258/34 3 .641/. 635	326/2 40 73.6% 89.8/1 19 266/3 54 .551/. 545	330/24 8 75.2% 90.9/1 23 269/36 5 .478/. 483	-	-	-	273/20 5 74.9% 1.34 .435/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix -12 WP SP RI - 262 15 Deg CNC 40/60 Alum	262/-	2.15/1.6 0	60	-	150/1 20 80%	228/1 70 74.6% 62.8/8 4.6 186/2 51 .771/. 772	282/2 16 76.6% 77.7/1 07 230/3 18 .715/. 736	322/23 3 72.4% 88.7/1 16 263/34 3 .653/. 635	330/2 40 72.7% 90.9/1 19 269/3 54 .558/. 545	335/24 8 74% 92.3/1 23 273/36 5 .485/. 483	-	-	-	275/20 5 74.5% 1.28 .435/. 324
Brodix -12 WP SP RI MC 15 Deg CNC 58/107 Alum	262/-	2.17/1.6 0	61	-	155/1 17 75.5 %	224/1 77 79% 60.6/8 8 179/2 61 .75/.8 04	282/2 18 77.3% 76.2/1 08 226/3 21 .708/. 743	329/23 1 70.2% 89/115 264/34 0 .661/. 63	335/2 40 71.6% 90.6/1 19 268/3 54 .561/. 545	347/24 7 71.2% 93.8/1 23 278/36 4 .498/. 481	-	-	-	279/20 5 73.6% 1.32 .439/. 324
Brodix -12 KC SP B 15 Deg CNC 40/60 Alum	287/-	2.15/1.6 0	61	-	155/1 20 77.4 %	230/1 68 73% 63.4/8 3.6 188/2 48 .777/. 763	285/2 16 75.8% 78.5/1 07 233/3 18 .723/. 736	320/23 2 72.5% 88.1/1 15 261/34 2 .649/. 632	343/2 40 70% 94.5/1 19 280/3 54 .58/.5 45	354/24 7 69.8% 97.5/1 23 289/36 4 .513/. 481	-	-	-	281/20 4 72.5% 1.23 .435/. 324
Brodix -12 STS SP WB MC 15 Deg CNC 70/125 Alum	305/-	2.20/1.6 0	69	-	159/1 06 66.7 %	233/1 45 62.2% 61.3/7 2.1 182/2 14 .77/.6 59	290/1 90 65.5% 76.3/9 4.5 226/2 80 .718/. 647	334/22 1 66.2% 87.9/1 10 260/32 6 .662/. 602	361/2 35 65.1% 95/11 7 281/3 46 .596/. 534	372/24 7 66.4% 97.9/1 23 290/36 4 .527/. 481	-	-	-	292/19 1 65.4% 1.22 .446/. 324
Brodix -12 15 Deg 288 CNC Chapman Alum	288/-	2.20/1.6 25 - No Pipe	58.5	73/51 69.9 %	163/1 12 68.7 %	238/1 73 72.7% 62.6/8 3.4 186/2 47 .786/. 774	293/2 19 74.7% 77.1/1 06 228/3 13 .726/. 735	325/23 8 73.2% 85.5/1 15 253/34 0 .644/. 639	362/2 42 66.9% 95.2/1 17 282/3 46 .598/. 541	363/25 1 69.1% 95.5/1 21 283/35 9 .514/. 481	-	-	-	291/20 6 70.8% 1.26 .446/. 329
Brodix -12X12 WP SP B - 275 12 Deg CNC Alum	275/-	2.15/1.6 0	60	-	166/1 12 67.5 %	236/1 56 66.1% 65/77. 6 193/2 30 .798/. 709	293/1 88 64.2% 80.7/9 3.5 239/2 77 .743/. 64	333/23 7 71.2% 91.7/1 18 272/34 9 .675/. 646	344/2 49 72.4% 94.8/1 24 281/3 67 .581/. 565	346/25 5 73.7% 95.3/1 27 282/37 6 .501/. 496	-	-	-	286/20 0 69.7% 1.26 .435/. 324

Brodix -12X12 WP SP B - 286 12 Deg CNC Alum	286/-	2.18/1.6 0	60	-	154/1 12 72.7 %	228/1 56 68.4% 61.1/7 7.6 181/2 30 .76/.7 09	289/1 88 65.1% 77.4/9 3.5 229/2 77 .723/. 64	334/23 7 71% 89.5/1 18 265/34 9 .668/. 646	357/2 49 69.7% 95.6/1 24 283/3 67 .595/. 565	360/25 5 70.8% 96.4/1 27 286/37 6 .514/. 496	-	-	-	287/20 0 69.5% 1.26 .441/. 324
Brodix -12X12 WP SP B - 296 12 Deg CNC Alum	296/-	2.18/1.6 0	60	-	165/1 12 67.9 %	230/1 56 67.8% 61.6/7 7.6 183/2 30 .767/. 709	291/1 88 64.6% 78/93. 5 231/2 77 .728/. 64	338/23 7 70.1% 90.6/1 18 268/34 9 .676/. 646	358/2 49 69.6% 95.9/1 24 284/3 67 .597/. 565	376/25 5 67.8% 101/12 7 298/37 6 .537/. 496	-	-	-	293/20 0 68.1% 1.27 .441/. 324
Brodix -12X12 WP SP B - 299 12 Deg CNC Alum	299/-	2.20/1.6 0	60	-	154/1 19 77.3 %	228/1 58 69.3% 60/78. 6 178/2 33 .753/. 718	290/2 16 74.5% 76.3/1 07 226/3 18 .718/. 736	343/24 5 71.4% 90.2/1 22 267/36 1 .68/.6 68	375/2 54 67.7% 98.6/1 26 292/3 74 .619/. 577	388/25 8 66.5% 102/12 8 302/38 0 .549/. 502	399/2 63 65.9% 105/1 31 311/3 88 .494/. 448	-	-	311/21 6 69.5% 1.33 .446/. 324
Brodix -12X12 15 Deg 272 CNC Chapman Alum	272/-	2.18/1.6 25 - No Pipe	56	73/54 74%	160/1 09 68.1 %	234/1 71 73.1% 62.7/8 2.5 186/2 44 .78/.7 65	292/2 10 71.9% 78.2/1 01 232/3 00 .73/.7 04	330/23 2 70.3% 88.4/1 12 262/33 1 .66/.6 23	355/2 41 67.9% 95.1/1 16 282/3 44 .592/. 539	359/25 0 69.6% 96.2/1 21 285/35 7 .513/. 479	368/2 55 69.3% 98.6/1 23 292/3 64 .46/.4 28	-	-	300/21 0 70% 1.35 .441/. 329
Brodix -12X12 15 Deg 292 CNC Chapman Alum	292/-	2.20/1.6 25 - No Pipe	61.5	73/54 74%	151/1 09 72.2 %	224/1 71 76.3% 58.9/8 2.5 175/2 44 .74/.7 65	287/2 10 73.2% 75.5/1 01 224/3 00 .711/. 704	337/23 2 68.8% 88.7/1 12 263/33 1 .668/. 623	365/2 41 66% 96/11 6 285/3 44 .603/. 539	383/25 0 65.3% 101/12 1 299/35 7 .542/. 479	393/2 55 64.9% 103/1 23 306/3 64 .487/. 428	-	-	306/21 0 68.6% 1.35 .446/. 329
Brodix -13 KC 13 Deg Ported 85/134 Alum	283/-	2.18/1.6 25	47	-	159/1 13 71.1 %	239/1 64 68.6% 64/79. 1 190/2 34 .797/. 733	307/2 13 69.4% 82.2/1 03 244/3 04 .768/. 714	352/23 6 67% 94.3/1 14 279/33 7 .704/. 633	359/2 47 68.8% 96.2/1 19 285/3 53 .598/. 552	364/25 8 70.9% 97.5/1 24 289/36 9 .52/.4 94	370/2 63 71.1% 99.1/1 27 294/3 76 .463/. 441	-	-	307/21 3 69.5% 1.31 .441/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix -15 WP SP / STD 15 Deg Ported 58/107 Alum	267/-	2.18/1.6 25	51	-	156/1 11 71.2 %	225/1 64 72.9% 60.3/7 9.1 179/2 34 .75/.7 33	275/2 23 81.1% 73.7/1 08 218/3 19 .688/. 748	327/24 5 74.9% 87.6/1 18 260/35 0 .654/. 657	358/2 54 70.9% 95.9/1 22 284/3 63 .597/. 568	362/25 9 71.5% 97/125 287/37 0 .517/. 496	-	-	-	284/20 9 73.8% 1.36 .441/. 329

Brodix 15 Deg CNC Alum	262/-	2.15/1.6 0	60	-	153/1 20 78.4 %	228/1 70 74.6% 62.8/8 4.6 186/2 51 .771/. 772	282/2 16 76.6% 77.7/1 07 230/3 18 .715/. 736	322/23 3 72.4% 88.7/1 16 263/34 3 .653/. 635	332/2 40 72.3% 91.4/1 19 271/3 54 .561/. 545	340/25 2 74.1% 93.7/1 25 277/37 1 .493/. 491	-	-	-	276/20 5 74.3% 1.30 .435/. 324
Brodix 15 Deg CNC Jones Engineerin g Alum	261/-	2.18/1.6 0	51	-	156/1 11 71.2 %	225/1 64 72.9% 60.3/8 1.6 179/2 42 .75/.7 45	275/2 23 81.1% 73.7/1 11 218/3 29 .688/. 76	327/24 5 74.9% 87.6/1 22 260/36 1 .654/. 668	358/2 54 70.9% 95.9/1 26 284/3 74 .597/. 577	362/25 9 71.5% 97/129 2 287/38 .517/. 504	-	-	-	284/20 9 73.8% 1.39 .441/. 324
Brodix 15 Deg CNC Rons Porting Service Alum	297/-	2.20/1.6 0	69	-	155/1 25 80.6 %	230/1 75 76.1% 60.5/8 7 179/2 58 .76/.7 95	290/2 10 72.4% 76.3/1 04 226/3 09 .718/. 715	340/23 2 68.2% 89.4/1 15 265/34 2 .674/. 632	375/2 41 64.3% 98.6/1 20 292/3 55 .619/. 547	386/25 1 65% 102/12 5 301/37 0 .546/. 489	-	-	-	296/20 6 69.5% 1.30 .446/. 324
Brodix -16 KC STD 16 Deg 58/107 Alum	269/-	2.18/1.6 25	49	-	142/1 19 83.8 %	211/1 61 76.3% 56.5/7 7.6 167/2 30 .703/. 72	277/1 98 71.5% 74.2/9 5.5 220/2 83 .693/. 664	332/23 3 70.2% 88.9/1 12 264/33 3 .664/. 625	367/2 52 68.7% 98.3/1 22 291/3 60 .612/. 563	379/26 1 68.9% 102/12 6 301/37 3 .541/. 50	-	-	-	285/20 4 71.7% 1.41 .441/. 329
Brodix 16 Deg CNC Jones Engineerin g Alum	267/-	2.18/1.6 0	48	-	161/1 01 62.7 %	231/1 49 64.5% 61.9/7 4.1 183/2 20 .77/.6 77	291/2 11 72.5% 78/10 5 231/3 11 .728/. 719	337/23 7 70.3% 90.3/1 18 268/34 9 .674/. 646	360/2 53 70.3% 96.4/1 26 286/3 73 .60/.5 75	371/26 3 70.9% 99.4/1 31 295/38 8 .53/.5 12 456	-	-	-	304/21 2 69.7% 1.40 .441/. 324
Brodix -18 STD X 18 Deg 40/60 Alum	244/-	2.14/1.6 0	68	-	157/1 06 67.5 %	212/1 45 68.4% 58.9/7 2.1 175/2 14 .72/.6 59	260/1 79 68.8% 72.3/8 9 214/2 64 .662/. 61	303/19 5 64.4% 84.2/9 7 250/28 7 .617/. 531	319/2 05 64.3% 88.7/1 02 263/3 02 .542/. 466	325/21 1 64.9% 90.4/1 05 268/31 1 .473/. 411	-	-	-	263/17 4 66.1% 1.33 .433/. 324
Brodix -18 STD X 18 Deg M2 Race Systems CNC 40/60 Alum	254/-	2.14/1.6 0 4.125	68	-	145/1 10 75.9 %	214/1 54 72% 59.5/7 6.6 176/2 27 .727/. 699	261/2 06 78.9% 72.6/1 02 215/3 04 .665/. 702	303/22 4 73.9% 84.2/1 11 250/33 0 .617/. 61	328/2 31 70.4% 91.2/1 15 270/3 40 .557/. 525	336/23 7 70.5% 93.4/1 18 277/34 9 .489/. 461	-	-	-	265/19 4 73.2% 1.32 .433/. 324

Brodix -18 SP X 18 Deg 40/60 Alum	244/-	2.14/1.6 0	68	-	157/1 22 77.7 %	212/1 64 77.4% 58.9/8 1.6 175/2 42 .72/.7 45	260/2 00 76.9% 72.3/9 9.5 214/2 95 .662/. 681	303/21 7 71.6% 84.2/1 08 250/32 0 .617/. 591	319/2 26 70.8% 88.7/1 12 263/3 33 .542/. 513	325/23 3 71.7% 90.4/1 16 268/34 3 .473/. 454	-	-	-	263/19 4 73.7% 1.33 .433/. 324
Brodix -18 SP X 18 Deg CNC M2 Race Systems 40/60 Alum	253/-	2.14/1.6 0 4.125	68	-	145/1 19 82.1 %	214/1 58 73.8% 59.5/7 8.6 176/2 33 .727/. 718	261/1 96 75.1% 72.6/9 7.5 215/2 89 .665/. 668	303/23 2 76.6% 84.2/1 15 250/34 2 .617/. 632	328/2 43 74.1% 91.2/1 21 270/3 58 .557/. 552	336/25 0 74.4% 93.4/1 24 277/36 8 .489/. 487	-	-	-	265/20 0 75.5% 1.33 .433/. 324
Brodix -18 SP X 18 Deg Ported Jason 40/60 Alum	258/-	2.15/1.6 0	N/A	-	144/1 27 88.2 %	203/1 75 86.2% 55.9/8 7 166/2 58 .686/. 795	261/2 16 82.8% 71.9/1 07 213/3 18 .662/. 736	306/23 3 76.1% 84.3/1 16 250/34 3 .621/. 635	334/2 40 71.9% 92/11 9 273/3 54 .564/. 545	351/24 5 69.8% 96.7/1 22 286/36 1 .508/. 477	359/2 48 69.1% 98.9/1 23 293/3 65 .455/. 422	-	-	280/21 2 75.8% 1.39 .435/. 324
Brodix -18 SP 18 Deg 262 CNC Chapman 40/60 Alum	262/-	2.15/1.6 25 - No Pipe	56	72/52 72.2 %	161/1 08 67.1 %	225/1 74 77.3% 62/83. 9 184/2 49 .761/. 778	273/2 23 81.7% 75.2/1 08 223/3 19 .692/. 748	314/24 6 78.3% 86.5/1 19 256/35 1 .637/. 66	335/2 57 76.7% 92.3/1 24 273/3 67 .566/. 575	348/26 3 75.6% 95.9/1 27 284/37 6 .504/. 504	-	-	-	276/21 2 76.8% 1.33 .435/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix -18 WP SP C 18 Deg CNC 58/107 Alum	254/-	2.18/1.6 25	56	-	157/1 12 71.3 %	230/1 67 72.6% 61.6/8 0.5 183/2 39 .767/. 747	280/2 09 74.6% 75/10 1 222/2 99 .70/.7 01	329/22 7 69% 88.1/1 09 261/32 4 .658/. 609	360/2 38 66.1% 96.4/1 15 286/3 40 .60/.5 32	367/24 5 66.8% 98.3/1 18 291/35 0 .524/. 47	-	-	-	287/20 0 69.5% 1.44 .441/. 329
Brodix -18 KC SP C 18 Deg 58/107 Alum	254/-	2.18/1.6 25	56	-	163/1 19 73%	232/1 72 74.1% 62.2/8 2.9 184/2 46 .773/. 769	288/2 14 74.3% 77.2/1 03 229/3 06 .72/.7 18	335/23 3 69.6% 89.8/1 12 266/33 3 .67/.6 25	351/2 42 68.9% 94/11 7 279/3 46 .585/. 541	360/25 0 69.4% 96.4/1 21 286/35 7 .514/. 479	-	-	-	288/20 5 71.1% 1.42 .441/. 329
Brodix -18 WP SP C AP 18 Deg CNC 58/107 Alum	266/-	2.18/1.6 25	56	-	154/1 34 87%	224/1 75 78.1% 60/84. 4 178/2 50 .747/. 783	278/2 41 86.7% 74.5/1 16 221/3 44 .695/. 808	328/26 1 79.6% 87.9/1 26 260/37 3 .656/. 70	369/2 70 73.2% 98.9/1 30 293/3 86 .615/. 604	395/27 4 69.4% 106/13 2 314/39 1 .564/. 525	-	-	-	291/22 6 77.5% 1.48 .441/. 329

Brodix 18 Deg Busch Ported ET Performan ce Alum	257/-	2.15/1.6 0 4.03	52.5	74/49 66.2 %	159/1 14 71.7 %	231/1 77 76.6% 63.6/8 8 189/2 61 .781/. 804	288/2 19 76% 79.3/1 09 235/3 23 .73/.7 46	323/23 8 73.7% 89/118 264/35 1 .655/. 649	340/2 46 72.4% 93.7/1 22 277/3 63 .575/. 559	-	-	-	-	268/19 9 74.1% 1.32 .435/. 324
Brodix 18 Deg Ported ET Performan ce Alum	260/-	2.14/1.6 0 4.155	52.5	71/54 76.1 %	143/1 06 74.1 %	220/1 59 72.3% 61.2/7 9.1 181/2 34 .747/. 722	283/2 13 75.3% 78.7/1 06 233/3 14 .721/. 726	326/23 9 73.3% 90.6/1 19 269/35 2 .664/. 651	349/2 51 71.9% 97/12 5 287/3 70 .593/. 57	356/25 7 72.2% 99/128 293/37 9 .518/. 50	362/2 64 72.9% 101/1 31 298/3 89 .461/. 45	-	-	291/21 3 73% 1.39 .433/. 324
Brodix 18 Deg CNC Rons Porting Service 262 Alum	262/-	2.18/1.6 25	53	-	156/1 29 82.7 %	225/1 88 83.6% 60.3/9 0.6 179/2 69 .75/.8 41	281/2 32 82.6% 75.3/1 12 223/3 31 .703/. 778	331/24 3 73.4% 88.7/1 17 263/34 7 .662/. 652	350/2 48 70.9% 93.8/1 20 278/3 54 .583/. 555	360/25 0 69.4% 96.4/1 21 286/35 7 .514/. 479	362/2 52 69.6% 97/12 2 287/3 60 .453/. 423	-	-	295/22 0 74.7% 1.38 .441/. 329
Brodix 18 Deg CNC Rons Porting Service 278 Alum	278/-	2.18/1.6 25	53	-	150/1 25 83.3 %	220/1 80 81.8% 58.9/8 6.8 175/2 57 .733/. 805	281/2 24 79.7% 75.3/1 08 223/3 20 .703/. 751	331/24 0 72.5% 88.7/1 16 263/34 3 .662/. 644	362/2 48 68.5% 97/12 0 287/3 54 .603/. 555	380/25 1 66.1% 102/12 1 302/35 9 .543/. 481	385/2 54 66% 103/1 22 306/3 63 .481/. 426	-	-	301/21 7 72.2% 1.38 .441/. 329
Brodix 18 Deg CNC AP Alum	266/-	2.18/1.6 25	57	-	154/1 13 73.4 %	224/1 62 72.3% 60/78. 1 178/2 31 .747/. 724	278/2 24 80.6% 74.5/1 08 221/3 20 .695/. 751	328/24 1 73.5% 87.9/1 16 260/34 4 .656/. 647	369/2 48 67.2% 98.9/1 20 293/3 54 .615/. 555	395/25 4 64.3% 106/12 2 314/36 3 .564/. 487	-	-	291/20 7 71.1% 1.48 .441/. 329	
Brodix Track 1 Alum CHP	N/A	2.08/1.6 0	N/A	60/48 80%	115/1 06 92.2 %	166/1 47 88.6% 48.9/7 3.1 145/2 17 .58/.6 68	209/1 78 85.2% 61.5/8 8.5 182/2 62 .548/. 606	246/19 1 77.6% 72.4/9 5 215/28 1 .516/. 521	267/2 00 74.9% 78.6/9 9.5 233/2 95 .466/. 454	-	-	-	-	201/16 4 82% - .421/. 324
Brodix Track 1 Alum	215/-	2.08/1.6 0	69	-	128/1 11 86.7 %	183/1 49 81.4% 53.9/7 4.1 160/2 20 .639/. 677	229/1 79 78.2% 67.4/8 9 200/2 64 .60/.6 1	268/19 3 72% 78.9/9 6 234/28 4 .562/. 526	269/2 07 77% 79.2/1 03 235/3 05 .47/.4 7	-	-	-	-	215/16 8 77.9% 1.25 .421/. 324

Brodirx Track 1 227 CNC Out of Box Weingartn er Racing	227/- 0 4.125 No Pipe	2.08/1.6 0 4.125 No Pipe	N/A	70/58 82.9 %	146/1 14 78.1 %	214/1 63 76.2% 63/81. 1 187/2 40 .748/. 74	268/2 05 76.5% 78.9/1 02 234/3 02 .702/. 698	298/22 1 74.2% 87.7/1 10 260/32 6 .625/. 602	312/2 27 72.8% 91.8/1 13 272/3 35 .545/. 516	318/23 5 73.9% 93.6/1 17 277/34 6 .476/. 457	-	-	-	259/19 4 74.9% 1.40 .421/. 324
Brodirx Track 1 23 Deg Ported Alum	215/-	2.08/1.6 0	68	-	147/1 10 74.8 %	213/1 42 66.7% 62.7/7 0.6 186/2 09 .744/. 645	258/1 80 69.8% 75.9/8 9.5 225/2 65 .676/. 613	288/21 3 74% 84.8/1 06 251/31 4 .604/. 58	290/2 25 77.6% 85.3/1 12 253/3 32 .507/. 511	294/23 1 78.6% 86.5/1 15 256/34 0 .44/.4 5	-	-	-	248/18 4 73.9% 1.37 .421/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodirx Track 1 23 Deg CNC M2 Race Systems Alum	215/-	2.08/1.6 0 4.03	68	-	151/1 16 76.8 %	219/1 50 68.5% 64.5/7 4.6 191/2 21 .765/. 681	263/1 85 70.3% 77.4/9 2 229/2 73 .689/. 63	291/20 8 71.5% 85.6/1 03 254/30 7 .61/.5 67	294/2 19 74.5% 86.5/1 09 256/3 23 .514/. 497	296/22 7 76.7% 87.1/1 13 258/33 5 .443/. 442	-	-	-	252/18 4 73% 1.38 .421/. 324
Brodirx Track 1 23 Deg CNC M2 Race Systems Alum	227/-	2.08/1.6 0 4.125	68	-	145/1 16 80%	207/1 50 72.5% 60.9/7 4.6 181/2 21 .723/. 681	260/1 85 71.2% 76.5/9 2 227/2 73 .681/. 63	297/20 8 70% 87.4/1 03 259/30 7 .623/. 567	305/2 19 71.8% 89.8/1 09 266/3 23 .533/. 497	309/22 7 73.5% 90.9/1 13 269/33 5 .463/. 442	-	-	-	254/18 4 72.6% 1.36 .421/. 324
Brodirx Track 1 23 Deg Alum	221/-	2.08/1.6 0	67	-	124/1 03 83.1 %	179/1 38 77.1% 52.7/6 8.6 156/2 03 .625/. 627	228/1 64 71.9% 67.1/8 1.6 199/2 42 .597/. 559	264/17 8 67.4% 77.7/8 8.5 230/26 2 .553/. 485	276/1 86 67.4% 81.2/9 2.5 241/2 74 .482/. 422	279/19 0 68.1% 82.1/9 4.5 243/28 0 .418/. 37	-	-	-	225/16 0 71% 1.26 .421/. 324
Brodirx Track 1 23 Deg Ported BHPerform ace Alum	N/A	- - No Pipe	N/A	68/60 88.2 %	134/1 15 85.8 %	198/1 62 81.8% -	257/1 92 74.7% -	301/20 6 68.4% -	318/2 18 68.6% -	330/22 7 68.8% -	-	-	-	256/18 7 72.8%
Brodirx Track 1X 23 Deg 40/60 Alum	222/-	2.10/1.6 0	68	-	152/1 13 74.3 %	213/1 52 71.4% 61.5/7 5.6 182/2 24 .737/. 69	262/1 73 66% 75.6/8 6 224/2 55 .68/.5 89	285/18 5 64.9% 82.3/9 2 244/27 3 .592/. 504	287/1 92 66.9% 82.9/9 5.5 246/2 83 .497/. 436	292/19 5 66.8% 84.3/9 7 250/28 7 .433/. 38	-	-	-	249/16 8 67.7% 1.32 .425/. 324

Brodirx Track 1X 23 Deg CNC 40/60 Rons Porting Service Alum	236/-	2.125/1. 60	69	-	155/1 19 76.8 %	224/1 63 72.8% 63.2/8 1.1 187/2 40 .766/. 74	279/1 94 69.5% 78.7/9 6.5 233/2 86 .716/. 661	308/21 0 68.2% 86.8/1 04 257/30 9 .632/. 572	326/2 26 69.3% 91.9/1 12 272/3 33 .557/. 513	331/23 5 71% 93.3/1 17 277/34 6 .485/. 457	333/2 42 72.7% 93.9/1 20 278/3 57 .427/. 412	-	-	279/19 8 71% 1.41 .430/. 324
Brodirx Track 1 40/60 Valve Spacing 23 Deg Alum	N/A	2.125/1. 60	N/A	-	138/1 06 76.8 %	199/1 45 72.9% 56.1/7 2.1 166/2 14 .681/. 659	253/1 82 71.9% 71.3/9 0.5 211/2 68 .649/. 62	294/20 9 71.1% 82.9/1 04 246/30 8 .603/. 57	318/2 24 70.4% 89.7/1 11 266/3 30 .544/. 509	325/23 3 71.7% 91.6/1 16 272/34 3 .476/. 454	-	-	255/18 3 72% - .430/. 324	
Brodirx STS Track 1 23 Deg Alum	215/-	2.08/1.6 0	68	-	150/1 16 77.3 %	213/1 50 70.4% 62.7/7 4.6 186/2 21 .744/. 681	258/1 85 71.7% 75.9/9 2 225/2 73 .676/. 63	285/20 8 73% 83.9/1 03 249/30 7 .597/. 567	303/2 19 72.3% 89.2/1 09 264/3 23 .529/. 497	305/22 7 74.4% 89.8/1 13 266/33 5 .457/. 442	-	-	252/18 4 73% 1.42 .421/. 324	
Brodirx KC Track 1 23 Deg Alum	227/-	2.08/1.6 0	68	-	154/1 16 75.3 %	223/1 50 67.3% 65.6/7 4.6 194/2 21 .779/. 681	270/1 85 68.5% 79.5/9 2 235/2 73 .708/. 63	303/20 8 68.6% 89.2/1 03 264/30 7 .635/. 567	312/2 19 70.2% 91.8/1 09 272/3 23 .545/. 497	316/22 7 71.8% 93/113 276/33 5 .473/. 442	-	-	263/18 4 70% 1.39 .421/. 324	
Brodirx STS Track 1 23 Deg CNC I-50 E-45 40/60 Alum	233/-	2.125/1. 60	68	-	139/1 06 76.3 %	200/1 45 72.5% 56.4/7 2.1 167/2 14 .684/. 659	254/1 81 71.3% 71.6/9 0 212/2 67 .651/. 617	296/20 9 70.6% 83.5/1 04 247/30 8 .607/. 57	319/2 24 70.2% 89.9/1 11 267/3 30 .545/. 509	326/23 3 71.5% 91.9/1 16 272/34 3 .478/. 454	-	-	256/18 3 71.6% 1.40 .430/. 324	
Brodirx JJ 180 23 Deg Alum	180/-	2.02/1.6 0	67	-	138/9 7 70.3 %	194/1 29 66.5% 60.5/6 4.2 179/1 90 .698/. 586	234/1 55 66.2% 73/77. 1 216/2 28 .631/. 528	243/17 1 70.4% 75.8/8 5 225/25 2 .525/. 466	245/1 79 73.1% 76.4/8 9 227/2 64 .441/. 407	-	-	-	-	211/14 6 69.4% 1.36 .409/. 324
Brodirx JJ 200 23 Deg Alum	200/-	2.05/1.6 0	67	-	125/9 7 77.6 %	182/1 29 70.9% 55.1/6 4.2 163/1 90 .645/. 586	227/1 55 68.3% 68.8/7 7.1 204/2 28 .604/. 528	260/17 1 65.8% 78.8/8 5 233/25 2 .553/. 466	266/1 79 67.3% 80.6/8 9 239/2 64 .471/. 407	-	-	-	-	212/14 6 69% 1.33 .415/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average

Brodix JJ 210 CNC 23 Deg Alum	210/-	2.08/1.6 0	76	-	148/1 10 74.3 %	217/1 66 76.5% 63.9/8 2.6 189/2 45 .758/. 754	260/2 00 76.9% 76.5/9 9.5 227/2 95 .681/. 681	278/21 4 77% 81.8/1 06 242/31 5 .583/. 583	284/2 19 77.1% 83.6/1 09 248/3 23 .496/. 497	287/22 4 78% 84.5/1 11 250/33 0 .43/.4 36	-	-	-	246/18 9 76.9% 1.37 .421/. 324
Brodix IK 180 23 Deg Alum	180/-	2.02/1.6 0	64/70	-	138/1 12 81.2 %	188/1 49 79.3% 58.7/7 4.1 174/2 20 .676/. 677	234/1 67 71.4% 73/83. 1 216/2 46 .631/. 569	243/17 5 72% 75.8/8 7 225/25 8 .525/. 477	245/1 78 72.7% 76.4/8 8.5 227/2 62 .441/. 404	-	-	-	-	210/15 6 74.5% 1.36 .409/. 324
Brodix IK 200 23 Deg Alum	200/-	2.02/1.6 0	64/70	-	123/1 00 81.3 %	181/1 45 80.1% 56.5/7 2.1 167/2 14 .651/. 659	230/1 64 71.3% 71.8/8 1.6 213/2 42 .621/. 559	253/17 1 67.6% 78.9/8 5 234/25 2 .546/. 466	261/1 76 67.4% 81.4/8 7.5 241/2 59 .469/. 40	262/17 7 67.6% 81.8/8 8 242/26 1 .404/. 345	-	-	-	218/15 6 71.2% 1.31 .409/. 324
Brodix IK 200 23 Deg Out of Box Weingartn er Racing Alum	200/-	2.02/1.6 0 4.155 No Pipe	N/A	62/46 74.2 %	125/9 4 75.2 %	171/1 34 78.4% 53.4/6 6.6 158/1 97 .615/. 609	223/1 57 70.4% 69.6/7 8.1 206/2 31 .602/. 535	235/16 6 70.6% 73.3/8 2.6 217/24 5 .507/. 452	260/1 72 66.2% 81.1/8 5.5 240/2 53 .468/. 391	262/17 3 66% 81.8/8 6 242/25 5 .404/. 337	-	-	-	213/14 9 70.2% 1.31 .409/. 324
Brodix IK 210 23 Deg Ported Alum	210/-	2.08/1.6 0	75	-	148/1 10 74.3 %	217/1 66 76.5% 63.9/8 2.6 189/2 45 .758/. 754	260/2 00 76.9% 76.5/9 9.5 227/2 95 .681/. 681	278/21 4 77% 81.8/1 06 242/31 5 .583/. 583	284/2 19 77.1% 83.6/1 09 248/3 23 .496/. 497	287/22 4 78% 84.5/1 11 250/33 0 .43/.4 36	-	-	-	246/18 9 76.9% 1.37 .421/. 324
Brodix RR 180 23 Deg Alum	180/-	2.02/1.6 0	64/67	-	138/9 7 70.3 %	194/1 29 66.5% 60.5/6 4.2 179/1 90 .698/. 586	234/1 55 66.2% 73/77. 1 216/2 28 .631/. 528	243/17 1 70.4% 75.8/8 5 225/25 2 .525/. 466	245/1 79 73.1% 76.4/8 9 227/2 64 .441/. 407	-	-	-	-	211/14 6 69.4% 1.36 .409/. 324
Brodix RR 180 23 Deg CNC CC Alum	180/-	2.02/1.6 0	64/67	-	142/1 13 79.6 %	199/1 53 76.9% 62.1/7 6.1 184/2 25 .716/. 695	238/1 71 71.8% 74.3/8 5 220/2 52 .642/. 583	241/17 9 74.3% 75.2/8 9 223/26 4 .52/.4 88	241/1 84 76.3% 75.2/9 1.5 223/2 71 .434/. 418	-	-	-	-	212/16 0 75.4% 1.34 .409/. 324

Brodix RR 200 23 Deg Alum	200/-	2.055/1.60	64/67	-	125/97 77.6 %	182/129 70.9% 54.9/64.2 163/190 .644/.586	227/155 68.3% 68.4/77.1 203/228 .602/.528	260/171 65.8% 78.4/85 232/252 .552/.466	266/179 67.3% 80.2/89 238/264 .47/.407	-	-	-	-	212/146 69% 1.33 .416/.324
Brodix RR 200 23 Deg CNC CC Alum	200/-	2.055/1.60	64/67	-	141/113 80.1 %	221/153 69.2% 66.6/76.1 197/225 .782/.695	242/171 70.7% 73/85 216/252 .642/.583	265/179 67.5% 79.9/89 237/264 .562/.488	272/183 67.3% 82/91 243/270 .481/.416	-	-	-	-	228/160 70% 1.36 .416/.324
Brodix CV SP 265 Alum	265/-	2.20/1.60	54	-	159/109 68.6 %	232/145 62.5% 61/72.1 181/214 .766/.659	293/188 64.2% 77.1/93.5 228/277 .726/.64	347/221 63.7% 91.3/110 270/326 .688/.602	379/237 62.5% 99.7/118 295/349 .626/.538	395/244 61.8% 104/121 308/360 .559/.475	-	-	-	301/191 63.4% 1.49 .446/.324
Brodix CV SP 330 Alum	330/-	2.25/1.60	54	-	165/116 70.3 %	243/158 65% 61.1/78.6 181/233 .785/.718	305/193 63.3% 76.7/96 227/284 .739/.657	350/234 66.9% 88/116 261/345 .678/.638	376/245 65.2% 94.6/122 280/361 .607/.556	392/254 64.8% 98.6/126 292/374 .543/.494	-	-	-	305/200 65.5% 1.19 .456/.324
Brodix 13 Deg CNC Jones Engineerin g Alum	282/-	2.18/1.60	43	-	158/110 69.6 %	234/156 66.7% 62.7/77.6 186/230 .78/.709	302/219 72.5% 80.9/109 240/323 .755/.746	349/243 69.6% 93.5/121 277/358 .698/.662	371/260 70.1% 99.4/129 295/383 .618/.59	377/267 70.8% 101/133 299/393 .539/.52	385/271 70.4% 103/135 306/399 .481/.462	-	-	311/218 70.1% 1.37 .441/.324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix BP AK 13 Deg 270 95/150 Alum	270/-	2.18/1.60	52	-	154/110 71.4 %	236/161 68.2% 63.2/80.1 187/237 .787/.731	298/213 71.5% 79.8/106 237/314 .745/.726	333/238 71.5% 89.2/118 264/351 .666/.649	361/248 68.7% 96.7/123 287/365 .602/.563	376/258 68.6% 101/128 298/380 .537/.502	-	-	-	293/205 69.9% 1.39 .441/.324
Brodix BP AK 13 Deg 285 95/150 Alum	285/-	2.18/1.60	52	-	157/110 70.1 %	239/161 67.4% 64/80.1 190/237 .797/.731	298/213 71.5% 79.8/106 237/314 .745/.726	339/238 70.2% 90.8/118 269/351 .678/.649	369/248 67.2% 98.9/123 293/365 .615/.563	382/258 67.5% 102/128 303/380 .546/.502	-	-	-	297/205 68.8% 1.34 .441/.324

Brodix WP LM 12 Deg 85/134 Alum	300/-	2.18/1.625	49	-	155/111 71.6%	236/155 65.7% 63.2/74.7 187/21 .787/.693	305/215 70.5% 81.7/104 242/307 .763/.721	352/243 69% 94.3/117 279/347 .704/.652	375/254 67.7% 100/122 298/363 .625/.568	384/263 68.5% 103/127 305/376 .549/.504	387/270 69.8% 104/130 307/386 .484/.453	-	-	313/216 68.9% 1.29 .441/.329
Brodix BD 1000 12 Deg 275 Weld Tech Alum	275/-	2.15/1.60	67	-	166/112 67.5%	236/156 66.1% 65/77.6 193/230 .798/.709	293/188 64.2% 80.7/93.5 239/277 .743/.64	333/237 71.2% 91.7/118 272/349 .675/.646	344/249 72.4% 94.8/124 281/367 .581/.565	346/255 73.7% 95.3/127 282/376 .501/.496	-	-	-	286/200 69.7% 1.26 .435/.324
Brodix BD 1000 12 Deg 286 Weld Tech Alum	286/-	2.18/1.60	67	-	154/112 72.7%	228/156 68.4% 61.1/77.6 181/230 .76/.709	289/188 65.1% 77.4/93.5 229/277 .723/.64	334/237 71% 89.5/118 265/349 .668/.646	357/249 69.7% 95.6/124 283/367 .595/.565	360/255 70.8% 96.4/127 286/376 .514/.496	-	-	-	287/200 69.5% 1.26 .441/.324
Brodix BD 1010 12 / 13.5 Deg CNC 58/125 Alum	299/-	2.20/1.60	64	-	152/117 77%	229/162 70.7% 60.2/80.6 178/239 .756/.736	292/220 75.3% 76.8/109 228/324 .723/.749	343/245 71.4% 90.2/122 267/361 .68/.68	375/255 68% 98.6/127 292/376 .619/.579	388/260 67% 102/129 302/383 .549/.506	-	-	-	297/210 70.8% 1.30 .446/.324
Brodix BD 1010 12 Deg CNC Jones Engineering 58/125 Alum	282/-	2.18/1.60	44	-	153/110 71.9%	231/162 70.1% 61.9/80.6 183/239 .77/.736	295/221 74.9% 79/110 234/326 .738/.753	342/243 71.1% 91.6/121 271/358 .684/.662	370/252 68.1% 99.1/125 294/371 .617/.572	392/258 65.8% 105/128 311/380 .56/.502	399/261 65.4% 107/130 317/385 .499/.445	-	-	312/215 69.1% 1.41 .441/.324
Brodix BD 2000 12 / 13.5 Deg CNC 85/125 Alum	285/-	2.20/1.58	74	-	157/109 69.4%	238/152 63.9% 62.6/77.5 186/230 .786/.699	302/205 67.9% 79.4/105 235/310 .748/.707	353/232 65.7% 92.9/118 275/351 .70/.64	381/241 63.3% 100/123 297/364 .629/.554	399/250 62.7% 105/128 311/378 .565/.493	-	-	-	305/198 65% 1.40 .446/.320
Brodix BD 2000 CNC Out of Box - Darin Morgan SF600 85/125 Alum	N/A	2.20/1.60 - No Pipe	N/A	-	168/104 61.9%	237/141 59.5% 62.3/70.1 185/208 .783/.64	301/194 64.5% 79.2/96.5 235/286 .746/.661	344/223 64.8% 90.5/111 268/329 .682/.608	377/237 62.9% 99.2/118 294/349 .623/.538	400/241 60.3% 105/120 312/355 .566/.469	397/242 61% 104/120 309/357 .492/.412	381/244 64% 100/121 297/360 .42/.369	380/245 64.5% 100/122 296/361 .377/.334	332/208 62.7% - .446/.324
Brodix BD 2000 Ported TEA 85/125 Alum	285/-	-	N/A	73/59 80.8%	159/115 72.3%	230/187 81.3% -	290/254 87.6% -	342/277 81% -	371/289 77.9% -	391/295 75.4% -	399/301 75.4% -	-	-	312/245 78.7% 1.40

Brodix BD 2300 13.5 Deg CNC 95/150 Alum	311/-	2.23/1.6 0	49	-	150/1 13 75.3 %	223/1 64 73.5% 57.1/8 1.6 169/2 42 .727/. 745	275/2 19 79.6% 70.4/1 09 209/3 23 .672/. 746	331/24 6 74.3% 84.7/1 22 251/36 3 647/. 67	382/2 56 67% 97.8/1 27 290/3 77 .622/. 581	401/26 0 64.8% 103/12 9 304/38 3 .56/.5 06	417/2 67 64% 107/1 33 316/3 93 .51/.4 55	-	-	311/21 8 70% 1.34 .452/. 324
Brodix BD 2300 13.5 Deg CNC Jones Engineerin g 95/125 Alum	312/-	2.20/1.6 0	49	-	137/1 13 82.5 %	226/1 64 72.6% 59.5/8 1.6 176/2 42 .747/. 745	304/2 19 72% 80/10 9 237/3 23 .753/. 746	363/24 6 67.8% 95.5/1 22 283/36 3 .719/. 67	394/2 56 65% 104/1 27 307/3 77 .651/. 581	410/26 2 63.9% 108/13 0 320/38 6 .58/.5 1	421/2 67 63.4% 111/1 33 328/3 93 .522/. 455	-	-	322/21 8 67.7% 1.35 .446/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Brodix WP BD 4510 12 Deg 4.5 BS CNC 88/184 Alum	292/-	2.20/1.6 0	50	-	159/1 14 71.7 %	243/1 55 63.8% 63.9/7 7.1 189/2 28 .803/. 704	307/1 96 63.8% 80.8/9 7.5 239/2 89 .761/. 668	356/22 9 64.3% 93.7/1 14 277/33 7 .706/. 624	378/2 51 66.4% 99.4/1 25 295/3 70 .624/. 57	390/25 8 66.2% 103/12 8 304/38 0 .552/. 502	402/2 63 65.4% 106/1 31 313/3 88 .498/. 448	-	-	319/20 9 65.6% 1.38 .446/. 324
Brodix WP FF 13 Deg 4.5 BS CNC 88/184 Alum	290/-	2.20/1.6 0	49	-	159/1 14 71.7 %	238/1 55 65.1% 62.6/7 7.1 186/2 28 .786/. 704	304/1 94 63.8% 80/96. 5 237/2 86 .753/. 661	356/23 7 66.6% 93.7/1 18 277/34 9 .706/. 646	377/2 53 67.1% 99.2/1 26 294/3 73 .623/. 575	386/26 0 67.4% 102/12 9 301/38 3 .546/. 506	389/2 65 68.1% 102/1 32 303/3 91 .482/. 451	-	-	316/21 1 66.9% 1.34 .446/. 324
Brodix DR 1213 12.5 / 13.5 Deg CNC Jones Engineerin g Alum	315/-	2.23/1.6 0	49	-	141/1 05 74.5 %	221/1 59 71.9% 56.6/7 9.1 168/2 34 .72/.7 22	295/2 10 71.2% 75.5/1 04 224/3 09 .721/. 715	351/23 7 67.5% 89.9/1 18 266/34 9 .686/. 646	396/2 52 63.6% 101/1 25 300/3 71 .645/. 572	421/26 2 62.2% 108/13 0 319/38 6 .588/. 51	435/2 68 61.6% 111/1 33 330/3 95 .532/. 456	-	-	323/21 3 66.1% 1.38 .452/. 324
Brodix 1213 12.5 / 13.5 Deg CNC RFD Alum	318/-	2.25/1.6 0	N/A	-	180/1 55 86.1 %	258/2 02 78.3% 64.9/1 00 192/2 98 .833/. 918	314/2 46 78.3% 79/12 2 234/3 63 .761/. 838	360/27 6 76.7% 90.5/1 37 268/40 7 .698/. 752	410/2 83 69% 103/1 41 306/4 17 .662/. 643	421/28 6 67.9% 106/14 2 314/42 1 .583/. 557	433/2 88 66.5% 109/1 43 323/4 24 .524/. 491	446/29 0 65% 112/14 4 332/42 7 .48/.4 39	-	353/25 3 71.8% 1.40 .456/. 324
Brodix GB 2000 WP 286 13.5 Deg CNC 85/125 Alum	286/-	2.20/1.5 8	76	-	157/1 09 69.4 %	238/1 52 63.9% 62.6/7 7.5 186/2 30 .786/. 699	302/2 05 67.9% 79.4/1 05 235/3 10 .748/. 707	353/23 2 65.7% 92.9/1 18 275/35 1 .70/.6 4	381/2 41 63.3% 100/1 23 297/3 64 .629/. 554	399/25 0 62.7% 105/12 8 311/37 8 .565/. 493	-	-	305/19 8 65% 1.40 .446/. 320	
Brodix GB 2000 13.5 Deg Ported TEA	285/-	-	N/A	78/59 75.6 %	170/1 15 67.6 %	244/1 87 76.6% -	304/2 54 83.6% -	349/27 7 79.4% -	375/2 89 77.1% -	387/29 5 76.2% -	399/3 01 75.4% -	-	-	318/24 5 77.1% 1.40

85/125 Alum														
Brodix GB 2200 WP 282 13.5 Deg CNC 85/125 Alum	282/-	2.20/1.58	76	-	150/104 69.3%	223/158 70.9% 58.7/80.6 174/239 .737/.727	286/210 73.4% 75.2/107 223/317 .709/.724	336/235 69.9% 88.4/120 262/355 .666/.649	368/246 66.8% 96.8/125 287/372 .608/.566	383/252 65.8% 101/129 299/381 .542/.497	-	-	-	291/201 69% 1.36 .446/.320
Brodix GB 2200 WP 282 + 30 13.5 Deg CNC 85/125 Alum	282/-	2.20/1.58	76	-	150/104 69.3%	224/158 70.5% 58.9/80.6 175/239 .74/.727	289/210 72.7% 76/107 225/317 .716/.724	337/235 69.7% 88.7/120 263/355 .668/.649	371/246 66.3% 97.6/125 289/372 .613/.566	396/252 63.6% 104/129 309/381 .561/.497	-	-	-	295/201 68.2% 1.40 .446/.320
Brodix GB 2200 13.5 Deg 282 CNC Jones Engineering 85/125 Alum	282/-	2.20/1.58	69	-	150/104 69.3%	223/158 70.9% 58.7/80.6 174/239 .737/.727	286/210 73.4% 75.2/107 223/317 .709/.724	336/235 69.9% 88.4/120 262/355 .666/.649	368/246 66.8% 96.8/125 287/372 .608/.566	383/252 65.8% 101/129 299/381 .542/.497	-	-	-	291/201 69% 1.36 .446/.320
Brodix GB 2200 13.5 Deg 293 CNC Jones Engineering 85/125 Alum	293/-	2.20/1.58	69	-	152/104 68.4%	228/158 69.3% 60/80.6 178/239 .753/.727	292/210 71.9% 76.8/107 228/317 .723/.724	339/235 69.3% 89.2/120 264/355 .672/.649	373/246 66% 98.1/125 291/372 .616/.566	390/252 64.6% 103/129 304/381 .552/.497	-	-	-	296/201 67.9% 1.33 .446/.320
Brodix GB 2300 WP 309 13.5 Deg CNC 75/125 Alum	309/-	2.20/1.58	76	-	153/100 65.4%	231/151 65.4% 60.8/77 180/228 .763/.695	286/216 75.5% 75.2/110 223/326 .709/.745	342/243 71.1% 90/124 267/367 .678/.671	374/250 66.8% 98.4/128 292/378 .618/.575	394/253 64.2% 104/129 307/382 .558/.499	-	-	-	297/202 68.1% 1.28 .446/.320
Brodix GB 2300 13.5 Deg CNC RFD 75/125 Alum	N/A	2.22/1.60	48	-	188/140 74.5%	255/170 66.7% 65.9/84.6 195/251 .835/.772	312/240 76.9% 80.6/119 239/354 .766/.818	357/255 71.4% 92.2/127 273/376 .701/.695	399/280 70.2% 103/139 305/413 .653/.636	418/284 67.9% 108/141 320/419 .586/.553	430/289 67.2% 111/144 329/426 .528/.492	439/290 66.1% 113/144 336/427 .479/.439	-	350/244 69.6% - .450/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Brodix GB 2300 13.5 Deg CNC M2 Race Systems 75/125 Alum	317/-	2.20/1.58 4.155	46	74/63 85.1%	167/135 80.8%	225/186 82.7% 59.2/94.9 175/281 .743/.856	280/224 80% 73.7/114 218/339 .694/.773	327/240 73.4% 86/122 255/363 .648/.662	364/244 67% 95.8/124 284/369 .601/.561	388/245 63.1% 102/125 302/370 .549/.483	401/245 61.1% 105/125 313/370 .497/.423	-	-	307/217 70.6% 1.26 .446/.320

Brodix GB 2300 13.5 Deg 309 CNC Jones Engineerin g 75/125 Alum	309/-	2.20/1.5 8	49	-	153/1 00 65.4 %	231/1 51 65.4% 60.8/7 7 180/2 28 .763/. 695	286/2 16 75.5% 75.2/1 10 223/3 26 .709/. 745	342/24 3 71.1% 90/124 267/36 7 .678/. 671	374/2 50 66.8% 98.4/1 28 292/3 78 .618/. 575	394/25 3 64.2% 104/12 9 307/38 2 .558/. 499	-	-	-	297/20 2 68.1% 1.28 .446/. 320	
Brodix GB 2300 13.5 Deg 311 CNC Jones Engineerin g 75/125 Alum	311/-	2.20/1.5 8	49	-	155/1 21 78.1 %	234/1 77 75.6% 61.6/9 0.3 182/2 67 .773/. 814	296/2 32 78.4% 77.9/1 18 231/3 51 .733/. 80	344/24 5 71.2% 90.5/1 25 268/37 0 .682/. 676	380/2 52 66.3% 100/1 29 296/3 81 .628/. 58	395/25 6 64.8% 104/13 1 308/38 7 .559/. 505	-	-	-	301/21 4 71.1% 1.27 .446/. 320	
Brodix GB 2300 13.5 Deg 311 CNC Jones Engineerin g 75/125 Alum	311/-	2.23/1.6 0	49	-	150/1 13 75.3 %	223/1 64 73.5% 57.1/8 1.6 169/2 42 .727/. 745	275/2 19 79.6% 70.4/1 09 209/3 23 .672/. 746	331/24 6 74.3% 84.7/1 22 251/36 3 .647/. 67	382/2 56 67% 97.8/1 27 290/3 77 .622/. 581	401/26 2 65.3% 103/13 0 304/38 6 .56/.5 1	417/2 67 64% 107/1 33 316/3 93 .51/.4 55	-	-	311/21 8 70.1% 1.34 .452/. 324	
Brodix GB 2400 WP 13.5 Deg CNC 75/150 Alum	325/-	2.20/1.5 8	53	-	-	-	-	-	-	-	-	-	-	-	- - - .446/. 320
Brodix GB 2500 13.5 Deg CNC MBE Dirt Alum	N/A	2.20/1.6 0 - No Pipe	N/A	63/48 76.2 %	138/1 01 73.2 %	214/1 46 68.2% 56.3/7 2.6 167/2 15 .707/. 663	284/1 97 69.4% 74.7/9 8 221/2 90 .704/. 671	342/23 1 67.5% 90/115 25 267/34 0 .678/. 63	388/2 51 64.7% 102/1 25 302/3 70 .641/. 57	411/26 1 63.5% 108/13 0 320/38 5 .582/. 508	419/2 70 64.4% 110/1 34 327/3 98 .519/. 46	422/27 2 64.5% 111/13 5 329/40 1 .465/. 412	425/2 71 63.8% 112/1 35 331/3 99 .421/. 369	338/22 2 65.7% - .446/. 324	
Brodix GB 2500 13.5 Deg CNC MBE I-55 E-55 SF600 Alum	319/-	2.23/1.6 0 4.155 No Pipe	N/A	-	133/9 8 73.7 %	223/1 46 65.5% 57.1/7 2.6 169/2 15 .727/. 663	300/1 88 62.7% 76.8/9 3.5 228/2 77 .733/. 64	357/22 0 61.6% 91.4/1 09 271/32 4 .698/. 60	401/2 48 61.8% 103/1 23 304/3 65 .653/. 563	430/26 0 60.5% 110/12 9 326/38 3 .601/. 506	445/2 70 60.7% 114/1 34 338/3 98 .544/. 46	446/27 3 61.2% 114/13 6 338/40 2 .484/. 413	-	342/21 3 62.3% 1.40 .452/. 324	
Brodix GB 2500 12.5 / 13.5 Deg CNC RFD Alum	318/-	2.25/1.6 0	42	-	180/1 55 86.1 %	258/2 02 78.3% 64.9/1 00 192/2 98 .833/. 918	314/2 46 78.3% 79/12 2 234/3 63 .761/. 838	360/27 6 76.7% 90.5/1 37 268/40 7 .698/. 752	410/2 83 69% 103/1 41 306/4 17 .662/. 643	421/28 6 67.9% 106/14 2 314/42 1 .583/. 557	433/2 88 66.5% 109/1 43 323/4 24 .524/. 491	446/29 0 65% 112/14 4 332/42 7 .48/.4 39	-	353/25 3 71.8% 1.40 .456/. 324	
Brodix Canted Valve Ported Bullet Cylinder Heads Alum	N/A	2.20/1.6 0	N/A	80/92 115%	161/1 63 101%	228/2 06 90.4% 60/10 2 178/3 04 .753/. 936	283/2 19 77.4% 74.4/1 09 221/3 23 .701/. 746	332/22 3 67.2% 87.3/1 11 259/32 9 .658/. 608	366/2 35 64.2% 96.3/1 17 285/3 46 .605/. 534	389/24 0 61.7% 102/11 9 303/35 4 .551/. 467	401/2 55 63.6% 105/1 27 313/3 76 .497/. 434	411/26 0 63.3% 108/12 9 320/38 3 .453/. 394	-	321/22 5 70.1% - .446/. 324	

Canfield CCM Alum	195/-	2.02/1.6 0	72	61/51 83.6 %	128/1 03 80.5 %	191/1 43 74.9% 59.6/7 1.1 177/2 11 .687/. 65	238/1 70 71.4% 74.3/8 4.6 220/2 51 .642/. 579	271/18 9 69.7% 84.6/9 4 251/27 9 .585/. 515	254/2 00 78.7% 79.3/9 9.5 235/2 95 .457/. 454	-	-	-	-	216/16 1 74.4% 1.39 .409/. 324
Canfield 23-500-65 SF600 Alum	195/-	2.055/1. 60 4.03 1 3/4" Pipe	65	72/53 73.6 %	145/1 07 73.8 %	201/1 43 71.1% 60.6/7 1.1 180/2 11 .711/. 65	247/1 75 70.9% 74.5/8 7 221/2 58 .655/. 596	258/19 0 73.6% 77.8/9 4.5 230/28 0 .547/. 518	259/2 00 77.2% 78.1/9 9.5 231/2 95 .458/. 454	259/20 3 78.4% 78.1/1 01 231/29 9 .393/. 395	-	-	-	228/17 0 74.4% 1.33 .416/. 324
Canfield 23-550-65 Alum	215/-	2.08/1.6 0 4.125 Pipe	N/A	62/43 69.4 %	141/1 12 79.4 %	207/1 52 73.4% 60.9/7 5.6 181/2 24 .723/. 69	255/1 73 67.8% 75/86 1.5 222/2 55 .668/. 589	270/18 4 68.1% 79.5/9 1.5 235/27 1 .566/. 501	279/1 95 69.9% 82.1/9 7 243/2 87 .487/. 443	283/21 3 75.3% 83.3/1 06 247/31 4 .424/. 415	-	-	-	239/17 2 71.7% 1.32 .421/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Canfield 23-550-65 Alan / Burtonsvill e Performan ce Out of Box SF600 Alum	215/-	2.08/1.6 0 4.25 No Pipe	N/A	-/50	-/992	-/152	-/149	-/157	-/161	-/164	-/172	-	-	- - - .421/. 324
Canfield 23-550-65 Minor Pocket Porting Alan / Burtonsvill e Performan ce SF600 Alum	215/-	2.08/1.6 0 4.25 No Pipe	N/A	-/53	-/104	-/162	-/196	-/199	-/197	-/197	-/194	-	-	- - - .421/. 324
Canfield 23-600-65 Alum	220/-	2.08/1.6 0 - No Pipe	65	72/52 72.2 %	145/1 05 72.4 %	206/1 46 70.9% 60.6/7 2.6 180/2 15 .72/.6 63	252/1 84 73% 74.2/9 1.5 220/2 71 .66/.6 27	288/20 3 70.5% 84.8/1 01 251/29 9 .604/. 553	302/2 19 72.5% 88.9/1 09 263/3 23 .528/. 497	306/22 7 74.2% 90.1/1 13 267/33 5 .458/. 442	-	-	-	250/18 1 72.3% 1.39 .421/. 324
Canfield 220 Ported Smithberg Racing Alum	N/A	2.08/1.6 0 4.155	65	66/-	132/-	197/- 58 172 .688	248/- 73 216 .65	289/- 85.1 252 .606	308/- 90.6 269 .538	323/- 95.1 282 .484	332/- 97.7 289 .435	337/- 99.2 294 .392	339/- 99.8 296 .355	278 - - .421/. 324
CGM Motorsport s 200 23 Deg CNC SF1020 Alum	200/-	2.02/1.6 0	N/A	64/57 89.1 %	114/1 01 88.6 %	161/1 28 79.5% 50.2/6 3.7 149/1	201/1 52 75.6% 62.7/7 5.6 186/2	232/15 9 68.5% 72.4/7 9.1 214/23	251/1 69 67.3% 78.3/8 4.1 232/2	-	-	-	-	192/14 2 73.9% 1.26 .409/. 324

						89 .579/. 581	24 .542/. 518	4 .501/. 433	49 .452/. 384					
CGM Motorsports 210 23 Deg CNC SF1020 Alum	210/-	2.02/1.60	N/A	71/57 80.3%	146/101 69.2%	204/157 77% 63.7/78.1 189/231 .734/.713	250/177 70.8% 231/261 .675/.603	261/186 71.3% 81.4/92.5 241/274 .563/.507	266/190 71.4% 83/94.5 246/280 .478/.431	276/195 70.7% 86.1/97 255/287 .426/.38	-	-	-	234/168 71.7% 1.31 .409/.324
Competition Products Alum CHP	195/60	2.02/1.60	67	59/50 84.7%	112/91 81.3%	152/122 80.3% 47.4/60.7 141/180 .547/.554	194/152 78.4% 60.5/75.6 179/224 .523/.518	231/167 72.3% 72.1/83.1 214/246 .499/.455	256/172 67.2% 79.9/85.5 237/253 .461/.391	-	-	-	-	189/141 74.5% 1.31/2.87 .409/.324
Dart Sportsman II 200 Ported Smithberg Racing Iron	210/-	2.08/1.60 4.155	N/A	72/-	138/-	195/- 57.4 170 .681	239/- 70.3 208 .626	266/- 78.3 232 .558	278/- 81.8 242 .486	287/- 84.5 250 .43	294/- 86.5 256 .385	-	-	242 - 1.40 .421/.324
Dart 165 Iron Eagle	165/-	1.94/1.50	67	-	126/108 85.7%	185/128 69.2% 62.6/72.4 185/215 .693/.62	221/136 61.5% 74.8/77 222/228 .621/.494	232/138 59.5% 78.5/78.1 233/231 .521/.401	-	-	-	-	-	191/128 66.8% 1.41 .393/.304
Dart 165 Iron Eagle	165/65	1.94/1.50 4.03 No Pipe	72	-	-	-	-	210/138 65.7% 71/78.1 211/231 .472/.401	-	-	-	-	-	- - 1.27/2.12 .393/.304
Dart 180 Iron Eagle	180/75	2.02/1.60 4.03 No Pipe	65.9	-	139/114 82%	190/145 76.3% 59.3/72.1 176/214 .684/.659	218/164 75.2% 68/81.6 202/242 .588/.559	222/172 77.5% 69.3/85.5 205/253 .479/.469	218/174 79.8% 68/86.5 202/256 .392/.395	-	-	-	-	197/154 77.9% 1.23/2.32 .409/.324
Dart 180 Iron Eagle Meaux Racing Out of Box	180/75	2.02/1.60 4.00 No Pipe	N/A	-	127/102 80.3%	181/137 75.7% 56.5/68.1 167/202 .651/.622	212/161 75.9% 66.2/80.1 196/237 .572/.548	218/175 80.3% 68/87.8 202/258 .471/.477	219/180 82.2% 68.3/89.5 202/265 .394/.409	-	-	-	-	191/151 78.9% 1.22/2.40 .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average

Dart 180 Iron Eagle Tri-Mark	180/75	2.02/1.6 0	N/A	62/63 101%	127/1 15 90.6 %	180/1 47 81.7% 56.2/7 3.1 166/2 17 .648/. 668	209/1 63 78% 65.2/8 1.1 193/2 40 .564/. 555	209/16 8 80.4% 65.2/8 3.6 193/24 8 .451/. 458	209/1 71 81.8% 65.2/8 5 193/2 52 .376/. 388	208/17 6 84.6% 64.9/8 7.5 192/25 9 .321/. 343	-	-	-	190/15 7 82.3% 1.16/2 .35 .409/. 324
Dart 180 Iron Eagle Ported Tri- Mark Stealth	N/A	2.02/1.6 0	N/A	68/61 89.7 %	134/1 12 83.6 %	188/1 50 79.8% 58.7/7 4.6 174/2 21 .676/. 681	228/1 70 74.6% 71.1/8 4.6 211/2 51 .615/. 579	244/18 1 74.2% 76.1/9 0 226/26 7 .527/. 493	248/1 84 74.2% 77.4/9 1.5 229/2 71 .446/. 418	249/19 0 76.3% 77.7/9 4.5 230/28 0 .384/. 37	-	-	-	215/16 5 76.5% - .409/. 324
Dart 180 Iron Eagle Ported Modern Cylinder Head	N/A	2.02/1.6 0	N/A	68/62 91.2 %	144/1 08 75%	201/1 58 78.6% 62.7/7 8.6 186/2 33 .723/. 718	238/1 93 81.1% 74.3/9 6 220/2 84 .642/. 657	252/20 1 79.8% 78.6/1 00 233/29 6 .544/. 548	260/2 03 78.1% 81.1/1 01 240/2 99 .468/. 461	249/19 0 76.3% 77.7/9 4.5 230/28 0 .384/. 37	-	-	-	224/17 6 78.3% - .409/. 324
Dart 200 Iron Eagle	200/75	2.02/1.6 0 4.03 No Pipe	65.9	-	129/1 14 88.4 %	186/1 45 78% 58/72. 1 172/2 14 .669/. 659	229/1 64 71.6% 71.5/8 1.6 212/2 42 .618/. 559	261/17 2 65.9% 81.4/8 5.5 241/25 3 .563/. 469	252/1 74 69% 78.6/8 6.5 233/2 56 .453/. 395	-	-	-	-	211/15 4 72.8% 1.31/2 .32 .409/. 324
Dart 200 Iron Eagle Tri-Mark	200/75	2.02/1.6 0	N/A	68/63 92.6 %	134/1 15 85.8 %	186/1 47 79% 58/73. 1 172/2 17 .669/. 668	226/1 63 72.1% 70.5/8 1.1 209/2 40 .61/.5 55	231/16 8 72.7% 72.1/8 3.6 214/24 8 .499/. 458	231/1 71 74% 72.1/8 5 214/2 52 .416/. 388	230/17 6 76.5% 71.8/8 7.5 213/25 9 .355/. 343	-	-	-	206/15 7 75.9% 1.16/2 .35 .409/. 324
Dart 200 Iron Eagle Ported Tri- Mark Stealth	N/A	2.02/1.6 0	N/A	70/61 87.1 %	135/1 12 83%	194/1 50 77.3% 60.5/7 4.6 179/2 21 .698/. 681	232/1 70 73.3% 72.4/8 4.6 214/2 51 .626/. 579	245/18 1 73.9% 76.4/9 0 227/26 7 .529/. 493	253/1 84 72.7% 78.9/9 1.5 234/2 71 .455/. 418	261/19 0 72.8% 81.4/9 4.5 241/28 0 .402/. 37	-	-	-	220/16 5 74.8% - .409/. 324
Dart Iron Eagle CHP	N/A	2.05/1.6 0	N/A	65/59 90.8 %	129/1 12 86.8 %	182/1 39 76.4% 55.1/6 9.1 163/2 05 .645/. 631	226/1 66 73.5% 68.5/8 2.6 203/2 45 .601/. 565	258/17 8 69% 78.2/8 8.5 232/26 2 .549/. 485	255/1 87 73.3% 77.3/9 3 229/2 76 .452/. 425	-	-	-	-	210/15 6 74.5% - .415/. 324

Dart Iron Eagle 23 Deg CNC Rons Porting Service 220 Alum	220/-	2.05/1.60	69	-	152/111 73%	203/149 73.4% 61.5/74.1 182/220 .72/.677	250/182 72.8% 75.7/90.5 224/268 .665/.62	288/215 74.7% 87.3/107 259/317 .613/.586	308/229 74.4% 93.3/114 276/337 .546/.52	317/246 77.6% 96/122 285/363 .482/.479	-	-	-	253/189 74.6% 1.44 .415/.324
Dart Iron Eagle 23 Deg CNC Rons Porting Service 228 Alum	228/-	2.08/1.60	68	-	143/111 77.6%	203/149 73.4% 59.7/74.1 177/220 .709/.677	251/182 72.5% 73.9/90.5 219/268 .658/.62	284/215 75.7% 83.6/107 248/317 .595/.586	313/229 73.2% 92.1/114 273/337 .547/.52	326/242 74.2% 95.9/120 284/357 .488/.471	-	-	-	253/188 74.2% 1.43 .421/.324
Dart Iron Eagle 23 Deg CNC Rons Porting Service 238 Alum	238/-	2.10/1.60	68	-	149/111 74.5%	212/149 70.3% 61.2/74.1 181/220 .734/.677	263/182 69.2% 75.9/90.5 225/268 .683/.62	296/215 72.6% 85.5/107 253/317 .615/.586	314/229 72.9% 90.7/114 269/337 .543/.52	322/242 75.2% 93/120 275/357 .478/.471	-	-	-	259/188 72.5% 1.35 .425/.324
Dart Iron Eagle 23 Deg CNC Rons Porting Service 248 Alum	248/-	2.10/1.60	72	-	146/111 76%	208/149 71.6% 60.1/74.1 178/220 .72/.677	256/182 71.1% 73.9/90.5 219/268 .664/.62	294/215 73.1% 84.9/107 252/317 .61/.586	324/229 70.7% 93.5/114 277/337 .561/.52	338/242 71.6% 97.6/120 289/357 .501/.471	-	-	-	261/188 72% 1.36 .425/.324
Dart 215 Iron Eagle	215/-	2.055/1.60 4.03 No pipe	65.9	-	127/114 89.8%	178/145 81.5% 53.7/72.1 159/214 .629/.659	216/164 75.9% 65.1/81.6 193/242 .573/.559	249/172 69.1% 75.1/85.5 222/253 .528/.469	268/174 64.9% 80.8/86.5 239/256 .474/.395	271/-81.7 242 .411	-	-	-	218/154 - 1.26 .416/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Dart 230 Iron Eagle	230/-	2.08/1.60 4.155 No Pipe	65.9	-	129/115 89.1%	184/158 85.9% 54.2/78.6 160/233 .643/.718	231/185 80.1% 68/92 201/273 .605/.63	271/199 73.4% 79.8/99 236/293 .568/.542	296/205 69.3% 87.1/102 258/302 .517/.466	308/207 67.2% 90.6/103 269/305 .461/.403	308/-90.6 269 .404	-	-	247/178 - 1.34 .421/.324
Dart 230 Iron Eagle Ported Kelford Cams	N/A	2.08/1.60	N/A	73/59 80.8%	132/127 96.2%	186/171 91.9% 54.7/85 162/252 .65/.777	239/204 85.4% 70.3/101 208/301 .626/.695	275/224 81.5% 80.9/111 240/330 .576/.61	312/233 74.7% 91.8/116 272/343 .545/.529	319/239 74.9% 93.9/119 278/352 .478/.465	-	-	-	244/200 81.9% - .421/.324

Dart 230 Iron Eagle Out of Box Steve SF600	230/-	2.08/1.60	N/A	64/46 71.9%	132/95 72%	185/135 73% 54.4/67.1 161/199 .646/.613	227/159 70% 66.8/79.1 198/234 .595/.542	243/168 69.1% 71.5/83.6 212/248 .509/.458	-	-	-	-	-	197/139 70.8% 1.06 .421/.324
Dart 230 Iron Eagle Ported Steve SF600	N/A	2.08/1.60	N/A	69/50 72.5%	133/102 76.7%	195/145 74.4% 57.4/72.1 170/214 .681/.659	247/177 71.7% 72.7/88 215/261 .647/.603	280/192 68.6% 82.4/95.5 244/283 .587/.523	-	-	-	-	-	214/154 72% - .421/.324
Dart 227 Iron Eagle Pro	227/-	2.08/1.60 - No Pipe	72	-	131/96 73.3%	195/135 69.2% 57.4/67.1 170/199 .681/.613	248/169 68.1% 73/84.1 216/249 .65/.576	283/193 68.2% 83.3/96 247/284 .593/.526	297/208 70% 87.4/103 259/307 .519/.472	304/217 71.4% 89.5/108 265/320 .455/.422	-	-	-	243/170 69.8% 1.34 .421/.324
Dart 200 Iron Eagle Platinum SF600	200/-	2.02/1.60 4.03 No Pipe	N/A	-	130/109 83.8%	194/158 81.4% 60.5/78.6 179/233 .698/.718	242/198 81.8% 75.5/98.5 224/292 .653/.675	274/208 75.9% 85.5/103 253/307 .591/.567	283/214 75.6% 88.3/106 262/315 .509/.486	-/219	-	-	-	225/177 79% 1.42 .409/.324
Dart 200 Iron Eagle Platinum CNC M2 Race Systems	223/-	2.055/1.60 4.03	N/A	70/40 57.1%	151/96 63.6%	198/135 68.2% 59.7/67.1 177/199 .70/.613	248/175 70.6% 74.8/87 222/258 .658/.596	283/206 72.8% 85.3/102 253/304 .60/.561	301/225 74.8% 90.8/112 269/332 .532/.511	304/233 76.6% 91.7/116 272/343 .461/.454	-	-	-	248/178 72.1% 1.36 .416/.324
Dart 200 Iron Eagle Platinum Ported Bullet Cylinder Heads	217/90	2.05/1.60	68	74/63 85.1%	144/111 77.1%	203/161 79.3% 61.5/80.1 182/237 .72/.731	247/188 76.1% 74.8/93.5 222/277 .657/.64	282/209 74.1% 85.4/104 253/308 .60/.57	291/218 74.9% 88.2/108 261/321 .516/.495	301/226 75.1% 91.2/112 270/333 .457/.44	-	-	-	245/186 75.8% 1.39/2.51 .415/.324
Dart 215 Iron Eagle Platinum SF600	215/75	2.05/1.60 4.03 No Pipe	N/A	-	136/109 80.1%	193/158 81.9% 58.5/78.6 173/233 .684/.718	239/198 82.8% 72.4/98.5 215/292 .635/.675	273/208 76.2% 82.7/103 245/307 .581/.567	289/214 74% 87.6/106 259/315 .512/.486	293/219 74.7% 88.8/109 263/323 .445/.426	-	-	-	237/184 77.7% 1.36/2.92 .415/.324

Dart 215 Iron Eagle Platinum CHP	215/-	2.055/1.60	65	63/56 88.9 %	132/106 80.3 %	180/133 73.9% 54.3/66.1 161/196 .637/.604	220/162 73.6% 66.3/80.6 197/239 .584/.552	251/178 70.9% 75.7/88.5 224/262 .533/.485	272/182 66.9% 82/90.5 243/268 .481/.413	-	-	-	-	211/152 72.1% 1.27 .416/.324
Dart 215 Iron Eagle Platinum Weingartner Racing Back Cut	N/A	2.055/1.60 4.155 No Pipe	N/A	63/53 84.1 %	141/103 73%	182/139 76.4% 54.9/69.1 163/205 .644/.631	215/168 78.1% 64.8/83.6 192/248 .57/.572	241/168 69.7% 72.7/83.6 215/248 .511/.458	250/197 78.8% 75.4/98 223/290 .442/.447	248/204 82.3% 74.8/101 222/301 .376/.397	235/208 88.5% 70.9/103 210/307 .312/.354	234/208 88.9% 70.6/103 209/307 .276/.315	-	218/174 79.9% - .416/.324
Dart 215 Iron Eagle Platinum Competition Engines SF600	215/-	2.055/1.60 4.03 No Pipe	N/A	-	130/102 78.5 %	181/132 72.9% 54.6/65.7 162/195 .64/.60	221/157 71% 66.6/78.1 197/231 .586/.535	248/175 70.6% 74.8/87 222/258 .526/.477	264/185 70.1% 79.6/92 236/273 .467/.42	268/191 71.3% 80.8/95 239/281 .406/.372	-	-	-	219/157 71.8% 1.25 .416/.324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Dart 230 Iron Eagle Platinum SF600	230/75	2.08/1.60 4.15 No Pipe	N/A	-	138/109 79%	201/158 78.6% 59.2/78.6 175/233 .702/.718	247/198 80.2% 72.7/98.5 215/292 .647/.675	280/208 74.3% 82.4/103 244/307 .587/.567	297/214 72.1% 87.4/106 259/315 .519/.486	306/219 71.6% 90.1/109 267/323 .458/.426	-	-	-	245/184 75.3% 1.33/2.92 .421/.324
Dart 230 Iron Eagle Platinum Out of Box Weingartner Racing	N/A	2.08/1.60 4.125 No Pipe	N/A	66/50 75.8 %	130/115 88.5 %	174/149 85.6% 51.2/74.1 152/220 .608/.677	226/178 78.8% 66.5/88.5 197/262 .592/.606	252/192 76.2% 74.2/95.5 220/283 .528/.523	277/201 72.6% 81.5/100 242/296 .484/.456	281/207 73.7% 82.7/103 245/305 .421/.403	280/211 75.4% 82.4/105 244/311 .367/.359	-	-	231/179 77.3% - .421/.324
Dart 215 Platinum Ported Mike Jones Iron	215/-	2.08/1.60	N/A	73/55 75.3 %	136/110 80.9 %	194/155 79.9% 57.1/77.1 169/228 .678/.704	239/187 78.2% 70.3/93 208/276 .626/.637	279/213 76.3% 82.1/106 243/314 .585/.58	300/233 77.7% 88.3/116 262/343 .524/.529	313/239 76.4% 92.1/119 273/352 .469/.465	-	-	-	244/190 77.8% 1.46 .421/.324
Dart Iron Eagle Platinum Meaux Racing Out of Box SF600	237.3/-	2.08/1.60 4.00 No Pipe	49	-	119/107 89.9 %	172/142 82.6% 50.6/70.6 150/209 .601/.645	215/167 77.7% 63.3/83.1 187/246 .563/.569	248/184 74.2% 73/91.5 216/271 .52/.501	272/197 72.4% 80/98 237/290 .475/.447	276/205 74.3% 81.2/102 241/302 .413/.399	281/210 74.7% 82.7/104 245/309 .368/.358	-	-	226/173 76.6% - .421/.324

Dart SHP 180 Alum	180/75	2.02/1.6 0 - No Pipe	64/72	-	139/14 82%	190/145 76.3% 59.3/72.1 176/214 .684/.659	218/164 75.2% 68/81.6 202/242 .588/.559	222/172 77.5% 69.3/85.5 205/253 .479/.469	218/174 79.8% 68/86.5 202/256 .392/.395	-	-	-	-	197/154 77.9% 1.23/2.32 .409/.324
Dart SHP 200 Alum	200/75	2.02/1.6 0 - No Pipe	64/72	-	129/14 88.4%	186/145 78% 58/72.1 172/214 .669/.659	229/164 71.6% 71.5/81.6 212/242 .618/.559	261/172 65.9% 81.4/85.5 241/253 .563/.469	252/174 69% 78.6/86.5 233/256 .453/.395	-	-	-	-	211/154 72.8% 1.31/2.32 .409/.324
Dart PRO1 180 Alum	180/74	2.02/1.6 0 4.03 No Pipe	N/A	-	134/14 85.1%	187/145 77.5% 58.4/72.1 173/214 .673/.659	231/164 71% 72.1/81.6 214/242 .623/.559	257/172 66.9% 80.2/85.5 238/253 .555/.469	261/174 66.7% 81.4/86.5 241/256 .469/.395	264/175 66.3% 82.4/87 244/258 .407/.341	-	-	-	222/157 70.8% 1.47/2.36 .409/.324
Dart PRO1 200 Alum	200/-	2.02/1.6 0 - No Pipe	64/72	-	129/14 88.4%	185/145 78.4% 57.7/72.1 171/214 .666/.659	229/164 71.6% 71.5/81.6 212/242 .618/.559	261/172 65.9% 81.4/85.5 241/253 .563/.469	263/174 66.2% 82.1/86.5 243/256 .473/.395	-	-	-	-	213/154 72.1% 1.32 .409/.324
Dart PRO1 200 Bowl Cleanup Alum	200/-	2.05/1.6 0	N/A	-	-	209/155 74.2% 63.3/77.1 188/228 .741/.704	237/193 81.4% 71.8/96 213/284 .63/.657	269/216 80.3% 81.5/107 241/318 .572/.589	281/222 79% 85.1/110 252/327 .498/.504	-	-	-	-	249/197 78.9% 1.41 .415/.324
Dart PRO1 200 Ported Bullet Cylinder Heads Alum	227/90	2.05/1.6 0	69	79/56 70.9%	144/17 81.3%	200/161 80.5% 60.6/80.1 180/237 .709/.731	247/194 78.5% 74.8/96.5 222/286 .657/.661	281/217 77.2% 85.1/108 252/320 .598/.591	303/226 74.6% 91.8/112 272/333 .537/.513	311/230 74% 94.2/114 279/339 .473/.448	-	-	-	248/191 77.1% 1.37/2.56 .415/.324
Dart PRO1 215 Alum	215/-	2.05/1.6 0 - No pipe	64/72	-	127/14 89.8%	178/145 81.5% 53.9/72.1 160/214 .631/.659	216/164 75.9% 65.4/81.6 194/242 .574/.559	249/172 69.1% 75.4/85.5 224/253 .53/.469	268/174 64.9% 81.2/86.5 241/256 .475/.395	271/- 82.1 243 .412	-	-	-	218/154 - 1.26 .415/.324

Dart PRO1 215 Out of Box Weingartn er Racing	N/A	2.055/1. 60 4.125 No Pipe	N/A	65/52 80%	138/1 06 76.8 %	198/1 38 69.7% 59.7/6 8.6 177/2 03 .70/.6 27	243/1 65 67.9% 73.3/8 2.1 217/2 43 .645/ 562	273/17 8 65.2% 82.3/8 8.5 244/26 2 .579/ 485	269/1 86 69.1% 81.1/9 2.5 240/2 74 .476/ 422	268/18 9 70.5% 80.8/9 4 239/27 9 .406/ 368	265/1 91 72.1% 79.9/9 5 237/2 81 .351/ 325	-	-	236/16 5 69.7% - .416/ 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Dart PRO1 215 Out of Box Jake Alum	N/A	2.055/1. 60	N/A	63/52 82.5 %	134/1 10 82.1 %	184/1 35 73.4% 55.5/6 7.1 164/1 99 .651/ 613	225/1 63 72.4% 67.8/8 1.1 201/2 40 .597/ 555	255/18 1 71% 76.9/9 0 228/26 7 .541/ 493	265/1 93 72.8% 79.9/9 6 237/2 84 .469/ 438	255/19 9 78% 76.9/9 9 228/29 3 .386/ 387	-	-	-	220/16 4 74.4% - .416/ 324
Dart PRO1 215 Ported Mike Start Alum	215/-	2.08/1.6 0 4.030 No Pipe	N/A	80/68 85%	148/1 27 85.8 %	200/1 80 90% 58.9/8 9.5 174/2 65 .699/ 818	244/2 07 84.8% 71.8/1 03 213/3 05 .639/ 705	281/22 0 78.3% 82.7/1 09 245/32 4 .589/ 60	303/2 25 74.3% 89.2/1 12 264/3 32 .529/ 511	308/23 2 75.3% 90.6/1 15 269/34 2 .461/ 452	-	-	-	247/19 9 80.3% 1.43 .421/ 324
Dart PRO1 215 Ported Mike Stark Saenz 680 Alum	N/A	2.055/1. 60 4.155	N/A	74/58 78.4 %	148/1 09 73.6 %	210/1 47 70% 63.3/7 3.1 188/2 17 .743/ 668	260/1 81 69.6% 78.4/9 0 232/2 67 .69/.6 17	296/20 3 68.6% 89.2/1 01 264/29 9 .628/ 553	312/2 18 69.9% 94.1/1 08 279/3 21 .552/ 495	318/22 7 71.4% 95.9/1 13 284/33 5 .482/ 442	320/2 32 72.5% 96.5/1 15 286/3 42 .424/ 395	321/23 4 72.9% 96.8/1 16 287/34 5 .378/ 354	-	273/19 4 71% - .416/ 324
Dart PRO1 215 Ported Meaux Racing SF600 Alum	215/-	2.125/1. 60 4.125 No Pipe	N/A	-	147/1 11 75.5 %	215/1 61 74.9% 60.6/8 0.1 180/2 37 .735/ 731	260/2 04 78.5% 73.3/1 01 217/3 01 .667/ 695	293/22 8 77.8% 82.6/1 13 245/33 6 .601/ 621	304/2 40 78.9% 85.7/1 19 254/3 54 .52/.5 45	311/24 4 78.5% 87.7/1 21 260/36 0 .456/ 475	319/2 43 76.2% 89.9/1 21 267/3 58 .409/ 414	-	-	264/20 4 77.4% 1.48 .430/ 324
Dart PRO1 215 Ported Meaux Racing Welded Pushrod Area SF600 Alum	215/-	2.125/1. 60 4.125 No Pipe	N/A	-	147/1 11 75.5 %	215/1 61 74.9% 60.6/8 0.1 180/2 37 .735/ 731	262/2 04 77.9% 73.9/1 01 219/3 01 .672/ 695	293/22 8 77.8% 82.6/1 13 245/33 6 .601/ 621	314/2 40 76.4% 88.5/1 19 262/3 54 .537/ 545	319/24 4 76.5% 89.9/1 21 267/36 0 .468/ 475	323/2 43 75.2% 91.1/1 21 270/3 58 .414/ 414	-	-	268/20 4 76.4% 1.50 .430/ 324
Dart PRO1 227 CNC Full Port Alum	227/85	2.08/1.6 25 4.155 No Pipe	66	-	158/1 17 74.1 %	209/1 49 71.3% 61.5/7 1.8 182/2 13 .73/.6 66	257/1 82 70.8% 75.6/8 7.8 224/2 60 .673/ 61	293/21 1 72% 86.2/1 02 255/30 1 .614/ 566	302/2 20 72.8% 88.9/1 06 263/3 14 .528/ 492	309/22 6 73.1% 90.9/1 09 269/32 3 .463/ 433	314/2 32 73.9% 92.4/1 12 274/3 31 .411/ 389	-	-	263/19 1 72.6% 1.38/2 .73 .421/ 329

Dart PRO1 Ported Alum	238/-	2.125/1.60 - No Pipe	N/A	-	147/113 76.9 %	199/155 77.9% 56.1/77.1 166/228 .681/.704	250/184 73.6% 70.5/91.5 209/271 .641/.627	288/204 70.8% 81.2/101 241/301 .591/.556	306/216 70.6% 86.3/107 256/318 .523/.491	-	-	-	-	238/174 73.3% 1.29 .430/.324
Dart PRO1 230 Alum	230/-	2.08/1.60 - No Pipe	64/72	-	129/115 89.1 %	184/158 85.9% 54.2/78.6 160/233 .643/.718	231/185 80.1% 68/92 201/273 .605/.63	271/199 73.4% 79.8/99 236/293 .568/.542	296/205 69.3% 87.1/102 258/302 .517/.466	308/207 67.2% 90.6/103 269/305 .461/.403	-	-	-	237/178 75.3% 1.34 .421/.324
Dart PRO1 230 Dr Js Performan ce Alum	N/A	2.08/1.60 - Pipe	N/A	61/51 83.6 %	115/103 89.6 %	168/135 80.4% 49.4/67.1 146/199 .587/.613	216/166 76.9% 63.6/82.6 188/245 .566/.565	254/187 73.6% 74.8/93 221/276 .532/.51	258/202 78.3% 75.9/100 225/298 .451/.459	262/212 80.9% 77.1/105 228/312 .392/.413	-	-	-	212/168 78.9% - .421/.324
Dart PRO1 230 CNC Dr Js Performan ce Alum	N/A	2.08/1.60 - Pipe	N/A	71/67 94.4 %	141/120 85.1 %	207/162 78.3% 60.9/80.6 181/239 .723/.736	257/195 75.9% 75.6/97 224/287 .673/.664	289/219 75.8% 85.1/109 252/323 .606/.597	300/232 77.3% 88.3/115 262/342 .524/.527	309/244 79% 90.9/121 269/360 .463/.475	-	-	-	251/195 78% - .421/.324
Dart PRO1 Ported 3V Performan ce Alum	N/A	2.08/-	N/A	80/-	145/-	210/-61.8 183 .734	267/-78.6 233 .70	305/-89.8 266 .639	327/-96.2 285 .571	338/-99.5 295 .506	344/-101 300 .451	346/-102 302 .403	-	285 - - .421
Dart Platinum 23 Deg CNC Rons Porting Service 220 Alum	220/-	2.05/1.60	69	-	152/111 73%	203/149 73.4% 61.5/74.1 182/220 .72/.677	250/182 72.8% 75.7/90.5 224/268 .665/.62	288/215 74.7% 87.3/107 259/317 .613/.586	308/229 74.4% 93.3/114 276/337 .546/.52	317/242 76.3% 96/120 285/357 .482/.471	-	-	-	253/188 74.3% 1.44 .415/.324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Dart Platinum 23 Deg CNC Rons Porting Service 238 Alum	238/-	2.10/1.60	68	-	143/111 77.6 %	203/149 73.4% 58.6/74.1 174/220 .703/.677	251/182 72.5% 72.5/90.5 215/268 .651/.62	284/215 75.7% 82/107 243/317 .59/.586	313/229 73.2% 90.4/114 268/337 .542/.52	326/242 74.2% 94.1/120 279/357 .484/.471	-	-	-	253/188 74.2% 1.37 .425/.324
Dart Platinum 23 Deg CNC Rons Porting Service 240 Alum	240/-	2.125/1.60	68	-	143/111 77.6 %	203/149 73.4% 57.2/74.1 170/220 .694/.677	254/182 71.7% 71.6/90.5 212/268 .651/.62	294/215 73.1% 82.9/107 246/317 .603/.586	317/229 72.2% 89.4/114 265/337 .542/.52	328/242 73.8% 92.5/120 274/357 .481/.471	-	-	-	257/188 73.3% 1.37 .430/.324

Dart 23 Deg 220-225 Super Mod Alum	225/88	2.08/1.6 25 4.155 No Pipe	N/A	-	138/1 22 88.4 %	201/1 68 83.6% 59.2/8 1 175/2 40 .702/. 751	253/1 92 75.9% 74.5/9 2.6 221/2 74 .663/. 644	279/20 7 74.2% 82.1/9 9.8 243/29 6 .585/. 555	284/2 11 74.3% 83.6/1 02 248/3 01 .496/. 472	282/21 3 75.5% 83/103 246/30 4 .422/. 408	-	-	-	240/18 6 77.5% 1.26/2 .42 .421/. 329
Dart 23 Deg 220-232 Full Port Alum	232/98	2.08/1.6 0 4.155 No Pipe	N/A	-	144/1 21 84%	208/1 69 81.3% 61.2/8 4.1 181/2 49 .727/. 768	258/2 16 83.7% 75.9/1 07 225/3 18 .676/. 736	296/23 8 80.4% 87.1/1 18 258/35 1 .621/. 649	311/2 44 78.5% 91.5/1 21 271/3 60 .543/. 554	316/25 0 79.1% 93/124 276/36 8 .473/. 487	-	-	-	256/20 6 80.8% 1.36/2 .55 .421/. 324
Dart 23 Deg 220 Full Port No back Cut SF600 Alum	240/-	2.10/1.6 0 - No Pipe	N/A	-	147/1 17 79.6 %	202/1 89 93.6% 58.3/9 4 173/2 79 .699/. 858	253/2 20 87% 73/10 9 216/3 24 .657/. 749	287/23 6 82.2% 82.9/1 17 246/34 8 .596/. 643	310/2 46 79.4% 89.5/1 22 265/3 63 .536/. 559	320/25 0 78.1% 92.4/1 24 274/36 8 .475/. 487	324/2 51 77.5% 93.5/1 25 277/3 70 .42/.4 28	-	-	263/21 6 81.9% 1.35 .425/. 324
Dart 220 RR Full Port Alum	239/10 3	2.10/1.6 0 - No Pipe	N/A	-	154/1 21 78.6 %	223/1 68 75.3% 64.4/8 3.6 191/2 48 .772/. 763	276/2 02 73.2% 79.7/1 00 236/2 98 .716/. 688	311/22 9 73.6% 89.8/1 14 266/33 7 .646/. 624	319/2 37 74.3% 92.1/1 18 273/3 49 .552/. 538	323/24 3 75.2% 93.3/1 21 276/35 8 .479/. 473	-	-	-	268/20 0 74.7% 1.35/2 .36 .425/. 324
Dart 220 RR CFE Full Port Alum	248/10 6	2.10/1.6 0 - No Pipe	N/A	-	131/1 15 87.8 %	199/1 54 77.4% 57.5/7 6.6 170/2 27 .689/. 699	254/1 83 72% 73.3/9 1 217/2 70 .659/. 623	289/22 0 76.1% 83.4/1 09 247/32 4 .60/.6 0	304/2 33 76.6% 87.8/1 16 260/3 43 .526/. 529	304/24 0 78.9% 87.8/1 19 260/35 4 .451/. 467	-	-	-	247/19 1 77.3% 1.23/2 .26 .425/. 324
Dart 220 Race Series Alum	248/-	2.10/1.6 0 - No Pipe	62	-	147/1 17 79.6 %	202/1 89 93.6% 58.3/9 4 173/2 79 .699/. 858	253/2 20 87% 73/10 9 216/3 24 .657/. 749	287/23 6 82.2% 82.9/1 17 246/34 8 .596/. 643	310/2 46 79.4% 89.5/1 22 265/3 63 .536/. 559	320/25 0 78.1% 92.4/1 24 274/36 8 .475/. 487	324/2 51 77.5% 93.5/1 25 277/3 70 .42/.4 28	-	-	263/21 6 81.9% 1.31 .425/. 324
Dart 18 Deg CNC Out of Box Weingartn er Racing	N/A	2.14/1.6 0 4.125 No Pipe	N/A	80/52 65%	150/1 25 83.3 %	220/1 61 73.2% 61.2/8 0.1 181/2 37 .747/. 731	273/2 03 74.4% 75.9/1 01 225/2 99 .695/. 692	311/22 6 72.7% 86.5/1 12 256/33 3 .634/. 616	349/2 40 68.8% 97/11 9 287/3 54 .593/. 545	338/24 8 73.4% 94/123 278/36 5 .492/. 483	-	-	-	274/20 1 73.3% - .433/. 324

Dart 18 Deg Super Mod SF600	246/10 5	2.15/1.6 0 - No Pipe	N/A	-	165/1 31 79.4 %	210/1 65 78.6% 57.8/8 2.1 171/2 43 .71/.7 49	270/1 95 72.2% 74.4/9 7 220/2 87 .684/. 664	321/23 5 73.2% 88.4/1 17 262/34 6 .651/. 64	353/2 49 70.5% 97.2/1 24 288/3 67 .597/. 565	357/25 3 70.9% 98.3/1 26 291/37 3 .517/. 492	-	-	-	279/20 5 73.3% 1.45/2 .41 .435/. 324
Dart 18 Deg Full Port No Back Cut SF600 Alum	252/10 5	2.15/1.6 0 4.155 No Pipe	N/A	-	132/1 01 76.5 %	194/1 44 74.2% 53.4/7 1.6 158/2 12 .656/. 654	252/1 98 78.6% 69.4/9 8.5 206/2 92 .639/. 675	305/21 7 71.1% 84/108 249/32 0 .619/. 591	347/2 27 65.4% 95.6/1 13 283/3 35 .586/. 516	365/24 1 66% 101/12 0 298/35 5 .529/. 469	358/2 41 67.3% 98.6/1 20 292/3 55 .454/. 41	-	-	279/19 6 70.1% 1.45/2 .30 .435/. 324
Dart 18 Deg Full Port No Back Cut SF600 Alum	263/10 8	2.18/1.6 0 4.155 No Pipe	N/A	-	183/1 31 71.6 %	243/1 69 69.5% 65.1/8 4.1 193/2 49 .81/.7 68	295/2 25 76.3% 79/11 2 234/3 32 .738/. 766	342/24 6 71.9% 91.6/1 22 271/36 3 .684/. 67	364/2 63 72.3% 97.5/1 31 289/3 88 .607/. 597	368/26 8 72.8% 98.6/1 33 292/39 5 .526/. 522	363/2 72 74.9% 97.3/1 35 288/4 01 .454/. 463	-	-	308/22 5 72.9% 1.40/2 .52 .441/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Dart 18 Deg Full Port SF600	275/11 0	2.18/1.6 0 - No Pipe	N/A	-	165/1 31 79.4 %	210/1 73 82.4% 56.3/8 6 167/2 55 .70/.7 86	272/2 30 84.6% 72.9/1 14 216/3 39 .68/.7 84	326/24 9 76.4% 87.3/1 24 259/36 7 .652/. 679	360/2 63 73.1% 96.4/1 31 286/3 88 .60/.5 97	378/27 0 71.4% 101/13 4 300/39 8 .54/.5 26	-	-	-	285/21 9 76.9% 1.37/2 .45 .441/. 324
Dart 18 Deg Alum	257/-	2.15/1.6 0 4.155 No Pipe	N/A	-	145/1 14 78.6 %	211/1 74 82.5% 58.1/8 6.5 172/2 56 .713/. 79	270/2 17 80.4% 74.4/1 08 220/3 20 .684/. 739	321/24 1 75.1% 88.4/1 20 262/35 5 .651/. 657	346/2 51 72.5% 95.3/1 25 282/3 70 .585/. 57	350/25 8 73.7% 96.4/1 28 286/38 0 .507/. 502	340/2 62 77.1% 93.7/1 30 277/3 86 .431/. 446	-	-	283/21 7 76.5% 1.36 .435/. 324
Dart 18 Deg Alum	270/-	2.18/1.6 0 4.155 No Pipe	N/A	-	162/1 14 70.4 %	232/1 74 75% 62.2/8 6.5 184/2 56 .773/. 79	293/2 17 74.1% 78.5/1 08 233/3 20 .733/. 739	332/24 1 72.6% 88.9/1 20 264/35 5 .664/. 657	359/2 51 69.9% 96.2/1 25 285/3 70 .598/. 57	366/25 8 70.5% 98.1/1 28 291/38 0 .523/. 502	366/2 62 71.6% 98.1/1 30 291/3 86 .458/. 446	-	-	301/21 7 71.9% 1.36 .441/. 324
Dart 18 Deg Alum	N/A	2.18/1.6 0 - No Pipe	62	-	139/1 11 79.9 %	192/1 54 80.2% 51.4/7 6.6 152/2 27 .64/.6 99	250/2 16 86.4% 67/10 7 198/3 18 .625/. 736	304/24 2 79.6% 81.4/1 20 241/35 7 .608/. 66	346/2 54 73.4% 92.7/1 26 275/3 74 .577/. 577	373/25 8 69.2% 99.9/1 28 296/38 0 .533/. 502	380/2 62 68.9% 102/1 30 302/3 86 .475/. 446	-	-	283/21 4 75.5% - .441/. 324
Dart 18 Deg Ported Chris	N/A	- 4.175 No Pipe	N/A	-	141/1 03 73%	238/1 56 65.5% -	298/2 06 69.1% -	348/23 1 66.4% -	381/2 42 63.5% -	397/25 0 63% -	408/2 62 64.2% -	415/26 9 64.8% -	420/2 73 65% -	338/22 1 65.4%

Frank Alum														
Dart 16 Deg Full Port Intake Back Cut 45/39/32 SF600 Alum	263/108	2.15/1.60 - No Pipe	N/A	-	145/119 82.1%	219/173 79% 60.3/86 179/255 .74/.86	280/213 76.1% 77.1/106 229/314 .71/.726	325/240 73.8% 89.5/119 265/354 .659/.654	358/257 71.8% 98.6/128 292/379 .605/.584	379/264 69.7% 104/131 309/389 .549/.514	383/268 70% 105/133 313/395 .485/.456	-	-	298/219 73.4% 1.46/2.48 .435/.324
Dart 16 Deg Full Port Lrg No Back Cut SF600 Alum	281/119	2.20/1.625 - No Pipe	N/A	-	163/106 65%	228/149 65.4% 60/71.8 178/213 .753/.666	286/191 66.8% 75.2/92.1 223/273 .709/.641	340/219 64.4% 89.4/106 265/313 .674/.588	377/234 62.1% 99.2/113 294/334 .623/.523	387/247 63.8% 102/119 302/353 .548/.473	392/251 64% 103/121 306/359 .486/.421	-	-	310/200 64.3% 1.40/2.11 .446/.329
Dart 16 Deg Port Jones Engineering Alum	267/-	2.18/1.60	48	-	161/101 62.7%	231/149 64.5% 61.9/74.1 183/220 .77/.677	291/211 72.5% 78/105 231/311 .728/.719	337/237 70.3% 90.3/118 268/349 .674/.646	360/253 70.3% 96.4/126 286/373 .60/.575	371/263 70.9% 99.4/131 295/388 .53/.512	375/268 71.5% 100/133 298/395 .469/.456	-	-	304/212 69.7% 1.40 .441/.324
Dart 15 Deg Small Alum	276/111	2.15/1.60 - No Pipe	51	-	-	-	-	-	-	392/-108 320 .568	-/263	-	-	- - 1.42 .435/.324
Dart 15 Deg Large Alum	281/113	2.20/1.60 - No Pipe	51	-	-	-	-	-	-	-	-	-	-	- - - .446/.324
Dart High Port 15 Deg - Darin Morgan SF600 Alum	N/A	2.18/1.625 - No Pipe	N/A	-	136/111 81.6%	212/157 74.1% 56.8/75.7 168/224 .707/.702	281/214 76.2% 75.3/103 223/306 .703/.718	339/243 71.7% 90.8/117 269/347 .678/.652	379/258 68.1% 102/124 301/369 .632/.577	394/265 67.3% 106/128 313/379 .563/.508	396/271 68.4% 106/131 314/387 .495/.454	404/273 67.6% 108/132 321/390 .449/.407	-/275	318/224 70.5% - .441/.329
Dart Little Chief 11 Deg 275 I-50 E-55 SF1020 Alum	275/108	2.18/1.55 4.155 No Pipe	N/A	-	162/138 85.2%	240/186 77.5% 64.3/98.6 191/292 .80/.872	306/241 78.8% 82/128 243/378 .765/.847	350/266 76% 93.8/141 278/418 .70/.748	372/274 73.7% 99.7/145 295/430 .62/.642	376/278 73.9% 101/147 298/437 .537/.559	384/280 72.9% 103/148 305/440 .48/.492	389/282 72.5% 104/149 309/443 .432/.441	392/282 71.9% 105/149 311/443 .392/.397	330/247 75% 1.43/2.61 .441/.314
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Dart Little Chief 11 Deg 315 I-55 E-55 SF1020 Alum	315/108	2.23/1.55 4.155 No Pipe	N/A	-	158/138 87.3%	235/186 79.1% 60.2/98.6 178/292 .766/.872	300/241 80.3% 76.8/128 228/378 .733/.847	352/266 75.6% 90.1/141 267/418 .688/.748	385/274 71.2% 98.6/145 292/430 .627/.642	401/278 69.3% 103/147 304/437 .56/.559	405/280 69.1% 104/148 307/440 .495/.492	410/282 68.8% 105/149 311/443 .445/.441	415/282 68% 106/149 315/443 .406/.397	340/247 72.8% 1.32/2.61 .452/.314

Dart Little Chief 11 Deg 315 I-55 E-55 SF1020 Alum	330/108	2.23/1.55 4.155 No Pipe	N/A	-	143/138 96.5%	233/186 79.8% 59.7/98.6 177/292 .759/.872	304/241 79.3% 77.8/128 231/378 .743/.847	360/266 73.9% 92.2/141 273/418 .704/.748	393/274 69.7% 101/145 298/430 .64/.642	405/278 68.6% 104/147 307/437 .566/.559	418/280 67% 107/148 317/440 .511/.492	425/282 66.4% 109/149 322/443 .462/.441	431/282 65.4% 110/149 327/443 .421/.397	346/247 71.6% 1.31/2.61 .452/.314
Dart Little Chief 11 Deg Ported MBE Alum	345/-	2.25/1.60 4.155 No Pipe	35-46	-	140/101 72.1%	222/140 63.1% 55.8/69.6 165/206 .717/.636	298/186 62.4% 74.9/92.5 222/274 .722/.634	360/236 65.6% 90.5/117 268/348 .698/.643	409/259 63.3% 103/129 305/382 .661/.588	429/268 62.5% 108/133 320/395 .594/.522	441/274 62.1% 111/136 329/404 .534/.467	457/-115 341 .492	468/-118 349 .453	358/209 - 1.36 .456/.324
Dart Little Chief 11 Deg Ported MBE I-55 E-55 SF600 Alum	347/-	2.27/1.55 4.155 No Pipe	N/A	-	151/101 66.9%	227/140 61.7% 56.1/74.2 166/220 .727/.656	303/186 61.4% 74.9/98.6 222/292 .728/.654	365/236 64.7% 90.2/125 267/371 .701/.664	413/259 62.7% 102/137 302/407 .661/.607	438/268 61.2% 108/142 321/421 .601/.539	444/274 61.7% 110/145 325/430 .533/.482	456/276 60.5% 113/146 334/433 .487/.431	462/-114 338 .444	362/218 - 1.33 .460/.314
Dart 9 Deg Alum	299/215	2.20/1.625 - No Pipe	38	70/54 77.1%	153/103 67.3%	227/156 68.7% 59.7/75.2 177/223 .75/.698	300/209 69.7% 78.9/101 234/299 .743/.701	360/243 67.5% 94.7/117 281/347 .714/.652	406/266 65.5% 107/128 316/380 .671/.595	421/279 66.3% 111/135 328/399 .596/.535	-	-	-	311/209 67.3% 1.41/1.30 .446/.329
Dart 9 Deg Alum	N/A	2.21/1.625 4.40 No Pipe	45	-	-	225/162 72% 58.7/78.1 174/231 .74/.724	298/215 72.1% 77.7/104 230/307 .735/.721	348/245 70.4% 90.7/118 269/350 .687/.657	375/260 69.3% 97.8/125 290/371 .617/.581	388/267 68.8% 101/129 300/381 .547/.512	394/275 69.8% 103/133 304/493 .486/.461	-	-	338/237 70.2% - .448/.329
Edelbrock E-Street 5073, 5089 SF1020 Alum	185/60	2.02/1.60	64/70	63/51 81%	125/99 79.2%	182/131 72% 56.8/65.2 168/193 .655/.595	225/153 68% 70.2/76.1 208/225 .607/.521	248/163 65.7% 77.4/81.1 229/240 .535/.444	249/168 67.5% 77.7/83.6 230/248 .448/.382	-	-	-	-	206/143 69.4% 1.35/2.80 .409/.324
Edelbrock 6071, 6073 Alum OLD	170/60	2.02/1.60	70	72/61 84.7%	134/105 78.4%	188/140 74.5% 58.7/69.6 174/206 .676/.636	224/160 71.4% 69.9/79.6 207/236 .604/.545	233/172 73.8% 72.7/85.5 215/253 .503/.469	233/179 76.8% 72.7/89 215/264 .419/.407	-	-	-	-	202/151 74.7% 1.37/2.98 .409/.324

Edelbrock 60719 Performer RPM Straight Plug Alum	170/60	2.02/1.6 0	70	73/61 83.6 %	140/1 08 77.1 %	200/1 44 72% 62.4/7 1.6 185/2 12 .72/.6 54	238/1 63 68.5% 74.3/8 1.1 220/2 40 .642/. 555	244/17 5 71.7% 76.1/8 7 226/25 8 .527/. 477	244/1 83 75% 76.1/9 1 226/2 70 .439/. 416	-	-	-	-	213/15 5 72.5% 1.44/3 .05 .409/. 324
Edelbrock 60739 Performer RPM Angled Plug Alum	170/60	2.02/1.6 0	70	73/61 83.6 %	140/1 08 77.1 %	200/1 44 72% 62.4/7 1.6 185/2 12 .72/.6 54	238/1 63 68.5% 74.3/8 1.1 220/2 40 .642/. 555	244/17 5 71.7% 76.1/8 7 226/25 8 .527/. 477	244/1 83 75% 76.1/9 1 226/2 70 .439/. 416	-	-	-	-	213/15 5 72.5% 1.44/3 .05 .409/. 324
Edelbrock 60859, 60879 Performer Centerbolt SF1020 Alum	165/60	2.02/1.6 0	60	64/54 84.4 %	122/9 6 78.7 %	177/1 24 70.1% 55.2/6 1.7 164/1 83 .637/. 563	217/1 47 67.7% 67.7/7 3.1 201/2 17 .586/. 501	229/16 6 72.5% 71.5/8 2.6 212/24 5 .494/. 452	232/1 75 75.4% 72.4/8 7 214/2 58 .417/. 397	-	-	-	-	195/14 2 72.5% 1.41/2 .92 .409/. 324
Edelbrock 60899, 60909, 60999 Performer RPM Alum	170/60	2.02/1.6 0	64	67/58 86.6 %	130/1 08 83.1 %	183/1 44 78.7% 57.1/7 1.6 169/2 12 .658/. 654	226/1 69 74.8% 70.5/8 4.1 209/2 49 .61/.5 76	229/17 5 76.4% 71.5/8 7 212/25 8 .494/. 477	232/1 82 78.4% 72.4/9 0.5 214/2 68 .417/. 413	-	-	-	-	200/15 6 77.8% 1.36/3 .03 .409/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Edelbrock Performer RPM 60899, 60999 SF1020 Alum	185/65	2.02/1.6 0	64	66/55 83.3 %	129/9 8 76%	188/1 31 69.7% 58.7/6 5.2 174/1 93 .676/. 595	228/1 52 66.7% 71.1/7 5.6 211/2 24 .615/. 518	240/16 2 67.5% 74.9/8 0.6 222/23 9 .518/. 441	241/1 68 69.7% 75.2/8 3.6 223/2 48 .434/. 382	-	-	-	-	205/14 2 69.3% 1.30/2 .58 .409/. 324
Edelbrock Performer RPM 608979 SCCA SF1020 Alum	185/65	1.94/1.5 5	64	61/51 83.6 %	127/9 5 74.8 %	185/1 18 63.8% 62.6/6 2.5 185/1 85 .693/. 553	217/1 31 60.4% 73.4/6 9.4 218/2 06 .61/.4 61	229/13 7 59.8% 77.5/7 2.6 230/21 5 .515/. 385	237/1 40 59.1% 80.2/7 4.2 238/2 20 .444/. 328	-	-	-	-	199/12 4 62.4% 1.28/2 .15 .393/. 314
Edelbrock Performer RPM '86 earlier 60759 SF1020 Alum	185/65	2.02/1.6 0	64/70	66/52 78.8 %	127/9 7 76.4 %	185/1 27 68.6% 57.7/6 3.2 171/1 87 .666/. 577	230/1 46 63.5% 71.8/7 2.6 213/2 15 .621/. 497	238/15 6 65.5% 74.3/7 7.6 220/23 0 .514/. 425	239/1 62 67.8% 74.6/8 0.6 221/2 39 .43/.3 68	-	-	-	-	204/13 8 67.5% 1.29/2 .49 .409/. 324

Edelbrock 60899 Performer RPM Alum CHP	185/63	2.02/1.6 0	64	60/48 80%	125/9 6 76.8 %	181/1 34 74% 56.5/6 6.6 167/1 97 .651/. 609	223/1 61 72.2% 69.6/8 0.1 206/2 37 .602/. 548	244/17 6 72.1% 76.1/8 7.5 226/25 9 .527/. 48	-	-	-	-	-	193/14 2 73.4% 1.32/2 .79 .409/. 324
Edelbrock 6089 NPS Alum	N/A	2.02/1.6 0 4.016 No Pipe	N/A	65/54 83.1 %	127/1 05 82.7 %	180/1 37 76.1% 56.2/6 8.1 166/2 02 .648/. 622	219/1 55 70.8% 68.3/7 7.1 202/2 28 .591/. 528	240/16 3 67.9% 74.9/8 1.1 222/24 0 .518/. 444	236/1 67 70.8% 73.6/8 3.1 218/2 46 .425/. 379	-	-	-	-	200/14 5 72.6% - .409/. 324
Edelbrock 60979 E- Tec 170 SF1020 Alum	170/70	1.94/1.5 5	64	64/54 84.4 %	130/1 04 80%	186/1 40 75.3% 62.9/7 4.2 186/2 20 .697/. 656	220/1 69 76.8% 74.4/8 9.6 221/2 65 .618/. 594	232/18 3 78.9% 78.5/9 7 233/28 7 .521/. 515	238/1 90 79.8% 80.5/1 01 239/2 98 .446/. 445	-	-	-	-	201/15 7 78.1% 1.40/2 .71 .393/. 314
Edelbrock 60989 E- Tec 200 SF1020 Alum	200/80	2.02/1.6 0	64	67/57 85.1 %	122/1 10 90.2 %	175/1 53 87.4% 54.6/7 6.1 162/2 25 .63/.6 95	223/1 82 81.6% 69.6/9 0.5 206/2 68 .602/. 62	252/19 6 77.8% 78.6/9 7.5 233/28 9 .544/. 534	259/2 04 78.8% 80.8/1 01 239/3 01 .466/. 463	265/20 7 78.1% 82.7/1 03 245/30 5 .409/. 403	-	-	-	216/17 5 81.2% 1.33/2 .59 .409/. 324
Edelbrock E-210 Out of Box Weingartn er Racing Alum	210/-	2.08/1.6 0 4.155 No Pipe	N/A	64/41 64.1 %	132/8 8 66.7 %	179/1 24 69.3% 52.7/6 1.7 156/1 83 .625/. 563	220/1 47 66.8% 64.7/7 3.1 192/2 17 .576/. 501	246/16 3 66.3% 72.4/8 1.1 215/24 0 .516/. 444	259/1 72 66.4% 76.2/8 5.5 226/2 53 .452/. 391	264/17 5 66.3% 77.7/8 7 230/25 8 .395/. 341	263/1 77 67.3% 77.4/8 8 229/2 61 .345/. 301	259/17 8 68.7% 76.2/8 8.5 226/26 2 .302/. 269	259/- 76.2 226 .271	231/15 3 - 1.26 .421/. 324
Edelbrock/ Chapman 61049 Alum	236/10 0	2.135/1. 625 - No Pipe	52	71/54 76.1 %	159/1 08 67.9 %	224/1 82 81.3% 62.6/8 7.8 185/2 60 .762/. 814	273/2 22 81.3% 76.3/1 07 226/3 17 .697/. 745	305/23 8 78% 85.2/1 15 252/34 0 .623/. 639	314/2 50 79.6% 87.7/1 21 260/3 57 .534/. 559	323/26 0 80.5% 90.2/1 25 267/37 1 .471/. 498	-	-	-	266/21 0 78.8% 1.37/2 .60 .432/. 329
Edelbrock/ Chapman Victor 18 Deg 61069 Alum	252/10 0	2.18/1.6 25	52	72/54 75%	161/1 08 67.1 %	232/1 82 78.4% 62.2/8 7.8 184/2 60 .773/. 814	286/2 22 77.6% 76.6/1 07 227/3 17 .715/. 745	321/23 8 74.1% 86/115 255/34 0 .642/. 639	342/2 50 73.1% 91.6/1 21 271/3 57 .57/.5 59	345/26 0 75.4% 92.4/1 25 274/37 1 .493/. 498	-	-	-	281/21 0 74.7% 1.37/2 .60 .441/. 329

Edelbrock 23 Deg. CNC Rons Porting Service Alum	236/-	2.10/1.6 0	71	-	168/1 16 69%	223/1 64 73.5% 64.4/8 1.6 191/2 42 .772/. 745	281/2 10 74.7% 81.1/1 04 240/3 09 .729/. 715	308/23 2 75.3% 88.9/1 15 263/34 2 .64/.6 32	322/2 38 73.9% 93/11 8 275/3 51 .557/. 541	326/24 0 73.6% 94.1/1 19 279/35 4 .484/. 467	328/2 42 73.8% 94.7/1 20 281/3 57 .426/. 412	-	-	279/20 6 73.7% 1.39 .425/. 324
Edelbrock 18 Deg. CNC Rons Porting Service Alum	278/-	2.18/1.6 25	53	-	150/1 25 83.3 %	220/1 80 81.8% 58.9/8 6.8 175/2 57 .733/. 805	281/2 24 79.7% 75.3/1 08 223/3 20 .703/. 751	331/24 0 72.5% 88.7/1 16 263/34 3 .662/. 644	362/2 48 68.5% 97/12 0 287/3 54 .603/. 555	380/25 1 66.1% 102/12 1 302/35 9 .543/. 481	385/2 54 66% 103/1 22 306/3 63 .481/. 426	-	-	301/21 7 72.2% 1.38 .441/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Edelbrock 18 Deg. Ported Chad Speier I-50 E-50 Alum	N/A	2.18/1.6 0 4.155 2" Pipe	53	-	136/1 02 75%	212/1 48 69.8% 56.8/7 3.6 168/2 18 .707/. 672	275/1 92 69.8% 73.7/9 5.5 218/2 83 .688/. 654	325/22 9 70.5% 87.1/1 14 258/33 7 .65/.6 24	362/2 57 71% 97/12 8 287/3 79 .603/. 584	383/26 8 70% 103/13 3 304/39 5 .547/. 522	393/2 75 70% 105/1 37 312/4 05 .491/. 468	395/27 8 70.4% 106/13 8 314/41 0 .439/. 421	396/2 81 71% 106/1 40 314/4 14 .396/. 383	320/22 6 70.6% - .441/. 324
Edelbrock/ Chapman Victor 18 Deg 61089 Alum	256/10 0	2.18/1.6 25	52	72/54 75%	161/1 08 67.1 %	233/1 82 78.1% 62.4/8 7.8 185/2 60 .777/. 814	286/2 22 77.6% 76.6/1 07 227/3 17 .715/. 745	321/23 8 74.1% 86/115 21 255/34 0 .642/. 639	344/2 50 72.7% 92.2/1 21 273/3 57 .573/. 559	348/26 0 74.7% 93.2/1 25 276/37 1 .497/. 498	-	-	-	282/21 0 74.4% 1.36/2 .60 .441/. 329
Edelbrock/ Chapman Victor 18 Deg 61109 Alum	236/10 0	2.125/1. 625	65	71/54 76.1 %	159/1 08 67.9 %	224/1 82 81.3% 63.2/8 7.8 187/2 60 .766/. 814	273/2 22 81.3% 77/10 7 228/3 17 .70/.7 45	305/23 8 78% 86/115 21 255/34 0 .626/. 639	314/2 50 79.6% 88.5/1 21 262/3 57 .537/. 559	323/26 0 80.5% 91.1/1 25 270/37 1 .473/. 498	-	-	-	266/21 0 78.8% 1.37/2 .60 .430/. 329
Edelbrock 61119 Victor 15 Deg. Ported Chapman Alum	283/10 0	2.18/1.6 25 - No Pipe	43	63/48 76.2 %	137/1 13 82.5 %	215/1 77 82.3% 57.6/8 5.3 171/2 53 .717/. 792	281/2 17 77.2% 75.3/1 05 223/3 10 .703/. 728	327/24 0 73.4% 87.6/1 16 260/34 3 .654/. 644	363/2 54 70% 97.3/1 22 288/3 63 .605/. 568	381/26 0 68.2% 102/12 5 302/37 1 .544/. 498	-	-	-	284/21 0 74% 1.35/2 .60 .441/. 329
Edelbrock 61129 Alum	252/10 0	2.18/1.6 25	65	72/54 75%	161/1 08 67.1 %	232/1 82 78.4% 62.2/8 7.8 184/2 60 .773/. 814	286/2 22 77.6% 76.6/1 07 227/3 17 .715/. 745	321/23 8 74.1% 86/115 21 255/34 0 .642/. 639	342/2 50 73.1% 91.6/1 21 271/3 57 .57/.5 59	345/26 0 75.4% 92.4/1 25 274/37 1 .493/. 498	-	-	-	281/21 0 74.7% 1.37/2 .60 .441/. 329

Edelbrock 61139 Victor 15 Deg. Ported Chapman Alum	317/10 0	2.25/1.6 25 - No Pipe	45	70/49 70%	142/1 18 83.1 %	216/1 75 81% 54.3/8 4.4 161/2 50 .698/. 783	280/2 12 75.7% 70.4/1 02 209/3 03 .678/. 711	328/24 1 73.5% 82.5/1 16 244/34 4 .636/. 647	368/2 57 69.8% 92.6/1 24 274/3 67 .594/. 575	398/26 7 67.1% 100/12 9 297/38 1 512	404/2 71 67.1% 102/1 31 301/3 87 .489/. 454	-	-	305/22 0 72.1% 1.27/2 .71 .456/. 329
Edelbrock 15 Deg. CNC Rons Porting Service Alum	272/-	2.18/1.6 25	45	-	153/1 10 71.9 %	228/1 84 80.7% 61.1/8 8.7 181/2 63 .76/.8 23	292/2 29 78.4% 78.2/1 10 232/3 27 .73/.7 68	334/25 8 77.2% 89.5/1 24 265/36 9 .668/. 692	366/2 68 73.2% 98.1/1 29 291/3 83 .61/.5 99	382/27 4 71.7% 102/13 2 303/39 1 525	-	-	-	293/22 1 75.4% 1.40 .441/. 329
Edelbrock 15 Deg CNC RFD Alum	52	2.25/1.6 25	N/A	-	156/1 20 76.9 %	228/1 80 78.9% 57.3/8 6.8 170/2 57 .736/. 805	304/2 20 72.4% 76.5/1 06 227/3 14 .736/. 738	363/24 6 67.8% 91.3/1 19 271/35 1 .703/. 66	398/2 58 64.8% 100/1 24 297/3 69 .643/. 577	410/26 9 65.6% 103/13 0 306/38 4 516	418/2 73 65.3% 105/1 32 311/3 90 .506/. 458	422/28 0 66.4% 106/13 5 314/40 0 417	-	337/23 1 68.4% 8.12 .456/. 329
Edelbrock 61149 Alum	256/10 0	2.18/1.6 25	65	72/54 75%	161/1 08 67.1 %	233/1 82 78.1% 62.4/8 7.8 185/2 60 .777/. 814	286/2 22 77.6% 76.6/1 07 227/3 17 .715/. 745	321/23 8 74.1% 86/115 255/34 0 .642/. 639	344/2 50 72.7% 92.2/1 21 273/3 57 .573/. 559	348/26 0 74.7% 93.2/1 25 276/37 1 497/. 498	-	-	-	282/21 0 74.4% 1.36/2 .60 .441/. 329
Edelbrock/ Chapman Victor 18 Deg 61159 Alum	246/10 0	2.15/1.6 25	52	72/54 75%	161/1 08 67.1 %	232/1 82 78.4% 63.9/8 7.8 189/2 60 .784/. 814	286/2 22 77.6% 78.8/1 07 233/3 17 .725/. 745	321/23 8 74.1% 88.4/1 15 262/34 0 .651/. 639	340/2 50 73.5% 93.7/1 21 277/3 57 .575/. 559	342/26 0 76% 94.2/1 25 279/37 1 495/. 498	-	-	-	280/21 0 74.9% 1.39/2 .60 .435/. 329
Edelbrock 61169 Alum	266/10 0	2.18/1.6 25	52	71/54 76.1 %	151/1 08 71.5 %	226/1 82 80.5% 60.5/8 7.8 179/2 60 .753/. 814	271/2 22 81.9% 72.6/1 07 215/3 17 .678/. 745	323/23 8 73.7% 86.5/1 15 256/34 0 .646/. 639	350/2 50 71.4% 93.8/1 21 278/3 57 .583/. 559	355/26 0 73.2% 95.1/1 25 282/37 1 507/. 498	-	-	-	279/21 0 75.2% 1.33/2 .60 .441/. 329
Edelbrock 61179 Alum	270/10 5	2.18/1.6 25	47	71/51 71.8 %	151/1 14 75.5 %	226/1 80 79.6% 60.5/8 6.8 179/2 57 .753/. 805	271/2 13 78.6% 72.6/1 03 215/3 04 .678/. 714	323/24 0 74.3% 86.5/1 16 256/34 3 .646/. 644	350/2 48 70.9% 93.8/1 20 278/3 54 .583/. 555	355/25 5 71.8% 95.1/1 23 282/36 4 507/. 489	-	-	-	279/20 8 74.6% 1.31/2 .43 .441/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e

Edelbrock 61189 Alum	246/10 0	2.18/1.6 25	65	72/54 75%	161/1 08 67.1 %	232/1 82 78.4% 62.2/8 7.8 184/2 60 .773/. 814	286/2 22 77.6% 76.6/1 07 227/3 17 .715/. 745	321/23 8 74.1% 86/115 255/34 0 .642/. 639	340/2 50 73.5% 91.1/1 21 270/3 57 .567/. 559	342/26 0 76% 91.6/1 25 271/37 1 .489/. 498	-	-	-	280/21 0 74.9% 1.39/2 .60 .441/. 329
Edelbrock 61199 Alum	266/10 0	2.18/1.6 25	65	71/54 76.1 %	151/1 08 71.5 %	226/1 82 80.5% 60.5/8 7.8 179/2 60 .753/. 814	271/2 22 81.9% 72.6/1 07 215/3 17 .678/. 745	323/23 8 73.7% 86.5/1 15 256/34 0 .646/. 639	350/2 50 71.4% 93.8/1 21 278/3 57 .583/. 559	355/26 0 73.2% 95.1/1 25 282/37 1 .507/. 498	-	-	-	279/21 0 75.2% 1.33/2 .60 .441/. 329
Edelbrock/ Chapman Victor 23 Deg 61209 Alum	238/85	2.125/1. 625 - No Pipe	71	68/54 79.4 %	147/1 06 72.1 %	221/1 81 81.9% 62.3/8 7.3 185/2 59 .756/. 809	265/2 12 80% 74.7/1 02 221/3 03 .68/.7 11	293/22 8 77.8% 82.6/1 10 245/32 6 .601/. 612	312/2 35 75.3% 88/11 3 261/3 36 .534/. 525	317/24 0 75.7% 89.4/1 16 265/34 3 .465/. 46	-	-	-	259/20 0 77.3% 1.33/2 .82 .430/. 329
Edelbrock/ Chapman Victor 23 Deg 61229 Alum	243/85	2.125/1. 625 - No Pipe	71	67/54 80.6 %	147/1 06 72.1 %	221/1 81 81.9% 62.3/8 7.3 185/2 59 .756/. 809	269/2 12 78.8% 75.8/1 02 225/3 03 .69/.7 11	299/22 8 76.3% 84.3/1 10 250/32 6 .614/. 612	310/2 35 75.8% 87.4/1 13 259/3 36 .53/.5 25	315/24 0 76.2% 88.8/1 16 263/34 3 .462/. 46	-	-	-	260/20 0 77% 1.30/2 .82 .430/. 329
Edelbrock/ Chapman Victor 23 Deg 61249 Alum	247/85	2.125/1. 625 - No Pipe	71	71/54 76.1 %	146/1 06 72.6 %	222/1 81 81.5% 62.6/8 7.3 185/2 59 .759/. 809	268/2 12 79.1% 75.6/1 02 224/3 03 .687/. 711	299/22 8 76.3% 84.3/1 10 250/32 6 .614/. 612	314/2 35 74.8% 88.5/1 13 262/3 36 .537/. 525	321/24 0 74.8% 90.5/1 16 268/34 3 .47/.4 6	-	-	-	262/20 0 76.6% 1.30/2 .82 .430/. 329
Edelbrock/ Chapman Victor 23 Deg 61209 Revised Smithberg Racing Alum	N/A	2.135/1. 60 4.155 No Pipe	N/A	80/42 52.5 %	166/9 8 59%	231/1 73 74.9% 64.5/8 6 191/2 55 .786/. 786	281/2 09 74.4% 78.5/1 04 233/3 08 .717/. 712	320/22 8 71.3% 89.4/1 13 265/33 6 .654/. 621	338/2 41 71.3% 94.4/1 20 280/3 55 .575/. 547	346/24 8 71.7% 96.6/1 23 286/36 5 .505/. 483	351/2 57 73.2% 98/12 8 291/3 79 .448/. 438	355/25 8 72.7% 99.2/1 28 294/38 0 .403/. 391	360/2 58 71.7% 101/1 28 298/3 80 .368/. 352	305/21 9 71.7% - .432/. 324
Edelbrock Victor Jr. 23 Deg. 77569, 77579, 77589, 77599, 77619, 77629, 77639, 77649 SF1020 Alum	215/85	2.08/1.6 0	64/70	67/64 95.5 %	119/1 12 94.1 %	177/1 53 86.4% 52.1/7 6.1 154/2 25 .618/. 695	226/1 88 83.2% 66.5/9 3.5 197/2 77 .592/. 64	265/20 7 78.1% 78/103 231/30 5 .556/. 564	281/2 17 77.2% 82.7/1 08 245/3 20 .491/. 493	285/22 0 77.2% 83.9/1 09 249/32 4 .427/. 428	-	-	-	226/18 3 81.1% 1.33/2 .59 .421/. 324

Edelbrock Victor Jr. 23 Deg. 7761 Alum CHP	N/A	2.08/1.60	N/A	69/57 82.6 %	123/11 90.2 %	173/145 83.8% 50.9/72.1 151/214 .604/.659	219/180 82.2% 64.5/89.5 191/265 .574/.613	255/198 77.6% 75/98.5 222/292 .535/.54	275/206 74.9% 80.9/102 240/304 .48/.468	284/206 72.5% 83.6/102 248/304 .425/.401	-	-	-	222/174 78.7% - .421/.324
Edelbrock Victor Jr. 23 Deg. Ported Bullet Cylinder Heads Alum	225/90	2.08/1.60	68	72/55 76.4 %	144/107 74.3 %	201/156 77.6% 59.2/77.6 175/230 .702/.709	255/185 72.5% 75/92103 222/273 .668/.63	287/208 72.5% 84.5/103 250/307 .602/.567	297/221 74.4% 87.4/110 259/326 .519/.502	305/226 74.1% 89.8/112 266/333 .457/.44	-	-	-	248/184 74.1% 1.36/2.51 .421/.324
EngineQuest 167 23 Deg Out of Box Weingartner Racing Iron	167/-	2.02/1.60 4.125 No Pipe	67	70/64 91.4 %	124/109 87.9 %	173/158 91.3% 54/78.6 160/233 .622/.718	207/164 79.2% 64.6/81.6 191/242 .559/.559	230/167 72.6% 71.8/83.1 213/246 .496/.455	238/166 69.7% 74.3/82.6 220/245 .428/.377	241/166 68.9% 75.2/82.6 223/245 .372/.323	-	-	-	202/155 76.7% 1.44 .409/.324
EngineQuest CC180BA 23 Deg Iron	180/-	2.02/1.60 - No Pipe	64	65/55 84.6 %	130/107 82.3 %	178/133 74.7% 55.5/66.1 165/196 .64/.604	213/157 73.7% 66.5/78.1 197/231 .575/.535	235/174 74% 73.3/86.5 217/256 .507/.474	242/183 75.6% 75.5/91 224/270 .435/.416	244/188 77% 76.1/93.5 226/277 .376/.366	-	-	-	207/157 75.8% 1.36 .409/.324
EngineQuest CC200BA 23 Deg Iron	200/-	2.02/1.60 - No Pipe	64	75/65 86.7 %	137/113 82.5 %	186/147 79% 58/73.1 172/217 .669/.668	225/170 75.6% 70.2/84.6 208/251 .607/.579	252/182 72.2% 78.6/90.5 233/268 .544/.496	265/188 70.9% 82.7/93.5 245/277 .477/.427	272/189 69.5% 84.9/94 251/279 .419/.368	-	-	-	223/165 74% 1.36 .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
EngineQuest AC200BS 23 Deg Out of Box Shaver Alum	197/-	2.02/1.60	65	59/51 86.4 %	122/101 82.8 %	176/139 79% 54.9/69.1 163/205 .633/.631	217/167 77% 67.7/83.1 201/246 .586/.569	231/180 77.9% 72.1/89.5 214/265 .499/.491	225/185 82.2% 70.2/92 208/273 .405/.42	228/187 82% 71.1/93 211/276 .352/.364	-	-	-	200/160 80% 1.17 .409/.324
EngineQuest 200 Weingartner Racing Back Cut Alum	N/a	2.02/1.60 4.155 No Pipe	N/A	64/48 75%	131/99 75.6 %	186/132 71% 58/65.7 172/195 .669/.60	231/157 68% 72.1/78.1 214/231 .623/.535	252/176 69.8% 78.6/87.5 233/259 .544/.48	259/186 71.8% 80.8/92.5 239/274 .466/.422	259/191 73.7% 80.8/95 239/281 .399/.372	259/194 74.9% 80.8/96.5 239/286 .349/.33	-	-	225/162 72% - .409/.324

EngineQuest CC220BA 23 Deg Iron	220/-	2.02/1.60 - No Pipe	64	71/64 90.1 %	141/15 81.6 %	196/145 74% 61.2/72.1 181/214 .705/.659	238/170 71.4% 74.3/84.6 220/251 .642/.579	265/189 71.3% 82.7/94 .572/.515	280/202 72.1% 87.4/100 .504/.459	284/208 73.2% 88.6/103 .438/.405	-	-	-	234/172 73.3% 1.29 .409/.324
EngineQuest 220 23 Deg Out of Box Weingartner Racing Iron	220/-	2.02/1.60 4.125 No Pipe	64	75/49 65.3 %	145/103 71%	204/136 66.7% 63.7/67.6 7.6 189/200 .734/.618	252/155 61.5% 78.6/77.1 233/228 .68/.528	278/171 61.5% 86.7/85 257/252 .60/.466	292/183 62.7% 91.1/91 270/270 .525/.416	296/191 64.5% 92.4/95 274/281 .456/.372	-	-	-	245/157 64% 1.35 .409/.324
EngineQuest 220 23 Deg Ported Dr Js Performance Out of Box Trmnatr Iron	N/A	2.08/1.60 - 1 3/4" Pipe	N/A	71/63 88.7 %	139/125 89.9 %	200/159 79.5% 58.9/79.1 174/234 .699/.722	242/190 78.5% 71.2/94.5 211/280 .634/.647	277/214 77.3% 81.5/106 242/315 .581/.583	297/230 77.4% 87.4/14 259/339 .519/.522	307/241 78.5% 90.3/120 268/355 .46/.469	-	-	-	244/193 79.3% - .421/.324
EngineQuest CC235BA 23 Deg Iron	235/-	2.08/1.60 - No Pipe	64	72/56 77.8 %	141/107 75.9 %	198/138 69.7% 58.3/68.6 173/203 .692/.627	247/168 68% 72.7/83.6 215/248 .647/.572	279/187 67% 82.1/93 243/276 .585/.51	296/195 65.9% 87.1/97 258/287 .517/.443	304/200 65.8% 89.5/99.5 265/295 .455/.389	-	-	-	244/166 67.9% 1.29 .421/.324
EngineQuest 235 23 Deg Out of Box Weingartner Racing Iron	235/-	2.08/1.60 4.125 No Pipe	72	70/55 78.6 %	139/115 82.7 %	199/171 85.9% 58.6/85 174/252 .695/.777	246/190 77.2% 72.4/94.5 215/280 .645/.647	282/199 70.6% 83/99 246/293 .591/.542	308/202 65.6% 90.6/100 269/298 .538/.459	313/204 65.2% 92.1/101 273/301 .469/.397	-	-	-	248/180 72.7% 1.33 .421/.324
EngineQuest 235 23 Deg Out of Box Weingartner Racing Brez I-30 E-30 back Cut Iron	235/-	2.08/1.60 4.155 No Pipe	64	74/64 86.5 %	146/116 79.5 %	245/150 61.2% 72.1/74.6 214/221 .856/.681	276/173 62.7% 81.2/86 241/255 .723/.589	295/190 64.4% 86.8/94.5 257/280 .618/.518	305/198 64.9% 89.8/98.5 266/292 .533/.45	310/204 65.8% 91.2/101 270/301 .464/.397	-	-	-	263/172 65.4% 1.32 .421/.324
EngineQuest 23 Deg Dr Js Performance Iron	232/-	2.08/1.60	N/A	71/63 88.7 %	139/125 89.9 %	200/158 79% 58.9/78.6 174/233 .699/.718	242/190 78.5% 71.2/94.5 211/280 .634/.647	277/214 77.3% 81.5/106 242/315 .581/.583	297/230 77.4% 87.4/14 259/339 .519/.522	307/241 78.5% 90.3/120 268/355 .46/.469	-	-	-	244/193 79.2% 1.32 .421/.324
EngineQuest 215 CNC Air Wolf Dr Js Performance Iron	215/-	2.08/1.60 4.06	50	74/-	143/-	203/- 59.7 177 .709	252/- 74.2 220 .66	291/- 85.6 254 .61	312/- 91.8 272 .545	322/- 94.8 281 .482	328/- 96.5 286 .43	331/- 97.4 289 .385	335/- 98.6 292 .351	280 - 1.56 .421/.324

EngineQuest CH350A Vortec Iron	176/-	1.84/1.50 - No Pipe	58	-	-	-	-	-	-	-	-	-	-	-
														.373/.304
EngineQuest CH350C Vortec Iron	170/-	2.02/1.60 - No Pipe	64	54/49 90.7%	104/88 84.6%	194/119 61.3% 60.5/59.2 179/175 .698/.541	224/140 62.5% 69.9/69.6 207/206 .604/.477	224/148 66.1% 69.9/73.6 207/218 .484/.403	226/152 67.3% 70.5/75.6 209/224 .407/.345	228/152 66.7% 71.1/75.6 211/224 .352/.296	-	-	-	200/133 66.6% 1.34 .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
EngineQuest CH350C Vortec Blended VJ Keith Morganstein Iron	N/A	2.02/1.60	N/A	79/56 70.9%	153/94 61.4%	200/149 74.5% 62.4/74.1 185/220 .72/.677	238/177 74.4% 74.3/88 220/261 .642/.603	255/186 72.9% 79.6/92.5 236/274 .55/.507	266/193 72.6% 83/96 246/284 .478/.438	-	-	-	-	222/160 71.9% - .409/.324
EngineQuest CH350I IMCA Iron	167/-	1.94/1.50	N/A	-	-	-	-	-	-	-	-	-	-	- - .393/.304
HRD Ported All Pro 23 Deg Alum	N/A	2.125/1.61	N/A	-	148/120 81.1%	221/165 74.7% 62.3/81 185/240 .756/.745	275/235 85.5% 77.5/115 230/342 .705/.796	312/257 82.4% 88/126 261/374 .64/.696	329/266 80.9% 92.8/131 275/387 .563/.60	344/270 78.5% 97/133 287/393 .504/.522	-	-	-	272/219 80.6% - .430/.326
HRD Ported All Pro 227 Alum	N/A	2.15/1.625	N/A	-	148/115 77.7%	217/191 88% 59.8/92.1 177/273 .733/.854	272/242 89% 74.9/117 222/346 .69/.812	317/260 82% 87.3/125 259/371 .643/.698	342/269 78.7% 94.2/130 279/384 .578/.602	352/273 77.6% 97/132 287/390 .51/.523	358/277 77.4% 98.6/134 292/396 .454/.465	-	-	287/232 81.1% - .435/.329
HRD Ported AFR 215	245/-	2.125/1.61	N/A	-	142/111 78.2%	215/162 75.3% 60.6/79.6 180/236 .735/.731	271/222 81.9% 76.4/109 226/323 .695/.752	310/244 78.7% 87.4/120 259/355 .636/.661	328/251 76.5% 92.5/123 274/365 .561/.566	340/254 74.7% 95.9/125 284/370 .498/.491	-	-	-	268/207 77.5% 1.39 .430/.326
HRD Ported Brodix Track I Alum	N/A	2.08/1.60	N/A	-	138/111 80.4%	198/160 80.8% 58.3/79.6 173/236 .692/.727	254/209 82.3% 74.8/104 221/308 .666/.712	297/218 73.4% 87.4/108 259/321 .623/.594	312/225 72.1% 91.8/112 272/332 .545/.511	320/220 68.8% 94.2/109 279/324 .479/.428	-	-	-	253/191 75.2% - .421/.324

HRD Ported GM 580/855 18 Deg	255/-	2.15/1.6 25	N/A	-	154/1 11 72.1 %	221/1 59 71.9% 60.9/7 6.7 180/2 27 .747/. 711	276/2 35 85.1% 76/11 3 225/3 36 .70/.7 88	321/25 1 78.2% 88.4/1 21 262/35 9 .651/. 674	355/2 62 73.8% 97.8/1 26 290/3 74 .60/.5 86	364/27 0 74.2% 100/13 0 297/38 6 .527/. 517	-	-	-	282/21 5 76.2% 1.43 .435/. 329
HRD Ported GM 855 18 Deg	N/A	2.18/1.6 0	N/A	-	149/1 14 76.5 %	225/1 78 79.1% 60.3/8 8.5 179/2 62 .75/.8 08	277/2 31 83.4% 74.2/1 15 220/3 40 .693/. 787	318/26 0 81.8% 85.2/1 29 252/38 3 .636/. 709	355/2 67 75.2% 95.1/1 33 282/3 93 .592/. 606	365/27 0 74% 97.8/1 34 290/39 8 .521/. 526	371/- 99.4 295 .464	-	-	294/22 0 - - .441/. 324
HRD Ported GM 12480011 SB2.2	N/A	-	N/A	-	157/1 11 70.7 %	240/1 60 66.7% -	297/2 27 76.4% -	339/25 4 74.9% -	364/2 64 72.5% -	374/27 2 72.7% -	380/2 76 72.6% -	-	-	307/22 3 72.7%
HRD Ported GM 12480011 SB2.2	290/-	2.17/1.6 1	N/A	-	140/1 14 81.4 %	249/1 62 65.1% 67.3/7 9.6 199/2 36 .834/. 731	314/2 21 70.4% 84.9/1 09 252/3 22 .789/. 748	355/24 9 70.1% 96/122 284/36 2 .713/. 674	383/2 62 68.4% 104/1 29 307/3 81 .641/. 591	393/27 0 68.7% 106/13 3 315/39 3 .564/. 522	406/2 88 70.9% 110/1 41 325/4 19 .51/.4 87	-	-	320/22 4 69.9% 1.40 .439/. 326
HRD Ported GM SB2.2 Hi/ Lo	270/-	2.17/1.6 1	38	-	142/1 14 80.3 %	227/1 65 72.7% 61.4/8 1 182/2 40 .76/.7 45	298/2 17 72.8% 80.6/1 07 239/3 16 .749/. 735	350/24 8 70.9% 94.6/1 22 280/36 1 .703/. 672	379/2 67 70.4% 102/1 31 304/3 89 .635/. 603	392/27 8 70.9% 106/13 7 314/40 5 .563/. 538	398/2 81 70.6% 108/1 38 319/4 09 .50/.4 76	-	-	312/22 4 71.8% 1.47 .439/. 326
HRD Ported GM 517 Splayed Val	N/A	2.20/1.6 25	N/A	-	142/1 14 80.3 %	225/1 78 79.1% 59.2/8 5.8 175/2 54 .743/. 796	294/2 26 76.9% 77.3/1 09 229/3 23 .728/. 758	375/25 7 68.5% 98.6/1 24 292/36 7 .743/. 69	375/2 73 72.8% 98.6/1 32 292/3 90 .619/. 61	395/28 3 71.6% 104/13 6 308/40 4 .559/. 542	406/2 87 70.7% 107/1 38 316/4 10 .503/. 481	411/29 0 70.6% 108/14 0 320/41 4 .453/. 432	-	328/23 9 72.7% - .446/. 329
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
HRD Ported GM 517 Splayed Val	N/A	2.225/1. 625	N/A	-	135/1 11 82.2 %	220/1 46 66.4% 56.6/7 0.4 168/2 09 .719/. 653	294/1 92 65.3% 75.6/9 2.6 224/2 74 .72/.6 44	353/23 5 66.6% 90.8/1 13 269/33 6 .692/. 631	391/2 65 67.8% 101/1 28 298/3 79 .639/. 593	409/28 1 68.7% 105/13 5 312/40 1 .573/. 539	420/2 88 68.6% 108/1 39 320/4 11 .514/. 483	433/29 2 67.4% 111/14 1 330/41 7 .471/. 435	-	332/22 6 68.2% - .451/. 329
HRD Ported GM 615x 15 Deg	268/-	2.18/1.6 1	N/A	-	151/1 14 75.5 %	218/1 68 77.1% 58.4/8 2.5 173/2 45 .727/. 758	270/2 32 85.9% 72.3/1 14 214/3 38 .675/. 785	317/25 7 81.1% 84.9/1 26 252/37 4 .634/. 696	352/2 71 77% 94.3/1 33 279/3 94 .587/. 612	389/28 0 72% 104/13 8 309/40 8 .556/. 542	401/2 83 70.6% 107/1 39 318/4 12 .501/. 479	410/28 5 69.5% 110/14 0 325/41 5 .456/. 429	-	314/23 6 75.4% 1.53 .441/. 326

HRD Ported GM 615x 15 Deg	285/-	2.20/1.6 1	N/A	-	134/1 21 90.3 %	211/1 78 84.4% 55.5/8 7.4 164/2 59 .697/. 803	265/2 29 86.4% 69.7/1 12 207/3 33 .657/. 775	317/25 9 81.7% 83.4/1 27 247/37 7 .628/. 701	357/2 72 76.2% 93.9/1 34 278/3 96 .59/.6 14	390/27 8 71.3% 103/13 7 304/40 5 .552/. 538	410/2 82 68.8% 108/1 39 320/4 10 .508/. 477	422/28 8 68.2% 111/14 1 329/41 9 .465/. 433	-	313/23 8 76.1% 1.48 .446/. 326	
HRD Ported GM 615x 15 Deg Rolled to 13 Deg	260/-	2.17/1.6 0	26	-	125/1 09 87.2 %	199/1 75 87.9% 53.8/8 7 159/2 58 .666/. 795	257/2 28 88.7% 69.5/1 13 206/3 36 .646/. 777	312/26 2 84% 84.4/1 30 250/38 6 .627/. 714	355/2 75 77.5% 96/13 7 284/4 05 .594/. 625	384/28 4 74% 104/14 1 308/41 9 .551/. 553	408/2 90 71.1% 110/1 44 327/4 27 .512/. 494	419/29 6 70.6% 113/14 7 336/43 6 .468/. 448	-	307/24 0 78% 1.61 .439/. 324	
Holley 300-570 Alum	172/-	2.02/1.6 0 - Pipe	69	72/53 73.6 %	134/1 02 76.1 %	188/1 43 76.1% 58.7/7 1.1 174/2 11 .676/. 65	223/1 70 76.2% 69.6/8 4.6 206/2 51 .602/. 579	232/17 7 76.3% 72.4/8 8 214/26 1 .501/. 482	236/1 80 76.3% 73.6/8 9.5 218/2 65 .425/. 409	-	-	-	-	203/15 4 76.2% 1.37 .409/. 324	
Holley SysteMax Alum	186/-	2.02/1.6 0 - Pipe	68	66/53 80.3 %	130/9 2 70.8 %	184/1 22 66.3% 57.4/6 0.7 170/1 80 .662/. 554	222/1 48 66.7% 69.3/7 3.6 205/2 18 .599/. 504	242/17 2 71.1% 75.5/8 5.5 224/25 3 .522/. 469	252/1 87 74.2% 78.6/9 3 233/2 76 .453/. 425	-	-	-	-	206/14 4 70% 1.35 .409/. 324	
Holley Avenger Alum	184/68	2.02/1.6 0	68	-	-	-	-	223/17 3 77.6% 69.6/8 6 206/25 5 .481/. 471	-	-	-	-	-	-	1.21/2 .54 .409/. 324
Patriot 23 Deg 185 Out of Box CHW SF600 Alum	185/-	2.02/1.6 0 4.00 No Pipe	N/A	56/53 94.6 %	101/8 3 82.2 %	147/1 14 77.6% 45.9/5 6.7 136/1 68 .529/. 518	190/1 37 72.1% 59.3/6 8.1 176/2 02 .513/. 467	227/15 5 68.3% 70.8/7 7.1 210/22 8 .49/.4 22	245/1 71 69.8% 76.4/8 5 227/2 52 .441/. 388	248/17 7 71.4% 77.4/8 8 229/26 1 .382/. 345	-	-	-	193/14 0 72.3% 1.34 .409/. 324	
Patriot 23 Deg 190 CNC Alum	190/62	2.02/1.6 0	64	64/50 78.1 %	130/9 6 73.8 %	181/1 36 75.1% 56.5/6 7.6 167/2 00 .651/. 618	219/1 65 75.3% 68.3/8 2.1 202/2 43 .591/. 562	248/18 1 73% 77.4/9 0 229/26 7 .535/. 493	260/1 90 73.1% 81.1/9 4.5 240/2 80 .468/. 431	-	-	-	-	208/15 4 74% 1.37/3 .06 .409/. 324	

Patriot 23 Deg 195 CNC Alum	195/-	2.02/1.6 0	64	70/68 97.1 %	140/1 06 75.7 %	193/1 44 74.6% 60.2/7 1.6 178/2 12 .694/. 654	230/1 78 77.4% 71.8/8 8.5 213/2 62 .621/. 606	259/19 0 73.4% 80.8/9 4.5 239/28 0 .559/. 518	270/2 01 74.4% 84.3/1 00 250/2 96 .486/. 456	273/21 1 77.3% 85.2/1 05 252/31 1 .421/. 411	-	-	-	228/17 2 75.5% 1.40 .409/. 324
Patriot 23 Deg 195 Dr Js Performan ce Alum	195/-	2.05/1.6 0 - Pipe	N/A	70/52 74.3 %	132/9 4 71.2 %	180/1 27 70.6% 54.5/6 3.2 162/1 87 .638/. 577	220/1 62 73.6% 66.7/8 0.6 197/2 39 .585/. 552	244/17 8 73% 73.9/8 8.5 219/26 2 .519/. 485	260/1 88 72.3% 78.8/9 3.5 233/2 77 .461/. 427	260/19 2 73.8% 78.8/9 5.5 233/28 3 .395/. 374	-	-	-	216/15 7 72.6% 1.33 .415/. 324
Patriot 23 Deg 215 CNC Alum	215/-	2.02/1.6 0	64	71/68 95.8 %	141/1 06 75.2 %	196/1 44 73.5% 61.2/7 1.6 181/2 12 .705/. 654	234/1 78 76.1% 73/88. 5 216/2 62 .631/. 606	260/19 0 73.1% 81.1/9 4.5 240/28 0 .561/. 518	278/2 01 72.3% 86.7/1 00 257/2 96 .50/.4 56	282/21 1 74.8% 88/105 261/31 1 .435/. 411	-	-	-	232/17 2 74% 1.31 .409/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Patriot 23 Deg 215 CNC Alum	215/-	2.08/1.6 0	64	72/68 94.4 %	138/1 06 76.8 %	191/1 44 75.4% 56.2/7 1.6 167/2 12 .667/. 654	230/1 78 77.4% 67.7/8 8.5 201/2 62 .603/. 606	261/19 0 72.8% 76.8/9 4.5 228/28 0 .547/. 518	283/2 01 71% 83.3/1 00 247/2 96 .494/. 456	290/21 1 72.8% 85.3/1 05 253/31 1 .434/. 411	-	-	-	232/17 2 73.9% 1.35 .421/. 324
Patriot 23 Deg 225 Out of Box CHW SF600 Alum	225/-	2.08/1.6 0 4.00 No Pipe	N/A	64/48 75%	127/9 3 73.2 %	181/1 35 74.6% 53.3/6 7.1 158/1 99 .632/. 613	229/1 56 68.1% 67.4/7 7.6 200/2 30 .60/.5 31	266/16 7 62.8% 78.3/8 3.1 232/24 6 .558/. 455	278/1 70 61.2% 81.8/8 4.6 242/2 51 .486/. 386	283/17 4 61.5% 83.3/8 6.5 247/25 6 .424/. 339	-	-	-	227/14 9 65.6% 1.26 .421/. 324
Patriot Freedom 190 CNC HPS Alum	190/62	2.02/1.6 0	64	68/50 73.5 %	132/9 7 73.5 %	187/1 37 73.3% 58.4/6 8.1 173/2 02 .673/. 622	225/1 65 73.3% 70.2/8 2.1 208/2 43 .607/. 562	250/18 1 72.4% 78/90 4.5 231/26 7 .54/.4 93	259/1 90 73.4% 80.8/9 4.5 239/2 80 .466/. 431	-	-	-	-	211/15 4 73.1% 1.36/3 .06 .409/. 324
Patriot Freedom 225 Alum	225/70	2.08/1.6 0	64	82/70 85.4 %	158/1 19 75.3 %	222/1 64 73.9% 65.3/8 1.6 194/2 42 .776/. 745	259/1 94 74.9% 76.2/9 6.5 226/2 86 .679/. 661	287/21 5 74.9% 84.5/1 07 250/31 7 .602/. 586	295/2 22 75.3% 86.8/1 10 257/3 27 .515/. 504	301/22 4 74.4% 88.6/1 11 262/33 0 .451/. 436	-	-	-	254/19 0 74.8% 1.34/3 .20 .421/. 324

Patriot Freedom Meaux Racing Out of Box SF600 Alum	225/-	2.08/1.60 4.03 No Pipe	N/A	-	127/102 80.3%	187/149 79.7% 55/74.1 163/220 .653/.677	234/174 74.4% 68.9/86.5 204/256 .613/.593	262/179 68.3% 77.1/89 228/264 .549/.488	275/181 65.8% 80.9/90 240/267 .48/.411	277/182 65.7% 81.5/90.5 242/268 .415/.354	276/181 65.6% 81.2/90 241/267 .362/.308	-	-	234/164 70.1% 1.23 .421/.324
PBM 217 CNC Iron	217/-	2.05/1.60	62	-	146/114 78.1%	206/161 78.2% 62.4/80.1 185/237 .73/.731	255/191 74.9% 77.3/95 229/281 .678/.651	288/209 72.6% 87.3/104 259/308 .613/.57	304/216 71.1% 92.1/107 273/318 .539/.491	309/220 71.2% 93.6/109 277/324 .469/.428	-	-	-	251/185 73.7% 1.42 .415/.324
PBM 228 CNC Iron	228/-	2.08/1.60	62	-	143/111 77.6%	209/160 76.6% 61.5/79.6 182/236 .73/.727	258/192 74.4% 75.9/95.5 225/283 .676/.654	294/212 72.1% 86.5/105 256/312 .616/.578	314/220 70.1% 92.4/109 274/324 .549/.50	321/225 70.1% 94.5/112 280/332 .481/.438	-	-	-	257/187 72.8% 1.41 .421/.324
PBM 232 CNC Iron	232/-	2.10/1.60	62	-	151/114 75.5%	211/164 77.7% 60.9/81.6 181/242 .73/.745	261/196 75.1% 75.4/97.5 223/289 .677/.668	298/216 72.5% 86/107 255/318 .619/.589	316/230 72.8% 91.2/114 270/339 .547/.522	325/237 72.9% 93.8/118 278/349 .482/.461	-	-	-	260/193 74.1% 1.40 .425/.324
PBM 15 Deg CNC Alum	N/A	2.18/1.625	45	-	153/110 71.9%	228/184 80.7% 61.1/88.7 181/263 .76/.823	300/229 76.3% 80.4/110 238/327 .75/.768	340/258 75.9% 91.1/124 270/369 .68/.692	371/268 72.2% 99.4/129 295/383 .618/.599	382/274 71.7% 102/132 303/391 .546/.525	-	-	-	296/221 74.6% - .441/.329
Pro Comp 23 Deg Alum	N/A	2.02/1.60	64	71/57 80.3%	146/101 69.2%	204/157 77% 63.7/78.1 189/231 .734/.713	250/177 70.8% 78/88 231/261 .675/.603	261/186 71.3% 81.4/92.5 241/274 .563/.507	267/190 71.2% 83.3/94.5 247/280 .48/.431	276/195 70.7% 86.1/97 255/287 .426/.38	-	-	-	234/168 71.7% - .409/.324
Pro Comp 190 OLD Out of Box Weinga rtner Racing Alum	190/-	2.02/1.60 4.125 No Pipe	N/A	71/55 77.5%	130/110 84.6%	174/143 82.2% 54.3/71.1 161/211 .626/.65	217/157 72.4% 67.7/78.1 201/231 .586/.535	247/159 64.4% 77.1/79.1 228/234 .533/.433	250/157 62.8% 78/78.1 231/231 .45/.357	250/156 62.4% 78/77.6 231/230 .385/.304	-	-	-	211/147 69.6% 1.32 .409/.324

Pro Comp 190 Out of Box Weingartn er Racing Alum	190/-	2.02/1.6 0 4.125 No Pipe	N/A	71/55 77.5 %	127/1 04 81.9 %	178/1 32 74.2% 55.5/6 5.7 165/1 95 .64/.6 0	222/1 65 74.3% 69.3/8 2.1 205/2 43 .599/. 562	253/18 0 71.1% 78.9/8 9.5 234/26 5 .546/. 491	279/1 81 64.9% 87.1/9 0 258/2 67 .502/. 411	287/18 2 63.4% 89.6/9 0.5 265/26 8 .443/. 354	-	-	-	224/15 7 70.1% 1.51 .409/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Pro Comp 190 23 Deg Dr Js Performan ce Alum	190/-	2.02/1.6 0	N/A	60/52 86.7 %	107/8 1 75.7 %	152/1 09 71.7% 47.4/5 4.2 141/1 61 .547/. 495	200/1 36 68% 62.4/6 7.6 185/2 00 .54/.4 63	238/15 6 65.5% 74.3/7 7.6 220/23 0 .514/. 425	257/1 74 67.7% 80.2/8 6.5 238/2 56 .462/. 395	260/17 7 68.1% 81.1/8 8 240/26 1 .401/. 345	-	-	-	202/13 9 68.6% 1.37 .409/. 324
Pro Comp 190 23 Deg CNC Dr Js Performan ce Alum	N/A	2.08/1.6 0 - 1 3/4" Pipe	N/A	73/65 89%	139/1 15 82.7 %	201/1 38 68.7% 59.2/6 8.6 175/2 03 .702/. 627	245/1 67 68.2% 72.1/8 3.1 214/2 46 .642/. 569	272/19 8 72.8% 80/98. 5 237/29 2 .57/.5 4	289/2 17 75.1% 85.1/1 08 252/3 20 .505/. 493	297/23 1 77.8% 87.4/1 15 259/34 0 .445/. 45	-	-	-	241/17 8 73.9% - .421/. 324
Pro Comp 220 23 Deg CNC Dr Js Performan ce Alum	220/-	2.08/1.6 0	66	75/69 92%	144/1 10 76.4 %	201/1 45 72.1% 59.2/7 2.1 175/2 14 .702/. 659	244/1 75 71.7% 71.8/8 7 213/2 58 .639/. 596	285/20 0 70.2% 83.9/9 9.5 249/29 5 .597/. 545	308/2 15 69.8% 90.6/1 07 269/3 17 .538/. 488	314/22 8 72.6% 92.4/1 13 274/33 6 .47/.4 44	318/2 37 74.5% 93.6/1 18 277/3 49 .417/. 404	325/24 1 74.2% 95.6/1 20 283/35 5 .379/. 365	-	267/19 4 72.5% 1.48 .421/. 324
Pro Comp 23 Deg 210 CNC Alum	210/-	2.02/1.6 0 4.125	N/A	77/56 72.7 %	157/1 12 71.3 %	212/1 56 73.6% 66.2/7 7.6 196/2 30 .763/. 709	240/1 83 76.3% 74.9/9 1 222/2 70 .648/. 623	264/19 9 75.4% 82.4/9 9 244/29 3 .57/.5 42	278/2 08 74.8% 86.7/1 03 257/3 07 .50/.4 72	287/21 3 74.2% 89.6/1 06 265/31 4 .443/. 415	-	-	-	240/17 9 74.5% 1.37 .409/. 324
Pro Comp 23 Deg 210 PC3003 SF600 Alum	210/-	2.02/1.6 0 - Pipe	N/A	63/52 82.5 %	117/9 8 83.8 %	163/1 32 81% 50.9/6 5.7 151/1 95 .586/. 60	204/1 62 79.4% 63.7/8 0.6 189/2 39 .55/.5 52	230/18 0 78.3% 71.8/8 9.5 213/26 5 .496/. 491	248/1 89 76.2% 77.4/9 4 229/2 79 .446/. 429	252/19 2 76.2% 78.6/9 5.5 233/28 3 .389/. 374	-	-	-	202/15 9 78.5% 1.20 .409/. 324
Pro Comp 210 CNC Out of Box Weingartn er Racing Alum	210/-	2.02/1.6 0 4.125 No Pipe	N/A	77/56 72.7 %	157/1 12 71.3 %	212/1 56 73.6% 66.2/7 7.6 196/2 30 .763/. 709	240/1 83 76.3% 74.9/9 1 222/2 70 .648/. 623	264/19 9 75.4% 82.4/9 9 244/29 3 .57/.5 42	278/2 08 74.8% 86.7/1 03 257/3 07 .50/.4 72	287/21 3 74.2% 89.6/1 06 265/31 4 .443/. 415	290/2 16 74.5% 90.5/1 07 268/3 18 .391/. 368	-	-	247/18 4 74.5% 1.38 .409/. 324

Pro Comp 210 CNC Out of Box Weingartn er Racing Brez Alum	210/-	2.02/1.6 0 4.155 No Pipe	N/A	62/49 79%	113/1 05 92.9 %	160/1 36 85% 49.9/6 7.6 148/2 00 .576/. 618	207/1 72 83.1% 64.6/8 5.5 191/2 53 .559/. 586	250/18 7 74.8% 78/93 231/27 6 .54/.5 1	277/1 89 68.2% 86.4/9 4 256/2 79 .498/. 429	284/18 9 66.5% 88.6/9 4 263/27 9 .438/. 368	-	-	-	215/16 3 75.8% 1.35 .409/. 324
Pro Comp Vortec	N/A	2.02/1.6 0	N/A	64/57 89.1 %	114/1 01 88.6 %	161/1 28 79.5% 50.2/6 3.7 149/1 89 .579/. 581	201/1 52 75.6% 62.7/7 5.6 186/2 24 .542/. 518	232/15 9 68.5% 72.4/7 9.1 214/23 4 .501/. 433	251/1 69 67.3% 78.3/8 4.1 232/2 49 .452/. 384	-	-	-	-	192/14 2 73.9% - .409/. 324
Pro Comp Ported Chad Speier v2.5 I-45 E-45 Alum	N/A	2.05/1.6 0 4.06 Pipe	N/A	-	149/1 07 71.8 %	194/1 42 73.2% 58.8/7 0.6 174/2 09 .688/. 645	245/1 75 71.4% 74.2/8 7 220/2 58 .651/. 596	284/19 6 69% 86/97. 5 255/28 9 .604/. 534	300/2 09 69.7% 90.9/1 04 269/3 08 .532/. 475	305/21 9 71.8% 92.4/1 09 274/32 3 .463/. 426	308/2 25 73.1% 93.3/1 12 276/3 32 .409/. 383	312/23 0 73.7% 94.5/1 14 280/33 9 .369/. 348	313/2 33 74.4% 94.8/1 16 281/3 43 .333/. 317	268/19 3 72% - .415/. 324
Pro-Filer 195 Alum	195/-	2.02/1.6 0	N/A	-	145/1 01 69.7 %	205/1 44 70.2% 64/71. 6 190/2 12 .738/. 654	255/1 75 68.6% 79.6/8 7 236/2 58 .688/. 596	278/19 4 69.8% 86.7/9 6.5 257/28 6 .60/.5 29	281/2 05 73% 87.7/1 02 260/3 02 .505/. 466	282/21 3 75.5% 88/106 261/31 4 .435/. 415	283/2 19 77.4% 88.3/1 09 262/3 23 .382/. 373	-	-	247/17 9 72.4% 1.45 .409/. 324
Pro-Filer 195 Darin Morgan SF600 Alum	195/-	2.02/-	N/A	-	147/-	214/- 66.8 198 .77	259/- 80.8 239 .699	275/- 85.8 254 .594	276/- 86.1 255 .496	277/- 86.4 256 .427	277/- 86.4 256 .374	-	-	246 - 1.42 .409
Pro-Filer 195 Out of Box Chad Speier Alum	195/-	2.02/-	N/A	-	156/-	217/- 67.7 201 .781	263/- 82.1 243 .71	277/- 86.4 256 .598	282/- 88 261 .507	285/- 88.9 263 .439	285/- 88.9 263 .385	-	-	252 - 1.46 .409
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Pro-Filer 195 Ported Chad Speier Alum	204.5/-	2.055/-	N/A	-	164/-	218/- 65.7 195 .771	272/- 82 243 .721	304/- 91.7 272 .645	305/- 92 272 .539	307/- 92.6 274 .465	308/- 92.9 275 .408	-	-	268 - - .416
Pro-Filer 195 Ported Chad Speier I-45 E-45 Alum	227/-	2.10/1.6 0 4.155	72	-	145/-	212/- 61.2 181 .734	268/- 77.4 229 .696	302/- 87.2 258 .627	322/- 93 275 .557	331/- 95.6 283 .491	333/- 96.1 285 .432	334/- 96.4 286 .385	336/- 97 287 .349	287 - 1.48 .425/. 324
Pro-Filer 195 Ported Chad Speier I-45 E-45 Alum	227/-	2.10/1.6 0 4.155 1 7/8" Pipe	N/A	-	153/1 12 73.2 %	222/1 54 69.4% 64.1/7 6.6 190/2 27 .768/. 699	266/1 85 69.5% 76.8/9 2 228/2 73 .69/.6 3	299/20 7 69.2% 86.3/1 03 256/30 5 .621/. 564	319/2 19 68.7% 92.1/1 09 273/3 23 .552/. 497	329/22 7 69% 95/113 281/33 5 .488/. 442	332/2 36 71.1% 95.9/1 17 284/3 48 .431/. 402	334/23 9 71.6% 96.4/1 19 286/35 2 .385/. 362	336/2 41 71.7% 97/12 0 287/3 55 .349/. 328	288/20 2 70.3% 1.48 .425/. 324

Pro-Filer 176-21 C 23 Deg Alum	210/-	2.055/1. 60	64	-	129/1 09 84.5 %	186/1 45 78% 56.1/7 2.1 166/2 14 .658/. 659	227/1 72 75.8% 68.4/8 5.5 203/2 53 .602/. 586	271/18 7 69% 81.7/9 3 242/27 6 .575/. 51	284/2 19 77.1% 85.6/1 09 254/3 23 .502/. 497	294/23 2 78.9% 88.6/1 15 263/34 2 .446/. 452	-	-	-	232/17 7 76.5% 1.40 .416/. 324
Pro-Filer 23 Deg Darin Morgan Ports Out of Box Int 30 deg Back cut 18 deg tulip exhaust w back cut SF600 Alum	210/-	2.055/1. 60 - No Pipe	62.15-6 2.2	-	143/9 6 67.1 %	204/1 50 73.5% 61.5/7 4.6 182/2 21 .721/. 681	250/1 78 71.2% 75.4/8 8.5 223/2 62 .663/. 606	284/19 9 70.1% 85.6/9 9 254/29 3 .603/. 542	300/2 11 70.3% 90.4/1 05 268/3 11 .53/.4 79	300/21 8 72.7% 90.4/1 08 268/32 1 .455/. 424	302/2 21 73.2% 91.1/1 10 270/3 26 .40/.3 76	302/22 3 73.8% 91.1/1 11 270/32 9 .356/. 338	300/2 23 74.3% 90.4/1 11 268/3 29 .318/. 304	265/19 1 72.1% 1.44 .416/. 324
Pro-Filer 23 Deg Gasket Matched Trmnatr Alum	N/A	2.055/1. 60 4.07	N/A	-	143/9 6 67.1 %	204/1 50 73.5% 61.5/7 4.6 182/2 21 .721/. 681	250/1 78 71.2% 75.4/8 8.5 223/2 62 .663/. 606	284/19 9 70.1% 85.6/9 9 254/29 3 .603/. 542	300/2 11 70.3% 90.4/1 05 268/3 11 .53/.4 79	300/21 8 72.7% 90.4/1 08 268/32 1 .455/. 424	302/2 21 73.2% 91.1/1 10 270/3 26 .40/.3 76	302/22 3 73.8% 91.1/1 11 270/32 9 .356/. 338	300/2 23 74.3% 90.4/1 11 268/3 29 .318/. 304	265/19 1 72.1% - .416/. 324
Pro-Filer 23 Deg VJ Gasket Matched Ports Dr Js Perfomanc e Alum	210/-	2.08/1.6 0 4.155 1 3/4" Pipe	N/A	74/59 79.7 %	135/1 12 83%	197/1 62 82.2% 58/80. 6 172/2 39 .688/. 736	243/1 89 77.8% 71.5/9 4 212/2 79 .637/. 644	282/20 5 72.7% 83/102 246/30 2 .591/. 559	290/2 12 73.1% 85.3/1 05 253/3 12 .507/. 481	295/22 1 74.9% 86.8/1 10 257/32 6 .442/. 43	299/2 28 76.3% 88/11 3 261/3 36 .392/. 388	-	-	249/19 0 76.3% 1.42 .421/. 324
Pro-Filer 210 Out of Box Daryl Alum	210/-	2.055/1. 60	N/A	-	127/1 02 80.3 %	183/1 38 75.4% 55.2/6 8.6 163/2 03 .647/. 627	232/1 58 68.1% 69.9/7 8.6 207/2 33 .615/. 538	261/17 1 65.5% 78.7/8 5 233/25 2 .554/. 466	277/1 77 63.9% 83.5/8 8 247/2 61 .49/.4 02	281/18 2 64.8% 84.7/9 0.5 251/26 8 .426/. 354	295/- 88.9 264 .391	-	-	237/15 5 - 1.40 .416/. 324
Pro-Filer 210 Out of Box Back Cut Valve Chad Speier Alum	210/-	2.055/- 4.125	N/A	-	159/-	211/- 63.6 188 .746	261/- 78.7 233 .692	285/- 85.9 255 .605	290/- 87.4 259 .513	295/- 88.9 264 .447	295/- 88.9 264 .391	-	-	257 - 1.40 .416
Pro-Filer 210 Pushing the Throat Back Cut Valve Chad Speier Alum	210/-	2.055/- 4.125	N/A	-	155/-	212/- 63.9 189 .75	260/- 78.4 232 .69	290/- 87.4 259 .615	291/- 87.7 260 .515	297/- 89.5 265 .45	300/- 90.4 268 .398	-	-	258 - 1.43 .416
Pro-Filer 210 VJ Clean Up Chad	210/-	2.125/-	N/A	-	148/-	217/- 61.2 181 .742	261/- 73.6 218 .669	300/- 84.6 251 .616	302/- 85.2 252 .516	303/- 85.4 253 .444	300/- 84.6 251 .385	-	-	262 - 1.44 .430

Speier Alum														
Pro-Filer Ported Chad Speier Alum	218/-	2.10/-	N/A	-	153/-	217/-62.7 186 .751	266/-76.8 228 .69	300/-86.6 257 .623	311/-89.8 266 .538	315/-90.9 269 .467	319/-92.1 273 .414	-	-	269 - 1.46 .425
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Pro-Filer Ported Chad Speier v2.72 Alum	N/A	2.10/1.60 4.155 No Pipe	N/A	-	139/100 71.9%	196/129 65.8% 56.6/64.2 168/190 .678/.586	243/161 66.3% 70.2/80.1 208/237 .631/.548	283/188 66.4% 81.7/93.5 242/277 .588/.512	317/206 65% 91.5/102 271/304 .549/.468	331/219 66.2% 95.6/109 283/323 .491/.426	337/228 67.7% 97.3/113 288/336 .437/.388	341/233 68.3% 98.5/116 292/343 .393/.353	344/239 69.5% 99.3/119 294/352 .357/.326	281/189 67.3% - .425/.324
Pro-Filer 220 CNC Air Wolf Alum	220/-	2.08/1.60 - 1 7/8" Pipe	64	78/65 83.3%	155/116 74.8%	228/162 71.1% 67.1/80.6 199/239 .797/.736	276/196 71% 81.2/97.5 241/289 .723/.668	301/219 72.8% 88.6/109 262/323 .631/.597	315/233 74% 92.7/116 275/343 .55/.529	320/244 76.3% 94.2/121 279/360 .479/.475	322/252 78.3% 94.8/125 281/371 .422/.429	324/257 79.3% 95.4/128 283/379 .377/.389	-/260	280/210 74.9% 1.47 .421/.324
Pro-Filer Darin Morgan 220 CNC Air Wolf SF600 Alum	220/-	2.08/-	N/A	-	155/-	225/-66.2 196 .786	272/-80 237 .713	304/-89.5 265 .637	317/-93.3 276 .554	321/-94.5 280 .481	326/-95.9 284 .427	330/-97.1 288 .384	331/-97.4 289 .347	287 - 1.50 .421
Pro-Filer 235 CNC Air Wolf Alum	235/-	2.10/1.60 - 1 7/8" Pipe	N/A	75/69 92%	147/110 74.8%	203/145 71.4% 58.6/72.1 174/214 .703/.659	249/180 72.3% 71.9/89.5 213/265 .646/.613	288/207 71.9% 83.2/103 246/305 .598/.564	310/220 71% 89.5/109 265/324 .536/.50	325/229 70.5% 93.8/114 278/337 .482/.446	335/238 71% 96.7/118 287/351 .435/.405	338/247 73.1% 97.6/123 289/364 .39/.374	339/250 73.7% 97.9/124 290/368 .352/.341	282/203 72.1% 1.44 .425/.324
Pro-Filer Darin Morgan 245 CNC Air Wolf SF600 Alum	245/-	2.125/-	N/A	-	161/-	231/-65.1 193 .79	281/-79.2 235 .721	311/-87.7 260 .638	329/-92.8 275 .563	339/-95.6 283 .497	345/-97.3 288 .442	349/-98.4 292 .398	350/-98.7 292 .359	300 - 1.43 .430
Pro-Filer Meaux Racing 220 CNC Air Wolf SF600 Alum	220/-	2.10/1.60 4.125 No Pipe	N/A	-	142/102 71.8%	209/146 69.9% 60.3/72.6 179/215 .723/.663	257/174 67.7% 74.2/86.5 220/256 .667/.593	290/196 67.6% 83.7/97.5 248/289 .602/.534	299/211 70.6% 86.3/105 256/311 .517/.479	303/220 72.6% 87.5/109 259/324 .449/.428	307/224 73% 88.6/111 263/330 .398/.382	309/227 73.5% 89.2/113 264/335 .356/.344	-	265/188 70.9% 1.40 .425/.324
Pro-Filer 13 Clean up Chad Speier Alum	N/A	2.18/1.58	N/A	-	148/115 77.7%	221/166 75.1% 59.2/84.7 175/251 .737/.764	279/202 72.4% 74.7/103 221/305 .698/.697	328/229 69.8% 87.9/117 260/346 .656/.632	351/244 69.5% 94/124 279/369 .585/.561	365/252 69% 97.8/129 290/381 .521/.497	370/257 69.5% 99.1/131 294/388 .463/.443	373/260 69.7% 99.9/133 296/393 .414/.399	375/262 69.9% 100/134 298/396 .375/.362	312/221 70.7% - .441/.320

Pro-Filer Ported Chad Speier Alum	N/A	2.20/-	N/A	-	152/-	229/- 60.2 178 .756	290/- 76.3 226 .718	335/- 88.1 261 .664	369/- 97.1 288 .609	388/- 102 302 .549	395/- 104 308 .489	397/- 104 309 .437	399/- 105 311 .395	328 - - .446
Pro 14 Deg as Cast	235/-	2.125/1. 625	N/A	72/64 88.9 %	147/1 05 71.4 %	212/1 56 73.6% 59.8/7 5.2 177/2 23 .725/. 698	269/2 00 74.3% 75.8/9 6.4 225/2 86 .69/.6 71	293/22 6 77.1% 82.6/1 09 245/32 3 .601/. 606	312/2 38 76.3% 88/11 5 261/3 40 .534/. 532	325/24 5 75.4% 91.6/1 18 272/35 0 .476/. 47	-	-	-	260/19 5 75.1% 1.38 .430/. 329
Pro 14 Deg CNC Ported	305/-	2.25/1.6 25	N/A	77/67 87%	162/1 19 73.5 %	234/1 89 80.8% 58.9/9 1.1 174/2 70 .756/. 845	300/2 29 76.3% 75.5/1 10 224/3 27 .727/. 768	353/25 2 71.4% 88.8/1 22 263/36 0 .684/. 676	384/2 66 69.3% 96.6/1 28 286/3 80 .62/.5 95	401/27 4 68.3% 101/13 2 299/39 1 306/4 01 .555/. 525 471	-	-	-	321/23 0 71.7% 1.35 .456/. 329
Pro 23 Deg as Cast Alum	235/-	2.055/1. 60 4.03 No Pipe	64/72	-	129/1 09 84.5 %	186/1 45 78% 56.1/7 2.1 166/2 14 .658/. 659	227/1 72 75.8% 68.4/8 5.5 203/2 53 .602/. 586	271/18 7 69% 81.7/9 3 242/27 6 254/3 23 .575/. 51	284/2 19 77.1% 85.6/1 09 254/3 23 .502/. 497	295/23 2 78.6% 88.9/1 15 264/34 2 .447/. 452	-	-	-	232/17 7 76.4% 1.26 .416/. 324
Pro 23 Deg as Cast Alum	N/A	2.055/1. 60 4.03 No Pipe	64/72	66/56 84.8 %	134/1 10 82.1 %	191/1 47 77% 57.6/7 3.1 171/2 17 .675/. 668	232/1 75 75.4% 69.9/8 7 207/2 58 .615/. 596	260/19 2 73.8% 78.4/9 5.5 232/28 3 .552/. 523	278/2 01 72.3% 83.8/1 00 248/2 96 .492/. 456	291/20 7 71.1% 87.7/1 03 260/30 5 .441/. 403	-	-	-	240/17 7 73.8% - .416/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Pro 23 Deg as Cast Alum	235/-	2.08/1.6 0 4.03 No Pipe	64/72	73/60 82.2 %	138/1 14 82.6 %	196/1 52 77.6% 57.7/7 5.6 171/2 24 .685/. 69	243/1 78 73.3% 71.5/8 8.5 212/2 62 .637/. 606	274/19 2 70.1% 80.6/9 5.5 239/28 3 .574/. 523	292/1 94 66.4% 85.9/9 6.5 255/2 86 .51/.4 41	312/19 7 63.1% 91.8/9 8 272/29 0 .467/. 383	-	-	-	243/17 1 70.6% 1.33 .421/. 324
Pro Topline 220 Out of Box	220/-	2.02/1.6 0 - No Pipe	N/A	-	126/8 9 70.6 %	184/1 23 66.8% 57.4/6 1.2 170/1 81 .662/. 559	233/1 47 63.1% 72.7/7 3.1 215/2 17 .629/. 501	265/16 2 61.1% 82.7/8 0.6 245/23 9 .572/. 441	287/1 71 59.6% 89.6/8 5 265/2 52 .516/. 388	-	-	-	-	219/13 8 63.2% 1.30 .409/. 324
Pro Topline Iron	254/-	2.15/-	N/A	-	154/1 17 76%	223/1 65 74% 61.4 182 .754	282/2 16 76.6% 77.7 230 .715	327/24 0 73.4% 90.1 267 .663	351/2 50 71.2% 96.7 286 .593	364/26 0 71.4% 100 297 .527	-	-	-	284/20 8 73.4% 1.43 .435

Pro Topline Ported Rons Alum	N/A	2.10/1.60 4.125	N/A	-	131/15 87.8%	184/52 82.6% 53.1/75.6 157/224 .637/.69	229/80 78.6% 66.1/89.5 196/265 .594/.613	263/198 75.3% 75.9/98.5 225/292 .546/.54	291/209 71.8% 84/104 249/308 .504/.475	303/212 70% 87.5/105 259/312 .449/.413	305/214 70.2% 88.1/106 261/315 .396/.365	-	-	244/183 75% - .425/.324
Pro Topline 14 Ported Weingartner Racing Alum	N/A	- - No Pipe	N/A	76/51 67.1%	158/101 63.9%	229/40 61.1% -	294/77 60.2% -	383/211 55.1% -	380/45 64.5% -	395/258 65.3% -	401/68 66.8% -	407/27 66.8% -	415/77 66.7% -	340/217 63.7%
Racer Pro 23 Deg Ported Bullet Cylinder Heads	N/A	2.08/1.60	68	71/63 88.7%	140/109 77.9%	198/55 78.3% 58.3/77.1 173/228 .692/.704	248/87 75.4% 73/93 216/276 .65/.637	278/210 75.5% 81.8/104 242/309 .583/.572	293/221 75.4% 86.2/110 255/326 .512/.502	305/229 75.1% 89.8/114 266/337 .457/.446	-	-	-	244/185 76% - .421/.324
Racer Pro 18 Deg Ported Bullet Cylinder Heads	247/100	2.15/1.60	65	76/60 78.9%	158/112 70.9%	224/55 69.2% 61.7/77.1 183/228 .757/.704	273/94 71.1% 75.2/96.5 223/286 .692/.661	312/233 74.7% 85.9/116 255/343 .633/.635	331/41 72.8% 91.2/120 270/355 .559/.547	340/250 73.5% 93.7/124 277/368 .493/.487	344/257 74.7% 94.8/128 281/379 .436/.438	-	-	283/206 72.8% 1.39/2.57 .435/.324
RDP-SBX Australian Pro Stock Darin Morgan SF600 Alum	N/A	2.27/1.60 - No Pipe	N/A	-	146/92 63%	231/51 65.4% 57.1/75.1 169/223 .74/.686	314/88 59.9% 77.6/93.5 230/277 .754/.64	384/238 62% 94.9/118 281/351 .738/.649	426/71 63.6% 105/135 312/399 .682/.615	450/286 63.6% 111/142 329/421 .617/.557	465/296 63.7% 115/147 340/436 .558/.504	473/297 62.8% 117/148 346/438 .505/.45	482/299 62% 119/149 353/441 .463/.407	375/235 62.8% - .460/.324
RFD Monster 18 Deg Alum	N/A	2.18/1.625	N/A	-	-	239/89 79.1% 64/91.1 190/270 .797/.845	304/33 76.6% 81.4/112 241/333 .76/.782	345/266 77.1% 92.4/128 274/380 .69/.714	380/66 70% 102/128 302/380 .633/.595	394/276 70.1% 106/133 313/394 .563/.529	395/281 71.1% 106/135 314/401 .494/.471	-	-	343/252 73.5% - .441/.329
RHS RR 21 Deg Weingartner Racing Out of Box	N/A	2.08/1.60 4.155 No Pipe	N/A	67/55 82.1%	151/113 74.8%	212/54 72.6% 62.4/76.6 185/227 .741/.699	255/87 73.3% 75/93 222/276 .668/.637	271/202 74.5% 79.8/100 236/298 .568/.551	282/206 73% 83/102 246/304 .493/.468	287/210 73.2% 84.5/104 250/309 .43/.409	296/213 72% 87.1/106 258/314 .388/.363	-	-	251/184 73.3% - .421/.324
RHS 21 Deg Ported Weingartner Racing	N/A	2.125/1.60 - No Pipe	N/A	70/55 78.6%	141/96 68.1%	208/33 63.9% 58.6/66.1 174/196 .711/.604	260/64 63.1% 73.3/81.6 217/242 .667/.559	298/192 64.4% 84/95.5 249/283 .611/.523	333/12 63.7% 93.9/105 278/312 .569/.481	343/224 65.3% 96.7/111 287/330 .503/.436	346/32 67.1% 97.6/115 289/342 .444/.395	350/236 67.4% 98.7/117 292/348 .399/.357	360/41 66.9% 102/120 301/355 .369/.328	293/192 65.6% - .430/.324

RHS 21 Deg Ported Rons Porting Service	250/-	2.15/1.6 0	63	-	152/1 25 82.2 %	220/1 70 77.3% 60.6/8 4.6 180/2 51 .744/. 772	275/2 07 75.3% 75.7/1 03 224/3 05 .697/. 705	318/22 0 69.2% 87.6/1 09 260/32 4 .645/. 60	340/2 34 68.8% 93.7/1 16 277/3 45 .575/. 531	346/24 2 69.9% 95.3/1 20 282/35 7 .501/. 471	352/2 52 71.6% 97/12 5 287/3 71 .446/. 429	-	-	286/20 7 72.4% 1.41 .435/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
RHS Lightning Iron CHP	200/75	2.06/1.6 0	72	65/45 69.2 %	122/9 1 74.6 %	170/1 28 75.3% 51/63. 7 151/1 89 .60/.5 81	210/1 52 72.4% 63/75. 6 187/2 24 .556/. 518	233/16 7 71.7% 69.9/8 3.1 207/24 6 .493/. 455	263/1 76 66.9% 78.9/8 7.5 234/2 59 .464/. 40	-	-	-	-	200/14 3 71.5% 1.32/2 .35 .417/. 324
RHS Lightning 23 Deg Ported Bullet Cylinder Heads Iron	218/91	2.05/1.6 0	68	72/57 79.2 %	140/1 03 73.6 %	183/1 44 78.7% 55.4/7 1.6 164/2 12 .649/. 654	228/1 79 78.5% 69.1/8 9 205/2 64 .606/. 61	265/20 2 76.2% 80.3/1 00 238/29 8 .564/. 551	288/2 15 74.7% 87.3/1 07 259/3 17 .51/.4 88	294/22 0 74.8% 89.1/1 09 264/32 4 .447/. 428	-	-	-	233/17 7 76% 1.35/2 .42 .415/. 324
RHS Pro Action 23 Deg 180 SF600	180/-	2.02/1.6 0 4.20	64/72	74/58 78.4 %	151/1 01 66.9 %	207/1 57 75.8% 64.6/7 8.1 191/2 31 .745/. 713	243/1 77 72.8% 75.8/8 8 225/2 61 .656/. 603	258/18 6 72.1% 80.5/9 2.5 239/27 4 .557/. 507	263/1 90 72.2% 82.1/9 4.5 243/2 80 .473/. 431	270/19 5 72.2% 84.3/9 7 250/28 7 .416/. 38	-	-	-	232/16 8 72.3% 1.50 .409/. 324
RHS Pro Action 23 Deg 200 SF600	200/-	2.02/1.6 0 4.20	50/64/ 72	69/57 82.6 %	134/1 01 75.4 %	192/1 57 81.8% 59.9/7 8.1 178/2 31 .691/. 713	236/1 77 75% 73.6/8 8 218/2 61 .637/. 603	261/18 6 71.3% 81.4/9 2.5 241/27 4 .563/. 507	268/1 90 70.9% 83.6/9 4.5 248/2 80 .482/. 431	278/19 5 70.1% 86.7/9 7 257/28 7 .429/. 38	-	-	-	228/16 8 73.5% 1.39 .409/. 324
RHS Pro Action 23 Deg 220 SF600	220/-	2.02/1.6 0 4.20	50/64/ 72	71/57 80.3 %	146/1 01 69.2 %	205/1 57 76.6% 64/78. 1 190/2 31 .738/. 713	250/1 77 70.8% 78/88 231/2 61 .675/. 603	265/18 6 70.2% 82.7/9 2.5 245/27 4 .572/. 507	272/1 90 69.9% 84.9/9 4.5 251/2 80 .489/. 431	282/19 5 69.1% 88/97 261/28 7 .435/. 38	-	-	-	237/16 8 70.8% 1.28 .409/. 324
RHS Pro Action 23 Deg 220 Joe Sherman SF600 Iron	220/-	2.02/1.6 0	N/A	68/55 80.9 %	128/9 9 77.3 %	182/1 32 72.5% 56.8/6 5.7 168/1 95 .655/. 60	233/1 60 68.7% 72.7/7 9.6 215/2 36 .629/. 545	269/18 4 68.4% 83.9/9 1.5 249/27 1 .581/. 501	290/1 92 66.2% 90.5/9 5.5 268/2 83 .522/. 436	301/20 1 66.8% 93.9/1 00 278/29 6 .464/. 391	-	-	-	234/16 1 69% 1.37 .409/. 324

RHS 220 Smithberger Racing Iron	N/A	2.02/1.60 4.155 No Pipe	N/A	73/53 72.6 %	131/115 87.8 %	190/147 77.4% 59.3/73.1 176/217 .684/.668	241/180 74.7% 75.2/89.5 223/265 .65/.613	279/196 70.3% 87.1/97.5 258/289 .602/.534	300/201 67% 93.6/100 277/296 .54/.456	303/206 68% 94.5/102 280/304 .467/.401	-	-	-	241/174 72.4% - .409/.324
RHS 220 Ported Smithberger Racing Iron	244/82	2.08/1.60 4.155 No Pipe	66	74/48 64.9 %	146/103 70.5 %	202/140 69.3% 59.4/69.6 176/206 .706/.636	248/185 74.6% 73/92 216/273 .65/.63	283/206 72.8% 83.3/102 247/304 .593/.561	313/219 70% 92.1/109 273/323 .547/.497	328/226 68.9% 96.5/112 286/333 .491/.444	336/234 69.6% 98.9/116 293/345 .44/.399	343/238 69.4% 101/118 299/351 .399/.36	-	275/194 70.5% 1.41/2.90 .421/.324
RHS 220 Weingartner Racing Back Cut Alum	N/A	2.02/1.60 4.155 No Pipe	N/A	65/59 90.8 %	126/99 78.6 %	184/129 70.1% 57.4/64.2 170/190 .662/.586	230/155 67.4% 71.8/77.1 213/228 .621/.528	265/176 66.4% 82.7/87.5 245/259 .572/.48	285/187 65.6% 88.9/93 263/276 .513/.425	289/194 67.1% 90.2/96.5 267/286 .446/.378	282/196 69.5% 88/97.5 261/289 .38/.34	280/196 70% 87.4/97.5 259/289 .336/.297	-	243/167 68.6% - .409/.324
RHS 220 Chad Speier Alum	N/A	2.02/- 4.155	N/A	-	133/-	187/- 58.4 173 .673	233/- 72.7 215 .629	268/- 83.6 248 .579	281/- 87.7 260 .505	282/- 88 261 .435	281/- 87.7 260 .379	280/- 87.4 259 .336	-	243 - - .409
RHS 220 Chad Speier Alum	N/A	2.02/- 4.155	N/A	-	135/-	183/- 57.1 169 .658	232/- 72.4 214 .626	268/- 83.6 248 .579	291/- 90.8 269 .523	297/- 92.7 275 .458	303/- 94.5 280 .409	305/- 95.2 282 .366	307/- 95.8 284 .331	258 - - .409
RHS Pro Action 23 Deg 228 3V Performance CNC	228/-	2.05/1.60 4.03 No Pipe	N/A	78/60 76.9 %	144/104 72.2 %	199/140 70.4% 60.3/69.6 179/206 .705/.636	249/165 66.3% 75.4/82.1 224/243 .662/.562	280/188 67.1% 84.8/93.5 251/277 .596/.512	302/211 69.9% 91.5/105 271/311 .535/.479	315/214 67.9% 95.4/106 283/315 .479/.417	-	-	-	248/170 68.6% 1.38 .415/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
RHS Pro Action 23 Deg 235 SF600	235/-	2.08/1.60 4.20	64/72	73/60 82.2 %	138/114 82.6 %	196/152 77.6% 57.7/75.6 171/224 .685/.69	243/178 73.3% 71.5/88.5 212/262 .637/.606	274/183 66.8% 80.6/91 239/270 .574/.499	292/191 65.4% 85.9/95 255/281 .51/.434	312/195 62.5% 91.8/97 272/287 .467/.38	-	-	-	243/169 69.6% 1.33 .421/.324
RHS Pro Action 23 Deg 235 Meaux Racing Out of Box SF600 Iron	235/-	2.08/1.60 4.00 No Pipe	N/A	-	102/85 83.3 %	158/124 78.5% 46.5/61.7 138/183 .552/.563	199/149 74.9% 58.6/74.1 174/220 .521/.508	239/169 70.7% 70.3/84.1 208/249 .501/.461	275/179 65.1% 80.9/89 240/264 .48/.407	300/188 62.7% 88.3/93.5 262/277 .449/.366	309/191 61.8% 90.9/95 269/281 .405/.325	-	-	226/155 68.6% 1.31 .421/.324
RHS Pro Action 23 Deg 235 Meaux Racing Out	235/-	2.08/1.60 4.125 No Pipe	N/A	-	110/85 77.3 %	160/128 80% 47.1/63.7	211/154 73% 62.1/76.6	255/171 67.1% 75/85 222/250	291/181 62.2% 85.6/90	310/188 60.6% 91.2/93.5	311/190 61.1% 91.5/94.5	310/192 61.9% 91.2/95.5	-	245/161 65.8% 1.32

of Box SF600 Best out of 12 pairs Iron						140/1 89 .559/. 581	184/2 27 .553/. 525	2 .535/. 466	254/2 67 .508/. 411	270/27 7 .464/. 366	271/2 80 .407/. 324	270/28 3 .361/. 291		.421/. 324
RHS Pro Action 23 Deg 235 Competitio n Engines	235/-	2.08/1.6 0 4.03	N/A	-	113/9 1 80.5 %	161/1 19 73.9% 47.4/5 9.2 140/1 75 .563/. 541	209/1 41 67.5% 61.5/7 0.1 182/2 08 .548/. 48	248/15 7 63.3% 73/78. 1 216/23 1 .52/.4 28	281/1 66 59.1% 82.7/8 2.6 245/2 45 .491/. 377	293/17 3 59% 86.2/8 6 255/25 5 .439/. 337	-	-	-	218/14 1 64.9% 1.25 .421/. 324
RHS 235 Ported T- Flow	N/A	2.08/1.6 0 4.16	N/A	-	139/-	191/1 58 82.7% 56.2/7 8.6 167/2 33 .667/. 718	237/- 69.7 207 .621	280/19 0 67.9% 82.4/9 4.5 244/28 0 .587/. 518	308/- 90.6 269 .538	316/20 6 65.2% 93/102 276/30 4 .473/. 401	320/- 94.2 279 .419	321/- 94.5 280 .374	-	264/18 5 - - .421/. 324
RHS Pro Action 14 Deg as Cast	235/-	2.125/1. 625	N/A	72/59 81.9 %	142/1 09 76.8 %	216/1 60 74.1% 60.9/7 7.1 180/2 29 .739/. 716	279/2 05 73.5% 78.7/9 8.8 233/2 93 .716/. 688	321/22 7 70.7% 90.5/1 09 268/32 4 .659/. 609	345/2 36 68.4% 97.3/1 14 288/3 37 .59/.5 28	350/24 6 70.3% 98.7/1 19 292/35 1 .513/. 471	-	-	-	276/19 7 71.6% 1.49 .430/. 329
RHS 12030 23 Deg Meaux Racing Out of Box SF600 Alum	235/-	2.08/1.6 0 4.125 No Pipe	N/A	-	118/9 8 83.1 %	162/1 41 87% 47.7/7 0.1 141/2 08 .566/. 64	209/1 71 81.8% 61.5/8 5 182/2 52 .548/. 583	251/18 6 74.1% 73.9/9 2.5 219/27 4 .526/. 507	277/1 92 69.3% 81.5/9 5.5 242/2 83 .484/. 436	278/19 5 70.1% 81.8/9 7 242/28 7 .416/. 38	277/1 96 70.8% 81.5/9 7.5 242/2 89 .363/. 334	277/19 6 70.8% 81.5/9 7.5 242/28 9 .323/. 297	-	231/17 2 74.4% 1.18 .421/. 324
RHS Pro Topline 235 CNC Out of Box Weingartn er Racing	235/-	2.08/1.6 0 4.125 No Pipe	64	77/59 76.6 %	134/1 10 82.1 %	187/1 42 75.9% 55/70. 6 163/2 09 .653/. 645	236/1 68 71.2% 69.5/8 3.6 206/2 48 .618/. 572	274/19 1 69.7% 80.6/9 5 239/28 1 .574/. 521	306/2 00 65.4% 90.1/9 9.5 267/2 95 .535/. 454	318/20 4 64.2% 93.6/1 01 277/30 1 .476/. 397	-	-	-	243/16 9 69.8% 1.35 .421/. 324
RHS 235cc GPA Jet Sprint Ported Kelford Cams Iron	N/A	2.08/1.6 0	64/72	80/69 86.3 %	147/1 29 87.8 %	203/1 66 81.8% 59.7/8 2.6 177/2 45 .709/. 754	249/1 93 77.5% 73.3/9 6 217/2 84 .652/. 657	280/20 8 74.3% 82.4/1 03 244/30 7 .587/. 567	299/2 13 71.2% 88/10 6 261/3 14 .522/. 484	312/21 5 68.9% 91.8/1 07 272/31 7 .467/. 419	-	-	-	248/18 7 75.4% - .421/. 324
RHS 235cc Out of Box Chad Speier SF600	N/A	2.08/- 4.155	N/A	-	121/-	171/- 50.3 149 .597	213/- 62.7 186 .558	253/- 74.5 221 .53	280/- 82.4 244 .489	283/- 83.3 247 .424	283/- 83.3 247 .371	279/- 82.1 243 .325	-	235 - - .421
RHS 235cc Econo Ported Chad Speier	N/A	2.08/1.6 0	N/A	-	141/1 19 84.4 %	194/1 54 79.4% 57.1/7 6.6 169/2 27	247/1 76 71.3% 72.7/8 7.5 215/2 59	286/19 1 66.8% 84.2/9 5 249/28 1	314/1 99 63.4% 92.4/9 9 274/2 93	321/20 1 62.6% 94.5/1 00 280/29 6	324/2 11 65.1% 95.4/1 05 283/3 11	-	-	261/17 9 68.5% - .421/. 324

						.678/. 699	.647/. 60	.60/.5 21	.549/. 452	.481/. 391	.425/. 359			
RHS 235cc Ported Chad Speier	N/A	2.08/1.6 0 4.155	N/A	-	140/1 32 94.3 %	200/1 60 80% 58.9/7 9.6 174/2 36 .699/. 727	249/1 89 75.9% 73.3/9 4 217/2 79 .652/. 644	289/21 2 73.4% 85.1/1 05 252/31 2 .606/. 578	321/2 24 69.8% 94.5/1 11 280/3 30 .561/. 509	336/23 2 69% 98.9/1 15 293/34 2 .503/. 452	338/2 36 69.8% 99.5/1 17 295/3 48 .443/. 402	339/- 99.8 296 .395	-	277/19 8 - - .421/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
RHS Ported Chad Speier	N/A	2.10/1.6 0	N/A	-	-	-	-	-	-	-	340/- 98.2 291 .441	-	348/- 100 298 .361	344 - - .425/. 324
RHS Vortec 23 Deg Iron	170/-	1.94/1.5 0	N/A	-	-	-	-	252/- 85.3 253 .566	-	-	-	-	-	- - 1.48 .393/. 304
RHS Pro Torker Vortec 23 Deg SF600 Iron	170/-	1.94/1.5 0 4.20	64	71/59 83.1 %	144/1 14 79.2 %	209/1 46 69.9% 70.7/8 2.6 209/2 45 .783/. 707	258/1 59 61.6% 87.3/9 0 259/2 67 .725/. 578	268/16 5 61.6% 90.7/9 3.4 269/27 7 .602/. 48	-	-	-	-	-	220/14 6 66.4% 1.58 .393/. 304
RHS Pro Torker Vortec 23 Deg SF600 Iron	170/-	2.02/1.6 0 4.20	64	77/74 96.1 %	155/1 40 90.3 %	220/1 68 76.4% 68.6/8 3.6 203/2 48 .791/. 763	263/1 72 65.4% 82.1/8 5.5 243/2 53 .71/.5 86	270/17 4 64.4% 84.3/8 6.5 250/25 6 .583/. 474	-	-	-	-	-	227/16 4 72% 1.59 .409/. 324
RHS Pro Torker 23 Deg Out of Box Weingartner Racing Brez Iron	N/A	2.02/1.6 0 4.155 No Pipe	N/A	70/54 77.1 %	126/1 06 84.1 %	186/1 43 76.9% 58/71. 1 172/2 11 .669/. 65	222/1 51 68% 69.3/7 5.1 205/2 23 .599/. 514	254/15 4 60.6% 79.3/7 6.6 235/22 7 .548/. 42	235/1 55 66% 73.3/7 7.1 217/2 28 .423/. 352	-	-	-	-	205/14 2 69.3% - .409/. 324
RHS 12407 Out of Box 30 BC Randy Iron	170/-	1.94/- 4.06	N/A	-	135/-	188/- 63.6 188 .704	230/- 77.8 231 .646	241/- 81.5 242 .542	-	-	-	-	-	199 - 1.42 .393
RHS 12410 Out of Box 30 BC Randy Iron	170/-	2.02/- 4.06	N/A	-	143/-	198/- 61.8 183 .712	233/- 72.7 215 .629	246/- 76.8 227 .531	-	-	-	-	-	205 - 1.45 .409
Trick Flow G1 SF600	180/-	2.02/1.6 0 4.03 1 3/4" Pipe	64	66/52 78.8 %	143/1 10 76.9 %	187/1 48 79.1% 58.4/7 3.6 173/2 18 .673/. 672	223/1 78 79.8% 69.6/8 8.5 206/2 62 .602/. 606	232/19 4 83.6% 72.4/9 6.5 214/28 6 .501/. 529	240/2 04 85% 74.9/1 01 222/3 01 .432/. 463	-	-	-	-	205/16 7 81.4% 1.33 .409/. 324

Trick Flow G2 31500005 CARB SF600	190/82	2.02/1.60 4.03 1 3/4" Pipe	66	68/53 77.9 %	144/106 73.6 %	206/144 69.9% 64.3/71.6 190/212 .741/.654	242/173 71.5% 75.5/86 224/255 .653/.589	252/195 77.4% 78.6/97 233/287 .544/.531	257/205 79.8% 80.2/102 238/302 .462/.466	-	-	-	-	220/165 74.8% 1.35/2.50 .409/.324
Trick Flow 18 Deg Ultra SF600	230/-	2.15/1.60	70	-	-	-	-	-	-	334/256 76.6% 92/127 273/377 .484/.498	-	-	-	- - 1.45 .435/.324
Trick Flow 18 Deg Ultra Race SF600	250/100	2.15/1.60 4.155 2" Pipe	56	73/61 83.6 %	144/113 78.5 %	215/158 73.5% 59.2/78.6 175/233 .727/.718	274/200 73% 75.5/99.5 224/295 .695/.681	313/230 73.5% 86.2/114 255/339 .635/.627	334/248 74.3% 92/123 273/365 .564/.563	334/256 76.6% 92/127 273/377 .484/.498	-	-	-	269/201 74.7% 1.34/2.56 .435/.324
Trick Flow 18 Deg SF600 Alum	250/100	2.15/1.625	56	-	144/113 78.5 %	217/152 70% 59.8/73.3 177/217 .733/.68	276/198 71.7% 76/95.5 225/283 .70/.64	316/219 69.3% 87/106 258/313 .641/.588	328/231 70.4% 90.3/111 268/330 .554/.517	328/237 72.3% 90.3/114 268/339 .475/.454	-	-	-	268/192 71.5% 1.31/2.37 .435/.329
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Trick Flow 18 Deg Cartridge Roll Clean-up SF600 Alum	250/100	2.15/1.60 4.155 2 pipe	56	73/61 83.6 %	144/113 78.5 %	215/158 73.5% 59.2/78.6 175/233 .727/.718	274/197 71.9% 75.5/98 224/290 .695/.671	313/224 71.6% 86.2/111 255/330 .635/.61	334/237 71% 92/118 273/349 .564/.538	334/246 73.7% 92/122 273/363 .484/.479	-	-	-	269/196 72.8% 1.34/2.46 .435/.324
Trick Flow 18 Deg CNC Chamber Intake Port Match SF600 Alum	250/100	2.15/1.60 4.155	N/A	71/-	149/-	221/- 60.9 180 .747	277/- 76.3 226 .702	319/- 87.9 260 .647	351/- 96.7 286 .593	343/- 94.5 280 .497	-	-	-	277 - 1.40 .435/.324
Trick Flow 18 Deg Ported TEA Alum	274/109	2.18/1.60	N/A	60/52 86.7 %	131/120 91.6 %	209/175 83.7% 56/87 166/258 .697/.795	275/229 83.3% 73.7/114 218/337 .688/.78	333/273 82% 89.2/136 264/402 .666/.744	369/294 79.7% 98.9/146 293/433 .615/.668	381/308 80.8% 102/153 302/454 .544/.60	390/317 81.3% 104/158 310/467 .488/.54	396/324 81.8% 106/161 314/477 .44/.491	-	311/255 82.1% 1.45/2.97 .441/.324
Trick Flow 18 Deg Ported TEA Alum	275/95	2.18/1.60 4.185 2" Pipe	N/A	64/55 85.9 %	137/124 90.5 %	220/190 86.4% 58.9/94.5 175/2	286/243 85% 76.6/121 227/3	340/285 83.8% 91.1/142 270/42	383/305 79.6% 103/152 304/4	402/313 77.9% 108/156 319/46	404/316 78.2% 108/157 321/4	405/320 79% 109/159 321/47	-	322/262 81.3% 1.47/3.37

						80 .733/ 863	58 .715/ 828	0 .68/.7 77	49 .638/ 693	1 .574/ 609	66 .505/ 538	2 .45/.4 84		.441/ 324
Trick Flow 18 Deg Ported TEA Alum	295/10 9	2.20/1.6 0	N/A	64/52 81.3 %	133/1 20 90.2 %	216/1 75 81% 56.8/8 7 168/2 58 .714/ 795	282/2 29 81.2% 74.2/1 14 220/3 37 .699/ 78	340/27 3 80.3% 89.4/1 36 265/40 2 .674/ 744	385/2 94 76.4% 101/1 46 300/4 33 .636/ 668	412/30 8 74.8% 108/15 3 321/45 4 .583/ 60	420/3 17 75.5% 110/1 58 327/4 67 .52/.5 4	425/32 4 76.2% 112/16 1 331/47 7 .468/ 491	-	327/25 5 78.1% 1.44/2 .97 .446/ 324
Trick Flow 18 Deg Ported BES Alum	258/-	2.15/1.6 0	56	-	129/1 08 83.7 %	197/1 50 76.1% 54.3/7 4.6 161/2 21 .666/ 681	258/1 82 70.5% 71.1/9 0.5 211/2 68 .654/ 62	302/20 8 68.9% 83.2/1 03 246/30 7 .612/ 567	336/2 24 66.7% 92.5/1 11 274/3 30 .568/ 509	358/23 5 65.6% 98.6/1 17 292/34 6 .519/ 457	364/2 40 65.9% 100/1 19 297/3 54 .461/ 409	-	-	278/19 2 69.3% 1.41 .435/ 324
Trick Flow 30400001 Alum CHP	195/73	2.02/1.6 0	64	60/43 71.7 %	125/8 6 68.8 %	174/1 17 67.2% 54.3/5 8.2 161/1 72 .626/ 531	215/1 44 67% 67.1/7 1.6 199/2 12 .58/.4 91	239/16 2 67.8% 74.6/8 0.6 221/23 9 .516/ 441	243/1 75 72% 75.8/8 7 225/2 58 .437/ 397	-	-	-	-	199/13 7 68.7% 1.25/2 .40 .409/ 324
Trick Flow 23 Deg Super Street SF600 Alum	175/67	1.94/1.5 0 4.03 1 3/4" Pipe	56	62/57 91.9 %	127/1 09 85.8 %	180/1 42 78.9% 60.9/8 0.4 180/2 38 .674/ 688	219/1 67 76.3% 74.1/9 4.5 220/2 80 .615/ 607	242/18 1 74.8% 81.9/1 02 243/30 3 .544/ 526	245/1 92 78.4% 82.9/1 09 246/3 22 .459/ 465	-	-	-	-	203/15 8 78.1% 1.40/2 .87 .393/ 304
Trick Flow 23 Deg Super Street Alum	175/67	1.94/1.5 0	56	61/53 86.9 %	127/1 05 82.7 %	180/1 42 78.9% 60.9/8 0.4 180/2 38 .674/ 688	216/1 60 74.1% 73.1/9 0.5 217/2 68 .607/ 581	242/17 2 71.1% 81.9/9 7.3 243/28 8 .544/ 50	242/1 80 74.4% 81.9/1 02 243/3 02 .453/ 436	-	-	-	-	201/15 2 75.4% 1.38/2 .69 .393/ 304
Trick Flow 23 Deg Super Street/ Strip SF600 Alum	195/72	2.02/1.6 0	62	-	-	-	-	-	254/1 90 74.8% 79.3/9 4.5 235/2 80 .457/ 431	-	-	-	-	- - 1.30/2 .64 .409/ 324
Trick Flow 23 Deg Super Street/ Strip CNC Chamber SF600 Alum	195/72	2.02/1.6 0 4.03 1 3/4" Pipe	72	71/53 74.6 %	142/9 9 69.7 %	196/1 35 68.9% 61.2/6 7.1 181/1 99 .705/ 613	234/1 67 71.4% 73/83. 1 216/2 46 .631/ 569	249/18 6 74.7% 77.7/9 2.5 230/27 4 .537/ 507	249/1 99 79.9% 77.7/9 9 230/2 93 .448/ 452	-	-	-	-	214/15 7 73.5% 1.28/2 .76 .409/ 324
Trick Flow 23 Deg Super Race	215/78	2.08/1.6 0 4.155 1 7/8" Pipe	67/72	66/57 86.4 %	141/1 07 75.9 %	199/1 45 72.9% 58.6/7 2.1	244/1 75 71.7% 71.8/8 7	273/19 0 69.6% 80.3/9 4.5	282/1 98 70.2% 83/98. 5	287/20 3 70.7% 84.5/1 01	-	-	-	238/17 0 71.4% 1.33/2 .60

SF600 Alum						174/214 .695/.659	213/258 .639/.596	238/280 .572/.518	246/292 .493/.45	250/299 .43/.395				.421/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Trick Flow 23 Deg Super 215 3240 SF600 Alum	215/78	2.08/1.60 4.155 1 7/8" Pipe	67/72	66/58 87.9%	141/108 76.6%	199/147 73.9% 58.6/73.1 174/17 .695/.668	244/180 73.8% 71.8/89.5 213/265 .639/.613	273/202 74% 80.3/100 238/298 .572/.551	282/214 75.9% 83/106 246/315 .493/.486	287/223 77.7% 84.5/111 250/329 .43/.434	-	-	-	238/179 75.3% 1.33/2.86 .421/.324
Trick Flow 23 Deg Super Race CNC SF600 Alum	230/78	2.08/1.60 4.155 1 7/8" Pipe	70	69/55 79.7%	144/112 77.8%	213/158 74.2% 62.7/78.6 186/233 .744/.718	265/195 73.6% 78/97 231/287 .694/.664	296/220 74.3% 87.1/109 258/324 .621/.60	305/234 76.7% 89.8/116 266/345 .533/.531	310/240 77.4% 91.2/119 270/354 .464/.467	-	-	-	256/193 75.6% 1.35/3.08 .421/.324
Trick Flow TFS 23 Deg CHP	N/A	2.02/1.60	N/A	65/70 107%	133/102 76.7%	188/140 74.5% 58.7/69.6 174/206 .676/.636	226/164 72.6% 70.5/81.6 209/242 .61/.59	250/183 73.2% 78/91 231/270 .54/.499	-	-	-	-	-	199/147 73.9% - .409/.324
Trick Flow R 23 Deg SF600 Alum	215/78	2.08/1.60 - Pipe	67	66/57 86.4%	141/107 75.9%	199/145 72.9% 58.6/72.1 174/214 .695/.659	244/175 71.7% 71.8/87 213/258 .639/.596	273/190 69.6% 80.3/94.5 238/280 .572/.518	282/198 70.2% 83/98.5 246/292 .493/.45	287/203 70.7% 84.5/101 250/299 .43/.395	-	-	-	238/170 71.4% 1.33/2.60 .421/.324
Trick Flow Duttweiler 23 Deg SF600 Alum	195/72	2.02/1.60	62	51/58 113%	136/98 72.1%	191/136 71.2% 59.6/67.6 177/200 .687/.618	230/163 70.9% 71.8/81.1 213/240 .621/.555	253/177 70% 78.9/88 234/261 .546/.482	254/190 74.8% 79.3/94.5 235/280 .457/.431	-	-	-	-	213/153 71.8% 1.30/2.64 .409/.324
Trick Flow Duttweiler 23 Deg CNC Chamber SF600 Alum	195/72	2.02/1.60	64	64/56 87.5%	138/105 76.1%	198/146 73.7% 61.8/72.6 183/215 .712/.663	237/171 72.2% 74/85.2 219/252 .639/.583	257/186 72.4% 80.2/92.5 238/274 .555/.507	258/196 76% 80.5/97.5 239/289 .464/.445	-	-	-	-	218/161 73.9% 1.32/2.72 .409/.324
Trick Flow 23 Deg Ported TEA Alum	200/-	2.02/1.60 4.03 Pipe 1 3/4	N/A	68/54 79.4%	143/117 81.8%	217/177 81.6% 67.7/88 201/261 .781/.804	263/199 83.3% 82.1/109 243/323 .71/.746	290/243 83.8% 90.5/121 268/358 .626/.662	294/257 87.4% 91.7/128 272/379 .529/.584	-	-	-	-	241/203 83.9% 1.47 .409/.324

Trick Flow 23 Deg Ported TEA Alum	N/A	2.08/1.6 0 4.125 Pipe 2"	N/A	69/52 75.4 %	144/1 19 82.6 %	210/1 82 86.7% 61.8/9 0.5 183/2 68 .734/. 827	260/2 24 86.2% 76.5/1 11 227/3 30 .681/. 763	300/24 7 82.3% 88.3/1 23 262/36 4 .629/. 673	314/2 57 81.8% 92.4/1 28 274/3 79 .549/. 584	318/26 2 82.4% 93.6/1 30 277/38 6 .476/. 51	-	-	-	258/21 5 83.5% - .421/. 324	
World S/R Replaceme nt SF600 Iron	170/65	1.94/1.5 0 - No Pipe	58/67/ 76	-	-	-	-	232/16 1 69.4% 78.5/9 1.1 233/27 0 .521/. 468	-	-	-	-	-	-	- - 1.36/2 .48 .393/. 304
World S/R Replaceme nt SF1020 Iron	170/65	1.94/1.5 0 - No Pipe	58/67/ 76	-	-	-	-	220/15 1 68.6% 74.4/8 5.4 221/25 3 .494/. 439	-	-	-	-	-	-	- - 1.29/2 .32 .393/. 304
World S/R Torquer SF600 Iron	170/65	2.02/1.6 0 - No Pipe	67/76	63/53 84.1 %	129/1 02 79.1 %	186/1 37 73.7% 58/68. 1 172/2 02 .669/. 622	217/1 46 67.3% 67.7/7 2.6 201/2 15 .586/. 497	235/15 1 64.3% 73.3/7 5.1 217/22 3 .507/. 412	222/1 53 68.9% 69.3/7 6.1 205/2 25 .399/. 347	219/15 4 70.3% 68.3/7 6.6 202/22 7 .338/. 30	217/1 54 71% 67.7/7 6.6 201/2 27 .293/. 262	-	-	204/14 2 70% 1.38/2 .37 .409/. 324	
World S/R Torquer SF1020 Iron	170/65	2.02/1.6 0 - No Pipe	67/76	60/50 83.3 %	123/9 7 78.9 %	177/1 30 73.4% 55.2/6 4.7 164/1 92 .637/. 59	206/1 39 67.5% 64.3/6 9.1 190/2 05 .556/. 474	223/14 3 64.1% 69.6/7 1.1 206/21 1 .481/. 39	211/1 45 68.7% 65.8/7 2.1 195/2 14 .38/.3 29	208/14 6 70.2% 64.9/7 2.6 192/21 5 .321/. 284	206/1 46 70.9% 64.3/7 2.6 190/2 15 .278/. 249	-	-	193/13 5 69.9% 1.31/2 .25 .409/. 324	
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
World S/R Torque Iron CHP	171/82	2.02/1.6 0 - No Pipe	67/76	68/55 80.9 %	128/1 00 78.1 %	179/1 33 74.3% 55.9/6 6.1 165/1 96 .644/. 604	205/1 45 70.7% 64/72. 1 190/2 14 .553/. 494	221/15 3 69.2% 69/76. 1 204/22 5 .477/. 417	225/1 55 68.9% 70.2/7 7.1 208/2 28 .405/. 352	-	-	-	-	192/13 7 71.6% 1.32/1 .89 .409/. 324	
World S/R Torque Iron CHP	171/82	2.02/1.6 0 - Pipe	67/76	68/55 80.9 %	128/1 04 81.3 %	179/1 40 78.2% 55.9/6 9.6 165/2 06 .644/. 636	205/1 56 76.1% 64/77. 6 190/2 30 .553/. 531	221/16 6 75.1% 69/82. 6 204/24 5 .477/. 452	225/1 70 75.6% 70.2/8 4.6 208/2 51 .405/. 386	-	-	-	-	192/14 7 76.8% 1.32/2 .07 .409/. 324	

World S/R Torquer Ported Blackstone Iron	180/-	1.94/1.50	67	81/66 81.5%	151/123 81.5%	214/149 69.6% 72.4/84.3 215/250 .802/.722	252/162 64.3% 85.3/91.7 253/272 .708/.589	258/172 66.7% 87.3/97.3 259/288 .58/.50	266/177 66.5% 90/100 267/297 .498/.429	270/177 65.6% 91.3/100 271/297 .433/.368	-	-	-	235/160 68% 1.50 .393/.304
World S/R Torque Tri-Mark Iron	N/A	2.02/1.60	N/A	64/53 82.8%	128/110 85.9%	176/126 71.6% 54.9/62.7 163/186 .633/.572	194/135 69.6% 60.5/67.1 179/199 .523/.46	196/136 69.4% 61.2/67.6 181/200 .423/.371	198/137 69.2% 61.8/68.1 183/202 .356/.311	-	-	-	-	178/129 72.2% - .409/.324
World S/R Torque Ported Tri-Mark Stealth Iron	N/A	2.02/1.60	N/A	70/59 84.3%	137/114 83.2%	188/136 72.3% 58.7/67.6 174/200 .676/.618	220/149 67.7% 68.6/74.1 203/220 .594/.508	227/155 68.3% 70.8/77.1 210/228 .49/.422	230/160 69.6% 71.8/79.6 213/236 .414/.363	-	-	-	-	200/143 71.3% - .409/.324
World CHP Iron	200/-	2.02/1.60 - No Pipe	N/A	-	132/98 74.2%	187/123 65.8% 58.4/61.2 173/181 .673/.559	225/138 61.3% 70.2/68.6 208/203 .607/.47	240/150 62.5% 74.9/77.6 222/221 .518/.409	243/156 64.2% 75.8/77.6 225/230 .437/.354	-	-	-	-	205/133 64.8% 1.22 .409/.324
World Sportsman II SF600 Iron	200/69	2.02/1.60 - No Pipe	64/72	-	-	-	-	-	260/176 67.7% 81.1/87.5 240/259 .468/.40	-	-	-	-	- - 1.30/2.55 .409/.324
World Sportsman II Iron	200/64	2.02/1.60 - Pipe	64/72	-	-	187/131 70.1% 58.4/65.2 173/193 .673/.595	225/150 66.7% 70.2/74.6 208/221 .607/.511	240/164 68.3% 74.9/81.6 222/242 .518/.447	243/162 66.7% 75.8/80.6 225/239 .437/.368	-	-	-	-	224/152 67.8% 1.22/2.56 .409/.324
World Sportsman II Cast Heads Iron	N/A	2.02/1.60	N/A	64/60 93.8%	130/107 82.3%	186/123 66.1% 58/61.2 172/181 .669/.559	212/136 64.2% 66.2/67.6 196/200 .572/.463	230/142 61.7% 71.8/70.6 213/209 .496/.387	231/143 61.9% 72.1/71.1 214/211 .416/.325	235/143 60.9% 73.3/71.1 217/211 .362/.278	-	-	-	204/132 64.9% - .409/.324

World Sportsman II Out of Box Weingartner Racing Iron	N/A	2.02/1.60 4.125 No Pipe	N/A	72/55 76.4 %	133/97 72.9 %	182/128 70.3% 56.8/63.7 168/189 .655/.581	228/145 63.6% 71.1/72.1 211/214 .615/.494	257/160 62.3% 80.2/79.6 238/236 .555/.436	264/183 69.3% 82.4/91 244/270 .475/.416	263/194 73.8% 82.1/96.5 243/286 .406/.378	-	-	-	221/151 68.3% - .409/.324
World Sportsman II Ported Cast Heads Iron	N/A	2.02/1.60	N/A	68/58 85.3 %	139/118 84.9 %	196/158 80.6% 61.2/78.6 181/233 .705/.718	235/178 75.7% 73.3/88.5 217/262 .634/.606	256/186 72.7% 79.9/92.5 237/274 .553/.507	272/190 69.9% 84.9/94.5 251/280 .489/.431	278/192 69.1% 86.7/95.5 257/283 .429/.374	-	-	-	229/170 74.3% - .409/.324
World Sportsman II Ported Iron	212/-	2.05/1.60 - No Pipe	N/A	-	-	189/145 76.7% 57.3/72.1 170/214 .67/.659	238/170 71.4% 72.1/84.6 214/251 .633/.579	270/182 67.4% 81.8/90.5 242/268 .574/.496	284/190 66.9% 86/94.5 255/280 .503/.431	-	-	-	-	245/172 70% 1.34 .415/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
World Sportsman II Dr Js Performance Iron	200/-	2.02/1.60 - Pipe	N/A	65/63 96.9 %	134/110 82.1 %	188/130 69.1% 58.7/64.7 174/192 .676/.59	214/143 66.8% 66.8/71.1 198/211 .577/.487	224/150 67% 69.9/74.6 207/221 .484/.409	231/153 66.2% 72.1/76.1 214/225 .416/.347	234/156 66.7% 73/77.6 216/230 .361/.304	-	-	-	204/140 68.7% 1.17 .409/.324
World Sportsman II Ported Dr Js Performance Iron	N/A	2.05/1.60 - Pipe	N/A	72/64 88.9 %	140/110 78.6 %	194/134 69.1% 58.8/66.6 174/197 .688/.609	236/163 69.1% 71.5/81.1 212/240 .627/.555	261/205 78.5% 79.1/102 234/302 .555/.559	271/223 82.3% 82.1/111 243/329 .48/.506	276/233 84.4% 83.6/116 248/343 .419/.454	-	-	-	230/178 77.5% - .415/.324
World Sportsman II Ported Iron	N/A	2.02/1.60 4.155	N/A	62/64 103%	134/118 88.1 %	193/158 81.9% 60.2/78.6 178/233 .694/.718	239/199 83.3% 74.6/99 221/293 .645/.678	263/215 81.7% 82.1/107 243/317 .568/.586	268/224 83.6% 83.6/111 248/330 .482/.509	-	-	-	-	219/183 83.3% - .409/.324
World Sportsman II Ported Bullet Cylinder Heads Iron	219/89	2.05/1.60	68	72/57 79.2 %	145/105 72.4 %	206/142 68.9% 62.4/70.6 185/209 .73/.645	250/167 66.8% 75.7/83.1 224/246 .665/.569	270/190 70.4% 81.8/94.5 242/280 .574/.518	288/202 70.1% 87.3/100 259/298 .51/.459	297/215 72.4% 90/107 267/317 .451/.419	-	-	-	243/170 70.1% 1.36/2.42 .415/.324

World Sportsman 200 Tri-Mark Stealth Iron	200/-	2.02/1.60	N/A	61/60 98.4%	128/113 88.3%	184/135 73.4% 57.4/67.1 170/199 .662/.613	210/140 66.7% 65.5/69.6 194/206 .567/.477	230/14 62.6% 71.8/71.6 213/212 .496/.392	235/146 62.1% 73.3/72.6 217/215 .423/.332	-	-	-	-	197/136 68.7% 1.18 .409/.324
World Sportsman 200 Ported Tri-Mark Stealth Iron	N/A	2.02/1.60	N/A	70/59 84.3%	144/120 83.3%	197/147 74.6% 61.5/73.1 182/217 .709/.668	230/161 70% 71.8/80.1 213/237 .621/.548	247/170 68.8% 77.1/84.6 228/251 .533/.463	255/174 68.2% 79.6/86.5 236/256 .459/.395	-	-	-	-	215/154 71.9% - .409/.324
World Motown 220 SF600 Iron	220/70	2.08/1.60 - No Pipe	64	66/56 84.8%	132/117 88.6%	191/154 80.6% 56.2/76.6 167/227 .667/.699	235/176 74.9% 69.2/87.5 205/259 .616/.60	266/189 71.1% 78.3/94 232/279 .558/.515	284/198 69.7% 83.6/98.5 248/292 .496/.45	287/202 70.4% 84.5/100 250/298 .43/.93	284/205 72.2% 83.6/102 248/302 .372/.349	-	-	240/177 73.9% 1.30/2.93 .421/.324
World Motown 220	220/70	2.08/1.60	N/A	-	125/105 84%	187/139 74.3% 55/69.1 163/205 .653/.631	225/166 73.8% 66.2/82.6 196/245 .59/.565	248/182 73.4% 73/90.5 216/268 .52/.496	263/190 72.2% 77.4/94.5 229/280 .459/.431	266/193 72.6% 78.3/96 232/284 .398/.376	-	-	-	219/163 74.2% 1.21/2.76 .421/.324
World Motown 220 Iron CHP	220/79	2.06/1.60	67	60/50 83.3%	123/109 88.6%	177/142 80.2% 53.1/70.6 157/209 .624/.645	222/172 77.5% 66.6/85.5 197/253 .587/.586	243/187 77% 72.9/93 216/278 .514/.51	260/195 75% 78/97 231/287 .459/.443	-	-	-	-	205/161 78.5% 1.18/2.47 .417/.324
World Motown 215 SF600 Alum	215/70	2.08/1.60 - No Pipe	N/A	69/54 78.3%	128/107 83.6%	180/141 78.3% 53/70.1 157/208 .629/.64	227/162 71.4% 66.8/80.6 198/239 .595/.552	263/177 67.3% 77.4/88 229/261 .551/.482	279/186 66.7% 82.1/92.5 243/274 .487/.422	268/194 72.4% 78.9/96.5 234/286 .401/.378	268/197 73.5% 78.9/98 234/290 .351/.336	-	-	230/166 72.2% 1.30/2.81 .421/.324
World Motown 215 SF1020 Alum	215/70	2.08/1.60 - No Pipe	N/A	66/51 77.3%	122/102 83.6%	171/134 78.4% 50.3/66.6 149/197 .597/.609	216/154 71.3% 63.6/76.6 188/227 .566/.525	250/168 67.2% 73.6/83.6 218/248 .524/.458	265/177 66.8% 78/88 231/261 .463/.402	255/184 72.2% 75/91.5 222/271 .382/.358	255/187 73.3% 75/93 222/276 .334/.319	-	-	219/158 72.1% 1.23/2.67 .421/.324

World Motown 235 SF600 Alum	235/70	2.08/1.60 - No Pipe	64	65/56 86.2 %	135/107 79.3 %	198/147 74.2% 58.3/73.1 173/217 .692/.668	247/174 70.4% 72.7/86.5 215/256 .647/.593	284/174 61.3% 83.6/86.5 248/256 .595/.474	296/203 68.6% 87.1/101 258/299 .517/.461	300/211 70.3% 88.3/105 262/311 .449/.411	301/215 71.4% 88.6/107 262/317 .394/.366	-	-	252/176 69.9% 1.28/3.07 .421/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
World Motown 235 SF1020 Alum	235/70	2.08/1.60 - No Pipe	64	62/53 85.5 %	128/102 79.7 %	188/140 74.5% 55.3/69.6 164/206 .657/.636	235/165 70.2% 69.2/82.1 205/243 .616/.562	270/183 67.8% 79.5/91 235/270 .566/.499	281/193 68.7% 82.7/96 245/284 .491/.438	285/200 70.2% 83.9/99.5 249/295 .427/.389	286/204 71.3% 84.2/101 249/301 .375/.347	-	-	239/170 71% 1.22/2.91 .421/.324
World Motown 250 CNC SF600 Alum	250/-	2.10/1.60 - No Pipe	N/A	73/66 90.4 %	137/123 89.8 %	206/166 80.6% 59.5/82.6 176/245 .713/.754	262/193 73.7% 75.6/96 224/284 .68/.657	297/211 71% 85.7/105 254/311 .617/.575	309/222 71.8% 89.2/110 264/327 .535/.504	319/229 71.8% 92.1/114 273/337 .473/.446	322/232 72% 93/115 275/342 .418/.395	-	-	265/197 74.3% 1.29 .425/.324
World Motown 23 Deg SF600 Alum	235/70	2.08/1.60 - No Pipe	64	-	-	-	-	-	-	-	304/219 72% 89.5/109 265/323 .398/.373	-	-	- - 1.29/3.13 .421/.324
World Motown 23 Deg CNC SF600 Alum	235/70	2.08/1.60 - No Pipe	64	-	-	-	-	-	-	-	329/238 72.3% 96.8/118 287/351 .431/.405	-	-	- - 1.40/3.40 .421/.324
World Motown 23 Deg CNC SF1020 Alum	235/70	2.08/1.60 - No Pipe	64	-	-	-	-	-	-	-	306/220 71.9% 90.1/109 267/324 .401/.375	-	-	- - 1.30/3.14 .421/.324
World Motown 23 Deg / Kuntz CNC Alum	250/90	2.10/1.60	72	-	-	-	-	-	-	-	-	-	-	- - - .425/.324

World Motown 23 Deg Vortec SF600 Alum	215/70	2.08/1.60 - No Pipe	64	-	-	-	-	-	283/189 66.8% 83.3/94 247/279 .494/.429	-	-	-	-	- - 1.32/2.70 .421/.324
World Motown 23 Deg Vortec SF1020 Alum	215/70	2.08/1.60 - No Pipe	64	-	-	-	-	-	265/177 66.8% 78/88 231/261 .463/.402	-	-	-	-	- - 1.23/2.53 .421/.324
Ultra Pro Machining Billet 9 Deg Alum	N/A	2.20/1.625	N/A	70/54 77.1%	153/103 67.3%	227/156 68.7% 59.7/75.2 177/223 .75/.698	300/209 69.7% 78.9/101 234/299 .743/.701	360/243 67.5% 94.7/117 281/347 .714/.652	406/266 65.5% 107/128 316/380 .671/.595	421/279 66.3% 111/135 328/399 .596/.535	-	-	-	311/209 67.3% - .446/.329
Ultra Pro Machining Billet 9 Deg 4.5" BS I-50 E-50 Alum	N/A	2.23/1.625	N/A	73/54 74%	153/109 71.2%	237/166 70% 60.7/80 180/237 .772/.742	310/220 71% 79.4/106 235/314 .758/.738	368/250 67.9% 94.2/121 279/357 .72/.671	415/274 66% 106/132 315/391 .676/.613	423/287 67.8% 108/138 321/410 .591/.555	433/294 67.9% 111/142 328/420 .529/.493	-	-	334/229 68.4% - .452/.329
Ultra Pro Machining Billet 9 Deg 4.5" BS I-55 E-55 Alum	320/215	2.25/1.60	N/A	65/53 81.5%	135/104 77%	224/160 71.4% 56.3/79.6 167/236 .724/.727	297/216 72.7% 74.7/107 221/318 .719/.736	363/249 68.6% 91.3/124 271/367 .703/.679	413/275 66.6% 104/137 308/405 .667/.625	440/288 65.5% 111/143 328/424 .609/.561	440/295 67% 111/147 328/435 .533/.502	-	-	330/227 68.6% 1.38/1.37 .456/.324

LSx COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
GM LS Ported Texas Speed Alum	N/A	2.02/1.57 3.90 No Pipe	N/A	65/60 92.3%	131/106 80.9%	192/146 76% 59.9/75.4 178/223 .691/.676	241/181 75.1% 75.2/93.5 223/277 .65/.628	273/203 74.4% 85.2/105 252/311 .589/.564	292/218 74.7% 91.1/113 270/334 .525/.505	-	-	-	-	226/171 75.6% - .409/.318
GM LSX CNC Texas Speed Alum	274/83	2.20/1.61 - No Pipe	70	72/64 88.9%	171/106 62%	249/154 61.8% 65.5/75.6 194/224 .823/.695	309/200 64.7% 81.3/98.2 241/291 .766/.677	354/232 65.5% 93.1/114 276/338 .702/.628	384/248 64.6% 101/122 299/361 .634/.56	397/261 65.7% 104/128 309/380 .562/.505	-	-	-	311/200 64.4% 1.45/3.14 .446/.326

GM LS1 853 SF600 Alum	200/70	2.00/1.5 5	66.7	67/52 77.6 %	122/97 79.5 %	178/133 74.7% 56.7/70.5 168/209 .647/.624	215/156 72.6% 68.4/82.7 203/245 .586/.549	219/170 77.6% 69.7/90.1 207/267 .477/.478	227/180 79.3% 72.3/95.4 214/283 .412/.422	-	-	-	-	192/147 76.6% 1.14/2.57 .405/.314
GM LS1 853 Ported MTI Stage IIE Alum	N/A	2.02/1.5 5	N/A	65/53 81.5 %	135/105 77.8 %	195/141 72.3% 60.8/74.7 180/221 .702/.661	244/165 67.6% 76.1/87.4 226/259 .658/.58	276/193 69.9% 86.1/102 255/303 .596/.543	300/211 70.3% 93.6/112 277/331 .54/.495	-	-	-	-	230/163 70.9% - .409/.314
GM LS1 SF600	N/A	2.00/1.5 5 3.90 1 7/8" Pipe	N/A	-	136/108 79.4 %	196/145 74% 62.4/76.8 185/228 .712/.68	217/170 78.3% 69.1/90.1 205/267 .591/.598	224/186 83% 71.3/98.6 211/292 .488/.523	230/198 86.1% 73.2/105 217/311 .418/.464	-	-	-	-	201/161 80.5% - .405/.314
GM LS1 Alum	204/70	2.00/1.5 5 3.90	N/A	-	148/103 69.6 %	200/152 76% 63.7/80.6 189/239 .727/.713	216/167 77.3% 68.8/88.5 204/262 .589/.587	225/181 80.4% 71.6/95.9 212/284 .491/.509	238/190 79.8% 75.8/101 224/298 .432/.445	-	-	-	-	205/159 77.2% 1.17/2.71 .405/.314
GM LS1 Alum	204/70	2.00/1.5 5	65	-	123/108 87.8 %	180/147 81.7% 57.3/77.9 170/231 .654/.689	219/172 78.5% 69.7/91.2 207/270 .597/.605	231/193 83.5% 73.5/102 218/303 .504/.543	-	-	-	-	-	188/155 82.3% 1.13/2.76 .405/.314
GM LS1 Alum CHP	204/-	2.00/1.5 5 - Pipe	65	83/62 74.7 %	134/104 77.6 %	189/136 72% 60.2/72.1 178/214 .687/.638	222/165 74.3% 70.7/87.4 209/259 .605/.58	240/179 74.6% 76.4/94.9 226/281 .523/.504	252/185 73.4% 80.2/98 238/290 .458/.434	-	-	-	-	207/154 74.2% 1.24 .405/.314
GM LS1 241 Alum HRM	205/70	2.00/1.5 5 4.03	68	64/55 85.9 %	137/106 77.4 %	190/141 74.2% 60.5/74.7 179/221 .69/.61	216/179 82.9% 68.8/94.9 204/281 .589/.629	228/193 84.6% 72.6/102 215/303 .497/.543	238/203 85.3% 75.8/108 224/319 .432/.476	244/206 84.4% 77.7/109 230/323 .38/.414	-	-	-	209/171 82% 1.19/2.94 .405/.314

GM LS1 Ported AP Engineerin g Alum	235/-	2.02/1.5 75 3.970 Pipe	N/A	73/54 74%	150/1 11 74%	207/1 55 74.9% 64.6/7 9.6 191/2 36 .745/. 715	252/1 95 77.4% 78.6/1 00 233/2 97 .68/.6 75	285/22 1 77.5% 88.9/1 13 263/33 6 .615/. 612	292/2 31 79.1% 91.1/1 19 270/3 51 .525/. 533	301/23 7 78.7% 93.9/1 22 278/36 0 .464/. 469	-	-	-	248/19 2 77.3% 1.28 .409/. 319
GM LS1 Ported ET Performan ce 215 SF600 Alum	215/-	2.04/1.5 7 3.90 No Pipe	35-72	74/57 77%	152/1 06 69.7 %	219/1 50 68.5% 67/77. 5 199/2 30 .78/.6 94	266/1 90 71.4% 81.4/9 8.1 241/2 91 .711/. 66	301/20 4 67.8% 92.1/1 05 273/31 2 .643/. 567	320/2 11 65.9% 97.9/1 09 290/3 23 .57/.4 88	-	-	-	-	252/17 2 68.4% 1.49 .413/. 318
GM LS1 Ported ET Performan ce 224 SF600 Alum	224/-	2.02/1.5 7 3.90 No Pipe	67	68/56 82.4 %	143/1 12 78.3 %	196/1 58 80.6% 61.2/8 1.6 181/2 42 .705/. 731	247/1 90 76.9% 77.1/9 8.1 228/2 91 .666/. 66	280/20 6 73.6% 87.4/1 06 259/31 5 .604/. 572	303/2 14 70.6% 94.5/1 11 280/3 28 .545/. 495	311/21 8 70.1% 97/113 288/33 4 .48/.4 32	-	-	-	247/18 3 74.2% 1.39 .409/. 318
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
GM LS1 Ported ET Performan ce 225 SF600 Alum	225/-	2.08/1.5 7 4.00 No Pipe	35-72	71/57 80.3 %	153/1 14 74.5 %	208/1 64 78.8% 61.2/8 4.7 181/2 51 .727/. 759	265/2 04 77% 78/10 5 231/3 12 .694/. 708	308/22 4 72.7% 90.6/1 16 269/34 3 .646/. 622	328/2 31 70.4% 96.5/1 19 286/3 54 .573/. 535	320/23 6 73.8% 94.2/1 22 279/36 1 .479/. 468	-	-	-	264/19 6 74.1% 1.46 .421/. 318
GM LS1 CNC M2 Alum	N/A	2.02/1.6 0	N/A	66/54 81.8 %	141/1 14 80.9 %	195/1 60 82.1% 60.8/7 9.6 180/2 36 .702/. 727	252/1 90 75.4% 78.6/9 4.5 233/2 80 .68/.6 47	292/20 6 70.5% 91.1/1 02 270/30 4 .63/.5 61	317/2 20 69.4% 98.9/1 09 293/3 24 .57/.5 0	-	-	-	-	239/17 8 74.4% - .409/. 324
GM LS1 Ported No Rush Alum	N/A	2.02/1.5 7 - No Pipe	N/A	70/57 81.4 %	151/1 08 71.5 %	209/1 54 73.7% 65.2/7 9.5 193/2 36 .752/. 713	260/1 88 72.3% 81.1/9 7.1 240/2 88 .702/. 653	287/21 0 73.2% 89.6/1 08 265/32 1 .62/.5 83	288/2 20 76.4% 89.9/1 14 266/3 37 .518/. 509	297/22 7 76.4% 92.7/1 17 275/34 7 .458/. 45	290/2 04 70.3% 90.5/1 05 268/3 12 .391/. 354	-	-	255/18 7 73.6% - .409/. 318
GM LS1 Ported No Rush Alum	N/A	2.02/1.5 7 - Pipe	N/A	70/57 81.4 %	151/1 13 74.8 %	209/1 67 79.9% 65.2/8 6.3 193/2 56 .752/. 773	260/2 12 81.5% 81.1/1 10 240/3 24 .702/. 736	287/23 3 81.2% 89.6/1 20 265/35 7 .62/.6 47	288/2 49 86.5% 89.9/1 29 266/3 81 .518/. 576	297/25 4 85.5% 92.7/1 31 275/38 9 .458/. 504	290/2 04 70.3% 90.5/1 05 268/3 12 .391/. 354	-	-	255/20 5 80.4% - .409/. 318

GM LS1 Ported Bullet Cylinder Heads Stage I Alum	217/85	2.00/1.5 7	57	77/54 70.1 %	144/1 13 78.5 %	213/1 58 74.2% 67.8/8 1.6 201/2 42 .774/. 731	259/1 91 73.7% 82.4/9 8.7 244/2 92 .706/. 663	262/20 6 78.6% 83.4/1 06 247/31 5 .571/. 572	265/2 13 80.4% 84.4/1 10 250/3 26 .481/. 493	-	-	-	-	229/17 6 77.1% 1.22/2 .51 .405/. 318
GM LS1 Ported Bullet Cylinder Heads Stage II Alum	221/91	2.02/1.5 75	57	72/57 79.2 %	141/1 13 80.1 %	203/1 58 77.8% 63.3/8 1.1 188/2 40 .73/.7 29	256/1 91 74.6% 79.9/9 8 237/2 90 .691/. 661	280/20 6 73.6% 87.4/1 06 259/31 3 .604/. 57	296/2 13 72% 92.4/1 09 274/3 24 .532/. 491	-	-	-	-	235/17 6 74.9% 1.34/2 .34 .409/. 319
GM LS1 Ported Bullet Cylinder Heads Stage III Alum	225/91	2.08/1.5 75	57	72/57 79.2 %	141/1 13 80.1 %	203/1 58 77.8% 59.7/8 1.1 177/2 40 .709/. 729	256/1 91 74.6% 75.3/9 8 223/2 90 .671/. 661	280/20 6 73.6% 82.4/1 06 244/31 3 .587/. 57	296/2 13 72% 87.1/1 09 258/3 24 .517/. 491	-	-	-	-	235/17 6 74.9% 1.32/2 .34 .421/. 319
GM 5.3L CCM Alum	205/-	1.89/1.5 5 3.78	60	65/52 80%	133/1 01 75.9 %	189/1 34 70.9% 67.4/7 1 200/2 10 .727/. 628	208/1 61 77.4% 74.1/8 5.3 220/2 53 .60/.5 66	219/17 5 79.9% 78.1/9 2.7 231/27 5 .505/. 492	223/1 87 83.9% 79.5/9 9.1 236/2 94 .429/. 438	-	-	-	-	194/15 2 78% 1.09 .383/. 314
GM 5.3L Ported West Coast Stage 1 CCM Alum	209/-	1.94/1.5 7 3.78	60	65/57 87.7 %	141/1 09 77.3 %	187/1 50 80.2% 63.3/7 7.5 187/2 30 .701/. 694	227/1 75 77.1% 76.8/9 0.4 228/2 68 .638/. 608	256/19 8 77.3% 86.6/1 02 257/30 3 .575/. 55	252/2 11 83.7% 85.3/1 09 253/3 23 .472/. 488	-	-	-	-	213/16 9 79.3% 1.22 .393/. 318
GM 5.3L Ported Stage II ForceFed High Performan ce	N/A	2.02/1.5 7	N/A	67/62 92.5 %	133/1 09 82%	194/1 48 76.3% 60.5/7 6.4 179/2 27 .698/. 685	242/1 84 76% 75.5/9 5 224/2 82 .653/. 639	274/20 5 74.8% 85.5/1 06 253/31 4 .591/. 569	296/2 20 74.3% 92.4/1 14 274/3 37 .532/. 509	-	-	-	-	228/17 3 76% - .409/. 318
GM 5.3L Ported Absolute Speed Alum	N/A	2.02/1.6 0	N/A	-	142/1 16 81.7 %	203/1 59 78.3% 63.3/7 9.1 188/2 34 .73/.7 22	256/1 96 76.6% 79.9/9 7.5 237/2 89 .691/. 668	291/21 5 73.9% 90.8/1 07 269/31 7 .628/. 586	314/2 28 72.6% 98/11 3 290/3 36 .565/. 518	-	-	-	-	241/18 3 75.8% - .409/. 324

GM 5.3L Ported Absolute Speed Alum	N/A	2.02/1.6 0	N/A	-	144/1 17 81.3 %	204/1 57 77% 63.7/7 8.1 189/2 31 .734/. 713	256/1 94 75.8% 79.9/9 6.5 237/2 86 .691/. 661	293/21 8 74.4% 91.4/1 08 271/32 1 .632/. 594	306/2 24 73.2% 95.5/1 11 283/3 30 .55/.5 09	-	-	-	-	241/18 2 75.6% - .409/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
GM 5.3L Ported Texas Speed Alum	N/A	- 3.91	N/A	81/52 64.2 %	150/1 14 76%	208/1 53 73.6% -	256/1 83 71.5% -	286/20 6 72% -	285/2 21 77.5% -	-	-	-	-	237/17 5 74%
GM 5.3L CNC FFHP Stage 2.5 SF600 Alum	229/84	2.055/1. 60 3.905 1 3/4" Pipe	62	71/64 90.1 %	148/1 19 80.4 %	215/1 61 74.9% 64.8/8 0.1 192/2 37 .76/.7 31	256/1 99 77.7% 77.2/9 9 229/2 93 .679/. 678	289/22 8 78.9% 87.1/1 13 258/33 6 .613/. 621	311/2 35 75.6% 93.8/1 17 278/3 46 .55/.5 34	-	-	-	-	244/18 8 77.3% 1.36/2 .80 .416/. 324
GM 5.3L Ported Patriot Stage 3 SF1020 Alum	N/A	2.055/1. 60 3.905	N/A	70/60 85.7 %	149/1 13 75.8 %	210/1 52 72.4% 63.3/7 5.6 188/2 24 .743/. 69	251/1 89 75.3% 75.7/9 4 224/2 79 .666/. 644	284/21 5 75.7% 85.6/1 07 254/31 7 .603/. 586	302/2 30 76.2% 91.1/1 14 270/3 39 .534/. 522	-	-	-	-	239/18 0 75.2% - .416/. 324
GM LS1 806 NPS	N/A	2.00/1.5 5 4.016 No Pipe	N/A	66/55 83.3 %	129/9 8 76%	182/1 29 70.9% 57.9/6 8.4 172/2 03 .661/. 605	214/1 55 72.4% 68.1/8 2.1 202/2 43 .583/. 545	225/16 7 74.2% 71.6/8 8.5 212/26 2 .491/. 47	231/1 73 74.9% 73.5/9 1.7 218/2 72 .42/.4 06	236/17 7 75% 75.1/9 3.8 223/27 8 .368/. 356	-	-	-	203/15 0 73.9% - .405/. 314
GM LS1 5.3L 862 Ported ET Performan ce SF600 Alum	230/-	2.055/1. 57 4.00 No Pipe	64-72	82/58 70.7 %	162/1 15 71%	210/1 54 73.3% 63.3/7 9.5 188/2 36 .743/. 713	265/1 87 70.6% 79.9/9 6.6 237/2 86 .703/. 649	297/20 9 70.4% 89.5/1 08 265/32 0 .63/.5 8	320/2 22 69.4% 96.5/1 15 286/3 40 .566/. 514	-	-	-	-	251/17 7 70.7% 1.39 .416/. 318
GM LS1 5.3L 862 Ported ForceFed SF600 Alum	N/A	2.00/1.5 5	N/A	-	140/1 12 80%	202/1 57 77.7% 64.3/8 3.2 191/2 47 .734/. 736	247/1 93 78.1% 78.6/1 02 233/3 03 .673/. 679	282/22 1 78.4% 89.8/1 17 266/34 7 .615/. 622	296/2 32 78.4% 94.2/1 23 279/3 64 .538/. 544	-	-	-	-	233/18 3 78.4% - .405/. 314

GM LS1 5.3L Ported TEA Stage 1.5 Alum	N/A	2.02/1.5 7	N/A	67/54 80.6 %	140/1 22 87.1 %	203/1 72 84.7% 63.3/8 8.8 188/2 63 .73/.7 96	251/2 18 86.9% 78.3/1 13 232/3 34 .677/. 757	289/24 4 84.4% 90.2/1 26 267/37 3 .624/. 678	314/2 60 82.8% 98/13 4 290/3 98 .565/. 602	-	-	-	-	239/20 3 84.9% - .409/. 318
GM LS1 5.3L Ported TEA Stage 2 Alum	N/A	2.02/1.5 7	N/A	67/57 85.1 %	140/1 11 79.3 %	208/1 69 81.3% 64.9/8 7.3 192/2 59 .748/. 782	252/2 13 84.5% 78.6/1 10 233/3 26 .68/.7 39	290/24 1 83.1% 90.5/1 24 268/36 9 .626/. 669	317/2 55 80.4% 98.9/1 32 293/3 90 .57/.5 9	-	-	-	-	241/19 8 81.9% - .409/. 318
GM LS1 5.3L Ported TEA Stage 3 Alum	N/A	-	N/A	67/55 82.1 %	143/1 15 80.4 %	211/1 57 74.4% -	257/2 01 78.2% -	299/25 6 85.6% -	326/2 76 84.7% -	-	-	-	-	247/20 1 81.3%
GM LM7 5.3L Ported West Coast Stage 2 Alum	N/A	1.94/1.5 7	63	-	-	-	-	-	305/2 23 73.1% 103/1 15 306/3 41 .571/. 516	-	-	-	-	- - - .393/. 318
GM LM7 5.3L Ported West Coast Stage 2 Alum	235/85	2.02/1.5 7	66	-	-	-	-	-	305/2 23 73.1% 95.2/1 15 282/3 41 .549/. 516	-	-	-	-	- - 1.30/2 .62 .409/. 318
GM LM7 LS 5.3l Ported Patriot Performan ce Stage I Alum	213/78	2.00/1.5 5	66.7	63/57 90.5 %	128/1 03 80.5 %	188/1 41 75% 59.8/7 4.7 177/2 21 .683/. 661	234/1 76 75.2% 74.5/9 3.3 221/2 76 .638/. 619	268/19 6 73.1% 85.3/1 04 253/30 8 .584/. 551	289/2 12 73.4% 92/11 2 273/3 33 .525/. 497	-	-	-	-	221/16 6 74.8% 1.36/2 .72 .405/. 314
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
GM LS1 5.3l / 5.7L Ported Patriot Performan ce Stage II OLD Alum	213/78	2.02/1.5 7	66.7	67/61 91%	133/1 08 81.2 %	194/1 47 75.8% 60.5/7 5.9 179/2 25 .698/. 68	242/1 83 75.6% 75.5/9 4.5 224/2 80 .653/. 635	274/20 5 74.8% 85.5/1 06 253/31 4 .591/. 569	296/2 20 74.3% 92.4/1 14 274/3 37 .532/. 509	-	-	-	-	228/17 3 75.8% 1.39/2 .82 .409/. 318

GM LS1 5.3l / 5.7L Ported Patriot Performan ce Stage II Alum	220/67	2.02/1.5 7	63/67	67/61 91%	133/1 08 81.2 %	194/1 47 75.8% 60.5/7 5.9 179/2 25 .698/. 68	242/1 83 75.6% 75.5/9 4.5 224/2 80 .653/. 635	274/20 5 74.8% 85.5/1 06 253/31 4 .591/. 569	296/2 20 74.3% 92.4/1 14 274/3 37 .532/. 509	-	-	-	-	228/17 3 75.8% 1.35/3 .28 .409/. 318
GM LS1 5.7L Ported TEA Stage 1 Alum	N/A	-	N/A	68/50 73.5 %	138/1 05 76.1 %	203/1 51 74.4% -	243/1 91 78.6% -	274/22 2 81% -	292/2 45 83.9% -	-	-	-	-	230/18 3 79.5%
GM LS1 5.7L Ported TEA Stage 1.5 Alum	N/A	2.02/1.5 7	N/A	68/52 76.5 %	139/1 08 77.7 %	200/1 60 80% 62.4/8 2.6 185/2 45 .72/.7 41	248/2 09 84.3% 77.4/1 08 229/3 20 .669/. 726	283/23 7 83.7% 88.3/1 22 262/36 3 658	300/2 55 85% 93.6/1 32 277/3 90 .54/.5 9	-	-	-	-	234/19 4 82.8% - .409/. 318
GM LS1 5.7L Ported West Coast Stage 2 Alum	N/A	2.02/1.5 7	70	-	-	-	-	-	293/2 23 76.1% 91.4/1 15 271/3 41 .527/. 516	-	-	-	-	- - - .409/. 318
GM LS 5.3L 241 Weingartn er Racing Alum	N/A	2.00/1.5 5 4.125 No Pipe	N/A	74/54 73%	156/1 06 67.9 %	214/1 51 70.6% 68.1/8 0 202/2 37 .778/. 708	252/1 76 69.8% 80.2/9 3.3 238/2 76 .687/. 619	251/18 7 74.5% 79.9/9 9.1 237/29 4 .547/. 526	256/1 91 74.6% 81.5/1 01 241/3 00 .465/. 448	261/19 5 74.7% 83.1/1 03 246/30 6 .406/. 392	-	-	-	232/16 8 72.4% - .405/. 314
GM LS 5.3lL Ported PRC Stage 2.5 Alum	215/-	2.02/1.5 75 3.91 No Pipe	N/A	-	147/1 11 75.5 %	206/1 45 70.4% 64.3/7 4.4 190/2 21 .741/. 669	254/1 85 72.8% 79.3/9 5 235/2 81 .685/. 64	291/20 4 70.1% 90.8/1 05 269/31 0 .628/. 565	312/2 23 71.5% 97.4/1 14 288/3 39 .561/. 514	-	-	-	-	242/17 4 71.7% 1.45 .409/. 319
GM LS1 5.7L 241 Advanced Induction SF600 Alum	204/-	2.00/1.5 5 3.90 No Pipe	N/A	66/55 83.3 %	139/1 01 72.7 %	193/1 36 70.5% 61.4/7 2.1 182/2 14 .701/. 638	215/1 60 74.4% 68.4/8 4.8 203/2 51 .586/. 563	226/17 1 75.7% 71.9/9 0.6 213/26 9 .493/. 481	233/1 80 77.3% 74.2/9 5.4 220/2 83 .423/. 422	238/18 3 76.9% 75.8/9 7 224/28 7 .371/. 368	-	-	-	207/15 5 74.8% 1.17 .405/. 314
GM LS1 5.7L 241 Ported 219 Advanced Induction SF600 Alum	219/-	2.00/1.5 5 3.90 No Pipe	N/A	66/54 81.8 %	143/1 01 70.6 %	208/1 44 69.2% 66.2/7 6.3 196/2 26 .756/. 675	251/1 74 69.3% 79.9/9 2.2 237/2 73 .684/. 612	271/19 7 72.7% 86.3/1 04 256/30 9 .591/. 554	285/2 09 73.3% 90.7/1 11 269/3 28 .518/. 49	287/21 5 74.9% 91.4/1 14 271/33 8 .447/. 432	-	-	-	241/17 3 72% 1.31 .405/. 314

GM LS1 241 Ported Chad Speier Alum	N/A	2.02/1.5 7 4.00 1 7/8" Pipe	N/A	-	155/1 12 72.3 %	219/1 55 70.8% 68.3/8 0.1 202/2 37 .788/. 717	263/1 87 71.1% 82.1/9 6.6 243/2 86 .71/.6 49	278/21 1 75.9% 86.7/1 09 257/32 3 57 .60/.5 86	289/2 33 80.6% 90.2/1 20 267/3 57 .52/.5 39	295/24 4 82.7% 92.1/1 26 273/37 3 484 .455/. 484	298/2 50 83.9% 93/12 9 276/3 83 .402/. 434	301/25 3 84.1% 93.9/1 31 278/38 7 .361/. 39	303/2 55 84.2% 94.5/1 32 280/3 90 .327/. 354	267/21 1 79.1% - .409/. 318
GM LS1 6.0L Ported AP Engineerin g Stage I Alum	N/A	2.02/1.5 75 3.970	N/A	66/62 93.9 %	139/1 17 84.2 %	213/1 61 75.6% 66.5/8 2.6 197/2 45 .766/. 743	259/2 00 77.2% 80.8/1 03 239/3 04 .699/. 692	283/21 9 77.4% 88.3/1 12 262/33 3 .611/. 606	297/2 29 77.1% 92.7/1 18 275/3 48 .534/. 528	305/24 3 79.7% 95.2/1 25 282/37 0 .47/.4 81	-	-	-	249/19 5 78.1% - .409/. 319
GM LS1 6.0L Ported AP Engineerin g Alum	235/90	2.08/1.6 0 4.125 Pipe	N/A	75/63 84%	153/1 15 75.2 %	217/1 63 75.1% 63.9/8 1.1 189/2 40 .758/. 74	265/2 07 78.1% 78/10 3 231/3 05 .694/. 705	310/24 3 78.4% 91.2/1 21 270/35 8 .65/.6 62	327/2 62 80.1% 96.2/1 30 285/3 86 .571/. 595	328/27 2 82.9% 96.5/1 35 286/40 1 .491/. 529	329/2 73 83% 96.8/1 36 287/4 02 .431/. 465	-	-	276/21 9 79.6% 1.40/3 .03 .421/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
GM LS1 6.0L Ported ET Performan ce Alum	237/-	2.055/1. 57 3.90	64-70	67/52 77.6 %	138/1 12 81.2 %	198/1 59 80.3% 59.7/8 2.1 177/2 43 .70/.7 36	249/1 82 73.1% 75.1/9 4 222/2 79 .66/.6 32	286/20 0 69.9% 86.2/1 03 255/30 6 .607/. 555	311/2 10 67.5% 93.8/1 08 278/3 21 .55/.4 86	-	-	-	-	236/17 3 73% 1.31 .416/. 318
GM LS2 243 Ported Greg Good 2 Alum	N/A	2.055/1. 60 4.00	N/A	-	147/1 26 85.7 %	225/1 71 76% 67.8/8 5 201/2 52 .796/. 777	279/2 15 77.1% 84.1/1 07 249/3 17 .74/.7 32	321/23 7 73.8% 96.8/1 18 287/34 9 .681/. 646	337/2 44 72.4% 102/1 21 301/3 60 .596/. 554	-	-	-	-	262/19 9 75.9% - .416/. 324
GM LS1/ LS2 Ported PRC Alum	215/84	2.04/1.6 0 4.00 No Pipe	62	68/56 82.4 %	145/1 15 79.3 %	214/1 67 78% 65.5/8 3.1 194/2 46 .762/. 759	271/2 02 74.5% 82.9/1 00 246/2 98 .724/. 688	304/21 9 72% 93/109 276/32 3 .65/.5 97	318/2 38 74.8% 97.3/1 18 288/3 51 .566/. 541	-	-	-	-	250/18 8 75.2% 1.48/2 .83 .413/. 324
GM LS1/ LS2 Ported PRC Alum	237/85	2.10/1.6 0 4.03 No Pipe	68	66/57 86.4 %	147/1 17 79.6 %	225/1 70 75.6% 65/84. 6 192/2 51 .779/. 772	284/2 06 72.5% 82/10 2 243/3 04 .737/. 702	325/22 7 69.8% 93.8/1 13 278/33 5 .675/. 619	334/2 41 72.2% 96.4/1 20 286/3 55 .578/. 547	-	-	-	-	263/19 2 73.1% 1.41/2 .84 .425/. 324
GM LS6	N/A	2.00/-	N/A	-	156/-	204/- 64.9 192 .741	243/- 77.3 229 .662	268/- 85.3 253 .584	278/- 88.5 262 .505	-	-	-	-	230 - - .405

GM LS6 SF600	N/A	2.00/1.5 5 3.90 1 7/8" Pipe	N/A	62/59 95.2 %	126/1 08 85.7 %	184/1 43 77.7% 58.6/7 5.8 174/2 25 .669/. 67	224/1 63 72.8% 71.3/8 6.4 211/2 56 .61/.5 73	251/17 6 70.1% 79.9/9 3.3 237/27 6 .547/. 495	257/1 83 71.2% 81.8/9 7 242/2 87 .467/. 429	-	-	-	-	208/15 5 74.2% - .405/. 314
GM LS6/ LS2 243 / 799 Advanced Induction SF600 Alum	211/-	2.00/1.5 5 4.00 No Pipe	N/A	66/52 78.8 %	139/1 10 79.1 %	194/1 47 75.8% 61.8/7 7.9 183/2 31 .705/. 689	236/1 67 70.8% 75.1/8 8.5 223/2 62 .643/. 587	265/17 5 66% 84.4/9 2.7 250/27 5 .578/. 492	260/1 83 70.4% 82.8/9 7 245/2 87 .472/. 429	262/18 6 71% 83.4/9 8.6 247/29 2 .408/. 374	-	-	-	226/16 1 71.4% 1.26 .405/. 314
GM LS6/ LS2 243 / 799 Ported 226 Advanced Induction SF600 Alum	226/-	2.00/1.5 5 4.00 No Pipe	N/A	66/53 80.3 %	146/1 09 74.7 %	215/1 44 67% 68.4/7 6.3 203/2 26 .781/. 675	259/1 70 65.6% 82.4/9 0.1 244/2 67 .706/. 598	290/19 7 67.9% 92.3/1 04 274/30 9 .632/. 554	300/2 12 70.7% 95.5/1 12 283/3 33 .545/. 497	301/22 1 73.4% 95.8/1 17 284/34 7 .469/. 444	-	-	-	252/17 6 69.7% 1.33 .405/. 314
GM LS6/ LS2 243 / 799 Ported 232 Advanced Induction SF600 Alum	226/-	2.00/1.5 5 4.00 1 7/8" Pipe	N/A	69/53 76.8 %	146/1 15 78.8 %	214/1 57 73.4% 68.1/8 3.2 202/2 47 .778/. 736	258/2 04 79.1% 82.1/1 08 243/3 20 .703/. 717	293/25 6 87.4% 93.3/1 36 276/40 2 .639/. 72	305/2 71 88.9% 97.1/1 44 288/4 26 .554/. 635	315/27 7 87.9% 100/14 7 297/43 5 .491/. 557	-	-	-	255/21 3 83.6% 1.39 .405/. 314
GM LS6/ LS2 243 / 799 Ported Flow Tech Induction Alum	N/A	2.00/1.5 5 3.90 1 3/4 Pipe	N/A	65/55 84.6 %	146/1 20 82.2 %	200/1 64 82% 63.7/8 6.9 189/2 58 .727/. 769	248/1 92 77.4% 78.9/1 02 234/3 01 .676/. 675	285/20 2 70.9% 90.7/1 07 269/31 7 .621/. 568	303/2 09 69% 96.4/1 11 286/3 28 .551/. 49	-	-	-	-	236/17 7 75% - .405/. 314
GM LS6 243 / 317	210/75	2.00/1.5 5	64/71	-	-	-	-	-	236/1 85 78.4% 75.1/9 8 223/2 90 .429/. 434	-	-	-	-	- 1.12/2 .47 .405/. 314
GM LS6 243 / 799 Ported PRC Stage 1 SF600 Alum	226.5/75	2.00/1.5 5	64.5	72/63 87.5 %	142/1 21 85.2 %	205/1 54 75.1% 65.3/8 1.6 193/2 42 .745/. 722	255/1 91 74.9% 81.2/1 01 241/3 00 .695/. 672	286/21 4 74.8% 91/113 270/33 6 .624/. 602	305/2 20 72.1% 97.1/1 17 288/3 45 .554/. 516	-	-	-	-	239/18 0 75.4% - .405/. 314
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e

GM LS6 243 / 799 Ported PRC Stage 2 SF600 Alum	238/75	2.02/1.5 7	64.5	75/66 88%	151/1 24 82.1 %	209/1 60 76.6% 65.2/8 2.6 193/2 45 .752/. 741	260/1 94 74.6% 81.1/1 00 240/2 97 .702/. 674	293/21 7 74.1% 91.4/1 12 271/33 2 .632/. 603	315/2 27 72.1% 98.3/1 17 291/3 47 .567/. 525	-	-	-	-	246/18 4 75.1% 1.32/3 .03 .409/. 318
GM LS6 243 Ported West Coast Stage 2 Alum	233.3/8 6.3	2.02/1.5 7 4.03 Pipe	69	70/58 82.9 %	142/1 19 83.8 %	202/1 67 82.7% 63/86. 3 187/2 56 .727/. 773	246/2 06 83.7% 76.8/1 06 227/3 15 .664/. 715	288/22 1 76.7% 89.9/1 14 266/33 8 .622/. 614	312/2 34 75% 97.4/1 21 288/3 58 .561/. 542	-	-	-	-	238/18 9 79.6% - .409/. 318
GM LS6 243 CNC M2 Race Systems Alum	235/-	2.08/1.6 0 4.03	64	66/54 81.8 %	141/1 14 80.9 %	195/1 60 82.1% 57.4/7 9.6 170/2 36 .681/. 727	252/1 90 75.4% 74.2/9 4.5 220/2 80 .66/.6 47	292/20 6 70.5% 85.9/1 02 255/30 4 .612/. 561	319/2 15 67.4% 93.9/1 07 278/3 17 .557/. 488	313/22 0 70.3% 92.1/1 09 273/32 4 .469/. 428	-	-	-	252/18 4 73.1% 1.36 .421/. 324
GM LS6 243 Out of Box Ported MTI Alum	N/A	2.02/1.5 7	N/A	70/53 75.7 %	138/1 03 74.6 %	201/1 44 71.6% 62.7/7 4.4 186/2 20 .723/. 667	250/1 90 76% 78/98. 1 231/2 91 .675/. 66	285/21 4 75.1% 88.9/1 11 263/32 8 .615/. 594	316/2 26 71.5% 98.6/1 17 292/3 46 .568/. 523	312/23 0 73.7% 97.4/1 19 288/35 2 .481/. 456	-	-	-	250/18 5 73.7% - .409/. 318
GM LS6 243 NPS	N/A	2.00/1.5 5 - No Pipe	N/A	62/54 87.1 %	134/1 03 76.9 %	191/1 31 68.6% 60.8/6 9.4 180/2 06 .694/. 614	230/1 53 66.5% 73.2/8 1.1 217/2 40 .627/. 538	252/16 5 65.5% 80.2/8 7.4 238/25 9 .549/. 464	248/1 73 69.8% 78.9/9 1.7 234/2 72 .451/. 406	248/- 78.9 234 .386	-	-	-	217/14 5 - - .405/. 314
GM LS6 243 Ported NPS	N/A	2.00/1.5 5 - No Pipe	N/A	65/53 81.5 %	132/1 06 80.3 %	200/1 48 74% 63.7/7 8.4 189/2 32 .727/. 694	252/1 78 70.6% 80.2/9 4.3 238/2 80 .687/. 626	285/19 4 68.1% 90.7/1 03 269/30 5 .621/. 546	303/2 03 67% 96.4/1 08 286/3 19 .551/. 476	296/20 8 70.3% 94.2/1 10 279/32 7 .461/. 418	301/2 12 70.4% 95.8/1 12 284/3 33 .41/.3 73	-	-	253/17 8 70.6% - .405/. 314
GM LS6 317 VJ Milled 0.030 Weingartn er Racing Alum	N/A	2.00/1.5 5 4.125 No Pipe	N/A	92/69 75%	169/1 26 74.6 %	225/1 59 70.7% 71.6/8 4.3 212/2 50 .818/. 745	263/1 80 68.4% 83.7/9 5.4 248/2 83 .717/. 633	267/18 8 70.4% 85/99. 6 252/29 5 .582/. 529	268/1 90 70.9% 85.3/1 01 253/2 98 .487/. 445	-	-	-	-	238/16 9 70.7% - .405/. 314

GM LS6 317 West Coast Alum	N/A	2.00/1.5 7 4.03 No Pipe	N/A	65/53 81.5 %	142/1 12 78.9 %	204/1 47 72.1% 64.9/7 5.9 192/2 25 .741/. 68	233/1 65 70.8% 74.2/8 5.2 220/2 53 .635/. 573	250/17 4 69.6% 79.6/8 9.9 236/26 6 .545/. 483	253/1 84 72.7% 80.5/9 5 239/2 82 .46/. 426	-	-	-	-	216/15 6 72.3% - .405/. 318
GM LS6 317 Ported West Coast Stage 2 Alum	232.4/8 6.3	- 4.03 Pipe	73.5	70/59 84.3 %	145/1 19 82.1 %	210/1 74 82.9% -	250/2 13 85.2% -	288/22 8 79.2% -	294/2 32 78.9% -	-	-	-	-	237/19 3 81.4%
GM LS6 317 / LQ9 Ported Meaux Racing Alum	N/A	2.08/1.6 0	63	-	134/1 17 87.3 %	212/1 72 81.1% 62.4/8 5.5 185/2 53 .741/. 781	258/2 16 83.7% 75.9/1 07 225/3 18 .676/. 736	286/23 1 80.8% 84.2/1 15 249/34 0 .60/. 63	296/2 38 80.4% 87.1/1 18 258/3 51 .517/. 541	302/24 1 79.8% 88.9/1 20 263/35 5 .452/. 469	-	-	-	248/20 3 81.7% - .421/. 324
GM LS6 317 Ported Bullet Cylinder Heads Alum	N/A	2.00/1.5 75	N/A	96/58 60.4 %	141/1 09 77.3 %	199/1 48 74.4% 63.3/7 6 188/2 25 .723/. 683	241/1 75 72.6% 76.7/8 9.8 227/2 66 .657/. 606	263/18 9 71.9% 83.7/9 7 248/28 7 .573/. 523	282/2 10 74.5% 89.8/1 08 266/3 19 .512/. 484	-	-	-	-	225/16 6 73.8% - .405/. 319
GM LS6 CNC SDPC	N/A	2.00/1.5 5	N/A	67/50 74.6 %	142/1 04 73.2 %	210/1 50 71.4% 66.8/7 9.5 198/2 36 .763/. 703	254/1 85 72.8% 80.9/9 8 240/2 90 .692/. 651	290/20 3 70% 92.3/1 08 274/31 9 .632/. 571	286/2 12 74.1% 91/11 2 270/3 33 .52/. 497	-	-	-	-	236/17 1 72.3% - .405/. 314
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
GM LS6 Ported Stage II ForceFed High Performan ce	N/A	2.02/1.6 0	59/64	73/69 94.5 %	143/1 27 88.8 %	205/1 61 78.5% 64/80. 1 190/2 37 .738/. 731	246/1 98 80.5% 76.8/9 8.5 227/2 92 .664/. 675	282/22 3 79.1% 88/111 15 261/32 9 .609/. 608	309/2 31 74.8% 96.4/1 15 286/3 40 .556/. 525	-	-	-	-	237/18 8 79.3% - .409/. 324
GM LS6 Ported TEA Stage 1 Alum	N/A	2.02/1.5 7 3.90 1 7/8" Pipe	N/A	64/47 73.4 %	145/1 14 78.6 %	215/1 66 77.2% 67.1/8 5.7 199/2 54 .774/. 768	254/2 22 87.4% 79.3/1 15 235/3 40 .685/. 771	293/24 4 83.3% 91.4/1 26 271/37 3 .632/. 678	310/2 56 82.6% 96.7/1 32 287/3 92 .558/. 592	-	-	-	-	243/20 0 82.3% - .409/. 318
GM LS6 Ported TEA Stage 1.5 Alum	N/A	2.02/1.5 7	N/A	67/50 74.6 %	139/1 19 85.6 %	205/1 74 84.9% 64/89. 9 190/2 66	254/2 24 88.2% 79.3/1 16 235/3 43	294/24 7 84% 91.7/1 28 272/37 8	320/2 57 80.3% 99.9/1 33 296/3 93	323/- 101 299 .498	-	-	-	256/20 4 - - .409/. 318

						.738/. 805	.685/. 778	.635/. 686	.576/. 595					
GM LS6 Ported TEA Stage 1.5 Jasson Alum	N/A	2.02/1.5 7	N/A	-	-	-	-	281/25 8 91.8% 87.7/1 33 260/39 5 .607/. 717	306/2 68 87.6% 95.5/1 38 283/4 10 .55/.6 2	-	-	-	-	294/26 3 89.6% - .409/. 318
GM LS6 Ported TEA Stage 2 Alum	N/A	2.02/1.5 7 3.90	N/A	67/54 80.6 %	139/1 20 86.3 %	219/1 79 81.7% 68.3/9 2.5 202/2 74 .788/. 829	271/2 24 82.7% 84.6/1 16 251/3 43 .731/. 778	308/24 8 80.5% 96.1/1 28 285/38 0 .665/. 689	320/2 60 81.3% 99.9/1 34 296/3 98 .576/. 602	-	-	-	-	251/20 6 82% - .409/. 318
GM LS6 Ported TEA Stage 2 HRM Alum	226/78	2.055/1. 57 4.03	63	66/60 90.9 %	144/1 18 81.9 %	214/1 63 76.2% 64.5/8 4.2 191/2 49 .757/. 755	269/1 99 74% 81.1/1 03 240/3 05 .713/. 691	310/22 3 71.9% 93.5/1 15 277/34 1 658/. 619	329/2 35 71.4% 99.2/1 21 294/3 60 .582/. 544	310/23 1 74.5% 93.5/1 19 277/35 4 .47/.4 58	-	-	-	263/19 5 74.2% 1.46/3 .01 .416/. 318
GM LS6 Ported TEA Stage 2.5 Out of Box SF600 Alum	253/-	2.02/1.5 7	N/A	73/59 80.8 %	140/1 21 86.4 %	205/1 75 85.4% 64/90. 4 190/2 68 .738/. 81	256/2 28 89.1% 79.9/1 18 237/3 49 .691/. 792	295/26 4 89.5% 92.1/1 36 273/40 4 637/. 733	322/2 78 86.3% 100/1 44 298/4 25 .579/. 643	337/- 105 312 .52	-	-	-	259/21 3 - 1.33 .409/. 318
GM LS6 Ported TEA Stage 3 Alum	N/A	-	N/A	73/52 71.2 %	148/1 26 85.1 %	219/1 82 83.1% - -	269/2 33 86.6% - -	311/26 0 83.6% - -	346/2 70 78% - -	-	-	-	-	259/21 4 82.8%
GM LS6 Ported Katech Alum	240/88	2.10/1.5 5	N/A	75/51 68%	153/1 27 83%	218/1 67 76.6% 62.9/8 8.5 186/2 62 .754/. 783	267/2 07 77.5% 77.1/1 10 228/3 25 .693/. 728	306/22 1 72.2% 88.3/1 17 262/34 7 .635/. 622	330/2 30 69.7% 95.3/1 22 282/3 61 .571/. 539	-	-	-	-	255/19 0 74.7% 1.38/2 .61 .425/. 314
GM LS6 Ported Patriot Alum	N/A	2.02/1.5 7	59/64	72/65 90.3 %	140/1 24 88.6 %	202/1 60 79.2% 63/82. 6 187/2 45 .727/. 741	244/1 96 80.3% 76.1/1 01 226/3 00 .658/. 68	280/22 0 78.6% 87.4/1 14 259/33 7 .604/. 611	304/2 20 72.4% 94.9/1 14 281/3 37 .547/. 509	-	-	-	-	234/18 4 78.6% - .409/. 318
GM LS6 Ported Patriot - Demirjian Alum	235/85	2.05/1.6 0 3.90 1 3/4 Pipe	62	65/54 83.1 %	135/1 02 75.6 %	192/1 63 84.9% 58.2/8 1.1 172/2 40 .681/. 74	238/1 69 71% 72.1/8 4.1 214/2 49 .633/. 576	273/18 1 66.3% 82.7/9 0 245/26 7 .581/. 493	294/1 88 63.9% 89.1/9 3.5 264/2 77 .521/. 427	-	-	-	-	226/16 1 70.9% 1.25/2 .21 .415/. 324

GM LS6 Ported Stage 3 Precision Porting Alum	220/80	2.05/1.5 7	60	91/67 73.6 %	164/1 07 65.2 %	224/1 61 71.9% 67.9/8 3.2 201/2 46 .794/. 745	270/1 92 71.1% 81.8/9 9.2 242/2 94 .718/. 667	305/21 9 71.8% 92.4/1 13 274/33 5 608	298/2 33 78.2% 90.3/1 20 268/3 57 .528/. 539	-	-	-	-	252/18 2 72.3% 1.39/2 .91 .415/. 318
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
GM LS6 Ported ET Performan ce Alum	234/-	2.02/1.5 7 4.155	N/A	66/55 83.3 %	146/1 20 82.2 %	198/1 63 82.3% 61.8/8 4.2 183/2 49 .712/. 755	245/1 88 76.7% 76.4/9 7.1 227/2 88 .661/. 653	282/20 0 70.9% 88/103 261/30 6 .609/. 555	305/2 08 68.2% 95.2/1 07 282/3 18 .549/. 481	-	-	-	-	235/17 6 74.7% 1.30 .409/. 318
GM LS6 Ported ET Performan ce 234 Alum	234/-	2.055/1. 57 3.90	N/A	71/57 80.3 %	137/1 06 77.4 %	203/1 45 71.4% 61.2/7 4.9 181/2 22 .718/. 671	252/1 90 75.4% 76/98. 1 225/2 91 .668/. 66	285/20 3 71.2% 85.9/1 05 255/31 1 .605/. 564	305/2 10 68.9% 92/10 8 272/3 21 .539/. 486	-	-	-	-	236/17 1 72.3% 1.30 .416/. 318
GM LS6 Ported ET Performan ce 237 Alum	237/-	2.08/1.5 7 4.155	N/A	68/56 82.4 %	151/1 19 78.8 %	207/1 68 81.2% 60.9/8 6.8 181/2 57 .723/. 778	260/2 05 78.8% 76.5/1 06 227/3 14 .681/. 712	301/22 3 74.1% 88.6/1 15 262/34 1 .631/. 619	326/2 28 69.9% 95.9/1 18 284/3 49 .57/.5 28	-	-	-	-	249/18 9 75.7% 1.38 .421/. 318
GM LS6 Ported Texas Speed 237 Alum	237/-	2.04/1.5 7	N/A	-	151/1 24 82.1 %	209/1 60 76.6% 63.9/8 2.6 189/2 45 .745/. 741	260/1 94 74.6% 79.5/1 00 236/2 97 .695/. 674	293/21 7 74.1% 89.6/1 12 266/33 2 .626/. 603	315/2 27 72.1% 96.4/1 17 286/3 47 .561/. 525	-	-	-	-	246/18 4 75.1% 1.33 .413/. 318
GM LS7 Ported Alum CCM	270/84	2.20/1.6 1 4.03	70	71/60 84.5 %	145/1 20 82.8 %	222/1 59 71.6% 58.4/7 8.1 173/2 31 .733/. 718	271/1 92 70.8% 71.3/9 4.3 211/2 79 .671/. 65	315/20 7 65.7% 82.9/1 02 246/30 1 .624/. 561	348/2 19 62.9% 91.5/1 08 271/3 19 .575/. 494	352/22 1 62.8% 92.6/1 09 274/32 2 .498/. 428	-	-	-	276/18 6 67.6% 1.30/2 .63 .446/. 326
GM LS7 Ported ET Performan ce Alum	250/-	2.125/1. 60 4.00	35-72	73/56 76.7 %	154/1 10 71.4 %	236/1 66 70.3% 66.5/8 2.6 197/2 45 .807/. 754	287/1 99 69.3% 80.9/9 9 240/2 93 .736/. 678	321/21 4 66.7% 90.5/1 06 268/31 5 .659/. 583	345/2 22 64.3% 97.3/1 10 288/3 27 .59/.5 04	-	-	-	-	269/18 2 67.8% 1.38 .430/. 324

GM LS7 CNC Lingenfelte r Alum	275/84	2.205/1.615 - No Pipe	70	-	174/120 69%	256/164 64.1% 67/80.1 199/237 .844/.738	312/200 64.1% 81.7/97.6 242/289 .771/.675	352/222 63.1% 92.2/108 273/321 .696/.599	384/234 60.9% 101/114 298/338 .633/.526	396/242 61.1% 104/118 307/350 .559/.467	-	-	-	312/197 63.1% 1.44/2.88 .447/.327
GM LS7 CNC Lingenfelte r Alum	N/A	2.205/1.615 - Pipe	70	-	174/127 73%	256/180 70.3% 67/87.9 199/260 .844/.81	312/217 69.6% 81.7/106 242/314 .771/.732	352/240 68.2% 92.2/117 273/347 .696/.648	384/260 67.7% 101/127 298/376 .633/.585	396/273 68.9% 104/133 307/395 .559/.526	-	-	-	312/216 69.2% - .447/.327
GM LS Greg Good 245 Alum	N/A	2.125/1.60 4.03 No Pipe	N/A	-	148/117 79.1%	228/160 70.2% 64.3/79.6 190/236 .78/.727	301/196 65.1% 84.9/97.5 251/289 .772/.668	339/247 72.9% 95.6/123 283/364 .696/.673	354/263 74.3% 99.8/131 296/388 .605/.597	355/272 76.6% 100/135 297/401 .52/.529	-	-	-	288/209 72.8% - .430/.324
GM LS7 8452 12 Deg West Coast SF600 Alum	259/86	2.20/1.61 4.155 No Pipe	70	-	163/115 70.6%	245/168 68.6% 64.5/82.5 191/245 .809/.758	306/206 67.3% 80.5/101 239/300 .758/.697	344/218 63.4% 90.5/107 268/317 .682/.59	370/226 61.1% 97.3/111 288/329 .611/.51	336/229 68.2% 88.4/112 262/333 .476/.443	-	-	-	294/194 65.9% 1.43/2.66 .446/.326
GM LS7 CNC West Coast Alum	267/99	2.205/1.625 4.155 No Pipe	N/A	81/58 71.6%	161/108 67.1%	250/163 65.2% 65.5/78.6 194/233 .824/.729	276/205 74.3% 72.3/98.8 214/293 .682/.688	357/232 65% 93.5/112 277/331 .706/.623	389/245 63% 102/118 302/350 .641/.548	380/251 66.1% 99.5/121 295/359 .537/.481	-	-	-	302/201 66.4% 1.46/2.54 .447/.329
GM LS7 Ported PRC SF600 Alum	285/-	2.25/1.61 4.125	70	-	169/119 70.4%	248/179 72.2% 62.4/87.9 185/261 .801/.808	311/211 67.8% 78.2/104 232/307 .753/.714	353/234 66.3% 88.8/115 263/341 .684/.634	386/235 60.9% 97.1/115 288/342 .623/.53	407/246 60.4% 102/121 303/358 .563/.476	-	-	-	312/204 65.3% 1.43 .456/.326
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
GM LS7 7.0l HRM Alum	240/-	2.10/1.60 - No Pipe	N/A	-	161/113 70.2%	245/172 70.2% 70.7/85.5 210/253 .848/.781	307/200 65.1% 88.6/99.5 263/295 .797/.681	346/211 61% 99.9/105 296/311 .718/.575	374/219 58.6% 108/109 320/23 .647/.497	347/224 64.6% 100/111 297/330 .515/.436	344/228 66.3% 99.3/113 294/336 .446/.388	-	-	303/195 64.4% 1.56 .425/.324

GM LS7 CNC SDPC	283/86	2.20/1.6 1	70	70/58 82.9 %	159/1 11 69.8 %	237/1 57 66.2% 62.3/7 7.1 185/2 28 .783/. 709	301/1 99 66.1% 79.2/9 7.7 235/2 90 .746/. 674	349/22 0 63% 91.8/1 08 272/32 0 .692/. 596	378/2 29 60.6% 99.4/1 12 295/3 33 .624/. 517	389/23 8 61.2% 102/11 7 303/34 6 .551/. 46	-	-	-	302/19 2 63.7% 1.37/2 .77 .446/. 326
GM LQ9 Ported Patriot Stage 2 Alum	N/A	2.055/1. 57	72	70/66 94.3 %	138/1 22 88.4 %	200/1 62 81% 60.3/8 3.7 179/2 48 .707/. 75	241/2 03 84.2% 72.7/1 05 215/3 11 .639/. 705	277/22 7 81.9% 83.5/1 17 247/34 7 .588/. 63	304/2 35 77.3% 91.7/1 21 272/3 60 .538/. 544	-	-	-	-	232/19 0 81.8% - .416/. 318
GM LQ9 Ported Patriot Stage 3 Alum	225/83	2.08/1.6 0 4.125	72	76/66 86.8 %	145/1 22 84.1 %	207/1 63 78.7% 60.9/8 1.1 181/2 40 .723/. 74	254/2 05 80.7% 74.8/1 02 221/3 02 .666/. 698	295/22 9 77.6% 86.8/1 14 257/33 7 .618/. 624	320/2 36 73.8% 94.2/1 17 279/3 48 .559/. 536	-	-	-	-	244/19 1 78.2% 1.42/2 .84 .421/. 324
GM LQ9 / LS6 / LS2 Ported Patriot Stage 2 Alum	227/70	2.055/1. 57	72	72/66 91.7 %	140/1 24 88.6 %	202/1 60 79.2% 60.9/8 2.6 180/2 45 .714/. 741	246/1 99 80.9% 74.2/1 03 220/3 05 .652/. 691	280/22 0 78.6% 84.4/1 14 250/33 7 .594/. 611	304/2 29 75.3% 91.7/1 18 272/3 50 .538/. 53	-	-	-	-	234/18 6 79.5% 1.34/3 .27 .416/. 318
GM LQ9 / LS6 / LS2 Ported Patriot Stage 3 Alum	227/70	2.08/1.6 0	72	75/66 88%	147/1 24 84.4 %	209/1 64 78.5% 61.5/8 1.6 182/2 42 .73/.7 45	255/2 06 80.8% 75/10 2 222/3 04 .668/. 702	297/22 9 77.1% 87.4/1 14 259/33 7 .623/. 624	320/2 35 73.4% 94.2/1 17 279/3 46 .559/. 534	-	-	-	-	246/19 2 78% 1.41/3 .36 .421/. 324
GM LS Ported ET Performan ce 245 SF600 Alum	245/-	2.10/1.5 7 4.00 No Pipe	N/A	73/57 78.1 %	152/1 14 75%	209/1 64 78.5% 60.3/8 4.7 179/2 51 .723/. 759	266/2 04 76.7% 76.8/1 05 228/3 12 .69/.7 08	312/22 4 71.8% 90.1/1 16 267/34 3 .648/. 622	338/2 31 68.3% 97.6/1 19 289/3 54 .585/. 535	320/23 6 73.8% 92.4/1 22 274/36 1 .475/. 468	-	-	-	266/19 6 73.5% 1.38 .425/. 318
GM LS Ported ET Performan ce 245 Redone I-45 E-50 SF600 Alum	245/-	2.125/1. 55 4.03	64	-	149/-	225/- 63.4 188 .769	281/- 79.2 235 .721	325/- 91.6 272 .667	354/- 99.8 296 .605	344/- 97 287 .504	-	-	-	280 - 1.44 .430/. 314
GM LS Ported ET Performan ce 255 SF600 Alum	255/-	2.10/1.5 7 4.00 No Pipe	N/A	71/55 77.5 %	147/1 13 76.9 %	227/1 59 70% 65.5/8 2.1 194/2 43 .786/. 736	285/2 13 74.7% 82.3/1 10 244/3 26 .74/.7 39	324/22 9 70.7% 93.5/1 18 277/35 0 .673/. 636	349/2 36 67.6% 101/1 22 299/3 61 .604/. 546	360/24 2 67.2% 104/12 5 308/37 0 .534/. 48	-	-	-	282/19 9 70.4% 1.41 .425/. 318

GM LS Ported ET Performan ce 265 SF600 Alum	265/-	2.10/1.5 7 4.00 No Pipe	N/A	73/55 75.3 %	155/1 13 72.9 %	212/1 59 75% 61.2/8 2.1 181/2 43 .734/. 736	271/2 13 78.6% 78.2/1 10 232/3 26 .703/. 739	323/22 9 70.9% 93.3/1 18 276/35 0 .671/. 636	352/2 36 67% 102/1 22 301/3 61 .609/. 546	373/24 2 64.9% 108/12 5 319/37 0 .553/. 48	-	-	-	281/19 9 70.7% 1.41 .425/. 318
GM LS98/76 Ported Bullet Cylinder Heads Alum	N/A1	2.00/1.5 75	N/A	82/66 80.5 %	162/1 14 70.4 %	233/1 51 64.8% 74.2/7 7.5 220/2 30 .847/. 697	282/1 79 63.5% 89.8/9 1.9 266/2 72 .769/. 619	319/19 8 62.1% 102/10 2 301/30 1 .695/. 548	344/2 12 61.6% 109/1 09 324/3 22 .625/. 489	358/22 3 62.3% 114/11 4 338/33 9 .558/. 441	-	-	-	283/18 0 63.4% - .405/. 319
Chevy L92 Alum CCM	260/90	2.16/1.5 9 4.03	70	72/63 87.5 %	148/1 26 85.1 %	212/1 62 76.4% 57.9/8 1.6 171/2 42 .713/. 74	264/1 89 71.6% 72/95. 2 213/2 82 .666/. 648	302/20 5 67.9% 82.4/1 03 244/30 6 .61/.5 62	322/2 14 66.5% 87.9/1 08 260/3 19 .542/. 489	316/22 1 69.9% 86.2/1 11 256/33 0 .456/. 433	-	-	-	261/18 6 71.4% 1.24/2 .46 .437/. 322
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy L92 Livernois Motorsport s Alum	N/A	2.16/1.5 9 4.125	N/A	79/58 73.4 %	153/1 14 74.5 %	225/1 47 65.3% 61.4/7 4 182/2 19 .757/. 672	276/1 70 61.6% 75.3/8 5.6 223/2 54 .696/. 583	310/18 3 59% 84.6/9 2.2 251/27 3 .626/. 502	332/1 89 56.9% 90.6/9 5.2 268/2 82 .559/. 432	330/19 3 58.5% 90.1/9 7.2 267/28 8 .476/. 378	317/1 96 61.8% 86.5/9 8.7 256/2 92 .40/.3 36	-	-	278/17 0 61.3% - .437/. 322
Chevy L92 Weingartn er Racing Brez Alum	N/A	2.16/1.5 9 4.155 No Pipe	N/A	66/56 84.8 %	153/1 14 74.5 %	221/1 60 72.4% 60.3/8 0.6 179/2 39 .744/. 731	309/1 89 61.2% 84.3/9 5.2 250/2 82 .78/.6 48	330/20 3 61.5% 90.1/1 02 267/30 3 .666/. 557	325/2 11 64.9% 88.7/1 06 263/3 15 .547/. 482	332/21 4 64.5% 90.6/1 08 268/31 9 .479/. 419	-	-	-	278/18 2 65.3% - .437/. 322
Chevy L92 Ported Head Shop Alum	N/A	2.16/1.5 9	N/A	-	158/1 14 72.2 %	221/1 60 72.4% 60.3/8 0.6 179/2 39 .744/. 731	280/1 99 71.1% 76.4/1 00 226/2 97 .707/. 682	312/22 6 72.4% 85.1/1 14 252/33 7 .63/.6 2	337/2 44 72.4% 92/12 3 272/3 64 .567/. 558	346/25 0 72.3% 94.4/1 26 280/37 3 .499/. 49	-	-	-	276/19 9 72.1% - .437/. 322
Chevy L92 West Coast Alum	261/90	2.16/1.5 9 4.03 2 1/2 Pipe	69.8	75/64 85.3 %	154/1 26 81.8 %	225/1 62 72% 61.4/8 1.6 182/2 42 .757/. 74	275/1 90 69.1% 75/95. 7 222/2 84 .694/. 651	309/20 5 66.3% 84.3/1 03 250/30 6 .624/. 562	329/2 15 65.3% 89.8/1 08 266/3 21 .553/. 491	310/22 1 71.3% 84.6/1 11 251/33 0 .447/. 433	-	-	-	267/18 7 69.9% 1.26/2 .46 .437/. 322

Chevy L92 West Coast Alum	261/90	2.16/1.59 4.155 No Pipe	69.8	74/63 85.1 %	153/21 79.1 %	225/157 69.8% 61.4/79.1 182/234 .757/.718	277/176 63.5% 75.6/88.6 224/263 .699/.603	313/188 60.1% 85.4/94.7 253/281 .632/.516	336/194 57.7% 91.7/97.7 272/289 .565/.443	327/198 60.6% 89.2/99.7 264/295 .472/.388	-	-	-	272/172 63.4% 1.29/2.20 .437/.322
Chevy L92 CNC West Coast Stage 2 Alum	268/99	- 4.03 No Pipe	75	75/63 84%	160/17 73.1 %	224/182 81.3% -	275/213 77.5% -	308/232 75.3% -	344/243 70.6% -	355/248 69.9% -	-	-	-	278/206 74.1% 1.32/2.51
Chevy L92 CNC West Coast Stage 2 Alum	268/99	- 4.155 No Pipe	75	75/65 86.7 %	160/16 72.5 %	227/180 79.3% -	280/219 78.2% -	323/240 74.3% -	354/248 70.1% -	364/253 69.5% -	-	-	-	285/209 73.5% 1.36/2.56
Chevy L92 CNC West Coast Stage 3 Alum	N/A	2.20/- 4.155	N/A	79/-	161/-	236/- 62.1 184 .78	293/- 77.1 228 .726	336/- 88.4 262 .666	365/- 96 285 .603	380/- 100 296 .538	-	-	-	295 - - .446
Chevy L92 CNC West Coast Stage 3 Alum	280/99	2.20/1.60	70	79/57 72.2 %	161/18 73.3 %	237/182 76.8% 62.3/90.5 185/268 .783/.827	293/222 75.8% 77.1/110 228/327 .726/.756	336/240 71.4% 88.4/119 262/354 .666/.654	365/249 68.2% 96/124 285/367 .603/.565	375/254 67.7% 98.6/126 292/374 .531/.494	-	-	-	295/211 71.6% 1.34/2.57 .446/.324
Chevy L92 CNC West Coast HRM Alum	280/97	2.20/1.60	70	71/60 84.5 %	159/16 73%	227/174 76.7% 59.7/86.5 177/256 .75/.79	270/218 80.7% 71/108 210/321 .669/.743	320/234 73.1% 84.2/116 249/345 .634/.638	349/247 70.8% 91.8/123 272/364 .576/.561	361/253 70.1% 95/126 281/373 .511/.492	-	-	-	281/207 73.7% 1.29/2.61 .446/.324
Chevy L92 Lingenfelte r Alum	261/89	2.165/1.59	N/A	-	152/17 77%	222/155 69.8% 60.3/78.1 179/231 .745/.708	272/180 66.2% 73.9/90.7 219/269 .685/.617	306/191 62.4% 83.1/96.2 246/285 .616/.524	328/199 60.7% 89.1/100 264/297 .551/.455	304/202 66.4% 82.6/102 245/301 .437/.396	-	-	-	264/174 65.9% 1.26/2.27 .438/.322
Chevy L92 CNC Competition CNC Alum	266/93	2.165/1.59	68.5	76/58 76.3 %	161/17 72.7 %	229/171 74.7% 62.2/86.1 184/255 .769/.782	282/210 74.5% 76.6/106 227/313 .71/.72	323/230 71.2% 87.7/116 260/343 .651/.631	343/240 70% 93.2/121 276/358 .576/.548	353/245 69.4% 95.9/123 284/366 .508/.48	-	-	-	282/202 71.7% 1.33/2.63 .438/.322
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy L92 / LS3 821 Alum HRM	260/90	2.165/1.59	70	67/59 88.1 %	147/16 78.9 %	211/157 74.4% 57.3/79.1 170/234	259/188 72.6% 70.4/94.7 208/281	297/207 69.7% 80.7/104 239/309	312/216 69.2% 84.8/109 251/322	314/223 71% 85.3/112 253/333	-	-	-	257/185 71.9% 1.21/2.48 .438/.322

						.708/. 718	.652/. 644	.598/. 568	.524/. 494	.452/. 437				
Chevy L92 / L76 CNC GMPP CCM Alum	280/10 0	2.16/1.5 9 4.065	N/A	-	150/1 05 70%	222/1 40 63.1% 60.6/7 0.5 180/2 09 .747/. 64	260/1 68 64.6% 71/84. 6 210/2 51 .656/. 576	298/19 0 63.8% 81.3/9 5.7 241/28 4 .602/. 521	332/2 01 60.5% 90.6/1 01 268/3 00 .559/. 459	-	-	-	-	252/16 1 63.7% 1.19/2 .01 .437/. 322
Chevy L92 364 CNC GMPP HRM Alum	279/95	2.165/1. 59	70	71/61 85.9 %	150/1 10 73.3 %	226/1 54 68.1% 61.4/7 7.6 182/2 30 .759/. 704	273/1 84 67.4% 74.2/9 2.7 220/2 75 .687/. 631	313/20 6 65.8% 85/104 10 252/30 7 .63/.5 65	341/2 19 64.2% 92.6/1 10 274/3 27 .572/. 50	-	-	-	-	261/17 5 67% 1.22/2 .31 .438/. 322
Chevy L92 / LS3 Lingenfelte r Alum	261/89	2.165/1. 59	N/A	-	156/1 20 76.9 %	226/1 58 69.9% 61.4/7 9.6 182/2 36 .759/. 722	276/1 83 66.3% 75/92. 2 222/2 73 .695/. 627	310/19 4 62.6% 84.2/9 7.7 250/28 9 .624/. 532	332/2 02 60.8% 90.2/1 02 267/3 01 .557/. 462	308/20 5 66.6% 83.7/1 03 248/30 6 .443/. 402	-	-	-	268/17 7 66% 1.27/2 .30 .438/. 322
Chevy L92 / LS3 CNC Lingenfelte r Alum	275/93	2.165/1. 59 4.065	N/A	-	156/1 16 74.4 %	228/1 60 70.2% 61.9/8 0.6 184/2 39 .765/. 731	280/1 99 71.1% 76.1/1 00 225/2 97 .705/. 682	320/21 8 68.1% 86.9/1 10 258/32 5 .644/. 598	346/2 29 66.2% 94/11 5 278/3 42 .581/. 523	340/23 5 69.1% 92.4/1 18 274/35 1 .489/. 46	-	-	-	278/19 3 69.3% 1.26/2 .53 .438/. 322
Chevy L92 / LS3 CNC Lingenfelte r Alum	275/93	2.165/1. 59 4.125	N/A	-	158/1 16 73.4 %	230/1 61 70% 62.5/8 1.1 185/2 40 .772/. 736	282/2 01 71.3% 76.6/1 01 227/3 00 .71/.6 89	322/22 0 68.3% 87.5/1 11 259/32 8 .649/. 603	350/2 31 66% 95.1/1 16 282/3 45 .587/. 528	344/23 7 68.9% 93.4/1 19 277/35 4 .495/. 464	-	-	-	281/19 4 69.2% 1.27/2 .55 .438/. 322
Chevy L92 / LS3 823 CNC Lingenfelte r HRM Alum	271/93	2.165/1. 59	70	67/54 80.6 %	141/1 12 79.4 %	207/1 73 83.6% 56.2/8 7.1 167/2 58 .695/. 791	261/2 17 83.1% 70.9/1 09 210/3 24 .657/. 744	303/23 8 78.5% 82.3/1 20 244/35 5 .61/.6 53	341/2 52 73.9% 92.6/1 27 274/3 76 .572/. 576	360/25 4 70.6% 97.8/1 28 290/37 9 .518/. 498	-	-	-	269/20 8 77.2% 1.33/2 .73 .438/. 322
Chevy L92 / LS3 Ported TEA Stage 2 Alum	N/A	2.165/1. 59	N/A	71/55 77.5 %	155/1 18 76.1 %	240/1 90 79.2% 65.2/9 5.7 193/2 84 .806/. 868	302/2 53 83.8% 82/12 7 243/3 78 .76/.8 67	344/27 3 79.4% 93.4/1 37 277/40 7 .693/. 749	360/2 84 78.9% 97.8/1 43 290/4 24 .604/. 649	-	-	-	-	280/22 4 79.8% - .438/. 322
Chevy L92 / LS3 823 Ported TEA HRM Alum	279/91	2.165/1. 59	70	70/57 81.4 %	144/1 10 76.4 %	226/1 53 67.7% 61.4/7 7.1 182/2	285/1 91 67% 77.4/9 6.2 229/2	326/21 9 67.2% 88.6/1 10 262/32	350/2 32 66.3% 95.1/1 17 282/3	365/24 1 66% 99.1/1 21 294/36	-	-	-	283/19 1 67.6% 1.31/2 .65

						28 .759/. 699	85 .718/. 655	7 .657/. 601	46 .587/. 53	0 .525/. 472				.438/. 322
Chevy L92 / LS3 Ported Head Shop Alum	N/A	2.165/1. 59	N/A	-	-	221/1 60 72.4% 60/80. 6 178/2 39 .742/. 731	280/1 99 71.1% 76.1/1 00 225/2 97 .705/. 682	312/22 6 72.4% 84.8/1 14 251/33 7 62 .628/. 62	337/2 44 72.4% 91.5/1 23 271/3 64 .566/. 558	346/25 0 72.3% 94/126 278/37 3 .498/. 49	-	-	-	299/21 6 72.1% - .438/. 322
Chevy L92 / LS3 Advanced Induction SF600 Alum	260/-	2.165/1. 59 4.03 No Pipe	N/A	80/58 72.5 %	152/1 18 77.6 %	219/1 57 71.7% 59.5/7 9.1 176/2 34 .735/. 718	261/1 83 70.1% 70.9/9 2.2 210/2 73 .657/. 627	280/19 5 69.6% 76.1/9 8.2 225/29 1 535 .564/. 535	306/2 02 66% 83.1/1 02 246/3 01 .514/. 462	308/20 7 67.2% 83.7/1 04 248/30 9 .443/. 405	-	-	-	254/17 7 69.6% 1.18 .438/. 322
Chevy L92 / LS3 Ported 267 Advanced Induction SF600 Alum	267/-	2.165/1. 59 4.03 No Pipe	N/A	75/55 73.3 %	155/1 09 70.3 %	233/1 50 64.4% 63.3/7 5.5 188/2 24 .782/. 686	292/1 82 62.3% 79.3/9 1.7 235/2 72 .735/. 624	329/20 4 62% 89.4/1 03 265/30 4 .663/. 559	349/2 17 62.2% 94.8/1 09 281/3 24 .586/. 496	364/22 7 62.4% 98.9/1 14 293/33 9 .524/. 445	-	-	-	287/18 2 63.2% 1.36 .438/. 322
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy L92 / LS3 Ported PRC Alum	N/A	2.165/1. 59	N/A	-	154/1 17 76%	223/1 79 80.3% 60.6/9 0.2 179/2 67 .749/. 818	282/2 02 71.6% 76.6/1 02 227/3 01 .71/.6 92	323/21 9 67.8% 87.7/1 10 260/32 7 .651/. 601	349/2 32 66.5% 94.8/1 17 281/3 46 .586/. 53	-	-	-	-	266/19 0 71.3% - .438/. 322
Chevy L92 / LS3 Ported LME Alum	N/A	2.165/1. 60 4.07 No Pipe	N/A	82/73 89%	157/1 24 79%	242/1 71 70.7% 65.7/8 5 195/2 52 .812/. 777	292/2 06 70.5% 79.3/1 02 235/3 04 .735/. 702	345/23 2 67.2% 93.7/1 15 278/34 2 .695/. 632	367/2 39 65.1% 99.7/1 19 295/3 52 .616/. 543	-	-	-	-	281/19 4 69.3% - .438/. 324
Chevy L92 364 / 716 CNC SD8760 / SD8800 Alum	279/99	2.165/1. 59 4.155	70	69/46 66.7 %	154/1 00 64.9 %	222/1 36 61.3% 60.3/6 8.5 179/2 03 .745/. 622	266/1 66 62.4% 72.3/8 3.6 214/2 48 .67/.5 69	309/18 9 61.2% 83.9/9 5.2 249/28 2 .622/. 518	345/1 89 54.8% 93.7/9 5.2 278/2 82 .579/. 432	358/20 9 58.4% 97.2/1 05 288/31 2 .515/. 409	-	-	-	276/16 5 59.8% 1.28/2 .11 .438/. 322
Chevy L92 Ported TEA Alum	N/A	2.165/1. 59 4.03	N/A	67/53 79.1 %	150/1 18 78.7 %	226/1 73 76.5% 61.4/8 7.1 182/2 58 .759/. 791	287/2 19 76.3% 78/11 0 231/3 27 .723/. 751	332/24 7 74.4% 90.2/1 24 267/36 9 .669/. 677	353/2 64 74.8% 95.9/1 33 284/3 94 .592/. 603	368/26 6 72.3% 100/13 4 296/39 7 .529/. 521	-	-	-	286/21 5 75% - .438/. 322

Chevy LS3 Darin Morgin Alum	N/A	2.165/1.60	N/A	-	158/-	224/-60.8 180 .752	273/-74.2 220 .687	305/-82.9 245 .614	309/-83.9 249 .519	300/-81.5 241 .432	309/-83.9 249 .389	316/-85.8 254 .354	-	274 - - .438/.324
Chevy LS3 Ported Darin Morgin I-45 T-90% Alum	N/A	2.165/1.60	N/A	-	159/-	229/-62.2 184 .769	282/-76.6 227 .71	320/-86.9 258 .644	338/-91.8 272 .567	343/-93.2 276 .493	349/-94.8 281 .439	356/-96.7 287 .398	-	297 - - .438/.324
Chevy LS3 Ported Darin Morgan / Chad Speier I-45 E-45 Alum	265/-	2.165/1.60 4.06	N/A	-	141/111 78.7%	219/146 66.7% 59.5/72.6 176/215 .735/.663	281/175 62.3% 76.3/87 226/258 .707/.596	322/205 63.7% 87.5/102 259/302 .649/.559	349/220 63% 94.8/109 281/324 .586/.50	355/225 63.4% 96.4/112 286/332 .511/.438	367/230 62.7% 99.7/114 295/339 .462/.392	-	-	291/187 64.5% 1.38 .438/.324
Chevy LS3 Ported Smithberg Racing Alum	N/A	2.165/1.59 4.07 No Pipe	N/A	71/41 57.7%	151/104 68.9%	233/153 65.7% 63.3/77.1 188/228 .782/.699	295/192 65.1% 80.1/96.7 237/287 .743/.658	335/216 64.5% 91/109 270/322 .675/.592	358/227 63.4% 97.2/114 288/339 .601/.519	-	-	-	-	274/178 65% - .438/.322
Chevy LS99 Ported Mike / New Era Performan ce Alum	N/A	2.165/1.60	N/A	-	157/-	233/-63.3 188 .782	300/-81.5 241 .755	318/-86.4 256 .64	340/-92.4 274 .571	345/-93.7 278 .496	355/-96.4 286 .447	363/-98.6 292 .406	-	301 - - .438/.324
AFR LS1 Street SF600 Alum	205/78	2.02/1.60 3.90 1 7/8" Pipe	66/76	-	140/112 80%	200/170 85% 62.4/84.6 185/251 .72/.772	251/203 80.9% 78.3/101 232/299 .677/.692	281/221 78.6% 87.7/110 260/326 .607/.602	298/230 77.2% 93/114 276/339 .536/.522	-	-	-	-	234/187 80% 1.45/2.95 .409/.324
AFR LS1 Street SF600 Out of Box Alum	205/-	2.02/1.60 3.90 1 7/8" Pipe	N/A	-	144/116 80.6%	208/170 81.7% 64.9/84.6 192/251 .748/.772	255/206 80.8% 79.6/102 236/304 .688/.702	287/221 77% 89.6/110 265/326 .62/.602	302/232 76.8% 94.2/115 279/342 .543/.527	-	-	-	-	239/189 79% 1.47 .409/.324
AFR LS1 Street Chamber Wall opened to 4" Alum	205/78	2.02/1.60 4.00 1 7/8" Pipe	57	-	158/122 77.2%	220/170 77.3% 68.6/84.6 203/251 .791/.772	264/217 82.2% 82.4/108 244/320 .712/.739	285/232 81.4% 88.9/115 263/342 .615/.632	300/241 80.3% 93.6/120 277/355 .54/.547	-	-	-	-	245/196 80% 1.46/3.09 .409/.324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
AFR LS1 Street Chamber	205/78	2.02/1.60 -	N/A	-	151/129	220/190 86.4%	266/228 85.7%	293/242 82.6%	301/248 82.4%	-	-	-	-	246/207 84.2%

Work / Mild Port Work Alum		1 7/8" Pipe			85.4 %	68.6/94.5 203/280 .791/.863	83/113 246/336 .718/.777	91.4/120 271/357 .632/.66	93.9/123 278/365 .541/.563					1.47/3.18 .409/.324
AFR LS1 Street 210 Alum	210/84	2.02/1.60 3.90 1 7/8" Pipe	N/A	-	153/124 81%	214/178 83.2% 66.8/88.5 198/262 .77/.808	262/214 81.7% 81.8/106 242/315 .707/.729	293/237 80.9% 91.4/118 271/349 .632/.646	302/237 78.5% 94.2/118 279/349 .543/.538	-	-	-	-	245/198 80.9% 1.44/2.82 .409/.324
AFR LS1 Street 215 SF600 Alum	215/84	2.02/1.60 - 1 7/8" Pipe	N/A	-	152/119 78.3 %	218/180 82.6% 68/89.5 202/265 .784/.818	264/234 88.6% 82.4/116 244/345 .712/.797	295/234 79.3% 92.1/116 273/345 .637/.638	314/245 78% 98/122 290/361 .565/.556	-	-	-	-	249/202 81.4% 1.46/2.92 .409/.324
AFR LS1 Street 215 V2 Alum	215/84	2.02/1.60 4.06 1 7/8" Pipe	N/A	-	154/132 85.7 %	219/180 82.2% 68.3/89.5 202/265 .788/.818	264/221 83.7% 82.4/110 244/326 .712/.753	297/239 80.5% 92.7/119 275/352 .641/.651	312/246 78.8% 97.4/122 288/363 .561/.559	-	-	-	-	249/204 81.7% 1.45/2.93 .409/.324
AFR LS1 Street 225 Small Bore Old SF600 Alum	225/85	2.08/1.60 3.90 1 7/8" Pipe	66/76	-	141/116 82.3 %	205/171 83.4% 60.3/85 179/252 .716/.777	252/204 81% 74.2/101 220/301 .66/.695	287/222 77.4% 84.5/110 250/327 .602/.605	310/232 74.8% 91.2/115 270/342 .542/.527	-	-	-	-	239/189 79.1% 1.38/2.73 .421/.324
AFR LS1 Street 225 Small Bore SF600 Alum	225/85	2.08/1.60 3.90 1 7/8" Pipe	66/76	-	142/118 83.1 %	205/175 85.4% 60.3/87 179/258 .716/.795	254/209 82.3% 74.8/104 221/308 .666/.712	288/225 78.1% 84.8/112 251/332 .604/.613	312/237 76% 91.8/118 272/349 .545/.538	-	-	-	-	240/193 80.3% 1.39/2.79 .421/.324
AFR LS1 Street 225 Small Bore Pray Ported Meaux Racing SF600 Alum	N/A	2.08/1.60 3.90 No Pipe	55	-	146/114 78.1 %	203/156 76.8% 59.7/77.6 177/230 .709/.709	260/196 75.4% 76.5/97.5 227/289 .681/.668	306/216 70.6% 90.1/107 267/318 .641/.589	331/230 69.5% 97.4/114 289/339 .578/.522	333/237 71.2% 98/118 290/349 .499/.461	-	-	-	263/192 72.8% - .421/.324
AFR LS1 Street 225 Large Bore SF600 Alum	225/85	2.08/1.60 4.125 1 7/8" Pipe	66/76	-	150/120 80%	220/178 80.9% 64.7/88.5 192/262 .769/.808	266/220 82.7% 78.3/109 232/324 .697/.749	304/241 79.3% 89.5/120 265/358 .637/.657	320/250 78.1% 94.2/124 279/368 .559/.568	-	-	-	-	252/202 80.1% 1.42/2.94 .421/.324

AFR LS1 230 Small Bore Alum	230/85	2.08/1.6 0 3.90 1 7/8" Pipe	66/76	-	157/1 29 82.2 %	224/1 83 81.7% 65.9/9 1 195/2 70 .783/. 831	272/2 25 82.7% 80/11 2 237/3 32 .713/. 766	311/24 4 78.5% 91.5/1 21 271/36 0 .652/. 665	324/2 52 77.8% 95.4/1 25 283/3 71 .566/. 572	-	-	-	-	258/20 7 80.2% 1.41/2 .96 .421/. 324
AFR LS1 230 Large Bore Alum	230/85	2.08/1.6 0 4.125 1 7/8" Pipe	66/76	-	157/1 29 82.2 %	230/1 83 79.6% 67.7/9 1 201/2 70 .804/. 831	282/2 25 79.8% 83/11 2 246/3 32 .739/. 766	320/24 4 76.3% 94.2/1 21 279/36 0 .671/. 665	328/2 52 76.8% 96.5/1 25 286/3 71 .573/. 572	-	-	-	-	263/20 7 78.4% 1.43/2 .96 .421/. 324
AFR LS1 Street 245 Large Bore SF600 Alum	245/87	2.16/1.6 0 4.125 1 7/8" Pipe	64/74	-	156/1 25 80.1 %	225/1 85 82.2% 61.4/9 2 182/2 73 .757/. 84	274/2 25 82.1% 74.8/1 12 222/3 32 .691/. 766	315/24 7 78.4% 86/123 255/36 4 .636/. 673	345/2 60 75.4% 94.2/1 29 279/3 83 .58/.5 9	-	-	-	-	263/20 8 79.2% 1.41/2 .99 .437/. 324
AFR LSX Strip 245 Large Bore SF600 Alum	245/88	2.16/1.6 0 4.125 1 7/8" Pipe	65/73	-	164/1 31 79.9 %	233/1 85 79.4% 63.6/9 2 188/2 73 .784/. 84	290/2 27 78.3% 79.1/1 13 234/3 35 .732/. 773	332/24 7 74.4% 90.6/1 23 268/36 4 .67/.6 73	356/2 57 72.2% 97.2/1 28 288/3 79 .599/. 584	-	-	-	-	275/20 9 76.1% 1.45/2 .92 .437/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
AFR LS1 245 HRM Alum	245/87	2.16/1.6 0 4.03	64	68/55 80.9 %	152/1 17 77%	225/1 76 78.2% 61.4/8 7.5 182/2 59 .757/. 799	278/2 14 77% 75.9/1 06 225/3 15 .702/. 729	318/23 0 72.3% 86.8/1 14 257/33 9 .642/. 627	343/2 41 70.3% 93.6/1 20 277/3 55 .577/. 547	341/24 2 71% 93.1/1 20 276/35 7 .492/. 471	-	-	-	276/20 3 73.6% 1.40/2 .78 .437/. 324
AFR LS1 Ported TEA Stage 3 Alum	N/A	-	N/A	68/55 80.9 %	141/1 24 87.9 %	207/1 87 90.3% -	262/2 41 92% -	304/26 8 88.2% -	341/2 78 81.5% -	346/28 2 81.5% -	-	-	-	267/23 0 86.2%
AFR LS1 Ported ET Performan ce Alum	240/-	2.08/1.5 7 4.00	62-72	78/52 66.7 %	151/1 05 69.5 %	219/1 53 69.9% 64.5/7 9 191/2 34 .765/. 708	270/2 00 74.1% 79.5/1 03 235/3 06 .708/. 694	301/22 0 73.1% 88.6/1 14 262/33 7 .631/. 611	323/2 30 71.2% 95.1/1 19 282/3 52 .564/. 532	333/23 5 70.6% 98/121 290/36 0 .499/. 466	-	-	-	266/19 1 71.6% 1.39 .421/. 318
AFR LS1 Ported ET Performan ce Alum	250/-	2.10/1.5 7 4.10	66	78/55 70.5 %	154/1 11 72.1 %	215/1 61 74.9% 62.1/8 3.2 184/2 46 .744/. 745	276/2 10 76.1% 79.7/1 08 236/3 21 .716/. 729	318/22 8 71.7% 91.8/1 18 272/34 9 .66/.6 33	343/2 36 68.8% 99/12 2 293/3 61 .594/. 546	352/24 4 69.3% 102/12 6 301/37 3 .522/. 484	345/- 99.6 295 .448	-	-	286/19 8 - 1.41 .425/. 318

AirWolf LS3 Ported Dr Js Performan ce Alum	N/A	2.20/1.6 0	64-72	79/52 65.8 %	155/1 15 74.2 %	231/1 58 68.4% 60.8/7 8.6 180/2 33 .763/. 718	291/1 82 62.5% 76.6/9 0.5 227/2 68 .721/. 62	329/22 0 66.9% 86.5/1 09 256/32 4 .652/. 60	354/2 45 69.2% 93.1/1 22 276/3 61 .585/. 556	375/25 5 68% 98.6/1 27 292/37 6 .531/. 496	385/2 66 69.1% 101/1 32 300/3 92 .477/. 453	391/27 3 69.8% 103/13 6 305/40 2 .431/. 413	398/2 78 69.8% 105/1 38 310/4 10 .394/. 379	323/22 1 68.5% - .446/. 324	
AirWolf LS7 Ported Dr Js Performan ce Alum	N/A	2.20/1.6 0 - 1 7/8" Pipe	64-72	74/52 70.3 %	158/1 09 69%	225/1 56 69.3% 59.2/7 7.6 175/2 30 .743/. 709	301/2 01 66.8% 79.2/1 00 235/2 96 .746/. 685	337/22 9 68% 88.7/1 14 263/33 7 .668/. 624	367/2 45 66.8% 96.5/1 22 286/3 61 .606/. 556	397/22 9 57.7% 104/11 4 309/33 7 .562/. 446	404/2 70 66.8% 106/1 34 315/3 98 .50/.4 6	-	-	313/20 6 65.7% - .446/. 324	
All PRO LS Ported Meaux Racing Alum	N/A	2.10/1.6 0	N/A	-	151/1 09 72.2 %	215/1 62 75.3% 62.1/8 0.6 184/2 39 .744/. 736	267/1 98 74.2% 77.1/9 8.5 228/2 92 .693/. 675	303/22 5 74.3% 87.5/1 12 259/33 2 .629/. 613	324/2 40 74.1% 93.5/1 19 277/3 54 .561/. 545	335/24 6 73.4% 96.7/1 22 287/36 3 .497/. 479	338/2 48 73.4% 97.6/1 23 289/3 65 .439/. 422	-	-	276/20 4 73.9% - .425/. 324	
All PRO LS Alum	244/88	2.08/1.6 0	62/72	-	-	-	-	-	-	-	-	-	-	-	- - - .421/. 324
All PRO LS Alum	250/88	2.125/1. 60	62/72	-	-	-	-	-	-	-	-	-	-	-	- - - .430/. 324
All PRO LSW 12 Deg Alum	272/10 0	2.15/1.6 0	62/72	-	-	-	-	-	-	-	-	-	-	-	- - - .435/. 324
All PRO LSW 12 Deg Alum	284/10 0	2.20/1.6 25	62/72	-	-	-	-	-	-	-	390/2 60 66.7% 103/1 25 304/3 71 .483/. 436	-	-	-	- - 1.37/2 .60 .446/. 329
All PRO LSW LS7 12 Deg Ported West Coast Alum	280/10 0	2.18/1.6 0 4.155	N/A	73/52 71.2 %	148/1 04 70.3 %	218/1 56 71.6% 58.4/7 7.6 173/2 30 .727/. 709	287/2 06 71.8% 76.9/1 02 228/3 04 .718/. 702	331/22 7 68.6% 88.7/1 13 263/33 5 .662/. 619	359/2 40 66.9% 96.2/1 19 285/3 54 .598/. 545	380/24 8 65.3% 102/12 3 302/36 5 .543/. 483	391/2 54 65% 105/1 26 310/3 74 .489/. 433	-	-	302/20 5 67.9% 1.40/2 .54 .441/. 324	
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
All PRO LSW LS7 12 Deg Ported West Coast Alum	285/10 5	2.20/1.6 0 4.155 No Pipe	58/70	75/54 72%	161/1 08 67.1 %	242/1 62 66.9% 63.7/8 0.6 189/2 39	295/2 13 72.2% 77.6/1 06 230/3 14	343/24 1 70.3% 90.2/1 20 267/35 5	379/2 55 67.3% 99.7/1 27 295/3 76	401/26 1 65.1% 105/13 0 313/38 5	-	-	-	304/20 7 68.1% 1.41/2 .49 .446/. 324	

						.799/.736	.731/.726	.68/.657	.626/.579	.568/.508				
All PRO LSW LS7 12 Deg Ported Jones Engineerin g Alum	274/-	2.20/1.60	72	-	165/110 66.7%	246/144 58.5% 64.7/71.6 192/212 .813/.654	316/204 64.6% 83.1/101 246/301 .783/.695	359/227 63.2% 94.4/113 280/335 .712/.619	372/240 64.5% 97.9/119 290/354 .614/.545	377/250 66.3% 99.2/124 294/368 .534/.487	390/254 65.1% 103/126 304/374 .483/.433	-	-	318/204 64.2% 1.42 .446/.324
All PRO LSW LS7 12 Deg Ported ET Performan ce Alum	N/A	-	N/A	64/47 73.4%	148/100 67.6%	228/142 62.3% -	318/183 57.5% -	375/214 57.1% -	402/237 59% -	414/250 60.4% -	419/258 61.6% -	422/263 62.3% -	-	341/206 60.4%
Avenger LSx CNC Alum	225/75	2.08/1.60	64	62/62 100%	127/129 101%	187/179 95.7% 55/89 163/264 .653/.813	240/204 85% 70.6/101 209/301 .629/.695	282/222 78.7% 83/110 246/327 .591/.605	308/233 75.6% 90.6/116 269/343 .538/.529	320/238 74.4% 94.2/118 279/351 .479/.463	324/240 74.1% 95.4/119 283/354 .425/.409	-	-	255/206 80.8% 1.44/3.20 .421/.324
Brodix BR7 12 Deg Alum	262/-	2.204/1.614	71	-	150/113 75.3%	244/158 64.8% 64/77.2 189/229 .805/.711	294/188 63.9% 77.1/91.9 228/272 .727/.635	334/208 62.3% 87.5/102 259/301 .661/.562	360/216 60% 94.4/106 280/313 .594/.486	-	-	-	-	276/177 63.9% 1.37 .446/.327
Brodix STS BR7 12 Deg Alum	264/-	2.204/1.614	71	-	166/119 71.7%	247/171 69.2% 64.7/83.6 192/248 .814/.77	309/208 67.3% 81/102 240/301 .764/.702	351/221 63% 92/108 273/320 .694/.597	375/229 61.1% 98.3/112 291/332 .618/.516	-	-	-	-	290/190 65.5% 1.42 .446/.327
Brodix STS BR7 264 12 Deg Alum	264/-	2.204/1.614	71	-	159/116 73%	240/169 70.4% 62.9/82.6 186/245 .791/.761	303/208 68.6% 79.4/102 235/301 .749/.702	343/224 65.3% 89.9/109 266/324 .679/.605	369/233 63.1% 96.7/114 287/337 .608/.525	364/240 65.9% 95.4/117 283/348 .514/.463	-	-	-	296/198 66.9% 1.40 .446/.327
Brodix STS BR7 273 12 Deg I-50 E-45 Alum	273/-	2.25/1.614	71	-	147/116 78.9%	233/169 72.5% 58.6/82.6 174/245 .753/.761	286/208 72.7% 71.9/102 213/301 .693/.702	344/224 65.1% 86.5/109 256/324 .667/.605	381/233 61.2% 95.8/114 284/337 .615/.525	416/240 57.7% 105/117 310/348 .576/.463	-	-	-	301/198 65.9% 1.52 .456/.327
Dart PRO1 LS1 205 Alum	205/85	2.02/1.60 4.00	62	-	156/109 69.9%	215/154 71.6% 67.1/76.6 199/227 .774/.699	258/187 72.5% 80.5/93 239/276 .696/.637	290/205 70.7% 90.5/102 268/302 .626/.559	-	-	-	-	-	230/164 71.3% 1.41/2.41 .409/.324

Dart PRO1 LS1 225 Alum	225/85	2.05/1.6 0 4.00	62	-	144/1 09 75.7 %	202/1 54 76.2% 61.2/7 6.6 181/2 27 .716/. 699	254/1 87 73.6% 77/93 228/2 76 .675/. 637	290/20 5 70.7% 87.9/1 02 260/30 2 .617/. 559	313/2 14 68.4% 94.8/1 06 281/3 15 .555/. 486	-	-	-	-	241/17 4 72.2% 1.39/2 .52 .415/. 324
Dart PRO1 LS1 225 Bret Bauer Roll Clean Up Alum	230/-	2.05/1.6 0	N/A	-	144/1 12 77.8 %	204/1 51 74% 61.8/7 5.1 183/2 23 .723/. 686	260/1 93 74.2% 78.8/9 6 233/2 84 .691/. 657	297/21 4 72.1% 90/106 267/31 5 .632/. 583	312/2 25 72.1% 94.5/1 12 280/3 32 .553/. 511	320/23 2 72.5% 97/115 287/34 2 .486/. 452	-	-	-	256/18 8 73.3% 1.39 .415/. 324
Dart CNC Out of Box Alum	248/-	2.055/1. 60 4.03 No Pipe	N/A	70/53 75.7 %	146/1 05 71.9 %	210/1 46 69.5% 63.3/7 2.6 188/2 15 .743/. 663	253/1 84 72.7% 76.3/9 1.5 226/2 71 .671/. 627	295/21 3 72.2% 88.9/1 06 264/31 4 .626/. 58	318/2 27 71.4% 95.9/1 13 284/3 35 .562/. 516	314/23 2 73.9% 94.7/1 15 281/34 2 .476/. 452	315/2 36 74.9% 95/11 7 281/3 48 .418/. 402	-	-	264/19 2 72.6% 1.28 .416/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Dart PRO1 LS1 CNC 250 HRM Alum	249/94	2.08/1.6 0 4.03	64	70/54 77.1 %	144/1 10 76.4 %	216/1 57 72.7% 63.6/7 8.1 188/2 31 .755/. 713	265/1 96 74% 78/97. 5 231/2 89 .694/. 668	304/22 5 74% 89.5/1 12 265/33 2 .637/. 613	318/2 35 73.9% 93.6/1 17 277/3 46 .556/. 534	317/24 0 75.7% 93.3/1 19 276/35 4 .475/. 467	-	-	-	261/19 4 74.4% 1.28/2 .55 .421/. 324
Dart PRO1 LS1 Ported TEA Alum	240/90	2.08/- 4.00	N/A	70/53 75.7 %	144/1 18 81.9 %	213/1 78 83.6% 62.7 186 .744	271/2 33 86% 79.8 236 .71	309/26 1 84.5% 90.9 269 .648	336/2 75 81.8% 98.9 293 .587	-	-	-	-	255/21 3 83.7% 1.40/3 .06 .421
Dart PRO1 LS1 Ported TEA Alum	240/90	2.10/- 4.155	N/A	69/53 76.8 %	147/1 22 83%	221/2 10 95% 63.8 189 .765	278/2 65 95.3% 80.3 238 .722	325/29 2 89.8% 93.8 278 .675	354/3 01 85% 102 303 .613	358/30 6 85.5% 103 306 .531	-	-	-	281/24 9 88.9% 1.49/3 .40 .425
Edelbrock/ Lingenfelte r 61969 LS1 SF600 Alum	202/83	2.02/1.5 7 3.90 No Pipe	65	-	141/1 15 81.6 %	200/1 62 81% 62.4/8 3.7 185/2 48 .72/.7 5	245/1 96 80% 76.4/1 01 227/3 00 .661/. 68	282/20 9 74.1% 88/108 261/32 0 .609/. 58	300/2 17 72.3% 93.6/1 12 277/3 32 .54/.5 02	-	-	-	-	234/18 0 77% 1.49/2 .61 .409/. 318
Edelbrock/ Lingenfelte r 61899 SF1020 Alum	230/78	2.10/1.6 0 4.00	67	-	147/1 09 74.1 %	211/1 61 76.3% 60.9/8 0.1 181/2 37 .73/.7 31	260/1 93 74.2% 75.1/9 6 222/2 84 .675/. 657	298/21 4 71.8% 86/106 255/31 5 .619/. 583	321/2 24 69.8% 92.7/1 11 275/3 30 .555/. 509	316/22 7 71.8% 91.2/1 13 270/33 5 .469/. 442	-	-	-	259/18 8 72.6% 1.40/2 .91 .425/. 324

Edelbrock/ Lingenfelte r (LPE) HRM Alum	234/84	2.10/1.6 0 4.03	64	63/53 84.1 %	129/1 10 85.3 %	191/1 60 83.8% 55.1/7 9.6 163/2 36 .661/. 727	245/1 96 80% 70.7/9 7.5 210/2 89 .636/. 668	284/21 3 75% 82/106 243/31 4 .59/.5 8	318/2 22 69.8% 91.8/1 10 272/3 27 .55/.5 04	305/22 7 74.4% 88.1/1 13 261/33 5 .452/. 442	-	-	-	245/18 8 76.6% 1.36/2 .70 .425/. 324
Edelbrock RPM XT LS1/LS2/ LS6 61949 Semi-CNC SF1020 Alum	212/76	2.02/1.5 7	65	64/57 89.1 %	134/1 07 79.9 %	193/1 47 76.2% 60.2/7 5.9 178/2 25 .694/. 68	239/1 80 75.3% 74.6/9 3 221/2 75 .645/. 625	274/20 0 73% 85.5/1 03 253/30 6 .591/. 555	285/2 10 73.7% 88.9/1 08 263/3 21 .513/. 486	-	-	-	-	225/16 9 75% 1.34/2 .76 .409/. 318
Edelbrock RPM XT LS1/LS2 61949 Semi-CNC Alum	214/78	2.02/1.5 7 3.90	65	-	137/1 11 81%	199/1 53 76.9% 62.1/7 9 184/2 34 .716/. 708	239/1 88 78.7% 74.6/9 7.1 221/2 88 .645/. 653	276/20 4 73.9% 86.1/1 05 255/31 2 .596/. 567	286/2 12 74.1% 89.2/1 10 264/3 24 .514/. 491	-	-	-	-	227/17 4 76.3% 1.34/2 .72 .409/. 318
Edelbrock LS1 4.8l / 5.3L Ported West Coast Alum	200/81	2.00/1.5 7 3.78	59	65/63 96.9 %	132/1 15 87.1 %	193/1 64 85% 61.4/8 4.7 182/2 51 .701/. 759	235/1 92 81.7% 74.8/9 9.2 222/2 94 .64/.6 67	267/21 0 78.7% 85/108 252/32 1 32 .582/. 583	285/2 17 76.1% 90.7/1 12 269/3 32 .518/. 502	-	-	-	-	222/18 0 80.8% 1.43/2 .68 .405/. 318
Edelbrock LS1 Ported West Coast Alum	215/88	2.055/1. 60 4.03 Pipe	66	68/56 82.4 %	138/1 21 87.7 %	207/1 71 82.6% 62.4/8 5 185/2 52 .732/. 777	257/2 07 80.5% 77.5/1 03 230/3 05 .682/. 705	291/22 7 78% 87.7/1 13 260/33 5 .617/. 619	307/2 32 75.6% 92.6/1 15 274/3 42 .543/. 527	-	-	-	-	240/19 2 79.8% 1.43/2 .64 .416/. 324
Edelbrock LS1 LS2 Ported West Coast Alum	245/88	2.08/1.5 7 4.03 Pipe	74	69/65 94.2 %	142/1 19 83.8 %	211/1 67 79.1% 62.1/8 6.3 184/2 56 .737/. 773	264/2 10 79.5% 77.7/1 08 230/3 21 .692/. 729	304/22 8 75% 89.5/1 18 265/34 9 .637/. 633	330/2 36 71.5% 97.1/1 22 288/3 61 .576/. 546	337/24 0 71.2% 99.2/1 24 294/36 7 .505/. 476	-	-	-	265/20 0 75.6% 1.38/2 .73 .421/. 318
Edelbrock LS1 LS2 Ported West Coast HRM Alum	245/88	2.08/1.5 7 4.03	64	69/54 78.3 %	146/1 15 78.8 %	203/1 71 84.2% 59.7/8 8.3 177/2 62 .709/. 792	254/2 10 82.7% 74.8/1 08 221/3 21 .666/. 729	300/23 1 77% 88.3/1 19 262/35 4 .629/. 642	325/2 38 73.2% 95.6/1 23 283/3 64 .568/. 551	324/24 0 74.1% 95.4/1 24 283/36 7 .485/. 476	-	-	-	259/20 1 77.6% 1.33/2 .73 .421/. 318
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e

HRD Ported All Pro LS1/ LS6 Alum	N/A	2.00/1.5 5	N/A	-	155/1 15 74.2 %	219/1 66 75.8% 69.7/8 8 207/2 61 .796/. 778	259/2 04 78.8% 82.4/1 08 244/3 20 .706/. 717	295/21 9 74.2% 93.9/1 16 278/34 4 .643/. 616	-	-	-	-	-	232/17 6 75.9% - .405/. 314
Mast Black Label Ported HRM Alum	270/93	2.20/1.6 0	70	74/54 73%	141/1 06 75.2 %	229/1 54 67.2% 60.2/7 6.6 178/2 27 .756/. 699	299/2 00 66.9% 78.7/9 9.5 233/2 95 .741/. 681	341/23 2 68% 89.7/1 15 266/34 2 .676/. 632	371/2 48 66.8% 97.6/1 23 289/3 65 .613/. 563	365/26 1 71.5% 96/130 285/38 5 .517/. 508	-	-	-	291/20 0 68.8% 1.37/2 .81 .446/. 324
Mast Black Label Ported LS7 HRM Alum	274/84	2.20/1.6 1	70	76/65 85.5 %	163/1 18 72.4 %	245/1 71 69.8% 64.5/8 4 191/2 49 .809/. 772	307/2 12 69.1% 80.8/1 04 239/3 09 .761/. 718	350/22 9 65.4% 92.1/1 12 273/33 3 .694/. 62	379/2 43 64.1% 99.7/1 19 295/3 54 .626/. 548	395/24 9 63% 104/12 2 308/36 2 .559/. 482	-	-	-	307/20 4 66.4% 1.44/2 .96 .446/. 326
PRC LS3/ L92 13 Deg Ported	N/A	2.165/1. 60	60-68	-	154/1 17 76%	221/1 70 76.9% 60/84. 6 178/2 51 .742/. 772	281/2 05 73% 76.3/1 02 226/3 02 .707/. 698	325/22 5 69.2% 88.3/1 12 262/33 2 .655/. 613	354/2 35 66.4% 96.2/1 17 285/3 46 .594/. 534	361/24 3 67.3% 98.1/1 21 291/35 8 .519/. 473	-	-	-	283/19 9 70.5% - .438/. 324
PRC LS Ported	237/85	2.10/1.6 0 4.30 No Pipe	68	66/57 86.4 %	147/1 17 79.6 %	225/1 70 75.6% 65/84. 6 192/2 51 .779/. 772	284/2 06 72.5% 82/10 2 243/3 04 .737/. 702	325/22 7 69.8% 93.8/1 13 278/33 5 .675/. 619	334/2 35 70.4% 96.4/1 17 286/3 46 .578/. 534	-	-	-	-	263/19 1 72.6% 1.41/2 .76 .425/. 324
ProComp LS1 HRM Alum	219/79	2.055/1. 60 4.03	63	72/57 79.2 %	148/1 13 76.4 %	203/1 55 76.4% 61.2/7 7.1 181/2 28 .718/. 704	261/1 95 74.7% 78.7/9 7 233/2 87 .692/. 664	301/21 3 70.8% 90.8/1 06 269/31 4 .639/. 58	321/2 19 68.2% 96.8/1 09 287/3 23 .568/. 497	306/22 4 73.2% 92.3/1 11 273/33 0 .464/. 436	-	-	-	257/18 7 72.7% 1.47/2 .84 .416/. 324
ProComp LS3 CNC HRM Alum	279/94	2.20/1.6 0	70	62/53 85.5 %	140/1 16 82.9 %	206/1 61 78.2% 54.2/8 0.1 161/2 37 .68/.7 31	260/1 94 74.6% 68.4/9 6.5 203/2 86 .644/. 661	317/22 5 71% 83.4/1 12 247/33 2 .628/. 613	350/2 32 66.3% 92.1/1 15 273/3 42 .578/. 527	350/24 4 69.7% 92.1/1 21 273/36 0 .496/. 475	-	-	-	271/19 5 72.2% 1.25/2 .60 .446/. 324

ProComp LS3 Ported Dr Js Performan ce HRM Alum	279/94	2.20/1.6 0	70	65/54 83.1 %	141/1 18 83.7 %	211/1 63 77.3% 55.5/8 1.1 164/2 40 .697/. 74	270/1 96 72.6% 71/97. 5 210/2 89 .669/. 668	321/22 5 70.1% 84.4/1 12 250/33 2 636/. 613	357/2 39 66.9% 93.9/1 19 278/3 52 .59/.5 43	359/24 6 68.5% 94.4/1 22 280/36 3 .508/. 479	-	-	-	277/19 8 71.5% 1.29/2 .62 .446/. 324	
ProComp LS7 CNC HRM Alum	265/84	2.20/1.6 1	70	74/52 70.3 %	158/1 09 69%	225/1 56 69.3% 59.2/7 6.6 175/2 27 .743/. 704	301/2 01 66.8% 79.2/9 8.7 235/2 93 .746/. 68	337/22 9 68% 88.7/1 12 263/33 3 .668/. 62	367/2 45 66.8% 96.5/1 20 286/3 57 .606/. 553	394/25 9 65.7% 104/12 7 307/37 7 .558/. 501	-	-	-	297/20 0 67.3% 1.49/3 .08 .446/. 326	
Pro-Filer LSx Alum	215/-	2.20/1.6 0	62	-	-	-	-	-	-	-	-	308/- 81 240 .339	-	-	- 1.43 .446/. 324
Pro-Filer LSx Alum	215/-	2.02/1.6 0	62	-	141/1 04 73.8 %	202/1 54 76.2% 63/76. 6 187/2 27 .727/. 699	249/1 92 77.1% 77.7/9 5.5 230/2 83 .672/. 654	280/21 2 75.7% 87.4/1 05 259/31 2 604/. 578	301/2 27 75.4% 93.9/1 13 278/3 35 .541/. 516	305/23 1 75.7% 95.2/1 15 282/34 0 .47/.4 5	313/2 35 75.1% 97.7/1 17 289/3 46 .422/. 40	-	-	-	256/19 4 75.7% 1.46 .409/. 324
Pro-Filer LSx Alum	235/-	2.08/-	62	-	-	-	-	-	-	-	-	341/- 100 297 .397	-	-	- 1.45 .421
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Pro-Filer LSx CNC Smithberg Racing Saenz S-600 Alum	250/97	2.10/1.6 0 4.03 No Pipe	62	70/52 74.3 %	136/8 5 62.5 %	194/1 22 62.9% 56/60. 7 166/1 80 .671/. 554	252/1 61 63.9% 72.8/8 0.1 216/2 37 .654/. 548	291/20 1 69.1% 84/100 249/29 6 .604/. 548	323/2 27 70.3% 93.3/1 13 276/3 35 .559/. 516	342/24 0 70.2% 98.7/1 19 293/35 4 .507/. 467	-	-	-	256/17 3 67.4% 1.37/2 .47 .425/. 324	
Pro-Filer LSx CNC Smithberg Racing Alum	250/97	2.10/1.6 0 4.03 No Pipe	62	68/52 76.5 %	150/8 5 56.7 %	208/1 22 58.7% 60.1/6 0.7 178/1 80 .72/.5 54	262/1 61 61.5% 75.6/8 0.1 224/2 37 .68/.5 48	312/20 1 64.4% 90.1/1 00 267/29 6 .648/. 548	338/2 27 67.2% 97.6/1 13 289/3 35 .585/. 516	349/24 0 68.8% 101/11 9 299/35 4 .518/. 467	-	-	-	270/17 3 64% 1.40/2 .47 .425/. 324	
RHS Pro Elite CNC Gen III	210/97	2.04/1.5 7	62	74/57 77%	152/1 06 69.7 %	219/1 50 68.5% 67/77. 5 199/2 30 .78/.6 94	266/1 90 71.4% 81.4/9 8.1 241/2 91 .711/. 66	301/20 4 67.8% 92.1/1 05 273/31 2 .643/. 567	320/2 11 65.9% 97.9/1 09 290/3 23 .57/.4 88	-	-	-	-	252/17 2 68.4% 1.52/2 .18 .413/. 318	

RHS Pro Elite CNC Gen III	225/97	2.04/1.5 7	62	71/57 80.3 %	153/14 74.5 %	214/163 76.2% 65.5/84.2 194/249 .762/.755	276/204 73.9% 84.4/105 250/312 .737/.708	308/222 72.1% 94.2/115 279/340 .658/.617	328/231 70.4% 100/119 297/354 .584/.535	320/236 73.8% 97.9/122 290/361 .489/.468	-	-	-	267/195 73.2% 1.46/2.43 .413/.318	
Texas Speed 237 HRM Alum	238/85	2.10/1.6 0 4.03	64	72/59 81.9 %	149/115 77.2 %	226/176 77.9% 65.2/87.5 193/259 .782/.799	281/217 77.2% 81.1/108 240/320 .729/.739	317/234 73.8% 91.5/116 271/345 .658/.638	336/242 72% 97/120 287/357 .581/.55	351/244 69.5% 101/121 300/360 .521/.475	-	-	-	277/205 74% 1.47/2.87 .425/.324	
Texas Speed 285 CNC PRC HRM Alum	285/85	2.25/1.6 1	70	75/66 88%	167/119 71.3 %	248/179 72.2% 62.4/87.9 185/261 .801/.808	311/211 67.8% 78.2/104 232/307 .753/.714	353/224 63.5% 88.8/110 263/326 .684/.607	386/235 60.9% 97.1/115 288/342 .623/.53	403/246 61% 101/121 300/358 .558/.476	-	-	-	311/202 65% 1.41/2.89 .456/.326	
Trick Flow 205-LS1 SF600 Alum	205/-	2.00/1.5 75	64	-	-	-	-	-	299/237 79.3% 95.2/122 282/360 .543/.547	-	-	-	-	- 1.46 .405/.319	
Trick Flow 215-LS1 TRE SF1020 Alum	N/A	2.04/1.5 7	N/A	70/44 62.9 %	130/100 76.9 %	192/162 84.4% 58.7/83.7 174/248 .684/.75	248/198 79.8% 75.9/102 225/303 .663/.687	282/210 74.5% 86.3/108 256/321 .603/.583	286/214 74.8% 87.5/111 259/283 .509/.495	284/- 86.9 257 .434	-	-	-	237/177 - - .413/.318	
Trick Flow 215-LS1 CNC TRE SF1020 Alum	N/A	2.04/1.5 7	N/A	80/47 58.8 %	139/105 75.5 %	208/167 80.3% 63.6/86.3 189/256 .741/.773	262/203 77.5% 80.2/105 238/311 .70/.705	290/219 75.5% 88.7/113 263/335 .62/.608	308/230 74.7% 94.2/119 279/352 .549/.532	318/- 97.3 288 .486	-	-	-	254/185 - - .413/.318	
Trick Flow 215-LS1 Meaux Racing Out of Box CNC TRE SF600 Alum	N/A	2.04/1.5 7 4.03 No Pipe	N/A	-	118/104 88.1 %	193/159 82.4% 59/82.1 175/243 .688/.736	252/194 77% 77.1/100 228/297 .673/.674	296/211 71.3% 90.6/109 268/323 .633/.586	292/219 75% 89.3/113 265/335 .52/.507	293/224 76.5% 89.6/116 266/343 .447/.444	293/226 77.1% 89.6/117 266/346 .391/.392	-	-	-	248/191 77% - .413/.318

Trick Flow 215-LS1 CNC SF600 Alum	215/80	2.04/1.5 75 3.90 1 7/8" Pipe	64	68/55 80.9 %	142/1 15 81%	215/1 85 86% 65.8/9 5 195/2 81 .766/. 854	260/2 30 88.5% 79.5/1 18 236/3 50 .695/. 796	300/25 1 83.7% 91.8/1 29 272/38 2 .641/. 695	320/2 59 80.9% 97.9/1 33 290/3 94 .57/.5 98	-	-	-	-	247/20 8 84.1% 1.49/3 .24 .413/. 319
Trick Flow 215-LS1 Ported TEA Alum	215/80	2.05/1.6 0 3.90 1 7/8" Pipe	64	66/54 81.8 %	138/1 18 85.5 %	218/1 87 85.8% 66/93 15 196/2 76 .773/. 849	272/2 31 84.9% 82.4/1 15 244/3 40 .723/. 787	308/25 2 81.8% 93.3/1 25 276/37 1 .655/. 687	324/2 62 80.9% 98.2/1 30 291/3 86 .574/. 595	-	-	-	-	252/21 0 83.3% 1.51/3 .28 .415/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Trick Flow 220-LS1 SF600 Alum	220/80	2.04/1.5 75 4.03 1 7/8" Pipe	64	-	-	-	-	-	305/2 33 76.4% 93.3/1 20 276/3 54 .543/. 538	-	-	-	-	- - 1.39/2 .91 .413/. 319
Trick Flow 220-LS2 SF600 Alum	220/-	2.055/1. 575 4.03 1 7/8" Pipe	65	67/47 70.1 %	133/1 04 78.2 %	211/1 67 79.1% 63.6/8 5.7 188/2 54 .746/. 771	261/2 02 77.4% 78.7/1 04 233/3 07 .692/. 699	292/22 2 76% 88/114 261/33 8 .62/.6 15	305/2 33 76.4% 92/12 0 272/3 54 .539/. 538	-	-	-	-	240/18 6 77.2% 1.39 .416/. 319
Trick Flow 225-LS2 CNC SF600 Alum	225/80	2.055/1. 575	65	68/55 80.9 %	142/1 15 81%	220/1 85 84.1% 66.3/9 5 197/2 81 .778/. 854	279/2 30 82.4% 84.1/1 18 249/3 50 .74/.7 96	316/25 1 79.4% 95.3/1 29 282/38 2 .671/. 695	338/2 59 76.6% 102/1 33 302/3 94 .598/. 598	-	-	-	-	259/20 8 80.3% 1.50/3 .24 .416/. 319
Trick Flow 225-LS2 CNC Out of Box Alum	N/A	2.055/1. 575	N/A	69/56 81.2 %	148/1 13 76.4 %	219/1 75 79.9% 66/89. 8 196/2 66 .774/. 807	267/2 17 81.3% 80.5/1 11 239/3 30 .708/. 751	310/22 9 73.9% 93.5/1 18 277/34 8 .658/. 634	328/2 39 72.9% 98.9/1 23 293/3 63 .58/.5 51	-	-	-	-	254/19 5 76.5% - .416/. 319
Trick Flow 225-LS2 Ported TEA Alum	225/80	2.055/1. 60	65	67/54 80.6 %	141/1 18 83.7 %	223/1 87 83.9% 67.2/9 3 199/2 76 .789/. 849	279/2 31 82.8% 84.1/1 15 249/3 40 .74/.7 87	316/25 2 79.7% 95.3/1 25 282/37 1 .671/. 687	335/2 62 78.2% 101/1 30 299/3 86 .592/. 595	-	-	-	-	259/21 0 81.1% 1.49/3 .28 .416/. 324

Trick Flow 225-LS Ported TEA Alum	225/80	2.055/1.60 4.03 1 7/8" Pipe	65	71/61 85.9 %	144/120 83.3 %	222/187 84.2% 66.9/93 198/276 .785/.849	279/233 83.5% 84.1/116 249/343 .74/.794	316/260 82.3% 95.3/129 282/383 .671/.709	336/274 81.5% 101/136 300/404 .594/.622	-	-	-	-	259/215 82.8% 1.49/3.43 .416/.324
Trick Flow 230 Advanced Induction SF600 Alum	230/-	2.055/1.575 4.00 1 7/8" Pipe	N/A	69/55 79.7 %	146/108 74%	214/155 72.4% 64.5/79.6 191/236 .757/.715	274/203 74.1% 82.6/104 245/309 .727/.703	313/223 71.2% 94.4/114 280/339 .664/.617	334/244 73.1% 101/125 298/371 .591/.563	338/248 73.4% 102/127 302/377 .512/.49	-	-	-	270/197 72.9% 1.47 .416/.319
Trick Flow 235-LS2 Ported TEA Alum	235/80	2.08/1.60 4.125 1 7/8" Pipe	70	68/53 77.9 %	146/124 84.9 %	235/199 84.7% 69.2/99 205/293 .821/.904	293/244 83.3% 86.2/121 255/360 .768/.831	329/265 80.5% 96.8/132 287/391 .69/.722	344/276 80.2% 101/137 300/407 .601/.627	-	-	-	-	269/222 82.3% 1.46/3.45 .421/.324
Trick Flow 245-LS2 Ported TEA Alum	245/85	2.10/1.60 4.185 1 7/8" Pipe	70	69/56 81.2 %	146/130 89%	237/201 84.8% 68.4/100 203/296 .82/.913	294/249 84.7% 84.9/124 252/367 .763/.848	336/269 80.1% 97/134 287/396 .698/.733	353/276 78.2% 102/137 302/407 .611/.627	-	-	-	-	273/225 82.4% 1.44/3.25 .425/.324
Trick Flow 245-LS2 Ported TEA Nitrous Exh Alum	245/85	2.10/1.60 4.185 1 7/8" Pipe	70	69/55 79.7 %	146/122 83.6 %	237/199 84% 68.4/99 203/293 .82/.904	294/250 85% 84.9/124 252/368 .763/.852	336/277 82.4% 97/138 287/408 .698/.755	353/290 82.2% 102/144 302/427 .611/.659	-	-	-	-	273/228 83.3% 1.44/3.41 .425/.324
Trick Flow 245-LS Ported TEA Out of Box Meaux Racing SF600 Alum	N/A	2.10/1.60 4.125 No Pipe	N/A	-	138/111 80.4 %	223/162 72.6% 64.4/80.6 191/239 .772/.736	280/203 72.5% 80.8/101 240/299 .727/.692	314/223 71% 90.7/111 269/329 .652/.608	335/230 68.7% 96.7/114 287/339 .58/.522	318/234 73.6% 91.8/116 272/345 .472/.456	-	-	-	276/200 72.4% - .425/.324
Trick Flow 245-LS Ported TEA Short Turn Ported Meaux Racing SF600 Alum	N/A	2.10/1.60 4.125 No Pipe	N/A	-	138/111 80.4 %	223/163 73.1% 64.4/81.1 191/240 .772/.74	282/205 72.7% 81.4/102 241/302 .732/.698	316/227 71.8% 91.2/113 270/335 .656/.619	341/235 68.9% 98.5/117 292/346 .59/.534	339/240 70.8% 97.9/119 290/354 .503/.467	-	-	-	282/203 72.1% - .425/.324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average

Trick Flow 265-LS2 Ported TEA Alum	265/85	2.10/1.6 0 4.155 2 Pipe	64	59/58 98.3 %	128/1 29 100%	210/1 89 90% 60.6/9 4 180/2 79 .727/. 858	281/2 33 82.9% 81.1/1 16 240/3 43 .729/. 794	340/25 6 75.3% 98.2/1 27 291/37 7 .706/. 698	352/2 67 75.9% 102/1 33 301/3 93 .609/. 606	368/27 2 73.9% 106/13 5 315/40 1 .546/. 529	377/2 74 72.7% 109/1 36 323/4 04 .489/. 467	382/27 7 72.5% 110/13 8 327/40 8 .441/. 419	388/2 79 71.9% 112/1 39 332/4 11 .403/. 38	314/24 2 77% 1.46/3 .28 .425/. 324
Trick Flow 265-LS2 Ported TEA Nitrous Exh Alum	265/85	2.10/1.6 0 4.155 2 Pipe	64	59/55 93.2 %	128/1 22 95.3 %	210/1 99 94.8% 60.6/9 9 180/2 93 .727/. 904	281/2 50 89% 81.1/1 24 240/3 68 .729/. 852	340/27 7 81.5% 98.2/1 38 291/40 8 .706/. 755	352/2 90 82.4% 102/1 44 301/4 27 .609/. 659	368/29 8 81% 106/14 8 315/43 9 .546/. 58	377/3 03 80.4% 109/1 51 323/4 47 .489/. 516	382/30 5 79.8% 110/15 2 327/44 9 .441/. 462	388/3 06 78.9% 112/1 52 332/4 51 .403/. 417	314/26 1 83.2% 1.46/3 .60 .425/. 324
Trick Flow 235-LSX CNC SF600 Alum	235/80	2.08/1.6 0 4.125 1 7/8" Pipe	70	65/55 84.6 %	144/1 24 86.1 %	229/1 96 85.6% 67.4/9 7.5 200/2 89 .80/.8 9	287/2 42 84.3% 84.5/1 20 250/3 57 .752/. 824	323/26 0 80.5% 95.1/1 29 282/38 3 .677/. 709	340/2 70 79.4% 100/1 34 296/3 98 .594/. 613	-	-	-	-	265/21 8 82.5% 1.45/3 .38 .421/. 324
Trick Flow 235 CNC HRM Alum	234/80	2.08/1.6 0 4.03	64	67/57 85.1 %	144/1 13 78.5 %	221/1 72 77.8% 65/85. 5 193/2 53 .772/. 781	272/2 13 78.3% 80/10 6 237/3 14 .713/. 726	309/23 0 74.4% 90.9/1 14 269/33 9 .648/. 627	333/2 40 72.1% 98/11 9 290/3 54 .582/. 545	315/24 4 77.5% 92.7/1 21 275/36 0 .472/. 475	-	-	-	266/20 2 76% 1.42/3 .05 .421/. 324
World Warhawk LS1X Alum	235/80	2.08/1.6 0	64/72	-	-	-	-	-	300/2 19 73% 88.3/1 09 262/3 23 .524/. 497	-	-	-	-	- - 1.28/2 .74 .421/. 324
World Warhawk LS1X Alum	235/80	2.08/1.6 0	N/A	65/63 96.9 %	137/1 19 86.9 %	202/1 72 85.1% 59.4/8 5.5 176/2 53 .706/. 781	247/1 94 78.5% 72.7/9 6.5 215/2 86 .647/. 661	280/20 6 73.6% 82.4/1 02 244/30 4 .587/. 561	304/2 11 69.4% 89.5/1 05 265/3 11 .531/. 479	-	-	-	-	234/18 0 77.1% 1.29/2 .64 .421/. 324
World Warhawk LS1 15 Deg SF600 Alum	235/87	2.08/1.6 0 - No Pipe	64/72	72/63 87.5 %	146/1 18 80.8 %	209/1 55 74.2% 61.5/7 7.1 182/2 28 .73/.7 04	254/1 85 72.8% 74.8/9 2 221/2 73 .666/. 63	282/20 4 72.3% 83/101 246/30 1 .591/. 556	304/2 15 70.7% 89.5/1 07 265/3 17 .531/. 488	313/22 1 70.6% 92.1/1 10 273/32 6 .469/. 43	321/2 23 69.5% 94.5/1 11 280/3 29 .421/. 38	-	-	261/18 9 72.2% 1.37/2 .56 .421/. 324

World Warhawk LS1 15 Deg Kuntz CNC SF600 Alum	255/90	2.10/1.60 - No Pipe	72	67/62 92.5 %	137/123 89.8 %	208/169 81.3% 60.1/84.1 4.1 178/249 .72/.768	268/208 77.6% 77.4/103 229/307 .696/.709	307/233 75.9% 88.6/116 263/343 .637/.635	332/246 74.1% 95.9/122 284/363 .574/.559	345/253 73.3% 99.6/126 295/373 .512/.492	347/256 73.8% 100/127 297/377 .45/.436	-	-	278/213 76.5% 1.36/2.84 .425/.324
World Warhawk 255 CNC HRM Alum	255/87	2.10/1.60 4.03	64	63/56 88.9 %	137/115 83.9 %	200/165 82.5% 57.7/82.1 171/243 .692/.749	260/198 76.2% 75.1/98.5 222/292 .675/.675	297/214 72.1% 85.7/106 254/315 .617/.583	313/224 71.6% 90.4/111 268/330 .542/.509	328/233 71% 94.7/116 281/343 .486/.454	-	-	-	256/192 74.9% 1.29/2.68 .425/.324
World Warhawk 12 Deg SF600 Alum	285/106	2.20/1.60	64/72	58/35 60.3 %	123/66 53.7 %	194/111 57.2% 51/55.2 151/164 .641/.504	256/148 57.8% 67.3/73.6 200/218 .634/.504	304/175 57.6% 80/87.8 237/258 .603/.477	333/193 58% 87.6/96 260/284 .55/.438	354/203 57.3% 93.1/101 276/299 .501/.395	335/211 63% 88.1/105 261/311 .415/.359	-	-	271/158 58.3% 1.24/1.99 .446/.324
World Warhawk 12 Deg Kuntz CNC SF600 Alum	296/110	2.20/1.60 - No Pipe	72	76/55 72.4 %	178/108 60.7 %	241/160 66.4% 63.4/79.6 188/236 .796/.727	309/198 64.1% 81.3/98.5 241/292 .766/.675	357/225 63% 93.9/112 278/332 .708/.613	387/249 64.3% 102/124 302/367 .639/.565	396/264 66.7% 104/131 309/389 .561/.514	403/274 68% 106/136 314/404 .499/.467	-	-	324/211 65.1% 1.36/2.49 .446/.324

LTx

COPYRIGHT © 2000-2013
Stan Weiss
— World Wide Enterprises

Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy LT1	170/62	1.94/1.50	58	-	-	-	187/139 74.3% 63.3/78.7 187/233 .525/.505	190/145 76.3% 64.3/82.1 190/243 .427/.422	-	-	-	-	-	189/142 75.3% 1.12/2.34 .393/.304
Chevy LT1	170/62	1.94/1.50	58	60/46 76.7 %	120/94 78.3 %	171/122 71.3% 57.8/69 171/205 .641/.591	197/140 71.1% 66.6/79.2 197/235 .553/.509	207/154 74.4% 70/87.1 207/258 .465/.448	201/156 77.6% 68/88.3 201/262 .376/.378	-	-	-	-	179/133 74.3% 1.22/2.52 .393/.304
Chevy LT1 Night Train	N/A	1.94/-	N/A	56/-	106/-	164/- 55.5 164 .614	205/- 69.4 205 .576	210/- 71 211 .472	209/- 70.7 209 .391	-	-	-	-	179 - - .393

Chevy LT1 NPS	N/A	1.94/1.5 0 4.016 No Pipe	N/A	61/50 82%	119/9 7 81.5 %	170/1 26 74.1% 57.5/7 1.3 170/2 11 .637/. 61	203/1 48 72.9% 68.7/8 3.8 203/2 48 .57/.5 38	209/15 5 74.2% 70.7/8 7.7 209/26 0 .47/.4 51	208/1 58 76% 70.4/8 9.4 208/2 65 .39/.3 83	-	-	-	-	182/13 7 75.2% - .393/. 304	
Chevy LT1 '94 Kendrick Auto	N/A	1.94/1.5 0	N/A	61/48 78.7 %	114/8 8 77.2 %	163/1 17 71.8% 55.1/6 6.2 163/1 96 .611/. 567	187/1 35 72.2% 63.3/7 6.4 187/2 26 .525/. 491	190/14 4 75.8% 64.3/8 1.5 190/24 1 .427/. 419	-	-	-	-	-	164/12 1 74% - .393/. 304	
Chevy LT1 '94 Ported Kendrick Auto	N/A	1.94/1.5 0	N/A	69/50 72.5 %	139/1 01 72.7 %	181/1 30 71.8% 61.2/7 3.6 181/2 18 .678/. 63	223/1 59 71.3% 75.4/9 0 224/2 67 .627/. 578	247/17 8 72.1% 83.6/1 01 248/29 8 .555/. 517	-	-	-	-	-	198/14 2 71.9% - .393/. 304	
Chevy LT1 290 Weingartn er Racing Iron	N/A	1.94/1.5 0 4.125 No Pipe	N/A	73/52 71.2 %	142/1 06 74.6 %	205/1 38 67.3% 69.4/7 8.1 205/2 31 .768/. 669	237/1 52 64.1% 80.2/8 6 238/2 55 .666/. 552	236/15 7 66.5% 79.8/8 8.8 237/26 3 .53/.4 56	239/2 01 84.1% 80.9/1 14 240/3 37 .448/. 487	-	-	-	-	212/15 1 71.2% - .393/. 304	
Chevy LT1 372 Alum CHP	170/62	1.94/1.5 0 - No Pipe	58	72/52 72.2 %	129/1 00 77.5 %	180/1 30 72.2% 60.9/7 3.6 180/2 18 .674/. 63	213/1 42 66.7% 72.1/8 0.4 214/2 38 .598/. 516	214/14 9 69.6% 72.4/8 4.3 215/25 0 .481/. 433	215/1 54 71.6% 72.7/8 7.1 216/2 58 .403/. 373	-	-	-	-	190/13 5 71% 1.26/2 .48 .393/. 304	
Chevy LT1 372 Alum CHP	170/62	1.94/1.5 0 - Pipe	58	72/53 73.6 %	129/1 01 78.3 %	180/1 36 75.6% 60.9/7 7 180/2 28 .674/. 659	213/1 55 72.8% 72.1/8 7.7 214/2 60 .598/. 563	214/16 5 77.1% 72.4/9 3.4 215/27 7 .481/. 48	215/1 71 79.5% 72.7/9 6.8 216/2 87 .403/. 414	-	-	-	-	190/14 6 76.6% 1.26/2 .76 .393/. 304	
Chevy LT1 374 Ported Alum	N/A	2.00/1.5 5	N/A	65/48 73.8 %	130/8 9 68.5 %	184/1 21 65.8% 58.6/6 4.1 174/1 90 .669/. 567	209/1 48 70.8% 66.5/7 8.4 197/2 32 .57/.5 2	227/15 8 69.6% 72.3/8 3.7 214/24 8 .495/. 444	240/1 63 67.9% 76.4/8 6.4 226/2 56 .436/. 382	-	-	-	-	198/13 6 68.6% - .405/. 314	
Chevy LT1 374 Ported Smithberg Racing Alum	190/75	2.00/1.5 5	60	-	-	-	-	-	285/- 90.7 269 .518	295/- 93.9 278 .459	-	-	-	-	290 - 1.55 .405/. 314
Chevy LT1 561 Night Train Alum	N/A	1.94/-	N/A	58/-	115/-	170/- 57.5 170 637	213/- 72.1 214 598	221/- 74.8 222 497	218/- 73.8 219 408	-	-	-	-	187 -	

														- .393
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy LT1 561 TriPinTaZ Alum	N/A	1.94/1.5 0	N/A	63/46 73%	120/93 77.5 %	170/121 71.2% 57.5/68.5 170/203 .637/.586	198/142 71.7% 67/80.4 198/238 .556/.516	201/150 74.6% 68/84.9 201/252 .452/.436	202/154 76.2% 68.3/87.1 202/258 .378/.373	-	-	-	-	178/132 74.1% -.393/.304
Chevy LT1 561 Ported Smithberg Racing Alum	190/80	2.00/1.5 6 4.03 No Pipe	56	69/50 72.5 %	140/109 77.9 %	199/139 69.8% 63.3/72.7 188/215 .723/.648	2339/164	273/183 67% 86.9/95.7 257/284 .595/.512	283/196 69.3% 90.1/103 267/304 .514/.457	-	-	-	-	224/157 70.1% 1.49/2.45 .405/.316
Chevy LT1 643 TriPinTaZ Alum	N/A	1.94/1.5 0	N/A	67/47 70.1 %	121/90 74.4 %	170/120 70.6% 57.5/67.9 170/201 .637/.581	205/139 67.8% 69.4/78.7 205/233 .576/.505	206/147 71.4% 69.7/83.2 206/246 .463/.427	205/150 73.2% 69.4/84.9 205/252 .384/.363	-	-	-	-	181/129 71.2% -.393/.304
Chevy LT1 643 '96 CHW Alum	172/65	1.94/1.5 0	54	62/52 83.9 %	125/100 80%	175/130 74.3% 59.2/73.6 175/218 .656/.63	209/152 72.7% 70.7/86 209/255 .587/.552	230/161 70% 77.8/91.1 231/270 .517/.468	223/173 77.6% 75.4/97.9 224/290 .418/.419	223/179 80.3% 75.4/101 224/300 .358/.372	-	-	-	198/149 75.5% 1.34/2.75 .393/.304
Chevy LT1 643 '96 Ported CHW Alum	188/70	2.02/1.5 0	59	70/64 91.4 %	144/112 77.8 %	199/138 69.3% 62.1/78.1 184/231 .716/.669	237/155 65.4% 74/87.7 219/260 .639/.563	262/164 62.6% 81.8/92.8 242/275 .566/.477	269/178 66.2% 83.9/101 249/298 .484/.431	265/185 69.8% 82.7/105 245/310 .409/.384	-	-	-	229/155 67.7% 1.43/2.64 .409/.304
Chevy LT1 Ported Brian Alum	N/A	2.00/1.5 6	53	66/48 72.7 %	129/93 72.1 %	183/130 71% 58.3/68 173/202 .665/.606	229/168 73.4% 72.9/87.9 216/260 .624/.587	262/189 72.1% 83.4/98.9 247/293 .571/.528	265/192 72.5% 84.4/100 250/298 .481/.447	-	-	-	-	214/154 72.3% -.405/.316
Chevy LT1 Ported CDN Performan ce Stage 2 SF600 Alum	N/A	2.02/1.6 0	N/A	76/79 103%	150/147 98%	196/183 93.4% 61.2/91 181/270 .705/.831	227/201 88.5% 70.8/100 210/296 .613/.685	256/213 83.2% 79.9/106 237/314 .553/.58	274/220 80.3% 85.5/109 253/324 .493/.50	-	-	-	-	221/193 87.4% -.409/.324

Chevy LT1 Ported TEA Stage 2 Alum	N/A	2.00/1.5 6	N/A	69/56 81.2 %	140/1 19 85%	200/1 65 82.5% 63.7/8 6.3 189/2 56 .727/. 769	244/1 98 81.1% 77.7/1 04 230/3 07 .665/. 692	275/22 0 80% 87.5/1 15 259/34 1 .60/.6 15	279/2 37 84.9% 88.8/1 24 263/3 67 .507/. 552	-	-	-	-	228/18 8 82.5% - .405/. 316
Chevy LT1 Ported TEA Stage 3 Alum	N/A	2.02/1.6 0	N/A	72/56 77.8 %	148/1 17 79.1 %	218/1 61 73.9% 68/80. 1 202/2 37 .784/. 731	261/2 04 78.2% 81.4/1 01 241/3 01 .704/. 695	289/23 3 80.6% 90.2/1 16 267/34 3 .624/. 635	294/2 52 85.7% 91.7/1 25 272/3 71 .529/. 572	294/26 2 89.1% 91.7/1 30 272/38 6 .453/. 51	-	-	-	251/20 5 81.7% - .409/. 324
Chevy LT1 Ported ET Performan ce Alum	207/-	2.00/1.5 5 4.03	60	66/49 74.2 %	135/1 01 74.8 %	195/1 42 72.8% 62.1/7 5.3 184/2 23 .709/. 666	235/1 69 71.9% 74.8/8 9.6 222/2 65 .64/.5 94	260/18 6 71.5% 82.8/9 8.6 245/29 2 .567/. 523	263/2 00 76% 83.7/1 06 248/3 14 .478/. 469	-	-	-	-	218/16 0 73.3% 1.27 .405/. 314
Chevy LT1 Ported No Rush Alum	N/A	2.00/1.5 5 - No Pipe	N/A	71/60 84.5 %	142/1 09 76.8 %	193/1 48 76.7% 61.4/7 8.4 182/2 32 .701/. 694	237/1 79 75.5% 75.4/9 4.9 224/2 81 .646/. 629	262/19 3 73.7% 83.4/1 02 247/30 3 .571/. 543	271/1 98 73.1% 86.3/1 05 256/3 11 .492/. 464	275/20 2 73.5% 87.5/1 07 259/31 7 .428/. 406	-	-	-	230/17 2 74.6% - .405/. 314
Chevy LT1 Ported No Rush Alum	N/A	2.00/1.5 5 - Pipe	N/A	71/62 87.3 %	142/1 14 80.3 %	193/1 58 81.9% 61.4/8 3.7 182/2 48 .701/. 741	237/1 91 80.6% 75.4/1 01 224/3 00 .646/. 672	262/20 6 78.6% 83.4/1 09 247/32 3 .571/. 58	271/2 16 79.7% 86.3/1 14 256/3 39 .492/. 506	275/21 9 79.6% 87.5/1 16 259/34 4 .428/. 44	-	-	-	230/18 4 80% - .405/. 314
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy LT1 Ported 190 Advanced Induction SF600 Alum	190/-	2.00/1.5 5 4.03 No Pipe	N/A	70/56 80%	143/1 13 79%	197/1 49 75.6% 62.7/7 9 186/2 34 .716/. 699	244/1 77 72.5% 77.7/9 3.8 230/2 78 .665/. 622	269/18 9 70.3% 85.6/1 00 254/29 7 .586/. 532	275/1 95 70.9% 87.5/1 03 259/3 06 .50/.4 57	276/20 0 72.5% 87.9/1 06 260/31 4 .43/.4 02	-	-	-	234/17 1 72.9% 1.45 .405/. 314
Chevy LT1 Ported 200 Advanced Induction SF600 Alum	200/-	2.00/1.5 6 4.03 No Pipe	52-56	69/65 94.2 %	148/1 16 78.4 %	205/1 53 74.6% 65.3/8 0 193/2 37 .745/. 713	247/1 79 72.5% 78.6/9 3.7 233/2 77 .673/. 625	275/19 0 69.1% 87.5/9 9.4 259/29 5 .60/.5 31	288/1 96 68.1% 91.7/1 03 272/3 04 .523/. 457	290/20 1 69.3% 92.3/1 05 274/31 2 .452/. 401	-	-	-	242/17 3 71.2% 1.45 .405/. 316

Chevy LT1 Kyle Ported Blackstone Alum	N/A	2.02/1.60 - Pipe	N/A	74/64 86.5 %	147/18 80.3 %	203/167 82.3% 63.3/83.1 188/246 .73/.759	249/197 79.1% 77.7/98 230/290 .672/.671	269/214 79.6% 83.9/106 249/315 .581/.583	284/225 79.2% 88.6/112 263/332 .511/.511	287/232 80.8% 89.6/115 265/342 .443/.452	-	-	-	240/192 80.1% - .409/.324
Chevy LT1 Ported GTP Stage 2 Alum	N/A	2.00/1.56	N/A	70/51 72.9 %	122/119 97.5 %	186/145 78% 59.2/75.9 175/225 .676/.675	222/176 79.3% 70.7/92.1 209/273 .605/.615	254/204 80.3% 80.9/107 240/316 .554/.557	266/217 81.6% 84.7/114 251/336 .483/.505	-	-	-	-	210/172 82% - .405/.316
Chevy LT1 Ported GTP Stage 2 Flowed Alum	188/-	2.00/1.56	48	-	135/106 78.5 %	184/140 76.1% 58.6/73.2 174/217 .669/.652	228/164 71.9% 72.6/85.8 215/254 .621/.573	258/182 70.5% 82.1/95.2 243/282 .562/.509	267/192 71.9% 85/100 252/298 .485/.447	263/195 74.1% 83.7/102 248/302 .41/.389	-	-	-	223/163 73.3% 1.42 .405/.316
Chevy LT4 '96 Kendrick Auto	N/A	2.00/1.55	N/A	69/53 76.8 %	135/99 73.3 %	184/125 67.9% 58.6/66.2 174/196 .669/.586	218/143 65.6% 69.4/75.8 206/225 .594/.503	241/158 65.6% 76.7/83.7 227/248 .525/.444	-	-	-	-	-	195/131 67.5% - .405/.314
Chevy LT4 '96 Ported Kendrick Auto	N/A	2.00/1.55	N/A	82/58 70.7 %	149/104 69.8 %	193/144 74.6% 61.4/76.3 182/226 .701/.675	232/173 74.6% 73.8/91.7 219/272 .632/.608	261/189 72.4% 83.1/100 246/297 .569/.532	-	-	-	-	-	209/153 73.1% - .405/.314
Chevy LT4 Alum	195/-	2.00/1.55	56	-	156/121 77.6 %	208/149 71.6% 66.2/79 196/234 .756/.699	243/177 72.8% 77.3/93.8 229/278 .662/.622	265/190 71.7% 84.4/101 250/298 .578/.535	257/196 76.3% 81.8/104 242/308 .467/.459	-	-	-	-	226/167 73.8% 1.36 .405/.314
Chevy LT4 Alum CHP	195/-	2.00/1.55 - No Pipe	56	78/67 85.9 %	147/109 74.1 %	197/133 67.5% 62.7/70.5 186/209 .716/.624	230/159 69.1% 73.2/84.3 217/250 .627/.559	250/172 68.8% 79.6/91.2 236/270 .545/.484	243/177 72.8% 77.3/93.8 229/278 .441/.415	-	-	-	-	213/150 70.3% 1.28 .405/.314

Chevy LT4 Alum CHP	195/-	2.00/1.5 5 - Pipe	56	78/67 85.9 %	147/14 77.6 %	197/41 71.6% 62.7/7 4.7 186/2 21 .716/. 661	230/67 72.6% 73.2/8 8.5 217/2 62 .627/. 587	250/18 0 72% 79.6/9 5.4 236/28 3 .545/. 506	243/85 76.1% 77.3/9 8 229/2 90 .441/. 434	-	-	-	-	213/15 7 73.8% 1.28 .405/. 314
Chevy LT4 Ported ET Performance Alum	N/A	2.00/1.5 5 4.03	60	71/47 66.2 %	134/97 72.4 %	192/32 68.8% 61.1/7 0 181/2 07 .698/. 619	238/65 69.3% 75.8/8 7.4 224/2 59 .649/. 58	268/18 5 69% 85.3/9 8 253/29 0 .584/. 52	277/95 70.4% 88.2/1 03 261/3 06 .503/. 457	-	-	-	-	222/15 5 69.8% - .405/. 314
Chevy LT4 Ported No Rush Alum	N/A	2.00/1.5 5 - No Pipe	N/A	72/62 86.1 %	142/108 76.1 %	195/51 77.4% 62.1/8 0 184/2 37 .709/. 708	239/77 74.1% 76.1/9 3.8 225/2 78 .651/. 622	270/19 1 70.7% 85.9/1 01 255/30 0 .589/. 537	281/98 70.5% 89.4/1 05 265/3 11 .511/. 464	288/20 1 69.8% 91.7/1 07 272/31 6 .448/. 404	290/2 04 70.3% 92.3/1 08 274/3 20 .395/. 359	-	-	244/17 6 72.1% - .405/. 314
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chevy LT4 Ported PBR Alum	N/A	2.05/1.6 0	N/A	-	167/126 75.4 %	214/66 77.6% 64.8/8 2.6 192/2 45 .759/. 754	258/93 74.8% 78.2/9 6 232/2 84 .686/. 657	290/21 0 72.4% 87.9/1 04 260/30 9 .617/. 572	310/18 70.3% 93.9/1 08 278/3 21 .549/. 495	317/22 6 71.3% 96/112 3 285/33 44 .482/. 44	-	-	-	259/19 0 73.2% - .415/. 324
Chevy LT4 Ported 21x Advanced Induction SF600 Alum	52-56	2.00/1.5 6 4.03 No Pipe	N/A	71/61 85.9 %	144/107 74.3 %	202/45 71.8% 64.3/7 5.9 191/2 25 .734/. 675	250/75 70% 79.6/9 1.6 236/2 71 .681/. 611	281/19 4 69% 89.4/1 01 265/30 1 .613/. 542	296/2 03 68.6% 94.2/1 06 279/3 15 .538/. 473	300/20 9 69.7% 95.5/1 09 283/32 4 .467/. 417	-	-	-	246/17 2 70.1% - .405/. 316
AFR LT1 180 Street Old SF600 Alum	180/64	2.02/1.6 0 4.06 1 3/4" Pipe	56-74	-	129/108 83.7 %	195/56 80% 60.8/7 7.6 180/2 30 .702/. 709	240/78 74.2% 74.9/8 8.5 222/2 62 .648/. 606	255/19 0 74.5% 79.6/9 4.5 236/28 0 .55/. 18	260/94 74.6% 81.1/9 6.5 240/2 86 .468/. 441	-	-	-	-	216/16 5 76.6% 1.44/3 .03 .409/. 324
AFR LT1 180 Street SF600 Alum	180/64	2.02/1.6 0 4.06 1 3/4" Pipe	56-74	-	138/110 79.7 %	198/58 79.8% 61.8/7 8.6 183/2 33 .712/. 718	240/90 79.2% 74.9/9 4.5 222/2 80 .648/. 647	260/20 7 79.6% 81.1/1 03 240/30 5 .561/. 564	-	-	-	-	-	209/16 6 79.5% 1.44/3 .23 .409/. 324

AFR LT1 180 Comp Old SF600 Alum	N/A	2.02/1.6 0 4.06 1 3/4" Pipe	74	-	144/1 02 70.8 %	206/1 52 73.8% 64.3/7 5.6 190/2 24 .741/. 69	245/1 90 77.6% 76.4/9 4.5 227/2 80 .661/. 647	260/20 4 78.5% 81.1/1 01 240/30 1 .561/. 556	268/2 11 78.7% 83.6/1 05 248/3 11 .482/. 479	-	-	-	-	225/17 2 76.5% - .409/. 324
AFR LT1 180 Comp SF600 Alum	N/A	2.02/1.6 0 4.06 1 3/4" Pipe	74	-	142/1 15 81%	203/1 65 81.3% 63.3/8 2.1 188/2 43 .73/.7 49	247/2 00 81% 77.1/9 9.5 228/2 95 .666/. 681	270/21 7 80.4% 84.3/1 08 250/32 0 .583/. 591	-	-	-	-	-	216/17 4 80.9% - .409/. 324
AFR LT1 190 Street SF600 Alum	190/64	2.02/1.6 0	56-74	-	129/1 08 83.7 %	195/1 56 80% 60.8/7 7.6 180/2 30 .702/. 709	240/1 78 74.2% 74.9/8 8.5 222/2 62 .648/. 606	260/19 0 73.1% 81.1/9 4.5 240/28 0 .561/. 518	262/1 94 74% 81.8/9 6.5 242/2 86 .471/. 441	-	-	-	-	217/16 5 76.1% 1.38/3 .03 .409/. 324
AFR LT1/ LT4 195 Street Old SF600 Alum	195/64	2.02/1.6 0 4.06 1 3/4" Pipe	56-74	-	132/1 08 81.8 %	198/1 56 78.8% 61.8/7 7.6 183/2 30 .712/. 709	240/1 78 74.2% 74.9/8 8.5 222/2 62 .648/. 606	260/19 0 73.1% 81.1/9 4.5 240/28 0 .561/. 518	262/1 94 74% 81.8/9 6.5 242/2 86 .471/. 441	-	-	-	-	218/16 5 75.6% 1.34/3 .03 .409/. 324
AFR LT1/ LT4 195 Street SF600 Alum	195/64	2.02/1.6 0 4.06 1 3/4" Pipe	56-74	-	137/1 10 80.3 %	196/1 56 79.6% 61.2/7 7.6 181/2 30 .705/. 709	243/1 90 78.2% 75.8/9 4.5 225/2 80 .656/. 647	274/20 7 75.5% 85.5/1 03 253/30 5 .591/. 564	-	-	-	-	-	213/16 6 78% 1.41/3 .23 .409/. 324
AFR LT1/ LT4 195 Comp Old SF600 Alum	N/A	2.02/1.6 0 4.06 1 3/4" Pipe	74	-	135/1 10 81.5 %	201/1 57 78.1% 62.7/7 8.1 186/2 31 .723/. 713	249/1 80 72.3% 77.7/8 9.5 230/2 65 .672/. 613	275/19 5 70.9% 85.8/9 7 254/28 7 .594/. 531	280/2 08 74.3% 87.4/1 03 259/3 07 .504/. 472	-	-	-	-	228/17 0 74.6% - .409/. 324
AFR LT1/ LT4 195 Comp SF600 Alum	N/A	2.02/1.6 0 4.06 1 3/4" Pipe	74	-	140/1 15 82.1 %	202/1 65 81.7% 63/82. 1 187/2 43 .727/. 749	248/2 00 80.6% 77.4/9 9.5 229/2 95 .669/. 681	280/21 7 77.5% 87.4/1 08 259/32 0 .604/. 591	300/2 25 75% 93.6/1 12 277/3 32 .54/.5 11	-	-	-	-	234/18 4 78.8% - .409/. 324

AFR LT4 195 Street SF600 Alum	195/64	2.05/1.6 0 4.06 1 3/4" Pipe	55/65	-	146/1 19 81.5 %	201/1 66 82.6% 60.9/8 2.6 180/2 45 .713/. 754	247/1 97 79.8% 74.8/9 8 222/2 90 .657/. 671	275/21 3 77.5% 83.3/1 06 247/31 4 .585/. 58	-	-	-	-	-	217/17 4 80% 1.41/3 .33 .415/. 324
Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
AFR LT4 195 Comp SF600 Alum	195/64	2.08/1.6 0 4.06 1 3/4" Pipe	55/65	-	151/1 25 82.8 %	211/1 72 81.5% 62.1/8 5.5 184/2 53 .737/. 781	260/2 07 79.6% 76.5/1 03 227/3 05 .681/. 705	293/22 4 76.5% 86.2/1 11 255/33 0 .614/. 61	308/2 33 75.6% 90.6/1 16 269/3 43 .538/. 529	-	-	-	-	245/19 2 78.6% 1.58/3 .64 .421/. 324
AFR LT1/ LT4 203 Race SF600 Alum	203/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	129/1 12 86.8 %	188/1 45 77.1% 55.3/7 2.1 164/2 14 .657/. 659	234/1 85 79.1% 68.9/9 2 204/2 73 .613/. 63	263/20 5 77.9% 77.4/1 02 229/30 2 .551/. 559	275/2 15 78.2% 80.9/1 07 240/3 17 .48/.4 88	272/22 0 80.9% 80/109 237/32 4 .407/. 428	-	-	-	227/18 0 79.5% 1.35/2 .75 .421/. 324
AFR LT1/ LT4 210 Street SF600 Alum	210/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	139/1 10 79.1 %	199/1 58 79.4% 58.6/7 8.6 174/2 33 .695/. 718	249/1 92 77.1% 73.3/9 5.5 217/2 83 .652/. 654	279/21 0 75.3% 82.1/1 04 243/30 9 .585/. 572	295/2 20 74.6% 86.8/1 09 257/3 24 .515/. 50	301/22 4 74.4% 88.6/1 11 262/33 0 .451/. 436	-	-	-	244/18 6 76.2% 1.43/2 .80 .421/. 324
AFR LT1/ LT4 210 Race Old SF600 Alum	210/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	135/1 12 83%	197/1 45 73.6% 58/72. 1 172/2 14 .688/. 659	245/1 85 75.5% 72.1/9 2 214/2 73 .642/. 63	273/20 5 75.1% 80.3/1 02 238/30 2 .572/. 559	282/2 15 76.2% 83/10 7 246/3 17 .493/. 488	285/22 0 77.2% 83.9/1 09 249/32 4 .427/. 428	-	-	-	236/18 0 76.4% 1.36/2 .75 .421/. 324
AFR LT1/ LT4 210 Comp SF600 Alum	210/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	147/1 20 81.6 %	206/1 66 80.6% 60.6/8 2.6 180/2 45 .72/.7 54	257/2 14 83.3% 75.6/1 06 224/3 15 .673/. 729	290/22 5 77.6% 85.3/1 12 253/33 2 .608/. 613	308/2 35 76.3% 90.6/1 17 269/3 46 .538/. 534	312/24 0 76.9% 91.8/1 19 272/35 4 .467/. 467	-	-	-	253/20 0 78.9% 1.49/3 .00 .421/. 324
AFR LT4 Eliminator #10331 NPS Alum	N/A	2.05/1.6 0 4.0157 No Pipe	58	68/58 85.3 %	145/1 12 77.2 %	199/1 58 79.4% 60.3/7 8.6 179/2 33 .705/. 718	242/1 86 76.9% 73.3/9 2.5 217/2 74 .643/. 634	269/19 8 73.6% 81.5/9 8.5 241/29 2 .572/. 54	266/2 07 77.8% 80.6/1 03 239/3 05 .471/. 47	262/21 2 80.9% 79.4/1 05 235/31 2 .398/. 413	-	-	-	231/17 9 77.6% - .415/. 324

AFR LT4 Ported Race Prep Alum	213/65	2.08/1.6 0	N/A	75/52 69.3 %	135/1 04 77%	194/1 48 76.3% 57.1/7 3.6 169/2 18 .678/. 672	242/1 81 74.8% 71.2/9 0 211/2 67 .634/. 617	278/20 1 72.3% 81.8/1 00 242/29 6 .583/. 548	315/2 19 69.5% 92.7/1 09 275/3 23 .55/.4 97	-	-	-	-	233/17 1 73.3% 1.48/3 .37 .421/. 324
AFR LT4 220 Race SF600 Alum	220/80	2.08/1.6 0 4.125 1 7/8" Pipe	76	-	132/1 12 84.8 %	190/1 45 76.3% 55.9/7 2.1 166/2 14 .664/. 659	248/1 85 74.6% 73/92 216/2 73 .65/.6 3	280/20 5 73.2% 82.4/1 02 244/30 2 .587/. 559	286/2 15 75.2% 84.2/1 07 249/3 17 .50/.4 88	292/22 0 75.3% 85.9/1 09 255/32 4 .437/. 428	-	-	-	238/18 0 75.8% 1.33/2 .75 .421/. 324
AFR LT4 227 Race SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	135/1 12 83%	192/1 45 75.5% 55.4/7 2.1 164/2 14 .664/. 659	250/1 85 74% 72.2/9 2 214/2 73 .649/. 63	288/20 5 71.2% 83.2/1 02 246/30 2 .598/. 559	292/2 15 73.6% 84.3/1 07 250/3 17 .505/. 488	295/22 0 74.6% 85.2/1 09 252/32 4 .438/. 428	-	-	-	242/18 0 74.5% 1.30/2 .75 .425/. 324
AFR LT4 227 Street SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	148/1 14 77%	210/1 62 77.1% 60.6/8 0.6 180/2 39 .727/. 736	259/2 04 78.8% 74.8/1 01 222/3 01 .672/. 695	292/22 0 75.3% 84.3/1 09 250/32 4 .606/. 60	305/2 29 75.1% 88.1/1 14 261/3 37 .528/. 52	-	-	-	-	243/18 6 76.5% 1.34/2 .86 .425/. 324
AFR LT4 227 Comp SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	N/A	-	151/1 20 79.5 %	219/1 67 76.3% 63.2/8 3.1 187/2 46 .758/. 759	266/2 14 80.5% 76.8/1 06 228/3 15 .69/.7 29	298/23 0 77.2% 86/114 255/33 9 .619/. 627	318/2 38 74.8% 91.8/1 18 272/3 51 .55/.5 41	327/24 3 74.3% 94.4/1 21 280/35 8 .485/. 473	-	-	-	263/20 2 76.8% 1.44/3 .04 .425/. 324
AFR LT4 227 Street 60/40 V2 SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	65-75	-	148/1 14 77%	210/1 62 77.1% 60.6/8 0.6 180/2 39 .727/. 736	261/2 04 78.2% 75.4/1 01 223/3 01 .677/. 695	296/22 0 74.3% 85.5/1 09 253/32 4 .615/. 60	312/2 29 73.4% 90.1/1 14 267/3 37 .54/.5 2	318/23 7 74.5% 91.8/1 18 272/34 9 .472/. 461	-	-	-	258/19 4 75.5% 1.40/2 .96 .425/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
AFR LT4 227 Comp 60/40 V2 SF600 Alum	227/80	2.10/1.6 0 4.125 1 7/8" Pipe	65-75	-	152/1 20 78.9 %	212/1 67 78.8% 61.2/8 3.1 181/2 46 .734/. 759	265/2 14 80.8% 76.5/1 06 227/3 15 .688/. 729	300/23 0 76.7% 86.6/1 14 257/33 9 .623/. 627	319/2 38 74.6% 92.1/1 18 273/3 51 .552/. 541	327/24 3 74.3% 94.4/1 21 280/35 8 .485/. 473	-	-	-	263/20 2 77% 1.44/3 .04 .425/. 324
AFR LT4 Ported Race Prep Alum	213/65	-	N/A	75/52 69.3 %	135/1 04 77%	194/1 48 76.3% -	242/1 81 74.8% -	278/20 1 72.3% -	315/2 19 69.5% -	-	-	-	-	233/17 1 73.3%

														1.48/3 .37
AFR LT4 Ported Meaux Racing I-50 E-50 Alum	N/A	2.10/1.6 0 4.00 No Pipe	N/A	-	136/99 72.8 %	197/166 84.3% 56.9/82.6 169/245 .682/.754	254/196 77.2% 73.3/97.5 217/289 .659/.668	292/216 74% 84.3/107 250/318 .606/.589	315/221 70.2% 90.9/110 269/326 .545/.502	319/226 70.8% 92.1/112 273/333 .473/.44	327/226 69.1% 94.4/112 280/333 .424/.385	-	-	263/193 73.4% -.425/.324
AFR LT4 Ported Meaux Racing I-50 E-50 Alum	N/A	2.10/1.6 0 - No Pipe	N/A	-	136/99 72.8 %	197/166 84.3% 56.9/82.6 169/245 .682/.754	254/196 77.2% 73.3/97.5 217/289 .659/.668	292/216 74% 84.3/107 250/318 .606/.589	315/221 70.2% 90.9/110 269/326 .545/.502	324/232 71.6% 93.5/115 277/342 .481/.452	335/234 69.9% 96.7/116 287/345 .435/.399	-	-	265/195 73.6% -.425/.324
Dart 180 LT1/LT4 Alum	180/-	2.02/1.6 0 - No Pipe	58	-	139/114 82%	193/145 75.1% 60.2/72.1 178/214 .694/.659	231/164 71% 72.1/81.6 214/242 .623/.559	249/172 69.1% 77.7/86.5 230/253 .537/.469	253/174 68.8% 78.9/86.5 234/256 .455/.395	-	-	-	-	213/154 72.2% 1.41 .409/.324
Dart 180 LT1 Advanced Induction SF600	189.8/75	2.02/1.6 0 4.03 No Pipe	N/A	61/48 78.7 %	124/94 75.8 %	176/124 70.5% 54.9/61.7 163/183 .633/.563	222/153 68.9% 69.3/76.1 205/225 .599/.521	251/171 68.1% 78.3/85 232/252 .542/.466	264/184 69.7% 82.4/91.5 244/271 .475/.418	256/192 75% 79.9/95.5 237/283 .395/.374	-	-	-	216/153 71% -.409/.324
Dart 180 LT1 Ported Advanced Induction SF600	201/-	2.02/1.6 0 4.03 No Pipe	58	69/57 82.6 %	141/104 73.8 %	197/141 71.6% 61.5/70.1 182/208 .709/.64	241/168 69.7% 75.2/83.6 223/248 .65/.572	277/187 67.5% 86.4/93 256/276 .598/.51	290/200 69% 90.5/99.5 268/295 .522/.454	290/205 70.7% 90.5/102 268/302 .447/.399	-	-	-	239/168 70% 1.44 .409/.324
Dart 200 LT1/LT4 Alum	200/-	2.02/1.6 0 - No Pipe	58	-	129/114 88.4 %	185/145 78.4% 57.7/72.1 171/214 .666/.659	229/164 71.6% 71.5/81.6 212/242 .618/.559	261/172 65.9% 81.4/85.5 241/253 .563/.469	263/174 66.2% 82.1/86.5 243/256 .473/.395	-	-	-	-	213/154 72.1% 1.32 .409/.324
Dart 215 LT1/LT4 Alum	215/-	2.05/1.6 0 - No Pipe	58	-	127/114 89.8 %	178/145 81.5% 53.9/72.1 160/214 .631/.659	216/164 75.9% 65.4/81.6 194/242 .574/.559	249/172 69.1% 75.4/85.5 224/253 .53/.469	268/174 64.9% 81.2/86.5 241/256 .475/.395	271/- 82.1 243 .412	-	-	-	218/154 - 1.26 .415/.324
Edelbrock Performer LT1 61909 SF1020 Alum	170/60	1.94/1.5 5 - No Pipe	54	61/52 85.2 %	117/100 85.5 %	174/140 80.5% 58.9/74.2 174/221	220/167 75.9% 74.4/88.5 221/221	242/184 76% 81.9/97.5 243/283	232/192 82.8% 78.5/102 233/323	-	-	-	-	197/157 79.5% 1.42/3 .20

						20 .652/. 656	62 .618/. 587	9 .544/. 518	01 .435/. 45					.393/. 314
Edelbrock Performer LT1 61909 Out of Box SF1020 GMHPMAI um	175.5./ 69	1.94/1.5 5 4.03	56	61/53 86.9 %	121/1 00 82.6 %	178/1 33 74.7% 60.2/7 0.5 178/2 09 .667/. 624	220/1 55 70.5% 74.4/8 2.1 221/2 43 .618/. 545	232/16 8 72.4% 78.5/8 9 233/26 4 .521/. 473	228/1 72 75.4% 77.1/9 1.2 229/2 70 .427/. 403	-	-	-	-	196/14 6 74.4% - .393/. 314
Edelbrock Performer RPM Xtreme LT4 61939 Semi-CNC SF1020 Alum	195/75	2.02/1.5 7 4.00	54	65/54 83.1 %	119/1 07 89.9 %	173/1 45 83.8% 54/74. 9 160/2 22 .622/. 671	255/1 81 71% 79.6/9 3.5 236/2 77 .688/. 628	267/18 7 70% 83.3/9 6.6 247/28 6 .576/. 519	270/1 90 70.4% 84.3/9 8.1 250/2 91 .486/. 44	-	-	-	-	217/16 2 74.7% 1.38/2 .53 .409/. 318
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Patriot Alum	195/70	2.02/1.6 0 4.00	64	-	-	-	-	-	-	-	-	-	-	- - - .409/. 324
Pro Comp Alum	190/-	2.02/1.6 0	64	58/52 89.7 %	113/9 8 86.7 %	159/1 33 83.6% 49.6/6 6.1 147/1 96 .572/. 604	200/1 62 81% 62.4/8 0.6 185/2 39 .54/.5 52	228/18 0 78.9% 71.1/8 9.5 211/26 5 .492/. 491	244/1 89 77.5% 76.1/9 4 226/2 79 .439/. 429	248/19 2 77.4% 77.4/9 5.5 229/28 3 .382/. 374	-	-	-	199/15 9 80% 1.31 .409/. 324
Trick Flow GenX LT1 21 Deg SF600	185/-	2.02/1.6 0 4.03	70	65/54 83.1 %	138/1 17 84.8 %	202/1 62 80.2% 63/80. 6 187/2 39 .727/. 736	243/1 89 77.8% 75.8/9 4 225/2 79 .656/. 644	270/19 7 73% 84.3/9 8 250/29 0 .583/. 537	273/2 09 76.6% 85.2/1 04 252/3 08 .491/. 475	-	-	-	-	225/17 5 77.6% 1.48 .409/. 324
Trick Flow GenX LT1 21 Deg SF600 Alum	185/67	2.02/1.6 0 4.03 1 3/4" Pipe	54	65/48 73.8 %	132/1 11 84.1 %	195/1 51 77.4% 60.8/7 5.1 180/2 23 .702/. 686	236/1 82 77.1% 73.6/9 0.5 218/2 68 .637/. 62	258/19 8 76.7% 80.5/9 8.5 239/29 2 .557/. 54	260/2 06 79.2% 81.1/1 02 240/3 04 .468/. 468	-	-	-	-	216/17 0 78.4% 1.41/3 .07 .409/. 324
Trick Flow LT1 SF600 Alum	195/72	2.02/1.6 0 4.03 1 3/4" Pipe	62	51/58 113%	136/9 8 72.1 %	191/1 36 71.2% 59.6/6 7.6 177/2 00 .687/. 618	230/1 63 70.9% 71.8/8 1.1 213/2 40 .621/. 555	253/17 7 70% 78.9/8 8 234/26 1 .546/. 482	254/1 90 74.8% 79.3/9 4.5 235/2 80 .457/. 431	-	-	-	-	213/15 3 71.8% 1.30/2 .64 .409/. 324
Trick Flow LT1 Ported Lloyd Elliot Alum	205/76	2.02/1.6 0	67	-	140/1 08 77.1 %	200/1 44 72% 62.4/7 1.6	245/1 76 71.8% 76.4/8 7.5	274/19 0 69.3% 85.5/9 4.5	282/2 04 72.3% 88/10 1	-	-	-	-	228/16 4 72% 1.38/2 .68

						185/2 12 .72/.6 54	227/2 59 .661/. 60	253/28 0 .591/. 518	261/3 01 .507/. 463					.409/. 324
Trick Flow LT1 Ported Lloyd Elliot Alum	208/-	2.05/1.6 0	67	-	142/1 09 76.8 %	199/1 42 71.4% 60.3/7 0.6 179/2 09 .705/. 645	243/1 78 73.3% 73.6/8 8.5 218/2 62 .646/. 606	279/20 4 73.1% 84.5/1 01 250/30 1 .593/. 556	292/2 17 74.3% 88.5/1 08 262/3 20 .518/. 493	-	-	-	-	231/17 0 73.6% 1.40 .415/. 324
Trick Flow LT1 Ported 200 Advanced Induction SF600 Alum	200/78	2.08/1.6 0 4.03 No Pipe	N/A	70/61 87.1 %	144/1 07 74.3 %	198/1 45 73.2% 58.3/7 2.1 173/2 14 .692/. 659	246/1 75 71.1% 72.4/8 7 215/2 58 .645/. 596	274/19 4 70.8% 80.6/9 6.5 239/28 6 .574/. 529	278/2 03 73% 81.8/1 01 242/2 99 .486/. 461	279/20 9 74.9% 82.1/1 04 243/30 8 .418/. 407	-	-	-	237/17 2 72.8% 1.40/2 .68 .421/. 324
Trick Flow LT1 Ported 215 Advanced Induction SF600 Alum	215/78	2.08/1.6 0 4.03 No Pipe	N/A	72/65 90.3 %	146/1 11 76%	206/1 49 72.3% 60.6/7 4.1 180/2 20 .72/.6 77	253/1 77 70% 74.5/8 8 221/2 61 .663/. 603	285/19 6 68.8% 83.9/9 7.5 249/28 9 .597/. 534	300/2 05 68.3% 88.3/1 02 262/3 02 .524/. 466	304/21 0 69.1% 89.5/1 04 265/30 9 .455/. 409	-	-	-	249/17 5 70.1% 1.41/2 .69 .421/. 324
Trick Flow LT1 Ported TEA Alum	205/66	2.02/1.6 0 4.03 Pipe 1 3/4	63	68/54 79.4 %	143/1 17 81.8 %	217/1 77 81.6% 67.7/8 8 201/2 61 .781/. 804	263/2 19 83.3% 82.1/1 09 243/3 23 .71/.7 46	290/24 3 83.8% 90.5/1 21 268/35 8 .626/. 662	294/2 57 87.4% 91.7/1 28 272/3 79 .529/. 584	-	-	-	-	241/20 3 83.9% 1.43/3 .89 .409/. 324
Trick Flow LT1 Ported TEA Alum	220/66	2.08/1.6 0 4.03 Pipe 2"	N/A	69/52 75.4 %	144/1 19 82.6 %	207/1 82 87.9% 60.9/9 0.5 181/2 68 .723/. 827	255/2 24 87.8% 75/11 1 222/3 30 .668/. 763	291/24 7 84.9% 85.6/1 23 254/36 4 .61/.6 73	310/2 57 82.9% 91.2/1 28 270/3 79 .542/. 584	316/26 2 82.9% 93/130 276/38 6 .473/. 51	-	-	-	254/21 5 84.8% 1.44/3 .97 .421/. 324

4.3I v6 - Syclone / Typhoon

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chevy Large Valve Rockville Speed	N/A	2.02/1.6 0	N/A	65/51 78.5 %	133/1 02 76.7 %	163/1 31 80.4% 50.9/6 5.2 151/1 93 .586/. 595	174/1 39 79.9% 54.3/6 9.1 161/2 05 .469/. 474	178/14 1 79.2% 55.5/7 0.1 165/20 8 .384/. 384	-	-	-	-	-	162/12 8 79.2% - .409/. 324

Chevy Ported Large Valve Rockville Speed	N/A	2.02/1.60	N/A	66/52 78.8 %	135/112 83%	175/152 86.9% 54.6/75.6 162/224 .63/.69	197/183 92.9% 61.5/91 182/270 .532/.623	209/184 88% 65.2/91.5 193/271 .451/.501	214/- 66.8 198 .385	-	-	-	-	186/158 - - .409/.324
Chevy 90 Deg LB4	N/A	1.94/1.50	N/A	-	-	-	-	165/119 72.1% 55.8/67.3 165/200 .371/.346	-	-	-	-	-	- - - .393/.304
Chevy 90 Deg L35 Sandman	N/A	1.94/1.50	N/A	60/-	100/-	143/- 48.4 143 .536	172/- 58.2 172 .483	189/- 63.9 189 .425	194/- 65.6 194 .363	201/- 68 201 .323	-	-	-	167 - - .393/.304
Chevy 90 Deg L35 Dennis	N/A	1.94/1.50	N/A	60/-	100/-	143/- 48.4 143 .536	172/- 58.2 172 .483	189/- 63.9 189 .425	199/- 67.3 199 .373	-	-	-	-	161 - - .393/.304
Chevy 90 Deg L35 Ported Dennis	N/A	1.94/1.60	N/A	60/62 103%	123/121 98.4 %	170/172 101% 57.5/85.5 170/253 .637/.781	207/188 90.8% 70/93.5 207/277 .582/.64	230/195 84.8% 77.8/97 231/287 .517/.531	247/199 80.6% 83.6/99 248/293 .463/.452	-	-	-	-	195/175 89.6% - .393/.324
Chevy 90 Deg L35 Shan Mild Ported	N/A	2.02/1.60	N/A	64/54 84.4 %	122/102 83.6 %	164/139 84.8% 51.2/69.1 152/205 .59/.631	197/166 84.3% 61.5/82.6 182/245 .532/.565	217/181 83.4% 67.7/90 201/267 .468/.493	218/185 84.9% 68/92 202/273 .392/.42	219/188 85.8% 68.3/93.5 202/277 .338/.366	-	-	-	190/160 84.5% - .409/.324
Chevy 90 Deg Vortec	N/A	1.94/1.50 4.00	N/A	63/49 77.8 %	131/106 80.9 %	187/139 74.3% 63.3/78.7 187/233 .701/.673	218/155 71.1% 73.8/87.7 219/260 .612/.563	216/163 75.5% 73.1/92.2 217/273 .485/.474	217/165 76% 73.4/93.4 218/277 .406/.40	-	-	-	-	194/146 75.1% - .393/.304
Chevy 90 Deg LF6 Vortec Ported	N/A	-	N/A	65/55 84.6 %	131/125 95.4 %	182/166 91.2% -	228/184 80.7% -	259/191 73.7% -	-	-	-	-	-	200/167 83.3%
Chevy 359 / 523 18 Deg Hutter Alum	244/-	2.15/1.625	52	-	147/110 74.8 %	228/162 71.1% 62.8/78.1 186/231 .771/.724	282/215 76.2% 77.7/104 230/307 .715/.721	321/235 73.2% 88.4/113 262/336 .651/.631	338/243 71.9% 93.1/117 276/347 .571/.543	347/250 72% 95.6/121 283/357 .503/.479	-	-	-	277/203 73.1% 1.42 .435/.329

Brodix 90 Deg V6 -8 23 Deg Alum	194/-	2.08/1.6 0	67	-	134/1 10 82.1 %	191/1 39 72.8% 56.2/6 9.1 167/2 05 .667/. 631	230/1 55 67.4% 67.7/7 7.1 201/2 28 .603/. 528	240/16 1 67.1% 70.6/8 0.1 209/23 7 .503/. 439	-	-	-	-	-	199/14 1 71.1% 1.24 .421/. 324
Brodix 90 Deg V6 -10 23 Deg Alum	210/-	2.08/1.6 0	67	-	145/1 10 75.9 %	195/1 39 71.3% 57.4/6 9.1 170/2 05 .681/. 631	240/1 55 64.6% 70.6/7 7.1 209/2 28 .629/. 528	253/16 1 63.6% 74.5/8 0.1 221/23 7 .53/.4 39	262/1 66 63.4% 77.1/8 2.6 228/2 45 .458/. 377	262/16 8 64.1% 77.1/8 3.6 228/24 8 .392/. 327	-	-	-	226/15 0 66.2% 1.25 .421/. 324
Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix 90 Deg V6 18 Deg Ported Kelford Cams Alum	N/A	2.08/1.6 0	N/A	66/63 95.5 %	130/1 24 95.4 %	193/1 60 82.9% 56.8/7 9.6 168/2 36 .674/. 727	245/1 84 75.1% 72.1/9 1.5 214/2 71 .642/. 627	294/19 8 67.3% 86.5/9 8.5 256/29 2 .616/. 54	323/2 04 63.2% 95.1/1 01 282/3 01 .564/. 463	339/20 7 61.1% 99.8/1 03 296/30 5 .508/. 403	-	-	-	254/18 0 70.7% - .421/. 324

Ecotec

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufactur er Part Number	Port/ Vol Int/Exh	Valve Size Int/Exh	Comb. Chambe r Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Averag e
4 cyl Ported Alum	N/A	35.2mm / 30.1mm	N/A	-	-	-	-	-	-	250/- 82.9 246 .492	270/1 75 64.8% 89.5/7 9.3 265/2 35 .472/. 358	-	-	260 - - .281/. 240
4 cyl Ported Alum	N/A	35.2mm / 31.1mm	N/A	-	-	-	-	-	-	250/- 82.9 246 .492	270/2 07 76.7% 89.5/8 7.9 265/2 60 .472/. 41	-	-	260 - - .281/. 248
2.0L LSJ M2 Race Systems Alum	N/A	35.2mm / 30.1mm 3.575	N/A	-	-	155/1 27 81.9% 51.4/5 7.6 152/1 71 .61/.5 84	192/1 39 72.4% 63.6/6 3 189/1 87 .604/. 511	224/14 4 64.3% 74.3/6 5.3 220/19 3 .587/. 442	243/1 46 60.1% 80.6/6 6.2 239/1 96 .546/. 384	253/14 8 58.5% 83.9/6 7.1 248/19 9 .498/. 34	258/1 49 57.8% 85.5/6 7.5 253/2 00 .451/. 305	261/14 9 57.1% 86.5/6 7.5 256/20 0 .411/. 274	-	227/14 3 63.2% - .281/. 240

2.0L LSJ CNC M2 Race Systems Alum	N/A	36.1mm / 31.1mm 3.575	51	86/86 100%	126/1 26 100%	166/1 51 91%	201/1 73 86.1%	235/18 7 79.6%	263/1 94 73.8%	278/19 9 71.6%	292/2 03 69.5%	298/20 6 69.1%	303/2 08 68.6%	240/18 3 76.2%
						52.3/6 4.1	63.3/7 3.5	74.1/7 9.4	82.9/8 2.4	87.6/8 4.5	92/86. 2	93.9/8 7.5	95.5/8 8.3	- .288/.
						155/1 90	188/2 18	219/23 5	246/2 44	260/25 0	273/2 55	278/25 9	283/2 62	248
						.637/. 672	.617/. 616	.601/. 555	.576/. 493	.533/. 443	.498/. 402	.457/. 367	.423/. 337	
2.2 Patriot CNC Stage II Alum	173/75	1.42/1.2 25	53	81/7 8.69 %	121/1 09 90.1 %	160/1 38 86.3%	190/1 60 84.2%	217/17 4 80.2%	238/1 81 76.1%	264/18 7 70.8%	266/1 89 71.1%	-	-	208/16 3 78.2%
						50.5/5 8.5	60/67. 9	68.5/7 3.8	75.1/7 6.8	83.4/7 9.3	84/80. 2			1.54/2 .52
						150/1 73	178/2 01	203/21 9	223/2 28	247/23 5	249/2 38			.288/.
						.614/. 614	.583/. 57	.555/. 516	.522/. 46	.507/. 416	.454/. 374			248
Ported Shaver SF1020 Alum	181/78	35.2mm / 30.1mm	N/A	113/1 16 102%	148/1 51 102%	181/1 76 97.2%	214/1 90 88.8%	242/19 9 82.2%	258/2 04 79.1%	268/20 6 76.9%	-/208	-	-	219/18 8 85.9%
						60/79. 8	70.9/8 6.1	80.2/9 0.2	85.5/9 2.5	88.8/9 3.4				1.48/2 .64
						178/2 36	210/2 55	238/26 7	253/2 74	263/27 7				.281/.
						.712/. 81	.673/. 699	.635/. 61	.58/5 36	.527/. 474				240

Chevy_Big_Block																		COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises	
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age		
Chevy 156 Peanut Iron CHP	195/-	2.06/ 1.72 - No Pipe	115	54/3 5 64.8 %	123/8 4 68.3 %	184/1 17 63.6 % 55.2/ 50.4 164/1 49 .649/ 494	222/1 41 63.5 % 66.6/ 60.7 197/1 80 .587/ 447	226/1 56 69% 67.8/ 67.1 201/1 99 .478/ 395	226/1 60 70.8 % 67.8/ 68.9 201/2 04 .399/ 338	227/1 62 71.4 % 68.1/ 69.7 202/2 07 .343/ 293	-	-	-	-	-	-	201/ 137 67.9 % 1.16 .417 /.34 8		
Chevy 236 Peanut Iron CHP	208/1 12	2.06/ 1.72 - No Pipe	120	56/4 4 78.6 %	125/8 7 69.6 %	183/1 11 60.7 % 54.9/ 47.8 163/1 42 .646/ 469	215/1 30 60.5 % 64.5/ 55.9 191/1 66 .569/ 412	233/1 44 61.8 % 69.9/ 62 207/1 84 .493/ 365	235/1 50 63.8 % 70.5/ 64.6 209/1 91 .415/ 317	235/1 55 66% 70.5/ 66.7 209/1 98 .355/ 281	-	-	-	-	-	-	204/ 130 63.4 % 1.13 /1.3 8 .417 /.34 8		
Chevy 236 Peanut Iron CCM	208/1 12	2.06/ 1.72 - Pipe	120	56/4 4 78.6 %	125/9 0 72%	183/1 17 63.9 % 54.9/ 50.4 163/1 49 .646/ 494	215/1 39 64.7 % 64.5/ 59.8 191/1 77 .569/ 44	233/1 58 67.8 % 69.9/ 68 207/2 01 .493/ 401	235/1 66 70.6 % 70.5/ 71.4 209/2 12 .415/ 351	235/1 72 73.2 % 70.5/ 74 209/2 19 .355/ 311	-	-	-	-	-	-	204/ 140 68.7 % 1.13 /1.5 4 .417 /.34 8		

Chevy 360 Small Oval Ported BH Performance Iron	N/A	N/A - No Pipe	N/A	75/68 90.7 %	160/111 69.4 %	202/143 70.8 % -	230/165 71.7 % -	247/178 72.1 % -	256/192 75% -	255/199 78% -	-	-	-	-	-	-	225/165 73.2 %
Chevy Vortec L29 '97-99 Iron	230/-	2.070 /1.72	99	63/49 77.8 %	121/91 75.2 %	165/120 72.7 % 49/51 .6 145/153 .579/.507	198/133 67.2 % 58.8/57.2 174/170 .521/.421	226/140 61.9 % 67.2/60.3 199/179 .476/.355	242/142 58.7 % 71.9/61.1 213/181 .425/.30	-	-	-	-	-	-	-	190/125 65.8 % 1.05 .419 /.348
Chevy Oval Port Iron	256/114	2.06/1.72	N/A	-	-	-	-	-	272/189 69.5 % 81.6/81.3 242/241 .48/.399	-	-	-	-	-	-	-	- - 1.06 /1.66 .417 /.348
Chevy 049 Oval Port Iron	253/115	2.06/1.72	N/A	-	-	-	-	-	268-260/177 67% 79.2/76.2 235/226 .399/.321	-	-	-	-	-	-	-	- - 1.04 /1.54 .417 /.348
Chevy 049 Oval Port SF600 CHP Iron	253/116	2.06/1.72 - Pipe	122	59/52 88.1 %	124/98 79%	188/128 68.1 % 56.4/55.1 167/163 .663/.541	232/152 65.5 % 69.6/65.4 206/194 .614/.482	250/177 70.8 % 75/76 .2 222/226 26 .529/.449	264/187 70.8 % 79.2/80.5 235/238 .466/.395	264/192 72.7 % 79.2/82.6 235/245 .399/.348	265/192 72.5 % 79.5/82.6 236/245 .351/.304	-	-	-	-	-	227/161 71% 1.05 /1.66 .417 /.348
Chevy 049 Oval Ported BH Performance Iron	N/A	2.19/1.88 - No Pipe	N/A	68-77/62 85.5 %	146-158/112 73.7 %	215-221/149 68.3 % 57.9/53.7 171/159 .723/.576	265-260/167 63.6 % 69.7/60.2 206/178 .653/.484	301-280/181 62.3 % 77.1/65.2 229/193 .578/.42	303-293/194 65.1 % 79.1/69.9 234/207 .494/.375	296-294/201 68.1 % 78.3/72.4 232/215 .42/.333	-	-	-	-	-	-	253/167 66.2 % - .443 /.381
Chevy 049 Oval Ported BH Performance Iron	N/A	2.19/1.88 - Pipe	N/A	68-77/67 92.4 %	146-158/147 96.7 %	215-221/193 88.5 % 57.9/69.5 171/206 .723/.746	265-260/227 86.5 % 69.7/81.8 206/242 .653/.658	301-280/245 84.3 % 77.1/88.3 229/262 .578/.568	303-293/249 83.6 % 79.1/89.7 234/266 .494/.481	296-294/251 85.1 % 78.3/90.4 232/268 .42/.416	-	-	-	-	-	-	253/219 86.5 % - .443 /.381

Chevy 049 Oval Gamra ce Iron	N/A	2.07/1.72 4.30 No Pipe	N/A	-	-	175/128 73.1 % 52/55 .1 154/163 .614/.541	218/140 64.2 % 64.8/60.3 192/179 .574/.444	236/149 63.1 % 70.1/64.1 208/190 .497/.378	251/153 61% 74.6/65.8 221/195 .441/.323	255/154 60.4 % 75.8/66.3 225/196 .384/.279	-	-	-	-	-	-	227/145 63.8 % - .419 /.348
Chevy 049 Oval Ported Stage 1 Gamra ce Iron	260/-	2.19/1.88 4.30 No Pipe	N/A	-	-	205/142 69.3 % 54.4/51.2 161/152 .68/.549	265/169 63.8 % 70.4/60.9 208/180 .66/.49	302/192 63.6 % 80.2/69.2 238/205 .601/.445	302/209 69.2 % 80.2/75.3 238/223 .501/.404	297/225 75.8 % 78.8/81.1 234/240 .422/.373	-	-	-	-	-	-	274/187 68.3 % 1.16 .443 /.381
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Aver age
Chevy 049 Oval Ported Dr Js Perfor mance Iron	N/A	2.25/1.94 4.50 2" Pipe	N/A	76/68 89.5 %	152/134 88.2 %	228/162 71.1 % 57.3/54.8 170/162 .736/.607	271/14 79% 68.2/72.4 202/215 .656/.601	315/242 76.8 % 79.2/81.9 235/243 .61/.544	341/261 76.5 % 85.8/88.3 254/262 .551/.489	348/289 83% 87.5/97.8 259/290 .482/.464	-	-	-	-	-	-	276/217 78.7 % - .456 /.393
Chevy 049 Oval Ported sheet metal Iron	N/A	2.19/1.88 4.25 No Pipe	N/A	-	142/110 77.5 %	204/138 67.6 % 54.2/49.7 160/147 .677/.533	249/166 66.7 % 66.1/59.8 196/177 .62/.481	288/190 66% 76.5/68.4 227/203 .573/.441	310/200 64.5 % 82.3/72 244/213 .514/.387	-	-	-	-	-	-	-	239/161 67.4 % - .443 /.381
Chevy 063 Oval Weing artner Racing Iron	N/A	2.06/1.74 4.31 No Pipe	N/A	65-59/45 72.6 %	114-106/86 78.2 %	178-173/115 65.5 % 52.7/48.4 156/143 .619/.48	234-215/137 61% 67.4/57.6 200/171 .594/.429	248-229/153 64.2 % 71.6/64.3 212/191 .505/.383	260-247/166 65.5 % 76.1/69.8 225/207 .447/.347	273-255/175 66.3 % 79.2/73.6 235/218 .399/.313	270-256/180 68.4 % 78.9/75.7 234/224 .348/.282	-	-	-	-	-	218/145 66.2 % - .417 /.352
Chevy 063 '69 Oval Chris Straub Iron	N/A	2.07/1.72 4.50	N/A	-	117/97 82.9 %	180/123 68.3 % 53.5/52.9 158/157 .632/.52	228/145 63.6 % 67.7/62.4 201/185 .60/.459	248/164 66.1 % 73.7/70.6 218/209 .522/.416	265/176 66.4 % 78.7/75.7 233/224 .465/.372	270/183 67.8 % 80.2/78.8 238/233 .406/.331	-	-	-	-	-	-	218/148 67.9 % - .419 /.348

Chevy 063 '69 Oval Chris Straub Iron	N/A	2.19/1.88 4.50	N/A	-	138-1 32/96 71.1 %	202-1 98/1 23 61.5 % 53.1/44.3 157/1 31 .664/.475	243-2 39/1 53 63.5 % 64/55 .1 190/1 63 .60/.44	272-2 71/1 75 64.5 % 72.1/63 214/1 87 .541/.406	295-2 91/1 96 66.9 % 77.8/70.6 230/2 09 .486/.379	293-2 90/2 15 73.8 % 77.4/77.5 229/2 29 .415/.356	-	-	-	-	-	239/160 66.9 % - .443/.381
Chevy 063 '69 Oval Chris Straub Ported Foxwell Motors Iron	N/A	2.19/1.80 4.50 2 1/4" Pipe	N/A	-	156-1 53/1 16 75.1 %	216-2 15/1 50 69.6 % 57.2/58.9 170/1 75 .715/.606	265-2 60/1 74 66.3 % 69.7/68.4 206/2 03 .653/.527	307-2 90/2 00 67% 79.2/78.6 235/2 33 .594/.484	333-3 05/2 20 69% 84.7/86.5 251/2 56 .529/.444	327-3 10/2 42 76% 84.6/95.1 251/2 82 .453/.419	-	-	-	-	-	261/184 70.3 % - .443/.365
Chevy 39310 63 Oval Dr Js Performance Iron	N/A	2.06/1.74 - Pipe	N/A	65/5 84.6 %	117/9 7 82.9 %	180/1 23 68.3 % 54/51 .7 160/1 53 .635/.514	228/1 45 63.6 % 68.4/61 203/1 81 .603/.454	248/1 64 66.1 % 74.4/69 220/2 04 .525/.411	265/1 76 66.4 % 79.5/74 236/2 19 .467/.368	270/1 83 67.8 % 81/77 240/2 28 .408/.328	-	-	-	-	-	218/148 67.9 % - .417/.352
Chevy 39310 63 Oval Ported Dr Js Performance Iron	N/A	2.19/1.88 - Pipe	N/A	75/7 4 98.7 %	150/1 34 89.3 %	219/1 62 74% 58.1/58.4 172/1 73 .727/.626	266/2 06 77.4 % 70.6/74.2 209/2 20 .662/.597	304/2 32 76.3 % 80.7/83.6 239/2 48 .605/.538	321/2 49 77.6 % 85.2/89.7 252/2 66 .533/.481	327/2 60 79.5 % 86.8/93.7 257/2 78 .465/.431	-	-	-	-	-	265/207 78.3 % - .443/.381
Chevy 088 Ported Chad Speier SF600 Iron	N/A	2.30/1.88 4.50 No Pipe	N/A	-	156-1 57/1 32 84.3 %	232-2 29/1 63 70.7 % 55.5/58.7 164/1 74 .728/.63	286-2 78/1 88 66.7 % 67.9/67.7 201/2 01 .668/.545	328-3 14/2 07 64.5 % 77.3/74.6 229/2 21 .609/.48	363-3 35/2 20 63% 84/79 .3 249/2 35 .551/.425	380-3 53/2 31 63% 88.2/83.2 261/2 47 .496/.383	382-3 65/2 40 64.3 % 89.9/86.5 266/2 56 .443/.348	385-3 71/2 48 65.6 % 91/89 .3 270/2 65 .398/.32	387-3 77/2 51 65.7 % 91.9/90.4 272/2 68 .362/.291	-	-	315/209 66.2 % - .466/.381
Chevy 290 Oval Port Iron CHP	253/1 12	2.06/1.72 - No Pipe	105	60/4 7 78.3 %	122/8 8 72.1 %	172/1 13 65.7 % 51.6/48.6 153/1 44 .607/.477	214/1 33 62.1 % 64.2/57.2 190/1 70 .566/.421	244/1 52 62.3 % 73.2/65.4 217/1 94 .516/.385	257/1 61 62.6 % 77.1/69.3 228/2 05 .453/.34	260/1 68 64.6 % 78/72 .3 231/2 14 .393/.304	263/1 71 65% 78.9/73.6 234/2 18 .348/.271	-	-	-	-	219/141 64.4 % 1.04/.3 .417/.348

Chevy 290 Oval Port Iron CHP	253/12	2.06/1.72 - Pipe	105	60/47 78.3 %	122/90 73.8 %	172/118 68.6 % 51.6/50.8 153/150 .607/.499	214/138 64.5 % 64.2/59.4 190/176 .566/.437	244/160 65.6 % 73.2/68.9 217/204 .516/.406	257/174 67.7 % 77.1/74.9 228/222 .453/.368	260/184 70.8 % 78/79 .2 231/235 .393/.333	263/188 71.5 % 78.9/80.9 234/240 .348/.298	-	-	-	-	-	219/150 68.7 % 1.04/1.68 .417/.348
Chevy 290 Oval Ported Ron Miller SF120 Iron	N/A	2.19/1.88 4.50 No Pipe	98.2	-	151-152/130 85.8 %	215-162/157 83.3 % 50/56 .6 148/168 .626/.607	263-259/191 73.2 % 69.3/68.8 205/204 .65/.54	288-275/215 76.4 % 74.7/77.5 221/229 .56/.499	312-293/240 79.3 % 80.3/86.5 238/256 .502/.464	326-291/243 78.8 % 81.9/87.5 243/259 .439/.403	-	-	-	-	-	-	249/196 78.7 % - .443/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Chevy 390 Oval NPS Stock Iron	N/A	2.065/1.72 4.25 No Pipe	N/A	69/46 66.7 %	116/89 76.7 %	180/114 63.3 % 53.7/49.1 159/145 .633/.482	216/136 63% 64.5/58.5 191/173 .57/.431	236/155 65.7 % 70.5/66.7 209/198 .436/.361	248/171 69% 74/73 .6 219/218 .436/.361	260/180 69.2 % 77.6/77.5 230/230 .392/.326	-	-	-	-	-	-	209/141 67.3 % - .418/.348
Chevy 390 Oval Pace Performance Alum	290/110	2.25/1.88	110	71/58 81.7 %	138/119 86.2 %	193/145 75.1 % 48.5/52.2 144/155 .623/.561	233/168 72.1 % 58.6/60.5 174/179 .564/.487	272/189 69.5 % 68.4/68.1 203/202 .527/.438	299/202 67.6 % 75.2/72.8 223/216 .483/.39	318/210 66% 80/75 .7 237/224 .44/.348	327/230 70.3 % 82.2/82.9 244/245 .396/.333	-	-	-	-	-	254/180 71% 1.13/2.09 .456/.381
Chevy 390 Oval SF600 Alum	290/110	2.25/1.88 4.50 1 7/8" Pipe	110	74/71 95.9 %	143/126 88.1 %	207/158 76.3 % 52.1/56.9 154/169 .669/.611	250/178 71.2 % 62.9/64.1 186/190 .606/.516	284/200 70.4 % 71.4/72 212/213 .55/.464	309/218 70.6 % 77.7/78.5 230/233 .499/.421	322/232 72% 81/83 .6 240/248 .446/.384	-	-	-	-	-	-	253/185 73.4 % 1.11/2.11 .456/.381
Chevy 390 Oval Ported SF600 Alum	N/A	2.25/1.88 4.50 1 7/8" Pipe	112	85/73 85.9 %	161/141 87.6 %	230/175 76.1 % 57.8/63 171/187 .743/.676	283/208 73.5 % 71.2/74.9 211/222 .686/.603	332/234 70.5 % 83.5/84.3 247/250 .643/.543	354/257 72.6 % 89/92 .6 264/274 .572/.497	361/274 75.9 % 90.8/98.7 269/292 .50/.454	363/287 79.1 % 91.3/103 271/306 .44/.416	-	-	-	-	-	298/225 75.6 % - .456/.381
Chevy 392 /																	- - - .443

																		/ .38 1
Chevy 702 Oval Port Iron CHP	253/-	2.06/ 1.72 - Pipe	101	57/4 6 80.7 %	121/8 9 73.6 %	179/1 15 64.2 % 53.7/ 49.5 159/1 47 .631/ 486	214/1 35 63.1 % 64.2/ 58.1 190/1 72 .566/ 428	237/1 52 64.1 % 71.1/ 65.4 211/1 94 .502/ 385	254/1 73 68.1 % 76.2/ 74.5 226/2 21 .448/ 365	260/1 83 70.4 % 78/78 .8 231/2 33 .393/ 331	260/1 88 72.3 % 78/80 .9 231/2 40 .344/ 298	-	-	-	-	-	218/ 148 67.9 % 1.03 .417 /.34 8	
Chevy 702 Oval Weing artner Ported Pocket Iron	N/A	2.19/ 1.88 4.50	N/A	82/6 4 78%	146/1 04 71.2 %	232/1 27 54.7 % 61.6/ 45.8 182/1 36 .77/.4 91	274/1 54 56.2 % 72.7/ 55.5 216/1 64 .682/ 446	295/1 80 61% 78.3/ 64.8 232/1 92 .587/ 417	311/2 04 65.6 % 82.6/ 73.5 245/2 18 .516/ 394	306/2 15 70.3 % 81.2/ 77.5 241/2 29 .435/ 356	292/2 29 78.4 % 77.5/ 82.5 230/2 44 .363/ 332	-	-	-	-	-	265/ 173 65.4 % - .443 /.38 1	
Chevy 702 Oval Ported I-33 E-33 Back Cut Weing artner Racing Brez	N/A	2.19/ 1.88 4.31 No Pipe	N/A	-	180/1 21 67.2 %	247/1 46 59.1 % 65.6/ 52.6 194/1 56 .82/.5 64	283/1 73 61.1 % 75.1/ 62.3 223/1 85 .704/ 502	307/1 97 64.2 % 81.5/ 71 241/2 10 .611/ 457	314/2 11 67.2 % 83.4/ 76 247/2 25 .521/ 408	314/2 23 71% 83.4/ 80.3 247/2 38 .447/ 369	-	-	-	-	-	-	274/ 179 65.1 % - .443 /.38 1	
Chevy 772 Oval Short Runne r Weing artner Racing	N/A	2.19/ 1.88 4.50 No Pipe	N/A	63/5 6 88.9 %	157/1 06 67.5 %	215/1 39 64.7 % 57.1/ 50.1 169/1 48 .713/ 537	259/1 65 63.7 % 68.8/ 59.4 204/1 76 .645/ 478	251/1 80 71.7 % 66.6/ 64.8 197/1 92 .50/.4 17	268/1 84 68.7 % 71.1/ 66.3 211/1 96 .445/ 356	274/1 87 68.2 % 72.7/ 67.4 216/2 00 .39/.3 1	275/1 88 68.4 % 73/67 .7 216/2 01 .342/ 273	-	-	-	-	-	243/ 164 67.6 % - .443 /.38 1	
Chevy 781 Oval Bill Jones Iron	N/A	2.06/ 1.72 - No Pipe	N/A	69/5 7 82.6 %	142/1 03 72.5 %	190/1 27 66.8 % 57/54 .7 169/1 62 .67/.5 37	217/1 58 72.8 % 65.1/ 68 193/2 01 .574/ 501	238/1 79 75.2 % 71.4/ 77 212/2 28 .504/ 454	270/1 97 73% 81/84 .8 240/2 51 .476/ 416	-	-	-	-	-	-	-	211/ 153 72.3 % - .417 /.34 8	
Chevy 781 Oval Mild Porting Bill Jones Iron	N/A	2.06/ 1.72 - No Pipe	N/A	69/6 2 89.9 %	142/1 15 81%	203/1 52 74.9 % 60.9/ 65.4 180/1 94 .716/ 642	243/1 87 77% 72.9/ 80.5 216/2 38 .643/ 593	265/2 07 78.1 % 79.5/ 89.1 236/2 64 .561/ 525	279/2 16 77.4 % 83.7/ 93 248/2 75 .492/ 456	-	-	-	-	-	-	-	226/ 175 77.5 % - .417 /.34 8	

Chevy 781 Oval Bowl Blend Iron	258/16	2.19/1.88 4.31 No Pipe	N/A	69/69 100%	142/110 77.5%	210/140 66.7% 55.7/50.4 165/149 .697/.541	256/166 64.8% 68/59.8 201/177 .637/.481	285/180 63.2% 75.7/64.8 224/192 .567/.417	276/188 68.1% 73.3/67.7 217/201 .458/.363	-	-	-	-	-	-	-	234/157 67.1% 1.10/1.62 .443/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Chevy 781 Oval Bowl Blend Wolfplace Iron	N/A	2.19/1.88 4.53 No Pipe	N/A	69/56 81.2%	158/102 64.6%	217/135 62.2% 57.6/48.6 171/144 .72/.522	254/161 63.4% 67.4/58 200/172 .632/.467	263/186 70.7% 69.8/67 207/199 .524/.431	274/209 76.3% 72.7/75.3 216/223 .455/.404	272/19 80.5% 72.2/78.9 214/234 .387/.363	-	-	-	-	-	-	240/169 70.4% - .443/.381
Chevy 781 Oval Ported Iron	N/A	2.19/1.84	N/A	-	-	-	-	-	-	324/288 88.9% 86/108 255/321 .461/.487	-	-	-	-	-	-	- - - .443/.373
Chevy 781 Oval Dave Vandenburg Mild Port Bowl Blend Iron	N/A	2.25/1.88	N/A	73/61 83.6%	140/108 77.1%	211/139 65.9% 53.1/50.1 157/148 .682/.537	273/165 60.4% 68.7/59.4 203/176 .661/.478	305/186 61% 76.7/67 227/199 .591/.431	315/202 64.1% 79.2/72.8 235/216 .509/.39	301/16 71.8% 75.7/77.8 224/231 .417/.358	-	-	-	-	-	-	258/169 65.8% - .456/.381
Chevy 781 Oval Short Runner Weingartner Racing Iron	N/A	2.19/1.88 4.50 No Pipe	N/A	68/57 83.8%	153/111 72.5%	215/137 63.7% 57.1/49.4 169/146 .713/.53	257/151 58.8% 68.2/54.4 202/161 .64/.438	254/158 62.2% 67.4/56.9 200/169 .506/.366	264/159 60.2% 70.1/57.3 208/170 .438/.307	263/163 62% 69.8/58.7 207/174 .374/.27	267/163 61% 70.9/58.7 210/174 .332/.236	-	-	-	-	-	239/149 62.3% - .443/.381
Chevy 781 Ported Dr Js Performance I-50 E-45 Iron	N/A	2.30/1.90 - 2" Pipe	N/A	66-63/68 105%	148-143/132 90.7%	228-225/161 71.1% 54.5/56.8 162/168 .716/.616	294-291/212 72.5% 70.4/74.8 209/222 .693/.608	335-333/240 71.9% 80.4/84.6 238/251 .633/.551	354-348/259 73.8% 84.5/91.3 250/271 .555/.495	363-352/268 75% 86/94.5 255/280 .484/.439	372-358/274 75.1% 87.9/96.6 260/286 .432/.393	375-364/277 75% 88.9/97.7 264/289 .389/.353	381-370/279 74.3% 90.4/98.4 268/292 .356/.32	-	-	-	313/234 74.6% - .466/.385

Chevy 820 Weingartner Racing Brez	N/A	2.19/1.88 4.31 No Pipe	N/A	-	145/132 91%	207/166 80.2% 55/59.8 163/177 .687/.642	256/193 75.4% 68/69.5 201/206 .637/.56	295/201 68.1% 78.3/72.4 232/215 .587/.466	308/214 69.5% 81.8/77.1 242/228 .511/.414	301/221 73.4% 79.9/79.6 237/236 .428/.366	-	-	-	-	-	-	252/188 74.5% - .443/.381
Chevy 820 Bowl Ported Weingartner Racing Brez	N/A	2.25/1.88 4.31 No Pipe	N/A	-	156/-	220/-55.3 164.711	273/-68.7 203.661	295/-74.2 220.572	315/-79.2 235.509	337/-84.8 251.466	350/-88 261.424	-	-	-	-	-	278- - .456/.381
Chevy 3993820 Oval	253/114	-	113	71/52 73.2%	145/105 72.4%	227/144 63.4% -	260/176 67.7% -	279/190 68.1% -	-	-	-	-	-	-	-	-	228/154 67.5% 1.10/1.67
Chevy 074 Ported Mike Stark SeanZ 680 Alum	340/-	2.30/1.88 4.60	N/A	81/75 92.6%	166/119 71.7%	248/157 63.3% 59.7/56.6 177/168 .784/.607	312/191 61.2% 75.1/68.8 223/204 .739/.554	354/210 59.3% 85.2/75.7 252/224 .671/.487	378/233 61.6% 91/83.9 270/249 .597/.45	392/255 65.1% 94.3/91.9 280/272 .531/.422	400/272 68% 96.3/98 285/290 .474/.394	400/280 70% 96.3/101 285/299 .421/.361	-	-	-	-	331/215 64.8% 1.18 .466/.381
Chevy 188 Iron CHP	317/125	2.19/1.88 4.25 Pipe	118	68/45 66.2%	129/90 69.8%	188/131 69.7% 49.9/47.2 148/140 .624/.506	233/170 73% 61.9/61.2 183/181 .58/.493	259/188 72.6% 68.8/67.7 204/201 .516/.436	291/195 67% 77.3/70.2 229/208 .483/.377	313/200 63.9% 83.1/72 246/213 .445/.331	-/202	-	-	-	-	-	236/162 68.9% 0.99/1.60 .443/.381
Chevy 188 Iron CHP	317/125	2.19/1.88 4.25 No Pipe	118	68/45 66.2%	129/88 68.2%	188/128 68.1% 49.9/46.1 148/137 .624/.495	233/154 66.1% 61.9/55.5 183/164 .58/.446	259/172 66.4% 68.8/62 204/184 .516/.399	291/177 60.8% 77.3/63.8 229/189 .483/.342	313/181 57.8% 83.1/65.2 246/193 .445/.30	-	-	-	-	-	-	236/150 63.7% 0.99/1.45 .443/.381
Chevy 188 Jim V right hand port Iron	N/A	2.19/1.88 - No Pipe	N/A	-	148/101 68.2%	213/135 63.4% 56.5/48.6 168/144 .707/.522	250/162 64.8% 66.4/58.4 197/173 .622/.47	287/176 61.3% 76.2/63.4 226/188 .571/.408	317/182 57.4% 84.2/65.6 249/194 .526/.352	328/186 56.7% 87.1/67 258/199 .466/.308	-	-	-	-	-	-	257/157 61% - .443/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average

Chevy 291 Rect. M Chips Iron	N/A	2.19/1.88	N/A	65/55 84.6 %	147/110 74.8 %	211/143 67.8 % 56/51.5 166/153 70/.553	245/172 70.2 % 65/62.193/184 61/.499	266/195 73.3 % 70.6/70.2 209/208 53/.452	284/209 73.6 % 75.4/75.3 223/223 471/.404	299/220 73.6 % 79.4/79.3 235/235 425/.364	-	-	-	-	-	242/175 72.2 % - .443 /.381
Chevy 291 Rect. Weingartner Racing Brez Iron	N/A	2.19/1.88 4.31 No Pipe	N/A	-	141/112 79.4 %	207/139 67.1 % 55/50.1 163/148 687/.537	251/163 64.9 % 66.6/58.7 197/174 625/.473	288/180 62.5 % 76.5/64.8 227/192 573/.417	289/194 67.1 % 76.7/69.9 227/207 48/.375	291/197 67.7 % 77.3/71 229/210 414/.326	-	-	-	-	-	245/164 67.1 % - .443 /.381
Chevy 291 Rect. Weingartner Racing Iron	N/A	2.19/1.72 4.50 No Pipe	N/A	67/54 80.6 %	137/104 75.9 %	205/132 64.4 % 54.4/56.8 161/168 68/.558	248/156 62.9 % 65.8/67.1 195/199 617/.494	287/174 60.6 % 76.2/74.9 226/222 571/.441	319/182 57.1 % 84.7/78.3 251/232 529/.384	323/187 57.9 % 85.7/80.5 254/238 459/.339	-	-	-	-	-	253/156 61.6 % - .443 /.348
Chevy 401 CHP	322/120	2.25/1.88 4.25 Pipe	118	70/53 75.7 %	143/116 81.1 %	200/142 71% 50.3/51.2 149/152 646/.549	236/179 75.8 % 59.4/64.5 176/191 572/.519	275/204 74.2 % 69.2/73.5 205/218 533/.473	310/227 73.2 % 78/81.8 231/242 501/.439	330/244 73.9 % 83/87.9 246/260 457/.404	340/254 74.7 % 85.5/91.5 253/271 412/.368	-	-	-	-	262/195 74.5 % 1.06 /2.12 .456 /.381
Chevy 840 Rect. Weingartner Racing Brez	N/A	2.19/1.72 4.31 No Pipe	N/A	65/60 92.3 %	137/107 78.1 %	195/137 70.3 % 51.8/59 153/175 647/.579	244/159 65.2 % 64.8/68.4 192/203 607/.504	283/176 62.2 % 75.1/75.7 223/224 563/.446	307/185 60.3 % 81.5/79.6 241/236 509/.391	312/192 61.5 % 82.8/82.6 245/245 444/.348	-	-	-	-	-	246/159 64.7 % - .443 /.348
Chevy 990 Iron CHP	318/125	2.19/1.88 4.25 Pipe	118	69/53 76.8 %	125/103 82.4 %	183/140 76.5 % 48.6/50.4 144/149 607/.541	233/176 75.5 % 61.9/63.4 183/188 58/.51	264/198 75% 70.1/71.3 208/211 526/.459	292/204 69.9 % 77.5/73.5 230/218 484/.394	-/207	-	-	-	-	-	219/164 74.8 % 0.92 /1.63 .443 /.381
Chevy 990 Meaux Racing Iron	N/A	2.19/1.88 4.28 Pipe	N/A	-	131-129/106 81.5 %	202-201/138 68.5 % 53.5/49.7 158/147 669/.533	234-228/162 70.1 % 61.3/58.4 182/173 575/.47	272-250/181 69.3 % 69.3/65.2 205/193 52/.42	303-275/194 67.1 % 76.7/69.9 227/207 48/.375	322-289/197 64.5 % 81.1/71 240/210 434/.326	-	-	-	-	-	236/163 69% - .443 /.381

Chevy 990 Bowls Blended Josh Iron	N/A	2.25/1.88 - No Pipe	N/A	72/59 81.9%	143/113 79%	215/139 64.7% 54.1/50.1 160/148 .694/.537	261/165 63.2% 65.6/59.4 194/176 .632/.478	290/186 64.1% 72.9/67 216/199 .562/.431	306/204 66.7% 77/73.5 228/218 .494/.394	323/213 65.9% 81.2/76.7 241/227 .447/.353	333/216 64.9% 83.8/77.8 248/231 .403/.313	-	-	-	-	-	267/177 66.1% - .456/.381	
Chevy 990 Rect. VJ Bowl Cutter I-33 E-33 Back Cut Weingartner Racing Brez	N/A	2.19/1.88 4.31 No Pipe	N/A	-	183/122 66.7%	245/152 62% 65/54.8 193/162 .813/.588	290/176 60.7% 77/63.4 228/188 .722/.51	317/198 62.5% 84.2/71.3 249/211 .631/.459	329/208 63.2% 87.3/74.9 259/222 .546/.402	338/213 63% 89.7/76.7 266/227 .481/.353	341/213 62.5% 90.5/76.7 268/227 .424/.309	-	-	-	-	-	292/183 62.8% - .443/.381	
Chevy 920 Rect. Iron	N/A	2.19/1.88	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- - - .443/.381
Chevy Rect. Port	320-326/120	2.19/1.88	118	-	-	-	-	-	331/201 60.7% 87.9/72.4 260/215 .549/.388	-	-	-	-	-	-	-	-	- - - .443/.381
Chevy 410 Rect. Alum	300-315/110	2.19/1.88	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- - - .443/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average	
Chevy 400 Rect. Alum	300-315/110	2.25/1.88	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- - - .456/.381
Chevy ZL-1 D-port	320/120	2.19/1.88	N/A	-	-	-	-	-	331/213 64.4% 87.9/76.7 260/227 .549/.412	-	-	-	-	-	-	-	-	- - 1.03/1.78 .443/.381

Chevy Alum D-port	320/120	2.19/1.88	N/A	-	-	-	-	284/206 72.5% 75.4/74.2 223/220 .565/.478	310/226 72.9% 82.3/81.4 244/241 .514/.437	328/238 72.6% 87.1/85.7 258/254 .466/.394	-	-	-	-	-	-	307/223 72.7% 1.03/1.98 .443/.381
Chevy 14011076 Ported BH Performance Alum	N/A	2.25/1.92 - No Pipe	N/A	78/75 96.2%	155/119 76.8%	227/151 66.5% 57.1/52.2 169/155 .733/.572	274/182 66.4% 68.9/62.9 204/186 .664/.517	304/206 67.8% 76.5/71.1 227/211 .589/.468	335/228 68.1% 84.3/78.7 250/233 .541/.431	361/236 65.4% 90.8/81.5 269/242 .50/.383	-	-	-	-	-	-	276/187 67.8% - .456/.389
Chevy Bowtie Weingartner Racing Ported Brez	N/A	2.19/1.88 4.31 No Pipe	N/A	-	170/131 77.1%	241/163 67.6% 64/58.7 190/174 .80/.63	275/186 67.6% 73/67.216/199 .684/.539	307/208 67.8% 81.5/74.9 241/222 .611/.482	336/224 66.7% 89.2/80.7 264/239 .557/.433	358/35 65.6% 95/84.7 282/251 .509/.389	373/245 65.7% 99/88.3 293/262 .464/.355	-	-	-	-	-	294/199 67.6% - .443/.381
GM PS 2000 - Darin Morgan SF600 Alum	N/A	2.48/1.85 - No Pipe	N/A	-	138/125 90.6%	218/175 80.3% 45.1/65.1 134/193 .639/.687	291/112 72.9% 60.2/78.9 178/234 .64/.625	372/251 67.5% 77/93.4 228/277 .654/.592	441/285 64.6% 91.3/106 271/314 .646/.56	495/311 62.8% 102/116 304/343 .622/.524	531/325 61.2% 110/121 326/358 .584/.479	547/333 60.9% 113/124 336/367 .534/.436	548/336 61.3% 113/125 336/370 .482/.396	-	-	-	398/261 65.7% - .502/.375
GM PS 2002 - Darin Morgan SF600 Alum	N/A	2.50/1.82 - No Pipe	N/A	-	155/114 73.5%	247/177 71.7% 50.3/68 149/202 .718/.707	343/222 64.7% 69.9/85.3 207/253 .748/.665	423/263 62.2% 86.2/101 255/300 .738/.63	494/301 60.9% 101/116 298/343 .718/.601	532/319 60% 108/123 321/363 .663/.546	542/334 61.6% 110/128 327/380 .591/.50	551/345 62.6% 112/133 333/393 .534/.459	561/349 62.2% 114/134 339/397 .489/.418	-	-	-	428/269 63% - .506/.369
GM / DRCE PS Alum	N/A	2.515/-	N/A	-	144/-	251/-50.5 150 .725	336/-67.6 200 .728	410/-82.5 245 .711	475/-95.6 283 .686	530/-107 316 .656	545/-110 325 .591	575/-116 343 .554	580/-117 346 .503	-	-	-	427 - - .509
GM / DRCE 1 PS 2004 - Darin Morgan SF600 Alum	N/A	2.50/1.80 - No Pipe	N/A	-	143/110 76.9%	250/167 66.8% 50.9/65.6 151/194 .727/.674	340/210 61.8% 69.3/82.5 205/245 .741/.636	422/252 52 59.7% 86/99.255/293 .736/.61	487/299 61.4% 99.2/117 294/348 .708/.604	531/323 60.8% 108/127 321/376 .662/.559	555/336 60.5% 113/132 335/391 .605/.509	571/342 59.9% 116/134 345/398 .553/.46	585/348 59.5% 119/137 353/405 .51/.422	-	-	-	432/265 61.5% - .506/.365

GM / DRCE 2 Pro Stock Ported MBE Alum	487/-	2.54/ 1.80 4.52 No Pipe	N/A	-	152/1 17 77%	244/1 62 66.4 % 48.2/ 63.7 143/1 89 .698/ 654	329/2 11 64.1 % 64.9/ 82.9 192/2 46 .706/ 639	411/2 63 64% 81.1/ 103 240/3 06 .706/ 637	474/3 06 64.6 % 93.5/ 120 277/3 56 .678/ 618	512/3 27 63.9 % 101/1 29 299/3 81 .628/ 566	538/3 40 63.2 % 106/1 34 315/3 96 .577/ 515	550/3 46 62.9 % 109/1 36 322/4 03 .525/ 466	562/3 47 61.7 % 111/1 36 329/4 04 .482/ 42	565/3 49 61.8 % 112/1 37 330/4 06 .441/ 384	-	-	434/ 277 63.8 % 1.16 .514 /.36 5
GM / DRCE 3 - Ported Alum	N/A	2.55/ 1.83	N/A	-	149/1 19 79.9 %	246/1 76 71.5 % 48.2/ 66.9 143/1 98 .701/ 699	350/2 23 63.7 % 68.5/ 84.8 203/2 51 .748/ 664	429/2 67 62.2 % 84/10 2 249/3 01 .734/ 636	500/3 07 61.4 % 97.9/ 117 290/3 46 .712/ 61	544/3 31 60.8 % 107/1 26 316/3 73 .664/ 563	569/3 44 60.5 % 111/1 31 330/3 88 .608/ 512	584/3 54 60.6 % 114/1 35 339/3 99 .555/ 469	600/3 60 60% 117/1 37 348/4 06 .513/ 429	-	-	441/ 276 62.5 % - .516 /.37 1	
GM / DRCE 3 - Darin Morga n SF600 Alum	N/A	2.55/ 1.83 - No Pipe	N/A	-	147/9 5 64.6 %	252/1 68 66.7 % 49.3/ 63.9 146/1 89 .718/ 667	343/2 16 63% 67.2/ 82.1 199/2 43 .733/ 643	429/2 60 60.6 % 84/98 .9 249/2 93 .734/ 62	500/2 95 59% 97.9/ 112 290/3 32 .712/ 586	550/3 16 57.5 % 108/1 20 319/3 56 .672/ 538	573/3 33 58.1 % 112/1 27 332/3 75 .612/ 496	583/3 43 58.8 % 114/1 30 338/3 86 .554/ 454	595/3 50 58.8 % 117/1 33 345/3 94 .509/ 417	-	-	441/ 264 59.8 % - .516 /.37 1	
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
GM / DRCE 3 - Darin Morga n SF600 Alum	N/A	2.55/ -	N/A	-	154/-	258/- 50.5 150 .735	345/- 67.6 200 .737	425/- 83.2 247 .727	494/- 96.7 287 .704	553/- 108 321 .675	587/- 115 341 .627	598/- 117 347 .568	602/- 118 349 .515	605/- 118 351 .47	-	-	462 - - .516
GM / Pro Mod 5.2 BS - Darin Morga n SF600 Alum	N/A	2.60/ 1.95 - No Pipe	N/A	-	182/1 60 87.9 %	267/2 22 83.1 % 50.3/ 74.3 149/2 20 .746/ 827	351/2 86 81.5 % 66.1/ 95.8 196/2 84 .736/ 799	419/3 38 80.7 % 78.9/ 113 234/3 35 .703/ 756	492/3 58 72.8 % 92.7/ 120 275/3 55 .688/ 667	543/3 67 67.6 % 102/1 23 303/3 64 .65/.5 86	585/3 71 63.4 % 110/1 24 326/3 68 .613/ 518	607/3 71 61.1 % 114/1 24 339/3 68 .566/ 461	606/3 74 61.7 % 114/1 25 338/3 71 .508/ 418	-	-	450/ 316 70.3 % - .527 /.39 5	
AFR 265 Oval SF600 Alum	265/1 15	2.19/ 1.88 4.31 2 1/8" Pipe	119	-	165/1 35 81.8 %	244/1 69 69.3 % 64.8/ 60.9 192/1 80 .81/.6 53	297/2 19 73.7 % 78.8/ 78.9 234/2 34 .739/ 635	324/2 49 76.9 % 86/89 .7 255/2 66 .645/ 578	332/2 72 81.9 % 88.1/ 98 261/2 90 .551/ 526	-	-	-	-	-	-	272/ 209 76.7 % 1.25 /2.3 7 .443 /.38 1	

AFR 265 Oval CNC Chamber Partially Ported SF600 Alum	265/115	2.19/1.88 4.312 1/8" Pipe	112	-	172/157 91.3%	245/195 79.6% 65/70.2 193/208 .813/.754	295/227 76.9% 78.3/81.8 232/242 .734/.658	326/253 77.6% 86.5/91.1 256/270 .649/.587	342/265 77.5% 90.8/95.5 269/283 .567/.512	-	-	-	-	-	-	276/219 79.5% 1.29/2.30 .443/.381
AFR 265 CNC Chamber Wolfpl ace Alum	265/-	2.19/1.88 4.53 No Pipe	N/A	76/64 84.2%	168/144 85.7%	252/196 77.8% 66.9/70.6 198/209 .836/.758	307/232 75.6% 81.5/83.6 241/248 .764/.673	339/248 73.2% 90/89.3 267/265 .675/.575	351/254 72.4% 93.2/91.5 276/271 .582/.491	-	-	-	-	-	-	283/215 75.8% 1.32/.443 .381
AFR 290 Oval SF600 Alum	290/115	2.25/1.88 4.312 Pipe	121	-	170/157 92.4%	241/190 78.8% 60.6/68.4 180/203 .778/.734	294/232 78.9% 73.9/83.6 219/248 .712/.673	332/260 78.3% 83.5/93.7 247/278 .643/.603	361/278 77% 100/269/297 .583/.537	374/292 78.1% 94.1/105 279/312 .518/.484	-	-	-	-	-	295/235 79.5% 1.29/2.54 .456/.381
AFR 290 Oval SF600 Alum	290/115	2.25/1.88 4.311 7/8" Pipe	112	-	170/138 81.2%	240/199 82.9% 60.4/71.7 179/212 .775/.769	294/239 81.3% 73.9/86.1 219/255 .712/.693	332/268 80.7% 83.5/96.5 247/286 .643/.622	361/283 78.4% 90.8/102 269/302 .583/.547	374/298 79.7% 94.1/107 279/318 .518/.494	-	-	-	-	-	295/238 80.5% 1.29/2.59 .456/.381
AFR 290 Oval CNC Weingartner Racing Brez	N/A	2.25/1.88 4.31 No Pipe	N/A	79/67 84.8%	167/141 84.4%	242/212 87.6% 60.9/76.4 180/226 .782/.82	298/242 81.2% 74.9/87.2 222/258 .722/.702	328/267 81.4% 82.5/96.2 244/285 .636/.619	356/274 77% 89.5/98.7 265/292 .575/.53	370/279 75.4% 93.1/101 276/298 .512/.462	-	-	-	-	-	294/236 80.4% - .456/.381
AFR 305 SF600 Alum	305/-	2.19/1.88 4.602 1/8" Pipe	119	-	154/131 85.1%	223/176 78.9% 59.2/63.4 175/188 .74/.68	287/219 76.3% 76.2/78.9 226/234 .714/.635	335/251 74.9% 88.9/90.4 264/268 .667/.582	363/276 76% 96.4/99.4 286/295 .602/.533	-	-	-	-	-	-	272/211 77.3% 1.19/.443 .381
AFR 305 CNC Chambers SF600 Alum	305/-	2.19/1.88 4.602 1/8" Pipe	121	-	163/135 82.8%	241/192 79.7% 64/69.2 190/205 .80/.742	300/237 79% 79.6/85.4 236/253 .747/.687	344/268 77.9% 91.3/96.5 271/286 .685/.622	367/284 77.4% 97.4/102 289/303 .609/.549	368/298 81% 97.7/107 289/318 .523/.494	-	-	-	-	-	297/236 79.3% 1.21/.443 .381

AFR 305 CNC Chambers Partially Ported SF600 Alum	305/-	2.19/1.88 4.312 1/8" Pipe	121	-	168/142 84.5%	242/187 77.3% 64.2/67.4 190/200 .803/.723	303/225 74.3% 80.4/81.1 238/240 .754/.652	339/252 74.3% 90/90 267/269 .675/.584	360/271 75.3% 95.6/97.6 283/289 .597/.524	-	-	-	-	-	-	-	282/215 76.3% 1.18 .443 /.381
AFR 305 VJ Bowl Work Foxwell Motors ports Alum	N/A	2.25/1.88 4.502 1/4" Pipe	N/A	-	169-172/150 88%	246-247/196 79.5% 62/70 .6 184/209 .796/.758	305-300/239 79% 76.1/86.1 225/255 .733/.693	348-334/266 78% 85.8/95.8 254/284 .661/.617	373-359/281 76.8% 92.1/101 273/300 .591/.543	380-375/290 76.8% 94.9/104 281/310 .523/.48	384-387/302 78.3% 97/109 287/322 .467/.438	386-394/312 80% 98.1/112 291/333 .42/.402	-	-	-	-	322/255 78.9% - .456 /.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
AFR 315 CNC SF600 Alum	315/-	2.25/1.88 4.602 1/8" Pipe	121	-	169/146 86.4%	249/184 73.9% 62.6/66.3 186/196 .804/.711	312/238 76.3% 78.5/85.7 233/254 .756/.69	353/271 76.8% 88.8/97.6 263/289 .684/.629	380/296 77.9% 95.6/107 283/316 .614/.572	386/310 80.3% 97.1/112 288/331 .534/.514	387/315 81.4% 97.3/113 288/336 .469/.457	-	-	-	-	-	319/251 78.7% 1.23 .456 /.381
AFR 315 Alum CHP	315/-	2.25/1.88 4.25 Pipe	N/A	76/62 81.6%	162/133 82.1%	232/199 85.8% 58.3/71.7 173/212 .749/.769	282/256 90.8% 70.9/92.2 210/273 .683/.742	321/284 88.5% 80.7/102 239/303 .622/.659	348/290 83.3% 87.5/104 259/310 .562/.561	368/293 79.6% 92.6/106 274/313 .509/.485	370/300 81.1% 93.1/108 276/320 .448/.435	-	-	-	-	-	298/251 84.3% 1.17 .456 /.381
AFR 315 CNC Wolfpl ace Alum	315/-	2.25/1.88 4.31 No Pipe	N/A	78/69 88.5%	162/142 87.7%	239/198 82.8% 60.1/71.3 178/211 .772/.765	290/240 82.8% 72.9/86.5 216/256 .703/.696	334/267 79.9% 84/96 249/285 .647/.619	358/280 78.2% 90/101 267/299 .578/.541	374/283 75.7% 94.1/102 279/302 .518/.469	377/286 75.9% 94.8/103 281/305 .457/.415	-	-	-	-	-	305/242 79.5% 1.20 .456 /.381
AFR 315 CNC Wolfpl ace Alum	315/-	2.25/1.88 4.53 No Pipe	N/A	78/69 88.5%	164/142 86.6%	247/198 80.2% 62.1/71.3 184/211 .798/.765	309/240 77.7% 77.7/86.5 230/256 .749/.696	350/267 76.3% 88/96 261/285 .678/.619	375/280 74.7% 94.3/101 279/299 .606/.541	383/283 73.9% 96.3/102 285/302 .53/.469	381/286 75.1% 95.8/103 284/305 .461/.415	-	-	-	-	-	316/242 76.8% 1.22 .456 /.381

AFR 325 SF600 Alum	325/-	2.30/1.88 4.60 2 1/8" Pipe	119	-	142/131 92.3 %	213/176 82.6 % 51.3/63.4 152/188 .673/.68	280/219 78.2 % 67.4/78.9 200/234 .664/.635	331/251 75.8 % 79.7/90.4 236/268 .628/.582	370/276 74.6 % 89.1/99.4 264/295 .585/.533	384/285 74.2 % 92.4/103 274/304 .52/.472	-	-	-	-	-	287/223 77.8 % 1.18 .466 /.381
AFR 325 Weingartner Racing Brez	N/A	2.30/1.88 4.31 No Pipe	N/A	81/63 77.8 %	166/137 82.5 %	236/182 77.1 % 56.8/65.6 168/194 .746/.704	293/226 77.1 % 70.5/81.4 209/241 .694/.655	340/258 75.9 % 81.8/92.9 242/275 .645/.598	358/274 76.5 % 86.2/98.7 255/292 .566/.53	377/280 74.3 % 90.7/101 269/299 .511/.464	383/282 73.6 % 92.2/102 273/301 .454/.409	386/282 73.1 % 92.9/102 275/301 .407/.363	-	-	-	317/240 75.7 % - .466 /.381
AFR 335 CNC SF600 Alum	335/-	2.30/1.88 4.60 2 1/8" Pipe	121	-	164/144 87.8 %	240/197 82.1 % 57.8/71 171/210 .758/.762	304/257 84.5 % 73.2/92.6 217/274 .72/.745	352/285 81% 84.7/103 251/304 .667/.661	385/311 80.8 % 92.7/112 275/332 .608/.601	404/319 79% 97.2/115 288/340 .547/.528	410/325 79.3 % 98.7/117 292/347 .486/.471	-	-	-	-	323/263 81.4 % 1.22 .466 /.381
AFR 335 CNC SF600 Out of Box Alum	335/-	2.30/1.88 4.60 No Pipe	N/A	-	170/133 78.2 %	249/178 71.5 % 59.9/64.1 178/190 .787/.688	313/230 73.5 % 75.3/82.9 223/245 .742/.667	362/259 71.5 % 87.1/93.3 258/276 .686/.601	396/268 67.7 % 95.3/96.5 282/286 .626/.518	405/273 67.4 % 97.5/98.3 289/291 .548/.452	-	-	-	-	-	316/224 70.8 % 1.21 .466 /.381
AFR 345 SF600 Alum	345/-	2.30/1.88 4.60 2 1/8" Pipe	119	-	141/135 95.7 %	212/169 79.7 % 51/60.9 151/180 .67/.653	279/219 78.5 % 67.2/78.9 199/234 .661/.635	333/249 74.8 % 80.1/89.7 237/266 .631/.578	372/272 73.1 % 89.5/98 265/290 .588/.526	401/285 71.1 % 96.5/103 286/304 .543/.472	405/290 71.6 % 97.5/104 289/310 .48/.42	-	-	-	-	306/231 75.5 % 1.17 .466 /.381
AFR 345 NPS Alum	N/A	2.30/1.88 4.25 No Pipe	N/A	75/57 76%	137/116 84.7 %	209-208/176 84.4 % 50.2/63.4 149/188 .659/.68	271-277/221 80.7 % 65.9/79.6 195/236 .649/.641	319-327/243 75.2 % 77.7/87.5 230/259 .612/.564	345-364/253 71.4 % 85.3/91.1 253/270 .56/.489	357-388/261 70.1 % 89.7/94 266/279 .504/.432	368-398/264 68.9 % 92.2/95.1 273/282 .454/.383	-	-	-	-	293/219 74.7 % - .466 /.381
AFR 357 CNC SF600 Alum	357/-	2.30/1.88 4.60 2 1/8" Pipe	121	-	167/144 86.2 %	242/197 81.4 % 58.2/71 173/210 .765/.762	307/257 83.7 % 73.9/92.6 219/274 .728/.745	354/285 80.5 % 85.2/103 252/304 .671/.661	393/311 79.1 % 94.6/112 280/332 .621/.601	415/319 76.9 % 99.9/115 296/340 .562/.528	425/325 76.5 % 102/117 303/347 .504/.471	-	-	-	-	329/263 79.8 % 1.19 .466 /.381

AFR 377 CNC SF600 Alum	357/-	2.30/1.88 4.60 2 1/8" Pipe	121	-	176/148 84.1 %	260/205 78.8 % 62.6/73.8 185/219 .822/.792	328/263 80.2 % 78.9/94.7 234/281 .777/.762	382/302 79.1 % 91.9/109 272/322 .724/.70	415/316 76.1 % 99.9/114 296/337 .656/.611	427/330 77.3 % 103/119 305/352 .578/.547	434/340 78.3 % 104/122 310/363 .514/.493	437/345 78.9 % 105/124 312/368 .46/.445	-	-	-	-	357/281 78.7 % 1.22 .466 /.381
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Aver age
AFR 385 CNC Alum	385/-	2.35/1.88 4.60 2.125" Pipe	121	-	176/149 84.7 %	256/205 80.1 % 59/73.8 175/219 .792/.792	327/267 81.7 % 75.4/96.2 223/285 .758/.774	386/302 78.2 % 89/109 264/322 .716/.70	421/322 76.5 % 97.1/116 288/344 .651/.622	444/334 75.2 % 102/120 303/357 .588/.553	452/344 76.1 % 104/124 309/367 .524/.499	456/350 76.8 % 105/126 312/374 .47/.451	-	-	-	-	365/284 77.9 % 1.18 .476 /.381
AFR 385 Out of Box Alum	N/A	2.35/1.88 4.625 2.25" Pipe	N/A	-	161/139 86.3 %	230/210 91.3 % 53/75.7 157/224 .711/.812	299/273 91.3 % 68.9/98.3 204/291 .693/.791	357/299 83.8 % 82.3/108 244/319 .662/.693	400/309 77.3 % 92.2/111 273/330 .618/.597	427/315 73.8 % 98.4/113 292/336 .566/.522	438/319 72.8 % 101/115 299/340 .508/.462	-	-	-	-	-	330/266 80.6 % - .476 /.381
AFR 385 3v Performance Bad Port Out of Box Alum	385/-	2.35/-	N/A	78/-	167/-	242/-55.8 165 .748	303/-69.9 207 .703	349/-80.5 238 .648	381/-87.8 260 .589	409/-94.3 279 .542	423/-97.5 289 .491	433/-99.8 296 .446	440/-101 301 .408	-	-	-	350- 1.14 .476
AJPE 316 Billet Alum	316/119	2.19/1.85 4.25 2.375" Pipe	118	-	151/122 80.8 %	233/174 74.7 % 61.9/64.7 183/192 .773/.684	290/244 84.1 % 77/90.8 228/269 .722/.719	325/283 87.1 % 86.3/105 256/312 .647/.667	348/302 86.8 % 92.4/112 274/333 .577/.593	360/310 86.1 % 95.6/115 283/342 .512/.522	367/315 85.8 % 97.4/117 289/347 .457/.464	375/-99.6 295 .415	-	-	-	-	306/250- 1.19 /2.65 .443 /.375
AJPE 368 02 Billet Alum	368/130	2.35/1.88 4.50 2.375" Pipe	118	-	159/118 74.2 %	242/175 72.3 % 55.8/63 165/187 .748/.676	303/249 82.2 % 69.9/89.7 207/266 .703/.722	337/291 86.4 % 77.7/105 230/311 .625/.675	387/305 78.8 % 89.2/110 264/326 .598/.59	390/315 80.8 % 89.9/113 266/336 .517/.522	407/322 79.1 % 93.8/116 278/344 .472/.467	422/329 78% 97.3/119 288/351 .435/.424	-	-	-	-	331/263 79.5 % 1.15 /2.53 .476 /.381

AJPE 368 03 Billet Alum	368/1 30	2.35/ 1.88 4.50 2.375 " Pipe	111	-	147/1 31 89.1 %	222/1 81 81.5 % 51.2/ 65.2 152/1 93 .687/ 70	287/2 52 87.8 % 66.2/ 90.8 196/2 69 .666/ 731	328/2 95 89.9 % 75.6/ 106 224/3 15 .609/ 684	364/3 13 86% 83.9/ 113 249/3 34 .563/ 605	392/3 22 82.1 % 90.4/ 116 268/3 44 .52/.5 33	406/3 27 80.5 % 93.6/ 118 277/3 49 .471/ 474	421/3 33 79.1 % 97.1/ 120 288/3 55 .434/ 429	-	-	-	-	321/ 269 83.9 % 1.14 /2.5 6 .476 /.38 1
AJPE 5.3 Inch Bore Spacin g Alum	591/2 40	2.70/ 2.05 - 2.4" Pipe	102	-	170/1 31 77.1 %	255/1 83 71.8 % 44.5/ 55.4 132/1 64 .686/ 649	363/2 32 63.9 % 63.4/ 70.3 188/2 08 .733/ 617	449/2 89 64.4 % 78.4/ 87.6 232/2 59 .725/ 615	525/3 36 64% 91.7/ 102 272/3 02 .707/ 596	598/3 75 62.7 % 104/1 14 309/3 37 .69/.5 7	650/4 04 62.2 % 114/1 22 336/3 63 .656/ 537	661/4 26 64.4 % 115/1 29 342/3 82 .593/ 503	665/4 37 65.7 % 116/1 32 344/3 92 .537/ 465	670/4 48 66.9 % 117/1 36 347/4 02 .492/ 433	-	-	501/ 326 65.1 % 1.13 /1.8 7 .547 /.41 5
Aveng er 345 CNC 24 Deg Alum	345/1 10	2.30/ 1.90	110/1 19	80/7 5 93.8 %	151/1 33 88.1 %	245/1 70 69.4 % 59/60 175/1 78 .774/ 65	304/2 01 66.1 % 73.2/ 70.9 217/2 10 .72/.5 77	342/2 28 66.7 % 82.3/ 80.4 244/2 38 .648/ 523	364/2 58 70.9 % 87.6/ 91 260/2 70 .575/ 493	378/2 77 73.3 % 91/97 .7 270/2 89 .512/ 454	384/2 88 75% 92.4/ 102 274/3 01 .455/ 413	-	-	-	-	310/ 222 71.7 % 1.11 /2.6 2 .466 /.38 5	
Aveng er 360 CNC 24 Deg Alum	360/1 10	2.30/ 1.90	110/1 19	79/7 5 94.9 %	149/1 38 92.6 %	218/1 78 81.7 % 52.5/ 62.8 155/1 86 .689/ 681	278/2 00 71.9 % 66.9/ 70.5 198/2 09 .659/ 574	337/2 26 67.1 % 81.1/ 79.7 240/2 36 .639/ 519	367/2 62 71.4 % 88.3/ 92.4 262/2 74 .58/.5 01	381/2 82 74% 91.7/ 99.5 272/2 95 .516/ 462	392/2 93 74.7 % 94.3/ 103 280/3 06 .464/ 42	-	-	-	-	303/ 226 74.4 % 1.09 /2.6 6 .466 /.38 5	
BMF 310 CNC Port Alum	310/1 50	2.30/ 1.88	119	-	-	259/1 74 67.2 % 62.3/ 62.7 185/1 86 .818/ 673	325/2 12 65.2 % 78.2/ 76.4 232/2 26 .77/.6 15	374/2 50 66.8 % 90/90 .1 267/2 67 .709/ 58	386/2 77 71.8 % 92.9/ 99.8 275/2 96 .61/.5 35	393/2 92 74.3 % 94.6/ 105 280/3 12 .532/ 484	394/3 04 77.2 % 94.8/ 110 281/3 24 .467/ 441	400/3 15 78.8 % 96.3/ 113 285/3 36 .421/ 406	-	-	-	-	362/ 261 72.1 % 1.29 /2.1 0 .466 /.38 1
BMF 310 Out of Box Weing artner Racing Alum	310/-	2.30/ 1.88 4.50 No Pipe	N/A	77/6 8 88.3 %	153/1 30 85%	235/1 76 74.9 % 56.6/ 63.4 168/1 88 .743/ 68	281/2 14 76.2 % 67.6/ 77.1 200/2 28 .666/ 62	323/2 48 76.8 % 77.7/ 89.3 230/2 65 .612/ 575	358/2 68 74.9 % 86.2/ 96.5 255/2 86 .566/ 518	357/2 83 79.3 % 85.9/ 102 255/3 02 .483/ 469	357/2 99 83.8 % 85.9/ 108 255/3 19 .423/ 433	-	-	-	-	295/ 231 78.4 % 1.15 /2.1 0 .466 /.38 1	
BMF 310 Out of Box Weing artner Racing Brez Alum	310/-	2.30/ 1.88 4.31 No Pipe	N/A	78/6 3 80.8 %	151/1 33 88.1 %	219/1 71 78.1 % 52.7/ 61.6 156/1 83 .692/ 661	273/2 16 79.1 % 65.7/ 77.8 195/2 31 .647/ 626	317/2 58 81.4 % 76.3/ 92.9 226/2 75 .601/ 598	352/2 74 77.8 % 84.7/ 98.7 251/2 92 .556/ 53	372/2 89 77.7 % 89.5/ 104 265/3 08 .504/ 479	377/3 00 79.6 % 90.7/ 108 269/3 20 .447/ 435	-	-	-	-	294/ 234 79.6 % 1.22 /2.1 0 .466 /.38 1	

Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
BMF/ CFE 10sec CNC Alum	310/-	2.25/ 1.88 4.31 No Pipe	N/A	67/6 1 91%	130/1 25 96.2 %	204/1 60 78.4 % 51.3/ 57.6 152/1 71 .659/. 618	282/2 08 73.8 % 70.9/ 74.9 210/2 22 .683/. 603	324/2 43 75% 81.5/ 87.5 241/2 59 .628/. 564	356/2 65 74.4 % 89.5/ 95.5 265/2 83 .575/. 512	378/2 77 73.3 % 95.1/ 99.8 282/2 96 .523/. 459	381/2 88 75.6 % 95.8/ 104 284/3 07 .461/. 417	-	-	-	-	-	294/ 224 76.2 % 1.23 .456 /.38 1
BMF/ CFE 10sec CNC Alum	310/-	2.25/ 1.88 4.31 2" Pipe	N/A	67/6 1 91%	130/1 31 100%	204/1 79 87.7 % 51.3/ 64.5 152/1 91 .659/. 692	282/2 20 78% 70.9/ 79.3 210/2 35 .683/. 638	324/2 56 79% 81.5/ 92.2 241/2 73 .628/. 594	356/2 80 78.7 % 89.5/ 101 265/2 99 .575/. 541	378/2 85 75.4 % 95.1/ 103 282/3 04 .523/. 472	381/3 07 80.6 % 95.8/ 111 284/3 28 .461/. 445	-	-	-	-	-	294/ 237 80.7 % 1.23 .456 /.38 1
BMF 330 CNC Port Alum	330/1 50	2.30/ 1.88	119	-	-	264/1 74 65.9 % 63.5/ 62.7 188/1 86 .834/. 673	331/2 12 64% 79.7/ 76.4 236/2 26 .784/. 615	397/2 50 63% 95.6/ 90.1 283/2 67 .753/. 58	398/2 77 69.6 % 95.8/ 99.8 284/2 96 .629/. 535	398/2 92 73.4 % 95.8/ 105 284/3 12 .539/. 484	400/3 04 76% 96.3/ 110 285/3 24 .474/. 441	400/3 15 78.8 % 96.3/ 113 285/3 36 .421/. 406	-	-	-	-	370/ 261 70.5 % 1.21 /2.1 0 .466 /.38 1
BMF 350 CNC Port Alum	350/1 50	2.30/ 1.88	119	-	-	259/1 74 67.2 % 62.3/ 62.7 185/1 86 .818/. 673	326/2 12 65% 78.5/ 76.4 232/2 26 .773/. 615	372/2 50 67.2 % 89.5/ 90.1 265/2 67 .705/. 58	407/2 77 68.1 % 98/99 .8 290/2 96 .643/. 535	414/2 92 70.5 % 99.6/ 105 295/3 12 .561/. 484	416/3 04 73.1 % 100/1 10 297/3 24 .493/. 441	418/3 15 75.4 % 101/1 13 298/3 36 .44/.4 06	-	-	-	-	373/ 261 69.8 % 1.19 /2.1 0 .466 /.38 1
BMF 385 CNC Port Alum	385/1 50	2.30/ 1.88	119	-	-	267/1 74 65.2 % 64.3/ 62.7 190/1 86 .844/. 673	336/2 12 63.1 % 80.9/ 76.4 240/2 26 .796/. 615	381/2 50 65.6 % 91.7/ 90.1 272/2 67 .722/. 58	405/2 77 68.4 % 97.5/ 99.8 289/2 96 .64/.5 35	420/2 92 69.5 % 101/1 05 300/3 12 .569/. 484	432/3 04 70.4 % 104/1 10 308/3 24 .512/. 441	442/3 15 71.3 % 106/1 13 315/3 36 .466/. 406	-	-	-	-	383/ 261 68% 1.15 /2.1 0 .466 /.38 1
BMF2 405 CNC Port Alum	405/1 50	2.35/ 1.88	119	-	-	258/1 74 67.4 % 59.5/ 62.7 176/1 86 .798/. 673	325/2 12 65.2 % 74.9/ 76.4 222/2 26 .754/. 615	375/2 50 66.7 % 86.5/ 90.1 256/2 67 .696/. 58	411/2 77 67.4 % 94.8/ 99.8 281/2 96 .636/. 535	429/2 92 68.1 % 98.9/ 105 293/3 12 .569/. 484	443/3 04 68.6 % 102/1 10 303/3 24 .514/. 441	456/3 15 69.1 % 105/1 13 312/3 36 .47/.4 06	-	-	-	-	385/ 261 67.6 % 1.13 /2.1 0 .476 /.38 1
BMF - Texas Pro Stock Ported Slick						230/-	312/-	376/-	418/-	451/-	466/-	475/-	480/-	484/-			410 -

Rick Racing Heads Alum																	
BMF - Texas Pro Stock Ported Slick Rick Racing Heads Alum	N/A	2.375/-	N/A	-	-	232/-52.4 155 .71	314/-70.9 210 .721	383/-86.5 256 .703	437/-98.6 292 .669	459/-104 307 .602	480/-108 321 .551	492/-111 329 .502	495/-112 331 .454	496/-112 332 .414	-	-	421 - - .481
BMF - Texas Pro Stock Ported Slick Rick Racing Heads Alum	N/A	2.40/-	N/A	-	-	250/-55.3 164 .757	320/-70.7 210 .727	390/-86.2 255 .709	446/-98.6 292 .675	473/-105 310 .614	484/-107 317 .55	494/-109 324 .499	504/-111 330 .458	511/-113 335 .422	-	-	430 - - .486
Brodix JJ 270 Alum	270/-	2.25/1.88	119	-	159/116 73%	223/145 65% 56.1/52.2 166/155 .72/.561	270/172 63.7% 67.9/62 201/184 .654/.499	314/196 62.4% 79/70 .6	334/217 65% 84/78 .2	340/236 69.4% 85.5/85 253/252 .471/.391	-	-	-	-	-	-	273/180 66% 1.26 .456 /.381
Brodix JJ 294 Alum	294/-	2.25/1.88	119	-	160/116 72.5%	226/145 64.2% 56.8/52.2 168/155 .73/.561	276/172 62.3% 69.4/62 206/184 .669/.499	314/196 62.4% 79/70 .6	337/217 64.4% 84.8/78.2 251/232 .544/.419	342/236 69% 86/85 255/252 .473/.391	-	-	-	-	-	-	276/180 65.4% 1.16 .456 /.381
Brodix -HVH Oval Alum	N/A	2.25/1.88	N/A	-	170/126 74.1%	250/177 70.8% 62.9/63.8 186/189 .807/.684	307/212 69.1% 77.2/76.4 229/226 .744/.615	347/246 70.9% 87.3/88.6 259/263 .672/.571	373/267 71.6% 93.8/96.2 278/285 .602/.516	384/279 72.7% 96.6/101 286/298 .532/.462	388/288 74.2% 97.6/104 289/307 .47/.417	-	-	-	-	-	317/228 71.9% - .456 /.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Brodix BB-1 OEFI Alum	258/-	2.25/1.88	119	-	162/106 65.4%	219/137 62.6% 55.1/49.4 163/146 .707/.53	252/166 65.9% 63.4/59.8 188/177 .61/.481	265/190 71.7% 66.6/68.4 197/203 .514/.441	272/211 77.6% 68.4/76 203/225 .439/.408	273/225 82.4% 68.7/81.1 203/240 .378/.373	-	-	-	-	-	-	241/173 71.7% 1.06 .456 /.381

Brodix RR BB- O CCM Alum	270/-	2.25/ 1.88 - Pipe	119	74/6 4 86.5 %	163/1 13 69.3 %	218/1 45 66.5 % 54.8/ 52.2 162/1 55 .704/ 561	267/1 71 64% 67.2/ 61.6 199/1 83 .647/ 496	306/1 94 63.4 % 77/69 .9 228/2 07 .593/ 45	328/2 16 65.9 % 82.5/ 77.8 244/2 31 .53/.4 17	341/2 34 68.6 % 85.8/ 84.3 254/2 50 .472/ 388	348/2 44 70.1 % 87.5/ 87.9 259/2 60 .422/ 354	-	-	-	-	-	282/ 188 66.8 % 1.29 .456 /.38 1
Brodix RR BB- O 26 Deg Alum	270/-	2.25/ 1.88	119	-	154/1 06 68.8 %	221/1 37 62% 55.6/ 49.4 165/1 46 .714/ 53	274/1 64 59.9 % 68.9/ 59.1 204/1 75 .664/ 475	316/1 88 59.5 % 79.5/ 67.7 235/2 01 .612/ 436	335/2 11 63% 84.3/ 76 250/2 25 .541/ 408	342/2 29 67% 86/82 .5 255/2 44 .473/ 379	-	-	-	-	-	-	274/ 173 63% 1.27 .456 /.38 1
Brodix RR BB- O CNC Chamb er Wolfpl ace Alum	270/-	2.25/ 1.88 4.53 No Pipe	N/A	77/6 5 84.4 %	152/1 18 77.6 %	224/1 47 65.6 % 56.3/ 53 167/1 57 .724/ 568	283/1 78 62.9 % 71.2/ 64.1 211/1 90 .686/ 516	318/2 05 64.5 % 80/73 .8 237/2 19 .616/ 475	344/2 30 66.9 % 86.5/ 82.9 256/2 45 .556/ 445	347/2 48 71.5 % 87.3/ 89.3 259/2 65 .48/.4 11	-	-	-	-	-	-	278/ 188 67.5 % 1.29 .456 /.38 1
Brodix RR BB- R 26 Deg Alum	294/-	2.25/ 1.88	119	-	160/1 06 66.3 %	227/1 37 60.4 % 57.1/ 49.4 169/1 46 .733/ 53	279/1 64 58.8 % 70.2/ 59.1 208/1 75 .676/ 475	317/1 88 59.3 % 79.7/ 67.7 236/2 01 .614/ 436	328/2 11 64.3 % 82.5/ 76 244/2 25 .53/.4 08	340/2 29 67.4 % 85.5/ 82.5 253/2 44 .471/ 379	-	-	-	-	-	-	275/ 173 62.7 % 1.16 .456 /.38 1
Brodix RR BB- R CNC Chamb er Hekimi an Racing Alum	N/A	2.25/ 1.88	119	-	161/1 12 69.6 %	228/1 46 64% 57.3/ 52.6 170/1 56 .736/ 564	281/1 78 63.3 % 70.7/ 64.1 209/1 90 .681/ 516	321/2 03 63.2 % 80.7/ 73.1 239/2 17 .622/ 471	339/2 22 65.5 % 85.3/ 80 253/2 37 .547/ 429	346/2 35 67.9 % 87/84 .7 258/2 51 .479/ 389	-	-	-	-	-	-	279/ 183 65.4 % - .456 /.38 1
Brodix RR BB- R Ported Mike Stark I-45 E-45 Saenz 680 Alum	310/-	2.25/ 1.88 4.31 No Pipe	N/A	75/6 6 88%	156/1 23 78.8 %	230/1 54 67% 57.8/ 55.5 171/1 64 .743/ 595	297/1 84 62% 74.7/ 66.3 221/1 96 .719/ 533	341/2 09 61.3 % 85.8/ 75.3 254/2 23 .661/ 485	370/2 32 62.7 % 93.1/ 83.6 276/2 48 .598/ 448	384/2 50 65.1 % 96.6/ 90.1 286/2 67 .532/ 414	385/2 65 68.8 % 96.8/ 95.5 287/2 83 .466/ 384	387/2 75 71.1 % 97.3/ 99.1 288/2 94 .417/ 354	-	-	-	-	319/ 212 66.4 % 1.25 .456 /.38 1
Brodix RR BB-2 Plus Alum	312/-	2.25/ 1.88	119	-	150/1 16 77.3 %	215/1 45 67.4 % 54.1/ 52.2 160/1 55 .694/ 561	265/1 72 64.9 % 66.6/ 62 197/1 84 .642/ 499	311/1 96 63% 78.2/ 70.6 232/2 09 .603/ 455	334/2 17 65% 84/78 .2 249/2 32 .539/ 419	344/2 36 68.6 % 86.5/ 85 256/2 52 .476/ 391	-	-	-	-	-	-	270/ 180 66.8 % 1.10 .456 /.38 1

Brodix RR BB-2 Plus STS Alum	320/-	2.25/ 1.88	119	-	162/1 26 77.8 %	244/1 64 67.2 % 61.4/ 59.1 182/1 75 .788/ 634	285/2 01 70.5 % 71.7/ 72.4 212/2 15 .69/.5 83	328/2 28 69.5 % 82.5/ 82.1 244/2 43 .636/ 529	359/2 51 69.9 % 90.3/ 90.4 268/2 68 .58/.4 85	369/2 67 72.4 % 92.8/ 96.2 275/2 85 .511/ 442	373/2 84 76.1 % 93.8/ 102 278/3 03 .452/ 412	-	-	-	-	-	303/ 217 71.7 % 1.17 .456 /.38 1
Brodix BB-1 26 Deg Alum	280/-	2.25/ 1.88	119	-	150/1 06 70.7 %	209/1 37 65.6 % 52.6/ 49.4 156/1 46 .675/ 53	259/1 66 64.1 % 65.1/ 59.8 193/1 77 .627/ 481	290/1 90 65.5 % 72.9/ 68.4 216/2 03 .562/ 441	300/2 11 70.3 % 75.5/ 76 224/2 25 .484/ 408	303/2 25 74.3 % 76.2/ 81.1 226/2 40 .419/ 373	-	-	-	-	-	252/ 173 68.5 % 1.08 .456 /.38 1	
Brodix BB-1 26 Deg 305 CNC M2 Race Syste ms Alum	305/-	2.25/ 1.88	119	-	154/1 35 87.7 %	236/1 76 74.6 % 59.4/ 63.4 176/1 88 .762/ 68	293/2 11 72% 73.7/ 76 218/2 25 .71/.6 12	339/2 42 71.4 % 85.3/ 87.2 253/2 58 .657/ 561	362/2 65 73.2 % 91/95 .5 270/2 83 .585/ 512	371/2 81 75.7 % 93.3/ 101 276/3 00 .514/ 466	-	-	-	-	-	293/ 218 74.6 % 1.22 .456 /.38 1	
Brodix BB-1 26 Deg 308 CNC M2 Race Syste ms Alum	308/-	2.30/ 1.88 4.50	118	-	-	253/1 88 74.3 % 60.9/ 67.7 180/2 01 .799/ 727	311/2 15 69.1 % 74.9/ 77.5 222/2 29 .737/ 623	349/2 50 71.6 % 84/90 .1 249/2 67 .662/ 58	367/2 82 76.8 % 88.3/ 102 262/3 01 .58/.5 45	376/3 01 80.1 % 90.5/ 108 268/3 21 .509/ 499	380/3 07 80.8 % 91.5/ 111 271/3 28 .45/.4 45	-	-	-	-	-	339/ 257 75.8 % 1.23 .466 /.38 1
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
Brodix BB-2 26 Deg Alum	305/-	2.25/ 1.88	119	-	157/1 07 68.2 %	212/1 37 64.6 % 53.3/ 49.4 158/1 46 .685/ 53	263/1 66 63.1 % 66.1/ 59.8 196/1 77 .637/ 481	294/1 90 64.6 % 73.9/ 68.4 219/2 03 .57/.4 41	312/2 14 68.6 % 78.5/ 77.1 233/2 28 .504/ 414	320/2 26 70.6 % 80.5/ 81.4 238/2 41 .443/ 374	-	-	-	-	-	-	260/ 173 66.8 % 1.05 .456 /.38 1
Brodix BB-2 Plus 26 Deg Alum	312/-	2.25/ 1.88	119	-	150/1 22 81.3 %	215/1 48 68.8 % 54.1/ 53.3 160/1 58 .694/ 572	265/1 87 70.6 % 66.6/ 67.4 197/2 00 .642/ 542	311/2 16 69.5 % 78.2/ 77.8 232/2 31 .603/ 501	334/2 29 68.6 % 84/82 .5 249/2 44 .539/ 443	344/2 38 69.2 % 86.5/ 85.7 256/2 54 .476/ 394	-	-	-	-	-	-	270/ 190 70.4 % 1.10 .456 /.38 1

Brodirx BB-2 Plus STS 26 Deg Alum	320/-	2.25/ 1.88	119	-	162/1 32 81.5 %	244/1 69 69.3 % 61.4/ 60.9 182/1 80 .788/ 653	285/2 04 71.6 % 71.7/ 73.5 212/2 18 .69/.5 91	328/2 34 71.3 % 82.5/ 84.3 244/2 50 .636/ 543	359/2 61 72.7 % 90.3/ 94 268/2 79 .58/.5 04	369/2 74 74.3 % 92.8/ 98.7 275/2 92 .511/ 454	373/2 84 76.1 % 93.8/ 102 278/3 03 .452/ 412	-	-	-	-	-	303/ 223 73.5 % 1.17 .456 /.38 1
Brodirx BB-2X 26 Deg Alum	340/-	2.30/ 1.88	119	-	154/1 06 68.8 %	211/1 37 64.9 % 50.8/ 49.4 150/1 46 .667/ 53	260/1 66 63.8 % 62.6/ 59.8 185/1 77 .616/ 481	292/1 90 65.1 % 70.3/ 68.4 208/2 03 .554/ 441	312/2 11 67.6 % 75.1/ 76 223/2 25 .493/ 408	323/2 25 69.7 % 77.7/ 81.1 230/2 40 .437/ 373	-	-	-	-	-	259/ 173 66.7 % 0.95 .466 /.38 1	
Brodirx BB-2X 26 Deg Alum	340/-	2.30/ 1.88	119	-	153/1 22 79.7 %	221/1 38 62.4 % 53.2/ 49.7 158/1 47 .698/ 533	276/1 71 62% 66.4/ 61.6 197/1 83 .654/ 496	322/1 98 61.5 % 77.5/ 71.3 230/2 11 .61/.4 59	357/2 16 60.5 % 85.9/ 77.8 255/2 31 .564/ 417	363/2 29 63.1 % 87.4/ 82.5 259/2 44 .492/ 379	-	-	-	-	-	282/ 179 63.5 % 1.07 .466 /.38 1	
Brodirx BB-2X 26 Deg 3V Perfor mance Ported Alum	N/A	2.30/ 1.88 4.50 No Pipe	N/A	-	148-1 46/1 26 85.7 %	213-2 09/1 61 76.3 % 50.8/ 58 150/1 72 .667/ 622	265-2 58/2 04 78% 62.9/ 73.5 186/2 18 .62/.5 91	310-3 01/2 44 79.9 % 73.5/ 87.9 218/2 60 .579/ 566	345-3 19/2 75 82.8 % 79.9/ 99.1 237/2 94 .525/ 532	368-3 37/2 91 82.6 % 84.8/ 105 251/3 11 .477/ 482	376-3 53/3 01 82.6 % 87.7/ 108 260/3 21 .432/ 436	-	-	-	-	-	282/ 229 81.2 % - .466 /.38 1
Brodirx BB-2X 26 Deg CNC CC Alum	341/-	2.30/ 1.88	N/A	-	153/1 32 86.3 %	225/1 76 78.2 % 54.2/ 63.4 160/1 88 .711/ 68	285/2 11 74% 68.6/ 76 203/2 25 .675/ 612	333/2 35 70.6 % 80.1/ 84.7 237/2 51 .631/ 545	368/2 54 69% 88.6/ 91.5 262/2 71 .581/ 491	365/2 64 72.3 % 87.9/ 95.1 260/2 82 .494/ 437	365/2 70 74% 87.9/ 97.3 260/2 88 .432/ 391	-	-	-	-	-	299/ 220 73.6 % 1.08 .466 /.38 1
Brodirx BB-2X 26 Deg Sonny' s Alum	341/1 24	2.30/ 1.90	119	-	-	-	-	-	-	-	367/2 65 72.2 % 88.3/ 93.5 262/2 77 .435/ 38	-	-	-	-	-	- - 1.08 /2.1 4 .466 /.38 5
Brodirx BB-2Xt ra 26 Deg Alum	340/-	2.30/ 1.88	119	-	160/1 32 82.5 %	220/1 59 72.3 % 53/57 .3 157/1 70 .695/ 615	277/1 93 69.7 % 66.7/ 69.5 198/2 06 .656/ 56	325/2 19 67.4 % 78.2/ 78.9 232/2 34 .616/ 508	360/2 34 65% 86.6/ 84.3 257/2 50 .569/ 452	379/2 50 66% 91.2/ 90.1 270/2 67 .513/ 414	-	-	-	-	-	287/ 198 69% 1.11 .466 /.38 1	

Brodix BB-2Xtra 26 Deg CNC M2 Race Systems Alum	355/-	2.30/ 1.88 4.50	119	-	183/1 34 73.2 %	235/1 77 75.3 % 56.6/ 63.8 168/1 89 .743/. 684	294/2 16 73.5 % 70.8/ 77.8 210/2 31 .697/. 626	340/2 47 72.6 % 81.8/ 89 242/2 64 .645/. 573	376/2 68 71.3 % 90.5/ 96.5 268/2 86 .594/. 518	395/2 80 70.9 % 95.1/ 101 282/2 99 .535/. 464	408/2 88 70.6 % 98.2/ 104 291/3 07 .483/. 417	-	-	-	-	-	319/ 230 72.2 % 1.15 .466 /.38 1
Brodix BB-3 26 Deg EVM 30 Alum	370/-	2.35/ 1.88	119	-	145/9 3 64.1 %	206/1 29 62.6 % 47.5/ 46.5 141/1 38 .637/. 499	265/1 61 60.8 % 61.1/ 58 181/1 72 .615/. 467	316/1 87 59.2 % 72.9/ 67.4 216/2 00 .586/. 434	351/2 13 60.7 % 80.9/ 76.7 240/2 27 .543/. 412	371/2 29 61.7 % 85.5/ 82.5 253/2 44 .492/. 379	-	-	-	-	-	-	276/ 169 61.2 % 1.00 .476 /.38 1
Brodix BB-3Xtra 24 Deg Alum	363/-	2.30/ 1.88	119	-	154/1 42 92.2 %	230/1 87 81.3 % 55.4/ 67.4 164/2 00 .727/. 723	300/2 17 72.3 % 72.2/ 78.2 214/2 32 .711/. 629	356/2 43 68.3 % 85.7/ 87.5 254/2 59 .675/. 564	387/2 65 68.5 % 93.1/ 95.5 276/2 83 .611/. 512	389/2 75 70.7 % 93.6/ 99.1 277/2 94 .527/. 456	389/2 80 72% 93.6/ 101 277/2 99 .461/. 406	391/2 81 71.9 % 94.1/ 101 279/3 00 .412/. 362	-	-	-	-	325/ 236 72.8 % 1.08 .466 /.38 1
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Brodix BB-3Xtra BP 24 Deg CNC Alum	366/-	2.30/ 1.88	119	-	154/1 30 84.4 %	237/1 77 74.7 % 57/63 .8 169/1 89 .749/. 684	307/2 39 77.9 % 73.9/ 86.1 219/2 55 .728/. 693	362/2 78 76.8 % 87.1/ 100 258/2 97 .686/. 645	394/2 84 72.1 % 94.8/ 102 281/3 03 .622/. 549	416/2 90 69.7 % 100/1 04 297/3 10 .563/. 48	423/2 95 69.7 % 102/1 06 302/3 15 .501/. 428	423/2 97 70.2 % 102/1 07 302/3 17 .446/. 383	-	-	-	-	340/ 249 73.3 % 1.16 .466 /.38 1
Brodix BB-3Xtra O 24 Deg 335 CNC I-45 E-45 Alum	335/-	2.35/ 1.88	119	-	162/1 42 87.7 %	233/1 87 80.3 % 53.7/ 67.4 159/2 00 .721/. 723	298/2 17 72.8 % 68.7/ 78.2 204/2 32 .691/. 629	355/2 43 68.5 % 81.8/ 87.5 243/2 59 .659/. 564	397/2 65 66.8 % 91.5/ 95.5 271/2 83 .614/. 512	417/2 75 65.9 % 96.1/ 99.1 285/2 94 .553/. 456	420/2 80 66.7 % 96.8/ 101 287/2 99 .487/. 406	411/2 81 68.4 % 94.8/ 101 281/3 00 .424/. 362	-	-	-	-	337/ 236 70.2 % 1.25 .476 /.38 1
Brodix BB-3Xtra O 24 Deg 380 CNC I-45 E-45 Alum	380/-	2.35/ 1.88	119	-	159/1 34 84.3 %	237/1 82 76.8 % 54.6/ 65.6 162/1 94 .733/. 704	309/2 19 70.9 % 71.2/ 78.9 211/2 34 .717/. 635	360/2 54 70.6 % 83/91 .5 246/2 71 .668/. 589	401/2 54 63.3 % 92.5/ 91.5 274/2 71 .62/. 491	430/3 01 70% 99.1/ 108 294/3 21 .57/. 499	443/3 06 69.1 % 102/1 10 303/3 27 .514/. 444	442/3 11 70.4 % 102/1 12 302/3 32 .456/. 401	-	-	-	-	348/ 245 70.5 % 1.17 .476 /.38 1

Brodix BB-3Xtra O 24 Deg 332 CNC I-50 E-50 Alum	332/-	2.30/ 1.88	119	-	153/1 30 85%	231/1 77 76.6 % 55.6/ 63.8 165/1 89 .73/.6 84	300/2 39 79.7 % 72.2/ 86.1 214/2 55 .711/. 693	354/2 78 78.5 % 85.2/ 100 252/2 97 .671/. 645	396/2 84 71.7 % 95.3/ 102 282/3 03 .626/. 549	424/2 90 68.4 % 102/1 04 302/3 10 .574/. 48	425/2 95 69.4 % 102/1 06 303/3 15 .504/. 428	428/2 97 69.4 % 103/1 07 305/3 17 .451/. 383	-	-	-	-	339/ 249 73.4 % 1.29 .466 /.38 1	
Brodix BB-3Xtra O 24 Deg 351 CNC D & F Alum	351/-	2.30/ 1.88	119	-	163/1 30 79.8 %	240/1 77 73.8 % 57.8/ 63.8 171/1 89 .758/. 684	312/2 39 76.6 % 75.1/ 86.1 223/2 55 .739/. 693	360/2 78 77.2 % 86.6/ 100 257/2 97 .682/. 645	393/2 84 72.3 % 94.6/ 102 280/3 03 .621/. 549	412/2 90 70.4 % 99.2/ 104 294/3 10 .558/. 48	418/2 95 70.6 % 101/1 06 298/3 15 .495/. 428	425/2 97 69.9 % 102/1 07 303/3 17 .448/. 383	-	-	-	-	340/ 249 73.1 % 1.21 .466 /.38 1	
Brodix BB-3Xtra O 24 Deg 351 CNC I-50 E-50 Alum	351/-	2.35/ 1.88	119	-	154/1 30 84.4 %	229/1 77 77.3 % 52.8/ 63.8 156/1 89 .708/. 684	298/2 39 80.2 % 68.7/ 86.1 204/2 55 .691/. 693	353/2 78 78.8 % 81.4/ 100 241/2 97 .655/. 645	400/2 84 71% 92.2/ 102 273/3 03 .618/. 549	433/2 90 67% 99.8/ 104 296/3 10 .574/. 48	441/2 95 66.9 % 102/1 06 301/3 15 .457/. 428	443/2 97 67% 102/1 07 303/3 17 .457/. 383	-	-	-	-	344/ 249 72.3 % 1.26 .476 /.38 1	
Brodix BB-3Xtra O 24 Deg 365 CNC I-50 E-50 Alum	365/-	2.35/ 1.88	119	-	151/1 30 86.1 %	224/1 77 79% 51.6/ 63.8 153/1 89 .693/. 684	294/2 39 81.3 % 67.8/ 86.1 201/2 55 .682/. 693	351/2 78 79.2 % 80.9/ 100 240/2 97 .651/. 645	400/2 84 71% 92.2/ 102 273/3 03 .618/. 549	433/2 90 67% 99.8/ 104 296/3 10 .574/. 48	451/2 95 65.4 % 104/1 06 308/3 15 .523/. 428	460/2 97 64.6 % 106/1 07 314/3 17 .474/. 383	-	-	-	-	346/ 249 72% 1.26 .476 /.38 1	
Brodix BB-3Xtra O 24 Deg 3v Perfor mance Bad Port Alum	355/-	2.35/ -	N/A	87/-	168/-	242/- 55.8 165 .748	304/- 70.1 208 .705	348/- 80.2 238 .646	375/- 86.5 256 .58	397/- 91.5 271 .526	418/- 96.4 286 .485	428/- 98.7 292 .441	433/- 99.8 296 .402	-	-	-	-	346 - 1.22 .476
Brodix BB-37 7 HH 24 Deg Oval CNC I-52 E-55 Alum	377/-	2.375 /1.85	N/A	-	145/1 22 84.1 %	221/1 90 86% 49.9/ 70.7 148/2 09 .676/. 746	296/2 31 78% 66.8/ 85.9 198/2 55 .679/. 681	353/2 66 75.4 % 79.7/ 99 236/2 93 .648/. 627	397/2 87 72.3 % 89.6/ 107 266/3 16 .607/. 564	434/3 04 70% 98/11 3 290/3 35 .569/. 512	457/3 06 67% 103/1 14 306/3 37 .524/. 451	469/3 08 65.7 % 106/1 15 314/3 40 .478/. 403	-	-	-	-	347/ 252 72.7 % 1.24 .481 /.37 5	
Brodix BP HH BB 383 24 Deg Oval CNC I-52 E-55 Alum	383/-	2.375 /1.85	119	-	145/1 22 84.1 %	221/1 90 86% 49.9/ 70.7 148/2 09 .676/. 746	296/2 31 78% 66.8/ 85.9 198/2 55 .679/. 681	353/2 66 75.4 % 79.7/ 99 236/2 93 .648/. 627	397/2 87 72.3 % 89.6/ 107 266/3 16 .607/. 564	434/3 04 70% 98/11 3 290/3 35 .569/. 512	457/3 06 67% 103/1 14 306/3 37 .524/. 451	469/3 08 65.7 % 106/1 15 314/3 40 .478/. 403	-	-	-	-	347/ 252 72.7 % 1.22 .481 /.37 5	

Brodix BP HH BB 383 MC 24 Deg Oval CNC I-55 E-55 25/50 Alum	383/-	2.40/ 1.85	119	-	143/1 22 85.3 %	218/1 69 77.5 % 48.2/ 62.9 143/1 86 .66/.6 64	291/2 11 72.5 % 64.3/ 78.5 191/2 33 .661/. 622	352/2 47 70.2 % 77.8/ 91.9 231/2 72 .64/.5 82	402/2 70 67.2 % 88.9/ 100 263/2 98 .609/. 53	449/2 94 65.5 % 99.3/ 109 294/3 24 .583/. 495	470/3 04 64.7 % 104/1 13 308/3 35 .534/. 448	481/3 11 64.7 % 106/1 16 315/3 43 .485/. 407	-	-	-	-	351/ 241 68.7 % 1.26 .486 /.37 5
Brodix BP HH BB 395 MC 24 Deg Oval CNC I-55 E-55 25/50 Alum	395/-	2.40/ 1.85	119	-	141/1 26 89.4 %	217/1 66 76.5 % 48/61 .8 142/1 83 .657/. 652	291/2 08 71.5 % 64.3/ 77.4 191/2 29 .661/. 613	352/2 44 69.3 % 77.8/ 90.8 231/2 69 .64/.5 75	405/2 66 65.7 % 89.5/ 99 265/2 93 .613/. 522	445/2 91 65.4 % 98.4/ 108 291/3 21 .577/. 49	469/3 01 64.2 % 104/1 12 307/3 32 .533/. 443	488/3 06 62.7 % 108/1 14 320/3 37 .493/. 401	-	-	-	-	351/ 239 67.9 % 1.24 .486 /.37 5
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
Brodix BB-4 24 Deg Alum	340/-	2.35/ 1.88	134	-	151/1 32 87.4 % 48.6/ 58 144/1 72 .653/. 622	261/1 88 72% 60.2/ 67.7 178/2 01 .605/. 545 .664/. 639	303/2 16 71.3 % 69.9/ 77.8 207/2 31 .516/. 456 .562/. 501	334/2 36 70.7 % 77/85 228/2 52 247/2 69 .478/. 417	361/2 52 69.8 % 83.2/ 90.8 247/2 69 .478/. 417	-	-	-	-	-	-	-	270/ 198 73.1 % 1.06 .476 /.38 1
Brodix BB-4 24 Deg Raised Port MBE SF600 Alum	385/-	2.375 /1.80 4.52 No Pipe	134	-	148/1 17 79.1 %	224-2 21/1 67 75.1 % 50.2/ 65.6 149/1 94 .681/. 674	290-2 89/2 11 72.9 % 65.3/ 82.9 194/2 46 .664/. 639	339-3 40/2 47 72.8 % 76.6/ 97.1 227/2 88 .623/. 598	394/2 70 68.5 % 88.9/ 106 264/3 14 .603/. 545	441-4 28/2 86 65.8 % 98.1/ 112 291/3 33 .57/.4 95	469-4 49/2 95 64.3 % 104/1 16 307/3 43 .527/. 447	465-4 62/2 98 64.3 % 105/1 17 310/3 47 .473/. 401	464-4 70/3 00 64.2 % 105/1 18 312/3 49 .429/. 363	-	-	-	358/ 243 68.1 % 1.21 .481 /.36 5
Brodix BB-4Xt ra 24 Deg M2 Race Syste ms CNC Alum	390/-	2.35/ 1.88 4.50	119	-	148/1 22 82.4 %	214/1 61 75.2 % 49.3/ 58 146/1 72 .662/. 622	271/1 92 70.8 % 62.5/ 69.2 185/2 05 .629/. 557	332/2 21 66.6 % 76.5/ 79.6 227/2 36 .616/. 513	380/2 53 66.6 % 87.6/ 91.1 260/2 70 .588/. 489	414/2 69 65% 95.4/ 96.9 283/2 87 .549/. 446	431/2 79 64.7 % 99.4/ 101 294/2 98 .50/.4 04	-	-	-	-	-	313/ 214 68.4 % 1.11 .476 /.38 1
Brodix BB-4Xt ra 24 Deg M2 Race Syste ms CNC Alum	390/-	2.35/ 1.90 4.60	119	-	141/1 22 86.5 %	206/1 56 75.7 % 47.5/ 55 141/1 63 .637/. 597	275/1 90 69.1 % 63.4/ 67 188/1 99 .638/. 545	327/2 22 67.9 % 75.4/ 78.3 223/2 32 .607/. 509	382/2 45 64.1 % 88.1/ 86.4 261/2 56 .591/. 469	425/2 63 61.9 % 98/92 .8 290/2 75 .563/. 431	447/2 76 61.7 % 103/9 7.3 305/2 88 .518/. 396	-	-	-	-	-	315/ 211 66.9 % 1.15 .476 /.38 5

Brodirx BB-5 26 Deg Alum	387/-	2.35/1.90	108	-	108/77 71.3%	150/103 68.7% 34.6/36.3 102/108 .464/.394	203/134 66% 46.8/47.3 139/140 .471/.384	258/167 64.7% 59.5/58.9 176/175 .479/.383	309/200 64.7% 71.2/70.5 211/209 .478/.382	354/222 62.7% 81.6/78.3 242/232 .469/.364	384/238 62% 88.5/83.9 262/249 .445/.341	-	-	-	-	-	252/163 64.6% 0.99 .476 /.385
Brodirx BB-5 Sonny's Alum	390/-	2.35/1.90	108	-	111/74 66.7%	163/116 71.2% 37.6/40.9 111/121 .504/.444	219/153 69.9% 50.5/54 150/160 .508/.439	276/187 67.8% 63.6/66 189/195 .512/.429	321/213 66.4% 74/75 219/223 .496/.407	360/233 64.7% 83/82 246/243 .477/.382	-	-	-	-	-	-	242/163 67.3% 0.92 .476 /.385
Brodirx BB-5 Sonny's Sportsman Alum	395/123	2.35/1.90	123	-	-	-	-	-	-	-	405/275 67.9% 93.4/97 277/287 .47/.394	-	-	-	-	-	- - 1.03 /2.24 .476 /.385
Brodirx BB-5 Sonny's Max Flow Alum	406/149	2.35/1.90	113.5	-	-	-	-	-	-	-	421/311 73.9% 97.1/110 288/325 .488/.446	439/- 101 300 .453	-	-	-	-	430 - 1.08 /2.09 .476 /.385
Brodirx Big Duke Weingartner Racing	N/A	2.40/1.90 4.50 No Pipe	N/A	81/73 90.1%	178/137 77%	253/179 70.8% 55.9/63.1 166/187 .766/.685	296/210 70.9% 65.4/74.1 194/219 .672/.602	345/239 69.3% 76.3/84.3 226/250 .627/.548	380/272 71.6% 84/95 249/284 .575/.52	404/302 74.8% 89.3/107 265/316 .524/.495	424/314 74.1% 93.7/111 278/328 .481/.45	433/324 74.8% 95.7/114 284/339 .437/.413	438/331 75.6% 96.8/117 287/346 .398/.38	-	-	-	350/256 73.2% - .486 /.385
Brodirx Big Duke - PB 1800 18 Deg Alum	415/-	2.40/1.90 4.60	89	-	141/126 89.4%	200/166 83% 44.2/58.5 131/173 .606/.635	263/200 76% 58.1/70.5 172/209 .597/.574	322/225 69.9% 71.2/79.4 211/235 .585/.516	370/242 65.4% 81.8/85.4 242/253 .56/.63	407/253 62.2% 90/89 267/264 .528/.415	418/257 61.5% 92.4/90.6 274/269 .475/.369	-	-	-	-	-	303/210 69.3% 1.01 .486 /.385
Brodirx Big Duke - PB 1800 18 Deg Ported Alum	415/-	2.40/1.90 4.60	89	-	165/126 76.4%	242/180 74.4% 53.5/63.5 158/188 .733/.688	318/236 74.2% 70.3/83.2 208/247 .722/.677	388/296 76.3% 85.8/104 254/309 .705/.679	430/313 72.8% 95.1/110 282/327 .651/.599	463/319 68.9% 102/113 303/333 .601/.523	483/338 70% 107/119 316/353 .548/.485	-	-	-	-	-	356/258 72.6% 1.16 .486 /.385

Brodirx Big Duke - PB 1801 18 Deg Ported Alum	375/-	2.40/ 1.90 4.50	89	-	162/1 29 79.6 %	245/1 80 73.5 % 54.2/ 63.5 160/1 88 .742/ 688	312/2 22 71.2 % 69/78 .3 204/2 32 .709/ 637	367/2 69 73.3 % 81.1/ 94.9 240/2 81 .667/ 617	411/3 01 73.2 % 90.9/ 106 269/3 15 .622/ 576	442/3 08 69.7 % 97.7/ 109 289/3 22 .574/ 505	463/3 15 68% 102/1 11 303/3 29 .526/ 452	-	-	-	-	-	343/ 246 71.8 % 1.23 .486 /.38 5
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
Brodirx Big Duke - PB 1802 18 Deg Alum	456/-	2.40/ 1.90 4.60	91	-	146/1 12 76.7 %	216/1 59 73.6 % 47.7/ 56.1 141/1 66 .654/ 608	289/1 99 68.9 % 63.9/ 70.2 189/2 08 .656/ 571	359/2 33 64.9 % 79.4/ 82.2 235/2 43 .652/ 535	417/2 66 63.8 % 92.2/ 93.8 273/2 78 .631/ 509	454/2 87 63.2 % 100/1 01 297/3 00 .589/ 47	478/3 00 62.8 % 106/1 06 313/3 14 .543/ 43	495/3 08 62.2 % 109/1 09 324/3 22 .50/ 93	-	-	-	-	357/ 233 65.3 % 1.09 .486 /.38 5
Brodirx Big Duke - PB 1802 18 Deg CNC Chamb er Alum	456/-	2.40/ 1.90	N/A	-	156/1 35 86.5 %	230/1 80 78.3 % 50.8/ 63.5 151/1 88 .696/ 688	305/2 19 71.8 % 67.4/ 77.2 200/2 29 .693/ 628	361/2 52 69.8 % 79.8/ 88.9 236/2 63 .656/ 578	414/2 94 71% 91.5/ 104 271/3 07 .627/ 562	453/3 06 67.5 % 100/1 08 297/3 20 .588/ 502	476/3 13 65.8 % 105/1 10 312/3 27 .541/ 449	-	-	-	-	-	342/ 243 70.9 % 1.04 .486 /.38 5
Brodirx Big Duke - PB 1803 18 Deg CNC Chamb er Alum	413/-	2.45/ 1.86	95	-	137/1 10 80.3 %	217/1 62 74.7 % 46/59 .6 136/1 77 .644/ 633	296/2 04 68.9 % 62.8/ 75.1 186/2 22 .659/ 598	362/2 38 65.7 % 76.8/ 87.6 228/2 60 .644/ 558	418/2 65 63.4 % 88.7/ 97.5 263/2 89 .62/ 18	464/2 88 62.1 % 98.4/ 106 292/3 14 .59/ 82	484/3 20 66.1 % 103/1 18 304/3 49 .538/ 469	490/3 28 66.9 % 104/1 21 308/3 58 .484/ 427	-	-	-	-	359/ 239 66.8 % 1.19 .496 /.37 7
Brodirx Big Duke - BP PB 1803 18 Deg CNC Alum	410/-	2.45/ 1.86	91/95	-	145/1 26 86.9 %	224/1 72 76.8 % 47.5/ 63.3 141/1 88 .664/ 672	300/2 11 70.3 % 63.6/ 77.7 189/2 30 .667/ 618	369/2 45 66.4 % 78.3/ 90.2 232/2 67 .657/ 574	425/2 70 63.5 % 90.2/ 99.4 267/2 94 .63/ 27	475/3 18 66.9 % 101/1 17 299/3 47 .604/ 532	500/3 38 67.6 % 106/1 24 314/3 69 .556/ 495	515/3 51 68.2 % 109/1 29 324/3 83 .509/ 457	-	-	-	-	369/ 254 68.8 % 1.26 .496 /.37 7
Brodirx Big Duke - KC PB 1803 18 Deg CNC M2 Race Syste ms Alum	410/-	2.45/ 1.86	95	-	138/1 16 84.1 %	218/1 64 75.2 % 46.2/ 60.4 137/1 79 .647/ 641	300/2 04 68% 63.6/ 75.1 189/2 22 .667/ 598	364/2 35 64.6 % 77.2/ 86.5 229/2 56 .648/ 551	420/2 66 63.3 % 89.1/ 97.9 264/2 90 .623/ 52	460/2 94 63.9 % 97.6/ 108 289/3 21 .585/ 492	489/3 23 66.1 % 104/1 19 307/3 52 .544/ 473	505/3 43 67.9 % 107/1 26 317/3 74 .499/ 447	-	-	-	-	362/ 243 67.2 % 1.23 .496 /.37 7

Brodix Big Duke 12 Deg CNC Slick Rick Racing Heads Alum	N/A	2.52/ 1.86 - No Pipe	N/A	-	-	233/1 68 72.1 % 46.7/ 61.8 138/1 83 .672/ 656	322/2 25 69.9 % 64.6/ 82.8 191/2 45 .696/ 659	399/2 93 73.4 % 80/10 8 237/3 20 .69/ 687	468/3 27 69.9 % 93.8/ 120 278/3 57 .675/ 639	512/3 40 66.4 % 103/1 25 304/3 71 .633/ 569	535/3 48 65% 107/1 28 318/3 79 .579/ 51	550/3 52 64% 110/1 30 327/3 84 .529/ 458	556/3 55 63.8 % 111/1 31 330/3 87 .481/ 416	563/3 57 63.4 % 113/1 31 334/3 89 .443/ 38	-	-	460/ 307 66.8 % - .510 /.37 7
Brodix - KC PB 1600 16 Deg Ported Alum	416/-	2.45/ 1.86	93	-	147/1 13 76.9 %	232/1 77 76.3 % 49.2/ 65.1 146/1 93 .688/ 692	314/2 24 71.3 % 66.6/ 82.4 197/2 44 .699/ 656	383/2 74 71.5 % 81.2/ 101 241/2 99 .682/ 642	439/3 10 70.6 % 93.1/ 114 276/3 38 .651/ 606	482/3 33 69.1 % 102/1 23 303/3 63 .613/ 558	506/3 40 67.2 % 107/1 25 318/3 71 .563/ 498	515/3 45 67% 109/1 27 324/3 76 .509/ 449	-	-	-	-	377/ 265 70.1 % 1.24 .496 /.37 7
Brodix - KC PB 5000 5.0 Inch Bore Spacin g 15 Deg CNC Alum	506/-	2.52/ 1.86	80	-	154/1 16 75.3 %	237/1 72 72.6 % 47.5/ 63.3 141/1 88 .683/ 672	323/2 19 67.8 % 64.8/ 80.6 192/2 39 .699/ 642	398/2 63 66.1 % 79.8/ 96.8 236/2 87 .689/ 617	437/2 97 68% 87.6/ 109 260/3 24 .63/.5 8	506/3 30 65.2 % 101/1 21 301/3 60 .625/ 553	539/3 51 65.1 % 108/1 29 320/3 83 .583/ 514	557/3 64 65.4 % 112/1 34 331/3 97 .535/ 474	-	-	-	-	394/ 264 67% 1.10 .510 /.37 7
Brodix / Sonny' s PB 2005 14.5 Deg I-55 E-55 Alum	490/-	2.52/ 1.86	80	-	129/1 11 86%	199/1 56 78.4 % 39.9/ 57.4 118/1 70 .574/ 61	287/1 96 68.3 % 57.5/ 72.1 170/2 14 .621/ 574	334/2 31 69.2 % 67/85 198/2 52 .578/ 542	431/2 58 59.9 % 86.4/ 95 256/2 81 .621/ 504	482/2 74 56.8 % 96.6/ 101 286/2 99 .596/ 459	517/2 87 55.5 % 104/1 06 307/3 13 .559/ 421	540/2 93 54.3 % 108/1 08 321/3 20 .519/ 382	-	-	-	-	365/ 226 61.9 % 1.10 .510 /.37 7
Brodix / Sonny' s PB 2005 14.5 Deg Minor Port I-55 E-55 Alum	490/-	2.52/ 1.86	80	-	153/1 32 86.3 %	241/1 87 77.6 % 48.3/ 68.8 143/2 04 .695/ 731	323/2 27 70.3 % 64.8/ 83.5 192/2 48 .699/ 665	395/2 58 65.3 % 79.2/ 95 235/2 81 .683/ 605	452/2 89 63.9 % 90.6/ 106 269/3 15 .652/ 565	499/3 26 65.3 % 100/1 20 296/3 55 .617/ 546	517/3 38 65.4 % 104/1 24 307/3 69 .559/ 495	540/3 43 63.5 % 108/1 26 321/3 74 .519/ 447	-	-	-	-	390/ 263 67.3 % 1.10 .510 /.37 7
Brodix / Sonny' s STS PB 2005 14.5 Deg E- Tulip I-55 E-55 Alum	N/A	2.52/ 1.86	N/A	-	144/1 19 82.6 %	222/1 82 82% 44.5/ 67 132/1 98 .64/.7 11	309/2 29 74.1 % 62/84 .3 184/2 50 .668/ 671	384/2 65 69% 77/97 .5 228/2 89 .664/ 621	451/3 01 66.7 % 90.4/ 111 268/3 28 .65/.5 88	505/3 33 65.9 % 101/1 23 300/3 63 .624/ 558	548/3 57 65.1 % 110/1 31 326/3 89 .593/ 523	563/3 62 64.3 % 113/1 33 334/3 95 .541/ 471	-	-	-	-	391/ 269 68.7 % - .510 /.37 7

Brodif EB 650 Alum	N/A	2.475 /1.92	N/A	105/ 88 83.8 %	181/1 30 71.8 %	255/1 73 67.8 % 53/59 .8 157/1 77 .749/ 655	330/2 14 64.8 % 68.6/ 73.9 203/2 19 .727/ 608	395/2 68 67.8 % 82.1/ 92.6 243/2 74 .696/ 609	450/3 07 68.2 % 93.5/ 106 277/3 14 .661/ 581	482/3 35 69.5 % 100/1 16 297/3 43 .607/ 543	498/3 44 69.1 % 104/1 19 307/3 52 .548/ 488	-	-	-	-	-	370/ 253 68.4 % - .501 /.38 9
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
Brodif PB 1200 12 Deg CNC Alum	483/-	2.52/ 1.86	67	-	147/1 26 85.7 %	227/1 80 79.3 % 45.5/ 66.2 135/1 96 .655/ 703	312/2 24 71.8 % 62.6/ 82.4 185/2 44 .675/ 656	388/2 64 68% 77.8/ 97.2 230/2 88 .671/ 619	460/3 05 66.3 % 92.2/ 112 273/3 33 .663/ 596	509/3 19 62.7 % 102/1 17 302/3 48 .629/ 534	545/3 33 61.1 % 109/1 23 324/3 63 .589/ 488	571/3 38 59.2 % 114/1 24 339/3 69 .549/ 44	-	-	-	-	395/ 261 66.1 % 1.18 .510 /.37 7
Brodif PB 1200 12 Deg CNC Alum	483/-	2.52/ 1.86	68/72	-	151/1 26 83.4 %	235/1 80 76.6 % 47.1/ 66.2 140/1 96 .678/ 703	323/2 24 69.3 % 64.8/ 82.4 192/2 44 .699/ 656	395/2 64 66.8 % 79.2/ 97.2 235/2 88 .683/ 619	459/3 05 66.4 % 92/11 2 273/3 33 .662/ 596	513/3 19 62.2 % 103/1 17 305/3 48 .634/ 534	549/3 33 60.7 % 110/1 23 326/3 63 .594/ 488	563/3 38 60% 113/1 24 334/3 69 .541/ 44	-	-	-	-	399/ 261 65.5 % 1.17 .510 /.37 7
Brodif PB 1201 12 Deg CNC Alum	480/-	2.45/ 1.86	67	-	156/1 22 78.2 %	249/1 76 70.7 % 52.8/ 64.8 156/1 92 .739/ 688	332/2 31 69.6 % 70.4/ 85 209/2 52 .739/ 677	398/2 76 69.3 % 84.4/ 102 250/3 01 .708/ 647	460/3 00 65.2 % 97.6/ 110 289/3 27 .682/ 586	499/3 03 60.7 % 106/1 12 314/3 30 .634/ 507	522/3 39 64.9 % 111/1 25 328/3 70 .581/ 497	530/3 40 64.2 % 112/1 25 333/3 71 .524/ 443	-	-	-	-	393/ 261 66.3 % 1.10 .496 /.37 7
Brodif PB 1201 12 Deg CNC Alum	480/-	2.45/ 1.86	68/72	-	151/1 22 80.8 %	243/1 76 72.4 % 51.5/ 64.8 153/1 92 .721/ 688	330/2 31 70% 70/85 207/2 52 .734/ 677	400/2 76 69% 84.8/ 102 251/3 01 .712/ 647	454/3 00 66.1 % 96.3/ 110 285/3 27 .673/ 586	495/3 03 61.2 % 105/1 12 311/3 30 .629/ 507	521/3 39 65.1 % 111/1 25 327/3 70 .58/.4 97	533/3 40 63.8 % 113/1 25 335/3 71 .527/ 443	-	-	-	-	391/ 261 66.7 % 1.11 .496 /.37 7
Brodif KC PB 1202 12 Deg CNC Alum	497/-	2.48/ 1.86	66/70	-	154/1 22 79.2 %	247/1 74 70.4 % 51.1/ 64 152/1 90 .724/ 68	332/2 29 69% 68.7/ 84.3 204/2 50 .73/.6 71	401/2 74 68.3 % 83/10 1 246/2 99 .705/ 642	468/3 03 64.7 % 96.9/ 112 287/3 30 .686/ 592	509/3 28 64.4 % 105/1 21 312/3 58 .639/ 549	535/3 38 63.2 % 111/1 24 328/3 69 .588/ 495	553/3 39 61.3 % 114/1 25 339/3 70 .54/.4 42	-	-	-	-	400/ 263 65.9 % 1.11 .502 /.37 7

Brodirx KC PB 1204 12 Deg CNC Alum	510/-	2.52/ 1.86	71/75	-	157/1 16 73.9 %	216/1 69 78.2 % 43.3/ 62.2 128/1 84 .623/. 66	298/2 21 74.2 % 59.7/ 81.3 177/2 41 .645/. 648	369/2 61 70.7 % 74/96 .1 219/2 85 .638/. 612	434/3 21 74% 87/11 8 258/3 50 .626/. 627	489/3 44 70.3 % 98/12 7 290/3 75 .604/. 576	542/3 58 66.1 % 109/1 32 322/3 90 .586/. 525	578/3 70 64% 116/1 36 343/4 03 .556/. 482	-	-	-	-	385/ 270 70.1 % 1.13 .510 /.37 7
Brodirx PB 5000 16 Deg 5.0 BS CNC Alum	515/-	2.52/ 1.86	80	-	154/1 16 75.3 %	237/1 72 72.6 % 47.5/ 63.3 141/1 88 .683/. 672	323/2 19 67.8 % 64.8/ 80.6 192/2 39 .699/. 642	398/2 63 66.1 % 79.8/ 96.8 236/2 87 .689/. 617	461/2 97 64.4 % 92.4/ 109 274/3 24 .665/. 58	506/3 30 65.2 % 101/1 21 301/3 60 .625/. 553	539/3 51 65.1 % 108/1 29 320/3 83 .583/. 514	557/3 64 65.4 % 112/1 34 331/3 97 .535/. 474	-	-	-	-	397/ 264 66.5 % 1.08 .510 /.37 7
Brodirx PB 5001 16 Deg 5.0 BS CNC Alum	515/-	2.52/ 1.86	80	-	156/1 19 76.3 %	245/1 69 69% 49.1/ 62.2 146/1 84 .707/. 66	338/2 17 64.2 % 67.8/ 79.9 201/2 37 .731/. 636	415/2 61 62.9 % 83.2/ 96.1 247/2 85 .718/. 612	471/3 01 63.9 % 94.4/ 111 280/3 28 .679/. 588	511/3 43 67.1 % 102/1 26 304/3 74 .632/. 574	545/3 67 67.3 % 109/1 35 324/4 00 .589/. 538	566/3 82 67.5 % 113/1 41 336/4 17 .544/. 498	-	-	-	-	406/ 270 66.5 % 1.10 .510 /.37 7
Brodirx PB 5002 16 Deg 5.0 BS CNC Alum	509/-	2.52/ 1.86	80	-	148/1 13 76.4 %	242/1 67 69% 48.5/ 61.5 144/1 82 .698/. 652	335/2 17 64.8 % 67.2/ 79.9 199/2 37 .725/. 636	406/2 54 62.6 % 81.4/ 93.5 241/2 77 .703/. 595	464/3 16 68.1 % 93/11 6 276/3 45 .669/. 617	505/3 48 68.9 % 101/1 28 300/3 79 .624/. 583	535/3 53 66% 107/1 30 318/3 85 .579/. 517	546/3 59 65.8 % 109/1 32 324/3 91 .525/. 468	-	-	-	-	398/ 266 66.9 % 1.07 .510 /.37 7
Brodirx - Texas Pro Stock Type Ported Slick Rick Racing Heads I-50 E-55 Alum	N/A	2.40/ 1.80	95	-	157/1 26 80.3 %	248/1 60 64.5 % 54.8/ 62.9 162/1 86 .751/. 646	330-3 29/2 00 60.7 % 72.8/ 78.6 216/2 33 .748/. 606	402-3 94/2 35 59% 88/92 .3 261/2 74 .723/. 569	450-4 38/2 62 59% 98.1/ 103 291/3 05 .672/. 529	470-4 66/2 78 59.4 % 103/1 09 307/3 24 .607/. 481	485-4 83/2 90 59.9 % 107/1 14 317/3 38 .55/4 39	500-4 88/2 98 60.3 % 109/1 17 324/3 47 .499/. 401	508-4 90/3 03 60.7 % 110/1 19 327/3 53 .453/. 367	510-4 90/3 08 61.6 % 111/1 21 327/3 59 .413/. 339	-	-	402/ 246 61.2 % - .486 /.36 5
Brodirx SR20 Conve ntional Darin Morga n Alum	N/A	2.40/ 1.80	96	-	180-1 82/1 32 72.9 %	263-2 66/1 80 68.1 % 58.5/ 70.7 173/2 10 .801/. 727	346-3 45/2 18 63.1 % 76.4/ 85.7 226/2 54 .785/. 66	409-4 11/2 57 62.7 % 90.6/ 101 269/2 99 .745/. 623	460-4 61/2 88 62.5 % 102/1 13 302/3 35 .697/. 581	488-4 84/3 11 64% 107/1 22 318/3 62 .631/. 538	499-4 93/3 31 66.7 % 110/1 30 325/3 85 .563/. 501	503-5 02/3 40 67.7 % 111/1 34 329/3 96 .507/. 458	509/3 44 67.6 % 113/1 35 333/4 01 .462/. 417	-	-	-	406/ 267 65.7 % - .486 /.36 5

Canfield 305 Alum CHP	305/-	2.25/ 1.88 4.25 Pipe	114	75/61 81.3 %	161/115 71.4 %	215/163 75.8 % 54.1/ 58.7 160/174 .694/.63	257/199 77.4 % 64.6/ 71.7 192/212 .623/.577	303/228 75.2 % 76.2/ 82.1 226/243 .587/.529	328/251 76.5 % 82.5/ 90.4 244/268 .53/.485	339/265 78.2 % 85.3/ 95.5 253/283 .469/.439	332/273 82.2 % 83.5/ 98.3 247/291 .402/.396	-	-	-	-	-	276/ 213 77.2 % 1.11 .456 /.381
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Canfield 310 Alum	310/100	2.25/ 1.88	113/ 119/ 125	72/74 102 %	138/123 89.1 %	204/176 86.3 % 51.3/ 63.4 152/188 .659/.68	266/205 77.1 % 66.9/ 73.8 198/219 .644/.594	318/237 74.5 % 80/85.4 237/253 .616/.55	347/260 74.9 % 87.3/ 93.7 259/278 .56/.503	353/273 77.3 % 88.8/ 98.3 263/291 .489/.452	355/284 80% 89.3/ 102 265/303 .43/.412	-	-	-	-	-	283/ 223 78.6 % 1.15 /2.84 .456 /.381
Canfield 310 VJ Bowl work Chad Speier Alum	315/-	2.25/ 1.88	N/A	-	155-153/-	217/-54.6 162 .701	282-286/- 71.4 212 .688	329-330/- 82.9 246 .639	349-339/- 86.5 256 .556	352-340/- 87 258 .479	355-344/- 87.9 260 .423	343-353/- 87.5 259 .375	341-355/- 87.5 259 .337	-	-	-	302 - 1.11 .456 /.381
Canfield 310 Ported CFM Technologies Alum	N/A	2.25/ 1.88	N/A	-	180/133 73.9 %	259/182 70.3 % 65.1/ 65.6 193/194 .837/.704	311/221 71.1 % 78.2/ 79.6 232/236 .753/.641	348/250 71.8 % 87.5/ 90.1 259/267 .674/.58	367/279 76% 92.3/ 101 273/298 .593/.539	373/295 79.1 % 93.8/ 106 278/315 .516/.489	-	-	-	-	-	-	306/ 227 74% - .456 /.381
Canfield 310 Ported Jim V Alum	N/A	2.25/ 1.88 - No Pipe	N/A	-	152/132 86.8 %	233/186 79.8 % 58.6/ 67 174/199 .753/.719	295/228 77.3 % 74.2/ 82.1 220/243 .715/.661	344/256 74.4 % 86.5/ 92.2 256/273 .667/.594	371/280 75.5 % 93.3/ 101 276/299 .599/.541	380/310 81.6 % 95.6/ 112 283/331 .526/.514	-/326	-/330	-	-	-	-	296/ 232 78.4 % - .456 /.381
Canfield 310 Ported Foxwell Motorsports Alum	N/A	2.25/ 1.88	118	-	155-153/117 76%	221/158 71.5 % 55.6/ 56.9 165/169 .714/.611	283-279/198 70.5 % 70.7/ 71.3 209/211 .681/.574	335-321/232 70.7 % 82.5/ 83.6 244/248 .636/.538	369-347/258 72.1 % 90/92.9 267/275 .578/.499	386-367/279 74.1 % 94.7/ 101 281/298 .521/.462	379-377/291 77% 95.1/ 105 282/311 .458/.422	-	-	-	-	-	300/ 219 73.1 % - .456 /.381

Canfield 310 Ported Foxwell Motorsports Alum	N/A	2.30/1.88 - 2.25" Pipe	N/A	-	161-159/113 70.6 %	226-223/166 73.9 % 54/59.8 160/177 .709/.642	292-289/201 69.2 % 69.9/72.4 207/215 .688/.583	347-332/249 73.3 % 81.7/89.7 242/266 66/99 .644/.578	386-360/288 75.1 % 89.8/101 .589/.541	401-382/300 76.6 % 94.2/108 .53/.97	404-395/316 79.1 % 96.2/114 .473/.458	412-404/326 79.9 % 98.2/117 .43/.42	-	-	-	-	323/244 75.4 % -.466/.381
Canfield Ported Foxwell Motorsports I-45 Alum	325/-	2.30/1.88 - 2 1/4 Pipe	N/A	-	158-151/116 75.1 %	225-219/158 71.2 % 53.4/56.9 158/169 .701/.611	290-283/195 68.1 % 69/70.2 204/208 .679/.565	338-327/230 69.2 % 80/82.9 237/245 .63/.533	373-352/256 70.6 % 87.2/92.2 259/273 .573/.495	381-380/276 72.5 % 91.6/99.4 271/295 .515/.457	390/287 73.6 % 93.9/103 278/306 .462/.416	395-393/295 74.9 % 94.8/106 281/315 .415/.38	-	-	-	-	315/227 71.9 % 1.21 .466/.381
Canfield Ported Foxwell Motorsports I-45 Alum	335/-	2.30/1.88	N/A	-	164-163/-	231-230/-55.5 164 .728	297-296/-71.4 211 .703	348-330/-81.6 242 .643	381-358/-88.9 264 .584	402-382/-94.3 280 .531	410-397/-97.1 288 .478	415-407/-98.9 293 .433	419-415/-100 297 .395	-	-	-	336 - 1.24 .466/.381
Canfield Ported Foxwell Motorsports I-45 Alum	N/A	2.30/1.88 4.60	N/A	-	166/121 72.9 %	245-247/170 69.1 % 59.2/61.2 175/181 .777/.657	306-312/209 67.6 % 74.4/75.3 220/223 .732/.606	353-346/243 69.5 % 84.1/87.5 249/259 .663/.564	386-368/274 72.7 % 90.7/98.7 269/292 .596/.537	406-387/300 75.7 % 95.4/108 283/320 .537/.497	415-406/316 77% 98.8/114 293/337 .486/.458	423-415/330 78.8 % 101/119 299/352 .441/.425	429-419/340 80.2 % 102/122 302/363 .402/.394	-	-	-	344/256 74.4 % -.466/.381
Canfield 310 Ported Jeff Birtche II Alum	N/A	2.25/1.88	N/A	-	186/140 75.3 %	258/185 71.7 % 64.9/66.6 192/197 .833/.715	313/226 72.2 % 78.7/81.4 233/241 .758/.655	369/264 71.5 % 92.8/95.1 275/282 .715/.612	397/289 72.8 % 99.8/104 296/308 .641/.559	406/312 76.8 % 102/112 303/333 .562/.517	411/316 76.9 % 103/114 306/337 .498/.458	-	-	-	-	-	334/247 74% -.456/.381
Canfield Ported Champion Racing Heads SF600 Alum	N/A	2.25/1.88 4.40	N/A	-	186/143 76.9 %	261/199 76.2 % 65.6/71.7 194/212 .843/.769	313/246 78.6 % 78.7/88.6 233/263 .758/.713	348/276 79.3 % 87.5/99.4 259/295 .674/.64	357/292 81.8 % 89.8/105 266/312 .577/.564	366/299 81.7 % 92.1/108 273/319 .507/.495	-	-	-	-	-	-	305/243 79.5 % -.456/.381
Canfield 320 Weingartner Racing I-BC E-	315/-	2.25/1.88 4.31 No	N/A	68-69/60 87.6 %	135-133/134 100%	201-199/176 88% 50.3/63.4 149/1	259-260/206 79.4 % 65.3/74.2 193/220	306-294/233 77.7 % 75.5/83.9	326-305/245 77.7 % 79.3/88.3	352-340/248 71.7 % 87/89.3	333-328/251 75.9 % 83.1/90.4	330-325/257 78.5 % 82.4/92.6	323-319/262 81.6 % 80.7/94.4	-	-	-	282/224 79.4 % 1.10

Sampled Alum							397	381/54	341/74	277/411	207/64	333/331	311/304				
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Canfield 350 Alum	350/-	2.30/1.88 - Pipe	113/119/125	82/74 90.2%	176/123 69.9%	250/175 70% 60.2/63 178/187 .79/.676	313/213 68.1% 75.3/76.7 223/227 .742/.618	350/256 73.1% 84.2/92.2 250/273 .664/.594	367/284 77.4% 88.3/102 262/303 .58/.549	376/309 82.2% 90.5/111 268/303 .509/.512	380/320 84.2% 91.5/115 271/342 .45/.464	381/322 84.5% 91.7/116 272/344 .401/.415					324/250 77.2% 1.09 .466/.381
Canfield CFE Ported Alum	N/A	-	N/A	-	-	-	-	-	-	-	420/-	-	-	-	-	-	-
Canfield 310 2012 Foxwell Motors ports Alum	N/A	2.25/1.88	N/A	-	165/122 73.9%	235-239/170 71.7% 59.6/61.2 177/181 .765/.657	301-294/212 71.3% 74.8/76.4 222/226 .721/.615	340-321/240 72.6% 83.1/86.5 246/256 .64/.557	358-339/261 74.9% 87.6/94 260/279 .563/.504	356-341/274 78.6% 87.6/98.7 260/292 .482/.454	351-348/281 80.4% 87.9/101 260/300 .423/.407	-	-	-	-	-	297/223 75.1% - .456/.381
Canfield 310 2012 Foxwell Motors ports CNC bowl blend Alum	312-309/-	2.25/1.88	N/A	-	170-172/123 71.9%	246-244/170 69.4% 61.6/61.2 183/181 .791/.657	311-295/212 70% 76.2/76.4 226/226 .734/.615	353-329/245 71.8% 85.8/88.3 254/262 .661/.568	373-354/274 75.4% 91.4/98.7 271/292 .587/.53	373-364/295 80.1% 92.7/106 275/315 .51/.489	373-370/309 83.2% 93.4/111 277/330 .45/.448	-	-	-	-	-	309/233 75.2% - .456/.381
CFE/BMF 310 Alum	317/150	2.30/1.88	116	-	-	-	-	-	-	-	397/304 76.6% 95.6/110 283/324 .47/.441	-	-	-	-	-	- 1.25/2.03 .466/.381
CFE 366310 Alum	310/150	2.30/1.88	119	-	-	259/174 67.2% 62.3/62.7 185/186 .818/.673	325/212 65.2% 78.2/76.4 232/226 .77/.615	374/250 66.8% 90/90 .1 267/267 .709/.58	386/277 71.8% 92.9/99.8 275/296 .61/.535	393/292 74.3% 94.6/105 280/312 .532/.484	394/304 77.2% 94.8/110 281/324 .467/.441	-	-	-	-	-	355/252 70.8% 1.27/2.03 .466/.381
DART N.E. Mod. Oval Full Port Back	307-311/145	2.25/1.88 4.44	117	-	153-156/122	223-224/163 72.9% 56.2/58.7 167/1	281-284/218 77.2% 71/78 .5	314-330/260 80.7% 81/93 .7	340-362/274 78.1% 88.3/	356-370/283 78% 91.3/102	364-374/293 79.4% 92.8/	-	-	-	-	-	295/230 78.1%

Cut SF600						63	.684/. 632	.624/. 603	.567/. 53	.502/. 469	.447/. 425						1
DART 265 Oval Super Mod. Alum	275/1 28	2.30/ 1.88 4.50 No Pipe	N/A	-	156/1 32 84.6 %	216/1 69 78.2 % 52/60 .9 154/1 80 .682/. 653	274/2 03 74.1 % 65.9/ 73.1 195/2 17 .649/. 589	310/2 30 74.2 % 74.6/ 82.9 221/2 45 .588/. 533	324/2 47 76.2 % 78/89 231/2 64 .512/. 477	329/2 55 77.5 % 79.2/ 91.9 235/2 72 .446/. 422	-	-	-	-	-	-	268/ 206 76.8 % 1.20 /1.9 9 .466 /.38 1
DART 265 CNC Oval Super Mod. Alum	298/1 43	2.30/ 1.88 4.50 No Pipe	N/A	-	157/1 42 90.4 %	222/1 90 85.6 % 53.4/ 68.4 158/2 03 .701/. 734	274/2 30 83.9 % 65.9/ 82.9 195/2 45 .649/. 667	309/2 63 85.1 % 74.4/ 94.7 220/2 81 .586/. 61	365/2 84 77.8 % 87.9/ 102 260/3 03 .577/. 549	380/2 94 77.4 % 91.5/ 106 271/3 14 .515/. 487	-	-	-	-	-	-	285/ 234 82.2 % 1.28 /2.0 6 .466 /.38 1
DART 275 Oval CCM Alum	275/-	2.25/ 1.88 - No Pipe	119	68/6 8 100 %	151/1 15 76.2 %	215/1 55 72.1 % 54.1/ 55.8 160/1 65 .694/. 599	259/1 92 74.1 % 65.1/ 69.2 193/2 05 .627/. 557	293/2 23 76.1 % 73.7/ 80.3 218/2 38 .568/. 517	315/2 44 77.5 % 79.2/ 87.9 235/2 60 .509/. 472	310/2 59 83.5 % 78/93 .3 231/2 76 .429/. 429	-	-	-	-	-	-	257/ 198 77% 1.15 .456 /.38 1
DART 308 Iron Eagle	308/1 29	2.25/ 1.88 4.50 No Pipe	119	-	157/1 36 86.6 %	232/1 75 75.4 % 58.3/ 63 173/1 87 .749/. 676	291/2 10 72.2 % 73.2/ 75.7 217/2 24 .705/. 609	325/2 33 71.7 % 81.7/ 83.9 242/2 49 .63/.5 4	347/2 49 71.8 % 87.3/ 89.7 259/2 66 .56/.4 81	359/2 58 71.9 % 90.3/ 92.9 268/2 75 .497/. 427	363/2 66 73.3 % 91.3/ 95.8 271/2 84 .44/.3 86	-	-	-	-	-	296/ 218 73.6 % 1.18 /2.0 6 .456 /.38 1
DART 308 Eagle David Vizard Iron	308/1 29	2.25/ 1.88	119	-	-	204-2 01/1 73 85.4 % 50.9/ 62.3 151/1 85 .654/. 669	262-2 65/2 00 75.9 % 66.3/ 72 196/2 13 .638/. 58	306/2 26 73.9 % 77/81 .4 228/2 41 .593/. 524	310-3 03/2 50 81.6 % 77.1/ 90.1 228/2 67 .495/. 483	353-3 50/2 59 73.7 % 88.4/ 93.3 262/2 76 .487/. 429	363-3 60/2 69 74.4 % 90.9/ 96.9 269/2 87 .438/. 39	-	-	-	-	-	299/ 230 76.9 % 1.17 /2.0 9 .456 /.38 1
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
DART 308 Ported Eagle David Vizard Iron	N/A	2.25/ 1.88	119	-	-	229-2 22/1 79 79.4 % 56.7/ 64.5 168/1 91 .728/. 692	262-2 72/2 22 83.1 % 67.2/ 80 199/2 37 .647/. 644	300-3 03/2 50 82.9 % 75.8/ 90.1 225/2 67 .584/. 58	335-3 03/2 71 85% 80.2/ 97.6 238/2 89 .515/. 524	370-3 54/2 80 77.3 % 91/10 1 270/2 99 .501/. 464	383/2 89 75.5 % 96.3/ 104 285/3 08 .464/. 419	-	-	-	-	-	310/ 249 80.2 % - .456 /.38 1

DART 308 Super Mod.	316/128	2.25/1.88 4.50 No Pipe	N/A	-	153/132 86.3 %	221/169 76.5 % 55.6/60.9 165/180 .714/.653	275/203 73.8 % 69.2/73.1 205/217 .666/.589	318/230 72.3 % 80/82.9 237/245 .616/.533	348/247 71% 87.5/89 259/264 .562/.477	367/255 69.5 % 92.3/91.9 273/272 .508/.422	-	-	-	-	-	-	280/206 73.5 % 1.16/1.99 .456/.381
DART 320 Out of Box Bill Jones Alum	327/128	2.30/1.88	N/A	73/74 101 %	143/148 103%	208/187 89.9 % 50.1/67.4 148/200 .657/.723	246/217 88.2 % 59.2/78.2 175/232 .583/.629	290/238 82.1 % 69.8/85.7 207/254 .55/.52	320/247 77.2 % 77/89 228/264 .506/.477	-	-	-	-	-	-	-	241/207 85.9 % 0.98/1.93 .466/.381
DART 320 Super Mod. Alum	327/128	2.30/1.88 4.50 No Pipe	N/A	-	152/132 86.8 %	216/169 78.2 % 52/60.9 154/180 .682/.653	274/203 74.1 % 65.9/73.1 195/217 .649/.589	316/230 72.8 % 76.1/82.9 225/245 .599/.533	338/247 73.1 % 81.4/89 241/264 .534/.477	351/255 72.6 % 84.5/91.9 250/272 .475/.422	-	-	-	-	-	-	275/206 75% 1.07/1.99 .466/.381
DART 320 CNC Super Mod. Alum	321/123.1	2.25/1.88 - No Pipe	119.1	-	157/126 80.3 %	230/165 71.7 % 57.8/59.4 171/176 .743/.638	284/199 70.1 % 71.4/71.7 212/212 .688/.577	319/224 70.2 % 80.2/80.7 238/239 .618/.52	335/236 70.4 % 84.3/85 250/252 .541/.456	339/242 71.4 % 85.3/87.2 253/258 .469/.401	339/246 72.6 % 85.3/88.6 253/263 .411/.357	-	-	-	-	-	286/205 71.8 % 1.06/2.00 .456/.381
DART 320 CNC Super Mod. Alum	346/143	2.30/1.88 4.50 No Pipe	119.1	-	157/142 90.4 %	221/190 86% 53.2/68.4 158/203 .698/.734	280/230 82.1 % 67.4/82.9 200/245 .664/.667	326/263 80.7 % 78.5/94.7 232/281 .618/.61	365/284 77.8 % 87.9/102 260/303 .577/.549	370/294 79.5 % 89.1/106 264/314 .501/.487	-	-	-	-	-	-	287/234 81.6 % 1.07/2.06 .466/.381
DART 335 CNC Weingartner Racing Alum	N/A	2.30/1.88 4.625 No Pipe	N/A	66-54/54 90%	125-122/109 88.3 %	203-195/151 75.9 % 47.9/54.4 142/161 .629/.584	276-258/180 67.4 % 64.3/64.8 190/192 .633/.522	322-309/223 70.7 % 75.9/80.3 225/238 .598/.517	365-340/250 70.9 % 84.8/90.1 251/267 .557/.483	395-365/266 70% 91.5/95.8 271/284 .515/.441	391-380/276 71.6 % 92.8/99.4 275/295 .457/.40	380-373/281 74.6 % 90.6/101 269/300 .397/.362	383-375/284 74.9 % 91.2/102 270/303 .359/.329	-	-	-	309/224 72.7 % - .466/.381
DART 330 Iron Eagle Pro CNC	330/-	2.30/1.88 - No Pipe	126	-	157/136 86.6 %	232/175 75.4 % 55.8/63 165/187 .733/.676	291/210 72.2 % 70/75.7 208/224 .69/.609	325/233 71.7 % 78.2/83.9 232/249 .616/.54	347/249 71.8 % 83.5/89.7 247/266 .548/.481	359/258 71.9 % 86.4/92.9 256/275 .486/.427	363/266 73.3 % 87.4/95.8 259/284 .43/.386	-	-	-	-	-	296/218 73.6 % 1.10 .466/.381

DART 345 Iron Eagle	345/129	2.30/1.88 4.50 No Pipe	119	-	158/136 86.1%	228/175 76.8% 54.9/63 163/187 .72/.676	289/210 72.7% 69.6/75.7 206/224 .685/.609	327/233 71.3% 78.7/83.9 233/249 .62/.54	358/249 69.6% 86.2/89.7 255/266 .566/.481	378/258 68.3% 91/92.9 270/275 .512/.427	390/266 68.2% 93.9/95.8 278/284 .462/.386	-	-	-	-	-	304/218 71.8% 1.13/2.06 .466/.381
DART 345 Eagle David Vizard Iron	345/129	2.30/1.88	119	79/56 70.9%	162-163/115 70.8%	249/167 67.1% 59.9/60.2 178/178 .787/.646	314-315/205 65.2% 75.7/73.8 224/219 .745/.594	356-350/225 63.7% 85/81.1 252/240 .669/.522	379-371/238 63.5% 90.3/85.7 267/254 .592/.46	384-377/248 65.2% 91.6/89.3 271/265 .515/.411	387-379/255 66.6% 92.2/91.9 273/272 .454/.37	-	-	-	-	-	317/208 65.5% 1.11/1.98 .466/.381
DART 345 Eagle Basic Ported David Vizard Iron	345/129	2.30/1.88	119	79/56 70.9%	165-166/118 71.3%	255-254/177 69.5% 61.3/63.8 181/189 .804/.684	325-324/228 70.3% 78.1/82.1 231/243 .769/.661	361-360/251 69.6% 86.8/90.4 257/268 .683/.582	387-382/270 70.2% 92.5/97.3 274/288 .607/.522	399-389/292 74.1% 94.8/105 281/312 .534/.484	406-394/299 74.8% 96.3/108 285/319 .474/.433	-	-	-	-	-	326/234 71.6% 1.16/2.32 .466/.381
DART 360 16500 000 Kendrick Auto Alum	N/A	2.25/1.9	119	75/68 90.7%	136/99 72.8%	184/125 67.9% 46.3/44.1 137/131 .594/.478	220/152 69.1% 55.3/53.6 164/159 .533/.436	261/181 69.3% 65.6/63.8 194/189 .506/.415	294/195 66.3% 73.9/68.8 219/204 .475/.373	313/202 64.5% 78.7/71.2 233/211 .433/.331	-	-	-	-	-	235/159 67.8% - .456/.385	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
DART 360 16500 000 Ported Kendrick Auto Alum	N/A	2.25/1.9	119	84/73 86.9%	157/108 68.8%	223/149 66.8% 56.1/52.6 166/156 .72/.57	270/181 67% 67.9/63.8 201/189 .654/.519	308/210 68.2% 77.5/74.1 230/219 .597/.482	348/237 68.1% 87.5/83.6 259/248 .562/.453	386/259 67.1% 97.1/91.3 288/271 .534/.425	-	-	-	-	-	-	282/191 67.6% - .456/.385
DART 360 Super Mod.	355/124.6	2.30/1.88 - No Pipe	114.1	-	152/126 82.9%	220/165 75% 53/59.4 157/176 .695/.638	277/199 71.8% 66.7/71.7 198/112 .656/.577	324/224 69.1% 78/80.7 231/239 .614/.52	354/236 66.7% 85.2/85 252/252 .559/.456	369/242 65.6% 88.8/87.2 263/258 .50/.401	373/246 66% 89.8/88.6 266/263 .442/.357	-	-	-	-	-	296/205 69.5% 1.05/1.97 .466/.381

DART 360 Super Mod. Alum	366/128	2.30/1.88 4.50 No Pipe	N/A	-	154/132 85.7%	220/169 76.8% 53/60 .9 157/180 .695/.653	279/203 72.8% 67.2/73.1 199/217 .661/.589	321/230 71.7% 77.3/82.9 229/245 .609/.533	346/247 71.4% 83.3/89 247/264 .547/.477	370/255 68.9% 89.1/91.9 264/272 .501/.422	-	-	-	-	-	282/206 73.1% 1.01/1.99 .466/.381
DART 360 CNC Super Mod. Alum	389/143	2.30/1.88 4.50 No Pipe	119	-	157/142 90.4%	223/190 85.2% 53.7/68.4 159/203 .705/.734	284/230 81% 68.4/82.9 203/245 .673/.667	337/263 78% 81.1/94.7 240/281 .639/.61	374/284 75.9% 90/102 267/303 .591/.549	393/294 74.8% 94.6/106 280/314 .532/.487	-	-	-	-	-	295/234 79.4% 1.01/2.06 .466/.381
DART 360 Out of Box Weingartner Racing Alum	N/A	2.30/1.85 4.50 No Pipe	N/A	77/66 85.7%	154/107 69.5%	234/147 62.8% 56.3/54.7 167/162 .739/.577	288/183 63.5% 69.3/68.1 205/202 .682/.539	326/210 64.4% 78.5/78.1 232/231 .618/.495	360/230 63.9% 86.6/85.6 257/254 .569/.452	363/244 67.2% 87.4/90.8 259/269 .492/.411	368/250 67.9% 88.6/93 262/276 .436/.368	-	-	-	-	299/196 65.5% - .466/.375
DART 360 Out of Box Weingartner Racing Brez Alum	N/A	2.30/1.85 4.31 No Pipe	N/A	75/66 88%	166/107 64.5%	235/147 62.6% 56.6/54.7 168/162 .743/.577	283/183 64.7% 68.1/68.1 202/202 .671/.539	327/210 64.2% 78.7/78.1 233/231 .62/.495	351/230 65.5% 84.5/85.6 250/254 .555/.452	365/244 66.8% 87.9/90.8 260/269 .494/.411	378/257 68% 91/95.6 270/283 .448/.379	-	-	-	-	301/197 65.5% - .466/.375
DART 360 CNC Rons Porting Service Alum	N/A	2.30/1.90 - No Pipe	N/A	-	185/142 76.8%	260/183 70.4% 62.6/64.5 185/191 .822/.70	321/214 66.7% 77.3/75.5 229/224 .761/.614	357/251 70.3% 85.9/88.5 255/262 .677/.576	389/282 72.5% 93.6/99.5 277/295 .615/.539	406/298 73.4% 97.7/105 290/311 .55/.488	420/307 73.1% 101/108 300/321 .498/.444	429/318 74.1% 103/112 306/332 .452/.405	-	-	-	346/249 72.1% - .466/.385
DART 370 CNC Oval Full Port Back Cut SF600	370/152	2.30/1.88 4.50 No Pipe	125	-	176-175/135 76.9%	243-238/187 77.8% 57.9/67.4 172/200 .76/.723	305-302/231 76.1% 73/83.2 216/247 .719/.67	348-350/280 80.2% 84/101 249/299 .662/.649	381-385/292 76.2% 92.2/105 273/312 .605/.564	403-411/310 76.2% 98/112 290/331 .551/.514	410-420/319 76.9% 99.9/115 296/340 .492/.462	-	-	-	-	325/251 77.1% 1.12/2.10 .466/.381
DART Conventional 22.25 Deg - Texas Pro Stock CNC Darin	N/A	2.375/1.85 - No Pipe	N/A	-	135-138/-	228/-51.5 152	312-315/-70.8 140	375-378/-85 150	427-431/-96.8 167	459-471/-105 161	477-489/-109 163	480-501/-111 163	485-507/-112 163	-	-	380 - - .481

Morgan SF600 Alum																	
DART 360 Rolled 22 Deg - 2009 Texas Pro Stock CNC Darin Morgan SF600 Alum	N/A	2.375 /1.85 - No Pipe	N/A	-	141-138/-	228/-51.5152 .698	315/-71.1211 .723	384-378/-86255 .70	426-431/-96.7287 .656	456-471/-105310 .608	465-489/-108319 .547	477-501/-110327 .499	480-507/-111330 .453	-	-	-	379 - - .481 / .375
DART 360 Rolled 22 Deg - 2010 Texas Pro Stock CNC Darin Morgan SF600 Alum	N/A	2.375 /1.85 - No Pipe	N/A	-	149-150/-	237/-53.5159 .725	315/-71.1211 .723	384-385/-86.8257 .706	434-439/-98.5292 .668	463-480/-106315 .618	481-504/-111329 .565	495-510/-113336 .513	501-516/-115340 .467	-	-	-	389 - - .481 / .375
DART PRO1 275 Alum	275/-	2.25 /1.88 - No Pipe	121	-	154 /136 88.3 %	225 /175 77.8 % 56.6 /63 168 /187 .727 / .676	284 /210 73.9 % 71.4 /75.7 212 /224 .688 / .609	318 /233 73.3 % 80 /83 .9 237 /249 .616 / .54	341 /249 73% 85.8 /89.7 254 /266 .551 / .481	352 /258 73.3 % 88.5 /92.9 262 /275 .487 / .427	-	-	-	-	-	-	279 /210 75.3 % 1.28 .456 / .381
Manufacturer Part Number	Port / Vol Int / Exh	Valve Size Int / Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
DART PRO1 Ported BES Alum	333/-	2.30 /1.88	129.7	-	166 /136 81.9 %	234 /186 79.5 % 56.3 /67 167 /199 .739 / .719	296 /232 78.4 % 71.2 /83.6 211 /248 .701 / .673	345 /262 75.9 % 83 /94 .4 246 /280 .654 / .608	373 /290 77.7 % 89.8 /104 266 /310 .589 / .561	388 /309 79.6 % 93.4 /111 277 /330 .525 / .512	392 /326 83.2 % 94.3 /117 280 /348 .464 / .473	398 /344 86.4 % 95.8 /124 284 /367 .419 / .443	-	-	-	-	324 /261 80.4 % 1.20 .466 / .381
DART PRO1 310 Alum	310 /129	2.25 /1.88 4.50 No Pipe	121	-	147 /137 93.2 %	219 /175 79.9 % 55.1 /63 163 /187 .707 / .676	275 /210 76.4 % 69.2 /75.7 205 /224 .666 / .609	318 /233 73.3 % 80 /83 .9 237 /249 .616 / .54	347 /249 71.8 % 87.3 /89.7 259 /266 .56 / .481	364 /258 70.9 % 91.5 /92.9 271 /275 .504 / .427	369 /266 72.1 % 92.8 /95.8 275 /284 .447 / .386	-	-	-	-	-	291 /218 74.9 % 1.19 /2.06 .456 / .381

DART PRO1 310 Ported Jim V Alum	320/-	2.25/ 1.88 - No Pipe	N/A	-	149/1 30 87.2 %	225/1 71 76% 56.6/ 61.6/ 168/1 83 .727/ 661	295/2 06 69.8 % 74.2/ 74.2 220/2 20 .715/ 597	348/2 56 73.6 % 87.5/ 92.2 259/2 73 .674/ 594	380/2 86 75.3 % 95.6/ 103 283/3 05 .614/ 553	394/3 00 76.1 % 99.1/ 108 294/3 20 .545/ 497	-	-	-	-	-	-	299/ 225 75.3 % 1.23 .456 /.38 1
DART PRO1 325 Alum	325/1 29	2.25/ 1.88 4.50 No Pipe	121	-	147/1 37 93.2 %	223/1 75 78.5 % 56.1/ 63 166/1 87 .72/.6 76	281/2 10 74.7 % 70.7/ 75.7 209/2 24 .681/ 609	326/2 33 71.5 % 82/83 .9 243/2 49 .632/ 54	353/2 49 70.5 % 88.8/ 89.7 263/2 66 .57/.4 81	371/2 58 69.5 % 93.3/ 92.9 276/2 75 .514/ 427	376/2 66 70.7 % 94.6/ 95.8 280/2 84 .455/ 386	-	-	-	-	-	297/ 218 73.6 % 1.16 /2.0 6 .456 /.38 1
DART PRO1 335 CNC Alum	335/1 38	2.30/ 1.88 4.50 No Pipe	N/A	-	174/1 36 78.2 %	245/1 78 72.7 % 59/64 .1 175/1 90 .774/ 688	306/2 35 76.8 % 73.7/ 84.7 218/2 51 .725/ 681	353/2 65 75.1 % 85/95 .5 252/2 83 .669/ 615	383/2 82 73.6 % 92.2/ 102 273/3 01 .605/ 545	401/2 96 73.8 % 96.5/ 107 286/3 16 .543/ 49	406/3 03 74.6 % 97.7/ 109 290/3 23 .481/ 439	-	-	-	-	-	324/ 242 74.7 % 1.21 /2.2 0 .466 /.38 1
DART PRO1 345 Alum	345/1 29	2.30/ 1.88 4.50 No Pipe	121	-	143/1 36 95.1 %	214/1 75 81.8 % 51.5/ 63 153/1 87 .676/ 676	272/2 10 77.2 % 65.5/ 75.7 194/2 24 .645/ 609	321/2 33 72.6 % 77.3/ 83.9 229/2 49 .609/ 54	359/2 49 69.4 % 86.4/ 89.7 256/2 66 .567/ 481	384/2 58 67.2 % 92.4/ 92.9 274/2 75 .52/.4 27	397/2 66 67% 95.6/ 95.8 283/2 84 .47/.3 86	-	-	-	-	-	299/ 218 73.1 % 1.15 /2.0 6 .466 /.38 1
DART PRO1 355 CNC Alum	355/1 38	2.30/ 1.88 4.50 No Pipe	N/A	-	177/1 36 76.8 %	251/1 78 70.9 % 60.4/ 64.1 179/1 90 .793/ 688	310/2 35 75.8 % 74.6/ 84.7 221/2 51 .735/ 681	360/2 65 73.6 % 86.6/ 95.5 257/2 83 .682/ 615	399/2 82 70.7 % 96/10 2 285/3 01 .63/.5 45	423/2 96 70% 102/1 07 302/3 16 .573/ 49	426/3 03 71.1 % 103/1 09 304/3 23 .505/ 439	-	-	-	-	-	335/ 242 72.3 % 1.20 /2.2 0 .466 /.38 1
DART PRO1 355 CNC David Vizard Alum	N/A	2.30/ 1.88	119	77/5 8 75.3 %	171/1 23 71.9 %	253/1 75 69.2 % 60.9/ 63 180/1 87 .799/ 676	325/2 25 69.2 % 78.2/ 81.1 232/2 40 .77/.6 52	360/2 50 69.4 % 86.6/ 90.1 257/2 67 .682/ 58	378-3 73/2 72 72.4 % 90.4/ 98 268/2 90 .593/ 526	400-3 88/2 92 74.1 % 94.8/ 105 281/3 12 .534/ 484	414-3 95/3 03 74.9 % 97.4/ 109 288/3 23 .479/ 439	423-3 99/3 06 74.5 % 98.9/ 110 293/3 27 .433/ 394	-	-	-	-	337/ 243 72.2 % - .466 /.38 1

DART 355 CNC Foxwell Motorsports Alum	N/A	2.30/1.88 4.50	N/A	-	154-156/117 75.5%	223-226/163 72.6% 54/58.7 160/174 .709/.63	293-290/227 77.9% 70.2/81.8 208/242 .691/.658	338-333/266 79.3% 80.8/95.8 239/284 .636/.617	375-366/288 77.7% 89.2/104 .585/.557	401-383/302 77% 94.3/109 280/322 .531/.50	409-396/307 76.3% 96.9/111 287/328 .477/.445	417-407/321 77.9% 99.2/116 294/343 .434/.414	425-417/331 78.6% 101/119 300/353 .399/.384	-	-	-	334/258 77.3% - .466/.381
DART PRO2 Ported SF600 Alum	380/144	2.30/1.88	119	-	176/134 76.1%	239/178 74.5% 57.5/64.1 170/190 .755/.688	304/223 73.4% 73.2/80.3 217/238 .72/.647	346/274 79.2% 83.3/98.7 247/292 .656/.636	378/300 79.4% 91/108 270/320 .597/.58	402/318 79.1% 96.8/115 287/339 .544/.527	420/330 78.6% 101/119 300/352 .498/.478	430/338 78.6% 103/122 307/361 .453/.436	438/346 79% 105/125 312/369 .415/.401	-	-	-	348/271 77.9% 1.15/2.40 .466/.381
DART SR2 - Texas Pro Stock Ported Slick Rick Racing Heads Alum	N/A	2.425/-	N/A	-	-	240/-52 154 .719	322/-69.7 207 .724	392/-84.9 251 .705	449/-97.2 288 .673	488/-106 313 .627	497/-108 319 .559	510/-110 327 .509	518/-112 332 .466	525/-114 337 .429	-	-	438 - - .491
DART Big M Super Mod. Ported Alum	411/147	2.35/1.88 4.60 No Pipe	N/A	-	160/124 77.5%	223/159 71.3% 51.4/57.3 152/170 .69/.615	285/196 68.8% 65.7/70.6 195/209 .661/.568	336/243 72.3% 77.5/87.5 230/259 .623/.564	377/268 71.1% 86.9/96.5 258/286 .583/.518	401/283 70.6% 92.5/102 274/302 .531/.469	415/295 71.1% 95.7/106 283/315 .481/.428	-	-	-	-	-	314/224 71.4% 1.01/2.01 .476/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
DART Big M Super Mod. Ported Full Polish Alum	411/147	2.35/1.88 4.60 No Pipe	N/A	-	161/124 77%	235/159 67.7% 54.2/57.3 161/170 .727/.615	302/196 64.9% 69.6/70.6 206/209 .70/.568	357/243 68.1% 82.3/87.5 244/259 .662/.564	394/268 68% 90.8/96.5 269/286 .609/.518	418/283 67.7% 96.4/102 286/302 .554/.469	429/295 68.8% 98.9/106 293/315 .498/.428	-	-	-	-	-	328/224 68.3% 1.04/2.01 .476/.381
DART 18 Deg Oval Alum	330/152	2.25/1.84 - No Pipe	98	-	190/120 63.2%	254/164 64.6% 63.9/61.7 189/183 .82/.648	318/191 60.1% 80/71.8 237/213 .77/.566	377/222 58.9% 94.8/83.5 281/247 .731/.526	404/257 63.6% 102/96.7 301/286 .652/.508	412/301 73.1% 104/113 307/335 .57/.51	413/301 72.9% 104/113 308/335 .50/.446	-	-	-	-	-	338/222 65.7% 1.25/1.98 .456/.373

DART 18 Deg Oval CNC Alum	383/1 52	2.35/ 1.84 - No Pipe	102	-	162/1 36 84%	236/1 77 75% 54.4/ 66.6 161/1 97 .73/.6 99	314/2 16 68.8 % 72.4/ 81.2 215/2 41 .728/. 64	376/2 54 67.6 % 86.7/ 95.5 257/2 83 .698/. 602	420/2 89 68.8 % 96.8/ 109 287/3 22 .649/. 571	444/3 16 71.2 % 102/1 19 303/3 52 .588/. 535	450/3 30 73.3 % 104/1 24 307/3 68 .522/. 489	-	-	-	-	-	343/ 245 71.5 % 1.17 /2.1 7 .476 /.37 3
DART Big Chief 18 Deg PRO1 Alum	424/1 85	2.40/ 1.90 - No Pipe	N/A	-	158/1 38 87.3 %	222/1 85 83.3 % 49.1/ 65.2 145/1 93 .672/. 708	284/2 29 80.6 % 62.8/ 80.8 186/2 39 .645/. 657	345/2 67 77.4 % 76.3/ 94.2 226/2 79 .627/. 613	390/2 93 75.1 % 86.2/ 103 255/3 06 .59/.5 6	420/3 0 7.19 % 92.8/ 10.6 275/3 1.4 .545/ 4.96	431/3 05 70.8 % 95.3/ 108 282/3 19 .489/. 437	437/3 09 70.7 % 96.6/ 109 286/3 23 .441/. 394	-	-	-	-	336/ 220 65.4 % 1.03 /1.6 7 .486 /.38 5
DART Late Big Chief 18 Deg CNC Super Mod. Alum	402/1 75	2.40/ 1.90 4.60 No Pipe	N/A	-	158/1 54 97.5 %	234/2 11 90.2 % 51.7/ 74.4 153/2 21 .709/. 807	302/2 66 88.1 % 66.8/ 93.8 198/2 78 .686/. 763	365/2 82 77.3 % 80.7/ 99.5 239/2 95 .663/. 647	407/2 93 72% 90/10 3 267/3 06 .616/. 56	432/2 97 68.8 % 95.5/ 105 283/3 10 .561/. 487	444/3 01 67.8 % 98.1/ 106 291/3 15 .504/. 432	-	-	-	-	-	335/ 258 77% 1.10 /1.7 2 .486 /.38 5
DART Late Big Chief 18 Deg Full Port 45 Deg Intake Back Cut Alum	421/1 86	2.40/ 1.90 4.60 No Pipe	N/A	-	165/1 41 85.5 %	239/1 91 79.9 % 52.8/ 67.4 157/2 00 .724/. 731	294/2 37 80.6 % 65/83 .6 193/2 48 .668/. 68	356/2 80 78.7 % 78.7/ 98.8 233/2 93 .647/. 643	410/3 15 76.8 % 90.6/ 111 269/3 29 .621/. 602	445/3 33 74.8 % 98.4/ 117 291/3 48 .577/. 546	461/3 39 73.5 % 102/1 20 302/3 54 .523/. 486	469/3 51 74.8 % 104/1 24 307/3 67 .473/. 448	-	-	-	-	355/ 273 77% 1.11 /1.8 9 .486 /.38 5
DART Big Chief 18 Deg Ported ET Perfor mance Alum	N/A	2.40/ 1.88 4.50	N/A	77-7 9/61 78.2 %	160-1 61/1 30 81%	222-2 25/1 80 80.5 % 49.4/ 64.8 146/1 92 .677/. 696	301-2 97/2 32 77.6 % 66.1/ 83.6 196/2 48 .679/. 673	369-3 62/2 74 75% 80.8/ 98.7 239/2 92 .664/. 636	410-4 17/2 90 70.1 % 91.4/ 104 271/3 10 .626/. 561	433-4 51/3 08 69.7 % 97.7/ 111 289/3 29 .574/. 51	454-4 69/3 20 69.3 % 102/1 15 302/3 42 .524/. 464	471-4 78/3 31 69.8 % 105/1 19 311/3 53 .479/. 427	-	-	-	-	355/ 258 72.7 % - .486 /.38 1
DART Big Chief 18 Deg Ported MBE I-55 E-55 SF102 0 Alum	430/1 95	2.45/ 1.80 4.52 No Pipe	90-10 0	-	148/1 22 82.4 %	220/1 82 82.7 % 46.7/ 71.5 138/2 12 .653/. 735	293/2 34 79.9 % 62.2/ 92 184/2 72 .652/. 709	362/2 82 77.9 % 76.8/ 111 228/3 28 .644/. 683	417/3 15 75.5 % 88.5/ 124 262/3 67 .618/. 636	463/3 34 72.1 % 98.2/ 131 291/3 89 .589/. 578	494/3 36 68% 105/1 32 310/3 91 .55/.5 09	513/3 37 65.7 % 109/1 32 322/3 92 .507/. 454	522/3 35 64.2 % 111/1 32 328/3 90 .465/. 406	528/- 112 332 .427	-	-	396/ 275 - 1.23 /1.7 3 .496 /.36 5

DART Big Chief 18 Deg Ported Chapman Alum	422/-	2.40/1.90 - No Pipe	91.5	80/63 78.8 %	160/124 77.5 %	244/174 71.3 % 53.9/61.4 160/182 .739/.666	307/212 69.1 % 67.9/74.8 201/222 .697/.608	359/244 68% 79.4/86.1 235/255 .652/.56	401/272 67.8 % 88.6/95.9 263/284 .607/.52	440/331 75.2 % 97.3/117 288/346 .571/.543	466/346 74.2 % 103/122 305/362 .529/.496	472/350 74.2 % 104/123 309/366 .476/.446	-	-	-	-	356/257 72.1 % 1.12 .486 /.385
DART Big Chief 18 Deg CNC Slick Rick Racing Heads Alum	N/A	2.43/1.85 - No Pipe	N/A	-	-	239/199 83.3 % 51.5/74 153/219 .715/.782	309/245 79.3 % 66.6/91.1 197/270 .693/.722	370/302 81.6 % 79.8/112 236/333 .664/.712	424/342 80.7 % 91.4/127 271/377 .634/.672	464/355 76.5 % 100/132 296/391 .595/.598	496/362 73% 107/135 317/399 .556/.533	515/366 71.1 % 111/136 329/403 .513/.479	525/370 70.5 % 113/138 335/408 .471/.436	535/370 69.2 % 115/138 342/408 .436/.396	-	-	431/323 75.1 % - .492 /.375
DART 18 Deg CNC Full Alum	424/185	- No Pipe	95	-	-	-	-	-	-	-	-	492/343 69.7 % -	-	-	-	-	- 1.16 /1.85
DART PRO1 18 Deg CNC Bowls Alum	421/-	2.40/1.90 4.60 No Pipe	N/A	-	-	-	-	-	-	-	-	470/340 72.3 % 104/120 308/355 .474/.433	-	-	-	-	- 1.12 .486 /.385
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
DART 14 Deg Olds Full Port Alum - CFE	440/-	2.40/1.90	N/A	-	-	245/204 83.3 % 54.2/72 160/213 .742/.78	326/264 81% 72.1/93.1 214/276 .74/.757	376/312 83% 83.1/110 246/326 .683/.716	425/327 76.9 % 93.9/115 278/342 .643/.625	457/330 72.2 % 101/116 299/345 .593/.541	474/340 71.7 % 105/120 310/355 .538/.488	475/341 71.8 % 105/120 311/356 .479/.435	-	-	-	-	397/303 76.2 % 1.08 .486 /.385
DART 14 Deg Olds Full Port Alum	440/-	2.40/1.90 - No Pipe	N/A	-	-	237/192 81% 52.4/67.7 155/201 .718/.734	303/247 81.5 % 67/87.1 198/258 .688/.709	361/297 82.3 % 79.8/105 236/310 .656/.682	412/317 76.9 % 91.1/112 270/331 .624/.606	447/331 74% 98.8/117 293/346 .58/.543	457/341 74.6 % 101/120 299/356 .519/.489	463/345 74.5 % 102/122 303/361 .467/.44	-	-	-	-	383/296 77.2 % 1.05 .486 /.385
DART 14 Deg Olds Ported Dr Js Performance I-50	N/A	2.45/-	N/A	-	167/-	245/-52 154	335/-71.1 211	415/-88 261	473/-100 297	515/-109 324	532/-113 334	549/-116 345	561/-119 353	567/-120 356	-	-	436 - -

Sf600 Alum																	
DART Big Chief 14 Deg Oval Full Port I-55 E-55 Deg SF1020 Alum	433/200	2.47/1.80 - No Pipe	86	-	164/129 78.7 %	254/182 71.7 % 53/71.5 157/212 .747/.735	333/218 65.5 % 69.5/85.7 206/254 .735/.66	398/251 63.1 % 83.1/98.6 246/292 .703/.608	446/288 64.6 % 93.1/113 276/335 .656/.581	482/316 65.6 % 101/124 298/368 .608/.547	493/338 68.6 % 103/133 305/394 .544/.512	495/349 70.5 % 103/137 306/406 .485/.47					383/259 67.6 % 1.14/1.75 .500/.365
DART Big Chief 14 Deg Oval CNC Full Alum	433/-	2.47/1.80 4.60 No Pipe	N/A	-	-	-	-	-	-	-	-	515/365 70.9 % 107/143 318/425 .505/.491					- - 1.19 .500/.365
DART Big Chief 14 Deg Oval CNC M2 Race Systems Alum	448/-	2.45/1.85 4.60	81	-	144/114 79.2 %	236/165 69.9 % 50.1/61.4 148/182 .70/.48	299/210 70.2 % 63.4/78.1 188/231 .665/.619	375/266 70.9 % 79.5/99 236/293 .667/.627	440/306 69.5 % 93.3/114 277/337 .653/.601	484/328 67.8 % 103/122 304/376 .615/.552	518/342 66% 110/127 326/377 .576/.504	526/352 66.9 % 112/131 331/388 .52/.61	534/356 66.7 % 113/132 336/392 .475/.42	-	-	-	395/271 68.6 % 1.19 .496/.375
DART Big Chief 14 Deg Ported ET Performance Alum	390/-	2.45/1.88 4.625	82	86-86/62 72.1 %	160-160/129 80.6 % 151/208 .713/.754	240-241/195 81.1 % 51/70.2 151/208 .713/.754	309-308/261 84.6 % 65.4/94 194/279 .686/.757	361-361/301 83.4 % 76.6/108 227/321 .642/.698	409-407/318 77.9 % 86.5/115 256/339 .605/.615	440-443/328 75.1 % 92.6/118 274/350 .555/.543	453-451/334 73.9 % 95.9/120 284/357 .503/.484	467-467/336 71.9 % 99.1/121 294/359 .462/.433					354/275 77.7 % 1.20 .496/.381
DART Big Chief 14 Deg Ported ET Performance Alum	440/-	2.45/1.88 4.625	82	90-95/62 67%	176-175/129 73.5 % 165/208 .777/.754	263-261/195 74.4 % 55.6/70.2 165/208 .777/.754	339-338/261 77.1 % 71.8/94 213/279 .753/.757	406-403/301 74.4 % 85.8/108 254/321 .72/.698	448-442/318 71.5 % 94.4/115 280/339 .66/.615	470-465/328 70.2 % 99.2/118 294/350 .594/.543	484-473/334 69.8 % 101/120 301/357 .532/.484	494-487/336 68.5 % 104/121 308/359 .485/.433	-	-	-		383/275 71.9 % 1.11 .496/.381
DART Big Chief 14 Deg Ported MBE I-55 E-55 SF600 Alum	449/192	2.45/1.83 4.52 No Pipe	72-89	-	164/122 74.4 %	235/182 77.4 % 49.8/69.2 148/205 .697/.723	324/234 72.2 % 68.7/89 204/264 .721/.697	396/282 71.2 % 84/107 249/318 .705/.672	458/315 68.8 % 97.2/120 288/355 .679/.625	500/334 66.8 % 106/127 314/376 .636/.568	524/336 64.1 % 111/128 329/379 .583/.50	525/337 64.2 % 111/128 330/380 .519/.446	537/335 62.4 % 114/127 338/377 .478/.399	-	-	-	407/275 67.6 % 1.20 6 .496/.371

DART Big Chief 14 Deg 5.0 Bore Spacin g Alum	512/-	2.575 /1.90 - No Pipe	76	-	163/1 52 93.3 %	260/2 03 78.1 % 49.9/ 71.6 148/2 12 .734/ 776	344/2 51 73% 66.1/ 88.5 196/2 62 .728/ 72	413/3 02 73.1 % 79.3/ 107 235/3 16 .699/ 693	468/3 34 71.4 % 89.9/ 118 266/3 49 .66/.6 39	512/3 56 69.5 % 98.3/ 126 291/3 72 .619/ 584	540/3 66 67.8 % 104/1 29 307/3 82 .572/ 525	551/3 71 67.3 % 106/1 31 313/3 88 .518/ 473	560/3 74 66.8 % 108/1 32 319/3 91 .474/ 429	-	-	-	423/ 301 71.1 % 1.09 .521 /.38 5		
DART 11 Deg Big Chief II Oval Full Port 55 Deg SF102 0 Alum	512/1 85	2.47/ 1.80 - No Pipe	N/A	-	168/1 37 81.5 %	261/1 98 75.9 % 54.5/ 77.8 161/2 31 .768/ 799	337/2 56 76% 70.3/ 101 208/2 98 .744/ 775	404/3 01 74.5 % 84.3/ 118 250/3 50 .713/ 729	459/3 27 71.2 % 95.8/ 129 284/3 81 .675/ 66	498/3 36 67.5 % 104/1 32 308/3 91 .628/ 581	516/3 41 66.1 % 108/1 34 319/3 97 .569/ 516	518/3 42 66% 108/1 34 320/3 98 .508/ 46	528/- 110 326 .466	-	-	-	410/ 280 - 1.03 /1.8 5 .500 /.36 5		
DART 11 Deg Big Chief II Ported MBE I-55 E-55 SF600 Alum	492/1 85	2.52/ 1.80 4.52 No Pipe	50-90	-	172/1 22 70.9 %	263/1 72 65.4 % 52.7/ 67.6 156/2 00 .758/ 694	334/2 15 64.4 % 67/84 .5 198/2 50 .722/ 651	408/2 75 67.4 % 81.8/ 108 242/3 20 .706/ 666	465/3 02 64.9 % 93.2/ 119 276/3 52 .67/.6 1	510/3 18 62.4 % 102/1 25 303/3 70 .63/.5 5	535/3 27 61.1 % 107/1 29 318/3 81 .579/ 495	539/3 31 61.4 % 108/1 30 320/3 85 .518/ 445	551/3 35 60.8 % 110/1 32 327/3 90 .477/ 406	565/3 36 59.5 % 113/1 32 336/3 91 .444/ 37	-	-	434/ 273 62.9 % 1.15 /1.8 2 .510 /.36 5		
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age		
DART 11 Deg Big Chief Oval CNC Full Alum	512/-	2.47/ 1.80 4.60 No Pipe	N/A	-	-	-	-	-	-	-	-	545/3 60 66.1 % 114/1 41 337/4 19 .535/ 484	-	-	-	-	-	-	-
DART 11 Deg Big Chief Ported BES Alum	N/A	2.50/ 1.80	N/A	-	158/1 30 82.3 %	249/1 85 74.3 % 50.7/ 72.7 150/2 15 .724/ 747	344/2 36 68.6 % 70.1/ 92.7 208/2 75 .75/.7 15	424/2 94 69.3 % 86.4/ 116 256/3 42 .74/.7 12	489/3 38 69.1 % 99.6/ 133 295/3 94 .711/ 682	527/3 66 69.4 % 107/1 44 318/4 26 .657/ 633	547/3 78 69.1 % 111/1 49 330/4 40 .596/ 572	545/3 84 70.5 % 111/1 51 329/4 47 .528/ 517	556/3 89 70% 113/1 53 336/4 53 .485/ 471	-	-	-	427/ 300 70.3 % - .506 /.36 5		
Edelbr ock Victor Jr CNC Oval 60409, 60419 SF102 0 Alum	320/1 18	2.25/ 1.90 - No Pipe	112	86/6 4 74.4 %	163/1 21 74.2 %	244/1 69 69.3 % 61.4/ 59.6 182/1 77 .788/ 646	296/2 06 69.6 % 74.4/ 72.7 221/2 15 .717/ 591	323/2 36 73.1 % 81.2/ 83.2 241/2 47 .626/ 542	332/2 58 77.7 % 83.5/ 91 247/2 70 .536/ 493	341/2 76 80.9 % 85.8/ 97.3 254/2 88 .472/ 452	-	-	-	-	-	-	283/ 211 74.5 % 1.07 /2.3 4 .456 /.38 5		

Edelbrock Victor Jr CNC Rect 60409, 60419, 60429, 60439 SF1020 Alum	295/18	2.25/1.90 - No Pipe	112	86/64 74.4 %	163/121 74.2 %	244/169 69.3 % 61.4/59.6 182/177 .788/.646	296/206 69.6 % 74.4/72.7 221/215 .717/.591	323/236 73.1 % 81.2/83.2 241/247 .626/.542	332/258 77.7 % 83.5/91 247/270 .536/.493	341/276 80.9 % 85.8/97.3 254/288 .472/.452	-	-	-	-	-	-	283/211 74.5 % 1.16/2.34 .456/.385
Edelbrock/Chapman 60429, 60439 Oval Ported Alum	295/18	2.25/1.90 - No Pipe	112	86/64 74.4 %	160/121 75.6 %	236/169 71.6 % 59.4/59.6 176/177 .762/.646	285/206 72.3 % 71.7/72.7 212/215 .69/.591	307/236 76.9 % 77.2/83.2 229/247 .595/.542	312/258 82.7 % 78.5/91 233/270 .504/.493	315/276 87.6 % 79.2/97.3 235/288 .436/.452	-	-	-	-	-	-	269/211 78.4 % 1.07/2.34 .456/.385
Edelbrock 60459, 60479, 60499, 61459 Performer RPM 454-O Alum	290/10	2.19/1.88	110/112	74/71 95.9 %	143/128 89.5 %	207/153 73.9 % 55/55 163/163 .687/.591	250/178 71.2 % 66.4/64.1 197/190 .622/.516	284/200 70.4 % 75.4/72 223/213 .565/.464	309-299/218 71.7 % 80.7/78.5 239/233 .504/.421	-	-	-	-	-	-	-	238/175 73.8 % 1.05/1.98 .443/.381
Edelbrock 60459 Performer RPM 454-O Wolfplace Alum	290/10	2.19/1.88 4.53 No Pipe	110	74-73/64 87.1 %	146-148/119 81%	218/149 68.3 % 57.9/53.7 171/159 .723/.576	260-268/179 67.8 % 70.1/64.5 208/191 .657/.519	291-304/207 69.6 % 79/74 234/221 .592/.48	307-327/229 72.2 % 84.2/82.5 249/244 .526/.443	302-319/245 78.9 % 82.4/88.3 244/262 .442/.406	-	-	-	-	-	-	259/188 72.6 % 1.09/2.23 .443/.381
Edelbrock Performer 454-O 60479 SF1020 Alum	290/10	2.19/1.88	110	74/71 95.9 %	143/128 89.5 %	207/153 73.9 % 55/55 163/163 .687/.591	250/178 71.2 % 66.4/64.1 197/190 .622/.516	284/200 70.4 % 75.4/72 223/213 .565/.464	309/218 70.6 % 82/78 243/233 .513/.421	-	-	-	-	-	-	-	239/175 73.5 % 1.07/1.98 .443/.381
Edelbrock Performer 454-O 60479 CCM Alum	290/10	2.19/1.88 - No Pipe	110	66/58 87.9 %	135/126 93.3 %	196/149 76% 52/53 154/159 .65/.576	240/171 71.3 % 63.7/61.6 189/183 .597/.496	264/189 71.6 % 70.1/68.1 208/202 .526/.438	281/203 72.2 % 74.6/73.1 221/217 .466/.392	286/213 74.5 % 75.9/76.7 225/227 .407/.353	-	-	-	-	-	-	234/175 75% 0.99/1.94 .443/.381
Edelbrock Performer 454-O	290/10	2.19/1.88	110	73/71 97.3 %	143/128 89.5 %	208/153 73.6 % 55.2/55.1 164/163	251/178 70.9 % 66.6/64.1 197/190	284/200 70.4 % 75.4/79.4/	299/218 72.9 % 79.4/	-	-	-	-	-	-	-	237/175 74% 1.03/1.9

						.69/.5 91	.510	.565/. 464	.496/. 421									1
Edelbrock Performer RPM Xtreme 454-O 51459 SF1020 Alum	308-325/ 133	2.25/ 1.88 4.31	112	-	143/125 87.4 %	223-221/172 77.5 % 55.8/62 165/184 .717/.665	283-276/199 71.2 % 70.3/71.7 208/212 .677/.577	318-315/217 68.6 % 79.6/78.2 236/232 .613/.503	335-332/232 32 % 83.9/83.6 249/248 .539/.448	337/243 72.1 % 84.8/87.5 251/259 .466/.403	344-338/252 52 % 85.8/90.8 254/269 .413/.365	-	-	-	-	-	-	282/ 206 73% - .456 /.38 1
Edelbrock Performer RPM 454-R 60559 SF1020 Alum	315-300/ 110	2.19/ 1.88	118	76/70 92.1 %	146/132 90.4 %	212/156 73.6 % 56.3/56.2 167/167 .704/.603	255/181 71% 67.7/65.2 201/193 .635/.525	294/207 70.4 % 78/74.6 231/221 .585/.48	314/228 72.6 % 83.4/82.1 247/243 .521/.441	-	-	-	-	-	-	-	-	244/ 181 74% - .443 /.38 1
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average	
Edelbrock Performer RPM Xtreme 454-R 51539, %1559 SF1020 Alum	345/145	2.30/ 1.88	110/118	-	158/134 84.8 %	237/190 80.2 % 57/68.4 169/203 .749/.734	299/227 75.9 % 72/81.8 213/242 .709/.658	344/255 74.1 % 82.8/91.9 245/272 .652/.591	366/267 73% 96.2/96.2 261/285 .578/.516	377/272 72.1 % 90.7/98 269/290 .511/.451	385/280 72.7 % 92.7/101 275/299 .456/.406	-	-	-	-	-	-	309/ 232 75% 1.12 /1.9 3 .466 /.38 1
Edelbrock Performer RPM 6046 AirWolf 305 Oval Dr Js Performance Alum	305/-	2.30/ 1.88 4.31 2" Pipe	105/110/115	74/62 83.8 %	145/123 84.8 %	225/165 73.3 % 54.2/59.4 160/176 .711/.638	286/190 66.4 % 68.8/68.4 204/203 .678/.551	329/215 65.3 % 79.2/77.5 235/229 .624/.499	355/235 66.2 % 85.4/84.7 253/251 .561/.454	374/254 67.9 % 90/91.5 267/271 .506/.421	381/271 71.1 % 91.7/97.6 272/289 .451/.393	387/287 74.2 % 93.1/103 276/306 .408/.37	396/299 75.5 % 95.3/108 282/319 .375/.347	-	-	-	-	320/ 227 70.8 % 1.30 .466 /.38 1
Edelbrock 60559, 61559 Performer RPM 454-R Alum	315/110	2.19/ 1.88	118	76/70 92.1 %	146/132 90.4 %	210/156 74.3 % 55.7/56.2 165/167 .697/.603	255/181 71% 67.7/65.2 201/193 .635/.525	294-284/207 71.6 % 76.7/74.6 227/221 .575/.48	314-297/228 74.6 % 81.1/82.1 240/243 .507/.441	-	-	-	-	-	-	-	-	241/ 181 75% 0.97 /2.0 7 .443 /.38 1

Edelbrock E-CNC Oval 24 Deg SF1020 Alum	308-325/133	2.25/1.884.31	112	-	144-143/125	221-223/172 77.5% 55.8/62 165/184 .717/.665	283-276/199 71.2% 70.3/71.7 208/212 .677/.577	315-318/217 68.6% 79.6/78.2 236/232 .613/.503	332-335/232 69.6% 83.9/83.6 249/248 .539/.448	337/243 72.1% 84.8/87.5 251/259 .466/.403	337-344/252 74% 85.6/90.8 254/269 .412/.365	-	-	-	-	-	282/206 73% - .456/.381
Edelbrock E-CNC Oval 24 Deg Large Bore SF1020 Alum	308-325/133	2.25/1.884.6	112	-	149-145/125	230-229/173 75.4% 57.7/62.3 171/185 .741/.669	299-289/200 68% 73.9/72 219/213 .712/.58	337-331/218 65.3% 84/78.5 249/233 .647/.506	358-351/234 66% 89.2/84.3 264/250 .573/.452	364-356/249 69.2% 90.5/89.7 268/266 .498/.413	361-364/257 70.9% 91.2/92.6 270/274 .439/.373	-	-	-	-	-	297/208 69.9% - .456/.381
Edelbrock 77459 Victor Jr. 24 Deg SF1020 Alum	300/128	2.25/1.90	118	72-70/64 90.1%	140-139/122	213-210/164 77.5% 53.2/57.8 158/171 .683/.627	273-267/199 73.7% 67.9/70.2 201/208 .654/.571	318-297/223 72.5% 77.3/78.7 229/233 .524/.459	342-307/240 74% 84.6/242/251 .524/.459	346-309/251 76.6% 82.4/88.5 244/262 .453/.411	331-317/257 79.3% 81.5/90.6 241/269 .392/.331	336-324/260 78.8% 83/91.7 246/272 .355/.331	-	-	-	-	279/215 76.8% 1.10/2.03 .456/.385
Edelbrock Victor 24 Deg 77409, 77429 SF1020 Alum	340/128	2.30/1.88	118	80-75/62 80%	159-153/123	234-232/164 70.4% 56.1/59.1 166/175 .736/.634	295-295/197 66.8% 71/71.10 .699/.571	343-330/223 66.3% 81/80.3 240/238 .638/.517	369-343/241 67.7% 85.7/86.8 254/257 .562/.466	380-352/255 69.7% 88.1/91.9 261/272 .496/.422	378-364/262 70.6% 89.3/94.4 265/280 .44/.339	379-370/265 70.8% 90.1/95.5 267/283 .394/.341	-	-	-	-	311/216 69.5% 1.10/2.07 .466/.381
Edelbrock/Musi Victor 24 Deg 61409 SF1020 Alum	367-377/128	2.30/1.90	114	-	149-148/122	227-220/164 73.4% 53.8/57.8 159/171 .706/.627	301-290/196 66.3% 71.1/69.1 211/205 .70/.62	351-346/225 64.6% 83.9/79.4 249/235 .661/.516	375-385/248 65.3% 91.5/87.5 271/259 .60/.474	389-405/268 67.5% 95.6/94.5 283/280 .538/.439	402-409/284 70% 97.6/100 289/297 .48/.407	409-414/297 72.2% 99/105 293/310 .433/.379	-	-	-	-	326/226 69.1% - .466/.385
Edelbrock/Musi Victor 24 Deg Out of Box NPS Alum	N/A	2.30/1.90 No Pipe	114	83-76/60 75.5%	158/114	225-227/159 70.4% 54.4/56.1 161/166 .714/.608	271-287/192 68.8% 67.2/67.7 199/201 .661/.551	314-337/222 68.2% 78.3/78.3 232/232 .617/.509	347-357/249 70.7% 84.7/87.8 251/260 .556/.476	372-370/272 72% 89.3/95.9 265/284 .502/.446	386-382/285 74.2% 92.4/101 274/298 .455/.409	385-392/298 76.7% 93.5/105 277/311 .409/.38	-	-	-	-	311/224 72.1% - .466/.385

Edelbrock/Musi Victor 24 Deg SF106 0 Alum	N/A	2.30/1.90	114	78/62 79.5%	157/119 75.8%	237-236/161 68.1% 56.9/56.8 169/168 .747/.616	300/199 66.3% 72.2/70.2 214/208 .711/.571	353/238 67.4% 85/83.9 252/249 .669/.546	383-390/267 69.1% 93/94.2 276/279 .611/.511	403-413/284 69.6% 98.2/100 291/297 .552/.466	408-422/296 71.3% 99.9/104 296/309 .492/.425	413-419/305 73.3% 100/108 297/319 .438/.389	-	-	-	-	334/234 69.9% - .466/.385
Edelbrock/Musi Victor 24 Deg Ported Dr Js Performance I-50 Alum	373/-	2.35/-	N/A	79-72/-	165-154/-	247-242/- 56.4 167 .756	305-310/- 70.9 210 .713	365-368/- 84.5 250 .68	408-425/- 96 285 .644	430-448/- 101 300 .582	448-462/- 105 311 .528	452-467/- 106 314 .474	457-475/- 107 318 .432	-	-	-	368- 1.25 .476
Edelbrock Victor 24 Deg Ported RFD 370 Alum	370/-	2.35/-	N/A	74/-	160/-	251/- 57.9 171 .776	313/- 72.2 214 .726	370/- 85.3 253 .687	403/- 92.9 275 .623	432/- 99.6 295 .573	448/- 103 306 .52	455/- 105 311 .469	461/- 106 315 .428	-	-	-	366- 1.25 .476
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Edelbrock Victor 24 Deg Ported RFD 370 Alum	370/-	2.35/1.84 - No Pipe	N/A	76/63 82.9%	160/122 76.3%	231/171 74% 53.3/64.3 158/191 .714/.675	304/214 70.4% 70.1/80.5 208/238 .705/.634	363/244 67.2% 83.7/91.8 248/272 .674/.578	396/275 69.4% 91.3/103 271/306 .612/.543	420/299 71.2% 96.8/112 287/333 .557/.506	440/317 72% 101/119 301/353 .51/.47	448/324 72.3% 103/122 306/361 .462/.427	459/326 71% 106/123 314/363 .426/.386	-	-	-	358/255 71.2% 1.24 .476/.373
Edelbrock Victor 24 Deg Ported RFD 383 Alum	383/-	2.40/1.84 - No Pipe	N/A	75/63 84%	160/122 76.3%	253/171 67.6% 55.9/64.3 166/191 .766/.675	315/213 67.6% 69.6/80.1 206/237 .715/.631	372/244 65.6% 82.2/91.8 244/272 .676/.578	408/274 67.2% 90.2/103 267/305 .618/.541	432/300 69.4% 95.5/113 283/334 .561/.508	449/316 70.4% 99.3/119 294/352 .51/.468	459/324 70.6% 101/122 301/361 .463/.427	469/326 69.5% 104/123 307/363 .426/.386	-	-	-	369/254 69% 1.22 .486/.373
Edelbrock Victor 24 Deg Ported RFD 383 Updated 12-04-08 Alum	383/-	2.40/1.84 - No Pipe	N/A	-	162/122 75.3%	235/171 72.8% 51.9/64.3 154/191 .712/.675	306/213 69.6% 67.6/80.1 200/237 .695/.631	368/244 66.3% 81.3/91.8 241/272 .669/.578	408/274 67.2% 90.2/103 267/305 .618/.541	446/300 67.3% 98.6/113 292/334 .579/.508	464/316 68.1% 103/119 304/352 .527/.468	472/324 68.6% 104/122 309/361 .476/.427	485/326 67.2% 107/123 318/363 .441/.386	-	-	-	372/254 68.4% 1.27 .486/.373

Edelbrock/ Chapman 77659 Rect. CNC Ported 77609 Alum	372/154	2.30/ 1.90 - No Pipe	130	85/62 72.9%	156/135 86.5%	229/198 86.5% 55.1/69.8 163/207 .724/.757	287/242 84.3% 69.1/85.4 205/253 .68/.694	328/278 84.8% 78.9/98.1 234/291 .622/.638	362/300 82.9% 87.1/106 258/314 .572/.574	380/312 82.1% 91.5/110 271/326 .515/.511	-	-	-	-	-	-	290/244 84.1% 1.02/2.03 .466/.385
Edelbrock Victor 18 Deg 61756 9 Alum	405/95	2.50/ 1.96	92	63/60 95.2%	150/137 91.3%	223/190 85.2% 45.4/63 135/187 .648/.704	288/226 78.5% 58.7/74.9 174/222 .628/.628	353/254 72% 71.9/84.2 213/249 .616/.565	415/277 66.7% 84.5/91.8 250/272 .603/.514	468/302 64.5% 95.3/100 282/297 .583/.48	496/324 65.3% 101/107 299/318 .541/.451	491/328 66.8% 100/109 296/322 .476/.405	-	-	-	-	361/255 70.7% 1.22/3.45 .506/.397
Edelbrock Big Victor 18 Deg CNC Alum	442-451/189	2.45/ 1.85	94	-	-	-	294-284/230 79.6% 61.3/85.6 182/254 .643/.678	360-349/258 72.8% 75.2/96 223/284 .631/.608	414-411/281 68.1% 87.5/105 259/310 .612/.552	457-456/302 66.2% 96.8/112 287/333 .58/.508	482-487/319 65.8% 103/119 305/352 .539/.47	480-486/324 67.1% 102/121 304/357 .478/.424	-	-	-	-	413/286 69.1% - .496/.375
HRD Ported Dart 360 Alum	365/-	2.30/ 1.88	N/A	-	157/132 84.1%	235/177 75.3% 56.6/63.8 168/189 .743/.684	288/225 78.1% 69.3/81.1 205/240 .682/.652	341/270 79.2% 82.1/97.3 243/288 .646/.626	386/302 78.2% 92.9/109 275/322 .61/.584	412/321 77.9% 99.2/116 294/343 .558/.532	424/328 77.4% 102/118 302/350 .502/.475	430/333 77.4% 103/120 307/355 .453/.429	-	-	-	-	334/261 78.1% 1.18 .466/.381
HRD Ported Dart 360 16500 000 Alum	N/A	-	N/A	-	165/132 80%	247/177 71.7% -	302/225 74.5% -	358/270 75.4% -	405/302 74.6% -	433/321 74.1% -	445/328 73.7% -	452/333 73.7% -	-	-	-	-	351/261 74.4%
HRD Dart Big Chief 3815 Ported	455/-	2.45/ 1.86	N/A	-	167/139 83.2%	260/197 75.8% 55.2/72.5 163/215 .771/.777	331/246 74.3% 70.2/90.5 208/268 .736/.721	411/288 70.1% 87.2/106 258/314 .731/.675	475/339 71.4% 101/125 299/370 .704/.662	530/353 66.6% 112/130 333/385 .674/.591	550/366 66.5% 117/135 346/399 .612/.536	556/372 66.9% 118/137 349/406 .55/.484	-	-	-	-	410/288 70.1% 1.22 .496/.377
HRD Dart Big Chief 3815 Ported	444/-	N/A	-	-	-	-	394/265 67.3% -	444/305 68.7% -	475/353 74.3% -	504/366 72.6% -	514/372 72.4% -	-	-	-	-	-	466/332 71.3% 1.16
Holley Alum	261/123	2.19/ 1.88	110	-	-	-	-	-	-	301/-79.9 237.428	-	-	-	-	-	-	- - 1.15 .443/.381

Holley Avenge r Alum CHP	314/-	2.25/ 1.88 4.25 Pipe	119	71/6 0 84.5 %	137/1 22 89.1 %	199/1 71 85.9 % 50/61 .6 148/1 83 .643/. 661	251/2 07 82.5 % 63.1/ 74.6 187/2 21 .608/. 60	292/2 33 79.8 % 73.4/ 83.9 218/2 49 .566/. 54	315/2 52 80% 79.2/ 90.8 235/2 69 .509/. 487	330/2 64 80% 83/95 .1 246/2 82 .457/. 437	340/2 69 79.1 % 85.5/ 96.9 253/2 87 .412/. 39	-	-	-	-	-	266/ 217 81.4 % 1.08 .456 /.38 1
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age
Import / Speier Alum	338-3 42/-	2.30/ 1.88 4.60 No Pipe	N/A	-	157-1 60/1 20 75.7 %	235-2 37/1 70 72% 56.8/ 61.2 168/1 81 .746/. 657	295-2 96/2 08 70.4 % 71.1/ 74.9 211/2 22 .70/.6 03	325-3 39/2 35 70.8 % 79.9/ 84.7 237/2 51 .629/. 545	350-3 54/2 52 71.6 % 84.7/ 90.8 251/2 69 .556/. 487	360-3 65/2 63 72.6 % 87.2/ 94.7 259/2 81 .491/. 436	370-3 73/2 71 72.9 % 89.4/ 97.6 265/2 89 .44/.3 93	375-3 73/2 76 73.8 % 90/99 .4 267/2 95 .394/. 356	382-3 73/2 80 74.2 % 90.9/ 101 269/2 99 .358/. 325	-	-	-	318/ 231 72.6 % - .466 /.38 1
Import / Speier CNC I-45 E-45 Alum	358/-	2.30/ 1.88 4.60 No Pipe	N/A	-	160-1 63/11 9 73.7 %	244-2 45/16 8 68.7 % 58.8/ 60.5 174/1 79 .773/. 649	310-3 14/20 5 65.7 % 75.1/ 73.8 223/2 19 .739/. 594	345-3 63/23 8 67.2 % 85.2/ 85.7 252/2 54 .671/. 552	377-3 95/27 5 71.2 % 92.9/ 99.1 275/2 94 .61/.5 32	394-4 17/29 4 72.5 % 97.6/ 106 289/3 14 .549/. 487	410-4 32/30 5 72.4 % 101/1 10 300/3 26 .499/. 442	422-4 34/31 3 73.1 % 103/1 13 305/3 34 .451/. 403	432-4 35/32 0 73.8 % 104/1 15 309/3 42 .411/. 371	-	-	-	350/ 249 71.1 % 1.21 .466 /.38 1
Naiser Racing Compo nents - Slick Rick Racing Heads 5.3 BS Billet Pro Mod Alum	N/A	2.70/ 1.95 - No Pipe	N/A	-	-	238/1 62 68.1 % 41.6/ 54.2 123/1 61 .641/. 604	333/2 05 61.6 % 58.2/ 68.6 172/2 03 .672/. 573	426/2 50 58.7 % 74.4/ 83.7 220/2 48 .688/. 559	502/2 90 57.8 % 87.7/ 97.1 260/2 88 .676/. 54	561/3 25 57.9 % 98/10 9 290/3 22 .647/. 519	598/3 50 58.5 % 104/1 17 309/3 47 .604/. 489	627/3 67 58.5 % 110/1 23 324/3 64 .563/. 456	640/3 78 59.1 % 112/1 27 331/3 75 .517/. 423	651/3 80 58.4 % 114/1 27 337/3 77 .478/. 386	660/ - 115 342 .444	665/ - 116 344 .413	536/ 301 - - .547 /.39 5
Naiser Racing Compo nents - Slick Rick Racing Heads SR1 5.3 BS Billet Pro Mod Alum	N/A	2.65/ 2.00 - No Pipe	N/A	-	-	255/1 85 72.5 % 46.2/ 58.9 137/1 74 .699/. 672	345/2 35 68.1 % 62.6/ 74.8 185/2 22 .71/.6 4	432/2 79 64.6 % 78.3/ 88.8 232/2 63 .711/. 608	502/3 17 63.1 % 91/10 1 270/2 99 .688/. 576	552/3 48 63% 100/1 11 297/3 28 .649/. 542	597/3 71 62.1 % 108/1 18 321/3 50 .614/. 506	620/3 86 62.3 % 112/1 23 333/3 64 .567/. 468	630/3 92 62.2 % 114/1 25 338/3 70 .518/. 427	645/3 92 60.8 % 117/1 25 347/3 70 .482/. 388	654/ 393 60.1 % 119/ 125 351/ 371 .448 /.35 7	660/ - 120 355 .418	536/ 330 - - .537 /.40 5

						252/1 95 77.4 % 63.4/ 70.2 188/2 08 .814/ 754	295/2 31 78.3 % 74.2/ 83.2 220/2 47 .715/ 67	326/2 56 78.5 % 82/92 .2 243/2 73 .632/ 594	359/2 69 74.9 % 90.3/ 96.9 268/2 87 .58/.5 2	369/2 75 74.5 % 92.8/ 99.1 275/2 94 .511/ 456							296/ 229 77.3 % 1.15 /2.2 0 .456 /.38 1	
Patriot 320 Alum	320/1 25	2.25/ 1.88	119	86/6 4 74.4 %	177/1 48 83.6 %						-	-	-	-	-	-		290/ 223 77.1 % - .456 /.38 1
Patriot 320 Weing artner Racing Alum	N/A	2.25/ 1.88 4.31 No Pipe	N/A	63-5 7/60 100 %	140-1 27/1 03 77.2 %	195-1 90/1 54 80% 48.4/ 55.5 143/1 64 .622/ 595	252-2 50/1 89 75.3 % 63.1/ 68.1 187/2 02 .608/ 548	305-3 09/2 42 78.8 % 77.2/ 87.2 229/2 58 .595/ 561	343-3 26/2 56 76.5 % 84.1/ 92.2 249/2 73 .54/.4 95	369-3 26/2 66 76.5 % 87.4/ 95.8 259/2 84 .481/ 441	363-3 43/2 66 75.4 % 88.8/ 95.8 263/2 84 .428/ 386	350-3 41/2 67 77.3 % 86.9/ 96.2 257/2 85 .372/ 344	350-3 36/2 68 78.1 % 86.3/ 96.5 256/2 86 .332/ 311	-	-	-		
Patriot Freedom 360 Meaux Racing Cyl 3 SF600 Alum	N/A	2.35/ 1.88 4.50 No Pipe	N/A	-	160/1 39 86.9 %	237/1 83 77.2 % 54.6/ 65.9 162/1 95 .733/ 707	290/2 26 77.9 % 66.9/ 81.4 198/2 41 .673/ 655	337/2 56 76% 77.7/ 92.2 230/2 73 .625/ 594	358/2 65 74% 82.5/ 95.5 245/2 83 .554/ 512	371/2 71 73% 85.5/ 97.6 253/2 89 .492/ 449	381/2 74 71.9 % 87.8/ 98.7 260/2 92 .442/ 397	389/2 74 70.4 % 89.7/ 98.7 266/2 92 .401/ 353	395/2 74 69.4 % 91.1/ 98.7 270/2 92 .366/ 318	-	-	-	324/ 240 74.1 % - .476 /.38 1	
Pro Comp 320 Alum	320/-	2.25/ 1.88 4.50	118	-	160/9 7 60.6 %	226/1 52 67.3 % 56.8/ 54.8 168/1 62 .73/.5 88	274/1 81 66.1 % 68.9/ 65.2 204/1 93 .664/ 525	302/2 16 71.5 % 76/77 .8 225/2 31 .585/ 501	318/2 49 78.3 % 80/89 .7 237/2 66 .514/ 481	333/2 68 80.5 % 83.8/ 96.5 248/2 86 .461/ 444	348/2 83 81.3 % 87.5/ 102 259/3 02 .422/ 41		-	-	-	280/ 207 73.7 % 1.09 .456 /.38 1		
Pro Comp 320 CNC RaceP arts Alum	N/A	2.25/ 1.88	115	74/6 2 83.8 %	166/1 18 71.1 %	245/1 60 65.3 % 61.6/ 57.6 183/1 71 .791/ 618	308/1 95 63.3 % 77.5/ 70.2 230/2 08 .746/ 565	340/2 29 67.4 % 85.5/ 82.5 253/2 44 .659/ 531	360/2 48 68.9 % 90.5/ 89.3 268/2 65 .581/ 479	375/2 65 70.7 % 94.3/ 95.5 279/2 83 .519/ 439	-	-	-	-	-	299/ 203 67.7 % - .456 /.38 1		
Pro Comp 320 Out of Box Meaux Racing SF600 Alum	N/A	2.30/ 1.88 4.50 No Pipe	N/A	-	143-1 45/1 37 95.1 %	221-2 20/1 83 83% 53.1/ 65.9 157/1 95 .697/ 707	277-2 73/2 10 76.4 % 66.2/ 75.7 196/2 24 .652/ 609	313-3 12/2 30 73.6 % 75.2/ 82.9 223/2 45 .592/ 533	333-3 31/2 51 75.6 % 79.9/ 90.4 237/2 68 .525/ 485	342/2 63 76.9 % 82.3/ 94.7 244/2 81 .463/ 436	351-3 46/2 74 78.6 % 83.9/ 98.7 249/2 92 .413/ 397	355-3 54/2 82 79.5 % 85.3/ 102 253/3 01 .373/ 363	364-3 60/2 86 79% 87.1/ 103 258/3 05 .343/ 332	-	-	-	299/ 235 78.6 % - .466 /.38 1	
Pro Comp 320 VJ Bowl / Chamber Work Meaux Racing	N/A	2.30/ 1.88 4.50 No	N/A	-	152-1 54/1 25 81.7	242/1 78 73.6 % 58.2/ 64.1 173/1 70	299-3 05/21 5 71.2 % 72.7/ 77.5 215/2 20	334-3 45/26 1 76.9 % 81.7/ 85.8/ 88.3/ 108	354-3 59/28 7 80.5 % 85.8/ 88.3/ 108	365-3 69/30 1 82% 88.3/ 108	370-3 74/30 9 83.1 % 89.5/ 90.3/ 112	375/3 12 83.2 % 90.3/ 112	-	-	-	313/ 249 79.3 % -		

SF600 Alum																	
Pro Comp 360 CNC Alum	360/-	2.25/1.88	115	73/60 82.2%	141/121 85.8%	212/166 78.3% 53.3/59.8 158/177 .685/.642	280/205 73.2% 70.4/73.8 209/219 .678/.594	331/240 72.5% 83.2/86.5 247/256 .641/.557	365/265 72.6% 91.8/95.5 272/283 .589/.512	389/289 74.3% 97.8/104 290/308 .538/.479	404/307 76% 102/111 301/328 .489/.445	407/321 78.9% 102/116 303/343 .438/.414	-	-	-	-	316/239 75.7% 1.13 .456 /.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Pro Comp VJ SSR Polished them out Chad Speier SF600 Alum	N/A	2.30/- 4.31	N/A	-	160/-	217-210/- 51.4 152 .675	260-255/- 62 184 .61	302-292/- 71.5 212 .563	335-320/- 78.8 234 .517	362-345/- 85.1 252 .479	367-352/- 86.5 256 .426	369-358/- 87.5 259 .383	-	-	-	-	292 - .466
Pro-FilerP/N 174-2924 Deg Alum	290/-	2.30/1.88	119	-	148/129 87.2%	213/162 76.1% 51.3/58.4 152/173 .673/.626	276/198 71.7% 66.4/71.3 197/211 .654/.574	-	327/250 76.5% 78.7/90.1 233/267 .517/.483	338/261 77.2% 81.4/94 241/279 .458/.432	350/264 75.4% 84.2/95.1 250/282 .415/.383	-	-	-	-	-	275/211 76.5% 1.21 .466 /.381
Pro-Filer 290 Out of Box CNC Chambers Weingartner Racing Alum	290/-	2.25/1.88 4.13 No Pipe	N/A	76/61 80.3%	146-143/114 78.9%	210-208/158 75.6% 52.6/56.9 156/169 .675/.611	261/188 72% 65.6/67.7 194/201 .632/.545	311-308/224 72.4% 77.8/80.7 231/239 .60/.52	344-329/249 74% 84.6/89.7 251/266 .543/.481	353-314/259 77.7% 83.9/93.3 249/276 .462/.429	344-325/268 80.1% 84.1/96.5 249/286 .405/.388	344-330/273 81% 84.8/98.3 251/291 .363/.352	337-331/276 82.6% 84/99.4 249/295 .324/.32	-	-	-	289/223 77.3% 1.16 .456 /.381
Pro-Filer 290 24 Deg Darin Morgan Alum	290/-	2.30/1.88	119	-	155/-	235/-56.6 168 .743	296/-71.2 211 .701	350/-84.2 250 .664	379/-91.2 270 .599	382/-91.9 272 .517	385/-92.7 275 .456	387/-93.1 276 .408	390/-93.9 278 .37	-	-	-	329 - 1.34 .466 /.381
Pro-Filer 290 Oval VJ Bowl Blend Dr Js Performance Alum	N/A	2.25/1.88 4.31 2" Pipe	118	82/69 84.1%	163/117 71.8%	236/160 67.8% 59.4/57.6 176/171 .762/.618	295/193 65.4% 74.2/69.5 220/206 .715/.56	335/224 66.9% 84.3/80.7 250/239 .649/.52	355/251 70.7% 89.3/90.4 265/268 .573/.485	358/268 74.9% 90/96.5 267/286 .496/.444	-	-	-	-	-	-	290/202 69.6% - .456 /.381

Pro-Filer 290 Oval Dr Js Perfor mance CCMAI alum	290/78	2.30/ 1.88 4.30	118	84/69 82.1 %	165/17 70.9 %	236/160 67.8 % 56.8/ 57.6 168/171 .746/. 618	295/193 65.4 % 71/69 .5 210/206 .699/. 56	335/224 66.9 % 80.6/ 80.7 239/239 .635/. 52	356/251 70.5 % 85.7/ 90.4 254/268 .562/. 485	368/268 72.8 % 88.6/ 96.5 262/286 .498/. 444	-	-	-	-	-	-	293/ 202 69.1 % 1.27 /3.4 4 .466 /.38 1
Pro-Filer 290 Ported Foxwel l Motors ports I-45 Alum	N/A	2.35/ 1.85	N/A	-	162-161/122 75.5 %	240-230/165 70.2 % 54.2/ 61.4 161/182 .727/. 648	289-286/220 76.5 % 66.3/ 81.8 196/243 .667/. 648	339-333/265 78.9 % 77.5/ 98.6 230/292 .623/. 625	367-349/286 79.9 % 82.5/ 106 245/315 .554/. 562	389-371/299 78.7 % 87.6/ 111 260/330 .504/. 503	401-393/310 78.1 % 91.5/ 115 271/342 .46/.4 57	412-404/- 94.1 279 .421	-	-	-	-	320/ 238 - - .476 /.37 5
Pro-Filer 290 Oval Ported Chad Speier Alum	N/A	2.25/ 1.88 4.155 No Pipe	119	-	168-170/120 71%	231-233/157 67.7 % 58.3/ 56.6 173/168 .749/. 607	285-290/193 67.1 % 72.3/ 69.5 214/206 .696/. 56	333-337/220 65.7 % 84.3/ 79.3 250/235 .649/. 51	352/247 70.2 % 88.5/ 89 262/264 .568/. 477	361-357/259 72.1 % 90.3/ 93.3 268/276 .497/. 429	363-359/264 73.1 % 90.8/ 95.1 269/282 .437/. 383	361-362/269 74.4 % 90.9/ 96.9 269/287 .389/. 347	358-364/271 75.1 % 90.8/ 97.6 269/289 .35/.3 14	-	-	-	313/ 222 71% - .456 /.38 1
Pro-FilerP/ N 174-32 24 Deg Alum	320/-	2.30/ 1.88	119	-	164/129 78.7 %	228/162 71.1 % 54.9/ 58.4 163/173 .72/.6 26	288/198 68.8 % 69.3/ 71.3 205/211 .682/. 574	337/236 70% 81.1/ 85 240/252 .639/. 547	379/250 66% 91.2/ 90.1 270/267 .599/. 483	395/261 66.1 % 95.1/ 94 282/279 .535/. 432	392/264 67.3 % 94.3/ 95.1 280/282 .464/. 383	390/268 68.7 % 93.9/ 96.5 278/286 .411/. 345	-	-	-	-	322/ 221 68.7 % 1.23 .466 /.38 1
Pro-FilerP/ N 174-35 24 Deg Alum	350/-	2.30/ 1.88	119	-	165/129 78.2 %	230/162 70.4 % 55.4/ 58.4 164/173 .727/. 626	290/198 68.3 % 69.8/ 71.3 207/211 .687/. 574	340/235 69.1 % 81.8/ 84.7 242/251 .645/. 545	380/250 65.8 % 91.5/ 90.1 271/267 .60/.4 83	400/261 65.3 % 96.3/ 94 285/279 .542/. 432	412/264 64.1 % 99.2/ 95.1 294/282 .488/. 383	-	-	-	-	-	317/ 214 67.6 % 1.18 .466 /.38 1
Pro-FilerP/ N 184 12 Deg Alum	470/-	2.40/ 1.90	60	-	160/137 85.6 %	239/182 76.2 % 52.8/ 64.2 157/190 .724/. 696	314/226 72% 69.4/ 79.7 206/236 .713/. 648	384/275 71.6 % 84.9/ 97 252/287 .698/. 631	431/298 69.1 % 95.3/ 105 282/311 .653/. 57	458/306 66.8 % 101/108 300/320 .594/. 502	483/310 64.2 % 107/109 316/324 .548/. 445	497/320 64.4 % 110/113 326/334 .502/. 408	-	-	-	-	371/ 257 69.3 % 1.06 .486 /.38 5

Pro-Filer 12 Deg CNC MBE Alum	475/187	2.40/1.90	55.5	-	-	-	-	-	-	-	-	507/319 62.9% 112/113 332/333 .512/.407	-	-	-	-	- 1.07 /1.71 .486 /.385
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Pro-Filer NEW 2010 Sniper X Conventional Port CNC Darin Morgan SF600 Alum	375/-	2.35/1.85 - No Pipe	N/A	-	156/128 82.1%	234/171 73.1% 53.9/63.6 160/188 .724/.672	306/205 67% 70.5/76.3 209/226 .71/.604	360-368/237 65.1% 83.9/88.2 249/261 .675/.559	407-414/298 72.6% 94.6/111 280/328 .635/.585	427-451/314 71.5% 101/117 300/346 .582/.529	444-468/321 70.4% 105/119 312/354 .529/.473	459-477/327 69.9% 108/122 320/360 .482/.428	472-481/332 69.7% 110/124 326/366 .442/.391	-	-	-	368/259 70.5% 1.27 .476 /.375
Pro-Filer Sniper X Conventional Port Darin Morgan SF600 Alum	375/-	2.35/1.85 - No Pipe	N/A	-	159/120 75.5%	236-235/160 67.9% 54.3/59.5 161/176 .728/.629	307-301/197 64.8% 70.1/73.3 208/217 .705/.58	360-363/238 65.8% 83.3/88.5 247/262 .671/.561	396-410/289 71.7% 92.9/108 275/319 .623/.568	422-444/308 71.1% 99.8/115 296/340 .574/.519	437-460/319 71.1% 103/119 306/352 .52/.47	444-466/327 71.9% 105/122 311/360 .469/.428	454-474/332 71.6% 107/124 317/366 .43/.391	-	-	-	363/254 70.2% 1.24 .476 /.375
Pro-Filer Spread Port Darin Morgan SF600 Alum	N/A	2.40/1.88 - No Pipe	N/A	-	161/88 54.7%	250/130 52% 55.3/46.8 164/139 .757/.503	327/167 51.1% 72.3/60.2 214/178 .743/.484	401/181 45.1% 88.6/65.2 263/193 .729/.42	449/192 42.8% 99.3/69.2 294/205 .68/.371	482/203 42.1% 107/73.1 316/217 .626/.336	496/208 41.9% 110/74.9 325/222 .563/.302	503/212 42.1% 111/76.4 329/226 .508/.273	513/217 42.3% 113/78.2 336/232 .466/.252	-	-	-	398/178 44.6% - .486 /.381
Pro Topline 260 Oval Gamrance	260/-	2.19/1.88 4.30 No Pipe	N/A	-	-	175/128 73.1% 46.5/46.1 138/137 .581/.495	218/140 64.2% 57.9/50.4 171/149 .543/.406	236/149 63.1% 62.7/53.7 186/159 .47/.346	251/153 61% 66.6/55.1 197/163 .416/.296	255/154 60.4% 67.7/55.5 201/164 .363/.255	-	-	-	-	-	-	227/145 63.8% 0.98 .443 /.381

Pro Topline 260 Oval Ported Gamrance Stage 1	260/-	2.19/ 1.88 4.30 No Pipe	N/A	-	-	205/1 42 69.3 % 54.4/ 51.2 161/1 52 .68/.5 49	265/1 69 63.8 % 70.4/ 60.9 208/1 80 .66/.4 9	302/1 92 63.6 % 80.2/ 69.2 238/2 05 .601/. 445	302/2 09 69.2 % 80.2/ 75.3 238/2 23 .501/. 404	297/2 25 75.8 % 78.8/ 81.1 234/2 40 .422/. 373	-	-	-	-	-	274/ 187 68.3 % 1.16 .443 /.38 1	
Pro Topline 300 Ported ET Performance Alum	300/-	2.30/ 1.80 4.60	120	78-7 7/63 81.3 %	153-1 50/1 33 87.8 %	226-2 21/1 67 74.7 % 53.8/ 65.6 159/1 94 .706/. 674	287-2 87/1 99 69.3 % 69.1/ 78.2 205/2 32 .68/.6 03	332-3 33/2 23 67.1 % 80/87 .6 237/2 60 .63/.5 4	364-3 83/2 39 64% 89.9/ 93.9 266/2 78 .59/.4 82	379-4 00/2 50 64.2 % 93.7/ 98.2 278/2 91 .527/. 433	387-3 90/- 93.5 277 .46	-	-	-	-	307/ 202 - 1.30 .466 /.36 5	
Pro Topline 320 Alum	320/1 35	2.25/ 1.88	119	74/6 2 83.8 %	166/1 18 71.1 %	245/1 60 65.3 % 61.6/ 57.6 183/1 71 .791/. 618	308/1 95 63.3 % 77.5/ 70.2 230/2 08 .746/. 565	339/2 29 67.6 % 85.3/ 82.5 253/2 44 .657/. 531	360/2 48 68.9 % 90.5/ 89.3 268/2 65 .581/. 479	374/2 65 70.9 % 94.1/ 95.5 279/2 83 .518/. 439	-	-	-	-	-	299/ 203 67.8 % 1.17 /1.9 6 .456 /.38 1	
Pro Topline 320 Out of Box Alum	320/1 35	2.25/ 1.88 4.50	119	83/6 6 79.5 %	152/1 38 90.8 %	218/1 73 79.4 % 54.8/ 62.3 162/1 85 .704/. 669	278/2 00 71.9 % 69.9/ 72 207/2 13 .673/. 58	333/2 32 69.7 % 83.8/ 83.6 248/2 48 .645/. 538	364/2 56 70.3 % 91.5/ 92.2 271/2 73 .588/. 495	375/2 73 72.8 % 94.3/ 98.3 279/2 91 .519/. 452	-	-	-	-	-	287/ 212 74% 1.17 /2.0 2 .456 /.38 1	
Pro Topline 325 Ported ET Performance Alum	325/-	2.30/ 1.80 4.50	125	73-7 2/62 85.5 %	155-1 56/1 20 77.2 %	237-2 38/1 56 65.7 % 57.2/ 61.3 169/1 82 .75/.6 3	296-3 01/2 11 70.7 % 71.8/ 82.9 213/2 46 .707/. 639	338-3 51/2 42 70.2 % 82.9/ 95.1 246/2 82 .653/. 586	367-3 85/2 58 68.6 % 90.5/ 101 268/3 00 .594/. 521	386-3 99/2 69 68.5 % 94.5/ 106 280/3 13 .532/. 465	399-4 05/2 77 68.9 % 96.8/ 109 287/3 23 .476/. 419	-	-	-	-	-	315/ 219 69.5 % 1.24 .466 /.36 5
Pro Topline 355 Ported ET Performance Alum	355/-	2.30/ 1.80 4.625	120	76-7 8/64 83.1 %	160-1 60/1 22 76.3 %	243-2 40/1 67 69.2 % 58.1/ 65.6 172/1 94 .763/. 674	305-3 07/2 05 67% 73.7/ 80.6 218/2 39 .725/. 621	354-3 67/2 39 66.3 % 86.8/ 93.9 257/2 78 .683/. 579	379-4 00/2 64 67.8 % 93.7/ 104 278/3 07 .615/. 533	398-4 17/2 84 69.7 % 98.1/ 112 291/3 31 .552/. 491	412-4 19/2 97 71.5 % 100/1 17 296/3 46 .492/. 45	-	-	-	-	-	326/ 225 69.2 % 1.17 .466 /.36 5
Pro Topline 360	360/1 35	2.30/ 1.88	119	75/6 2 82.7	158/1 18 74.7	230/1 60 69.6 % 55.4/ 57.6 164/1 71	286/1 95 68.2 % 68.8/ 70.2 204/2	342/2 29 67% 82.3/ 82.5	380/2 48 65.3 % 91.5/ 97/95	403/2 65 65.8 % 97/95	-	-	-	-	-	300/ 203 67.5 % 1.12	

						.727/.618	.305	.531	.60/.479	.546/.439							/ .381
Pro Toplin e 400 Ported ET Perfor mance Alum	400/-	2.35/ 1.80 4.50	125	78-78/67 85.9%	154-155/123 79.6%	238-238/160 67.2% 54.9/62.9 163/186 .736/.646	305-304/198 65% 70.2/77.8 208/231 .706/.60	352-358/228 64.2% 81.8/89.6 243/265 .659/.552	382-401/266 67.9% 90.3/105 267/310 .605/.537	406-426/292 70.2% 95.9/115 284/340 .551/.505	422-433/303 70.9% 98.6/119 292/353 .496/.459	-	-	-	-	-	327/ 224 68.6% 1.07 .476 /.365
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Aver age
Reher Morris on Dart 3 60 Alum	375/-	2.30/ 1.88	N/A	-	-	-	-	-	-	-	415/- 99.9 296 .492	-	-	-	-	-	- - 1.11 .466 /.381
Reher Morris on Dart 3 60 Alum	N/A	2.30/ 1.88 4.60	118	-	-	-	-	350/- 84.2 250 .664	-	-	420/290 69% 101/104 300/310 .498/.42	-	-	-	-	-	385 - - .466 /.381
Reher Morris on Dart 3 60 Alum	N/A	2.325 /1.88 4.60	118	-	-	-	-	360/- 84.8 251 .675	-	-	430/300 69.8% 101/108 300/320 .504/.435	-	-	-	-	-	395 - - .471 /.381
Reher Morris on Dart 3 60 Alum	370/-	2.325 /1.88 4.60	N/A	-	-	-	-	-	-	-	435/- 102 304 .51	-	-	-	-	-	- - 1.18 .471 /.381
Reher Morris on Oval 14 De g	N/A	2.45/ 1.85	N/A	-	-	-	-	400/- 84.8 251 .712	-	-	500/- 106 314 .556	-	-	-	-	-	450 - - .496 /.375
Reher Morris on 14 De g	467/-	2.45/ 1.85	N/A	-	-	-	-	-	-	-	520/- 110 327 .578	-	-	-	-	-	- - 1.11 .496 /.375
Reher Morris on 14 De g	476/-	2.45/ 1.85	N/A	-	-	-	-	-	-	-	510/- 108 321 .567	-	520/- 110 327 .463	-	-	-	515 - 1.09 .496 /.375
Reher Morris on											490/-	505/-	520/-				505 - 1.09 .496

Reher Morris on Brodix BB-2Pius 26 Deg Alum	320/-	2.25/1.88	119	-	161/132 82%	244/169 69.3% 61.4/60.9 182/180 .788/.653	285/204 71.6% 71.7/73.5 212/218 .69/.591	328/234 71.3% 82.5/84.3 244/250 .636/.543	359/261 72.7% 90.3/94 268/279 .58/.504	369/274 74.3% 92.8/98.7 275/292 .511/.454	373/284 76.1% 93.8/102 278/303 .452/.412	-	-	-	-	-	303/223 73.5% 1.17 .456/.381
Reher Morris on Brodix BB-26 Deg Alum	N/A	2.30/1.88	N/A	-	154/157 101%	222/201 90.5% 53.4/72.4 158/215 .701/.777	286/233 81.5% 68.8/83.9 204/249 .678/.676	324/258 79.6% 78/92 231/275 .614/.598	360/275 76.4% 86.6/99.1 257/294 .569/.532	380/286 75.3% 91.5/103 271/305 .515/.474	385/292 75.8% 92.7/105 275/312 .456/.423	-	-	-	-	-	302/243 80.6% - .466/.381
Reher Morris on Brodix BB-2Xtra 26 Deg Alum	355/-	2.30/1.88	119	-	183/134 73.2%	235/177 75.3% 56.6/63.8 168/189 .743/.684	294/216 73.5% 70.8/77.8 210/231 .697/.626	340/247 72.6% 81.8/89 242/264 .645/.573	376/268 71.3% 90.5/96.5 268/286 .594/.518	395/279 70.6% 95.1/101 282/298 .535/.462	408/288 70.6% 98.2/104 291/307 .483/.417	-	-	-	-	-	319/230 72.1% 1.15 .466/.381
Reher Morris on Raptor 12 Deg Alum	465/-	2.45/1.85	65	-	-	-	-	423/-89.7 266 .753	-	-	525/-111 330 .584	535/-113 336 .529	540/-115 339 .481	-	-	-	506- 1.16 .496/.375
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Reher Morris on Raptor - Darin Morgan SF600 Alum	N/A	2.45/1.85 - No Pipe	N/A	-	153/135 88.2%	258/190 73.6% 54.7/70.7 162/209 .765/.746	346/240 69.4% 73.4/89.3 217/265 .77/.707	422/289 68.5% 89.5/108 265/319 .751/.681	485/315 64.9% 103/117 305/347 .719/.619	514/330 64.2% 109/123 323/364 .653/.556	526/336 63.9% 112/125 331/370 .585/.495	540/339 62.8% 115/126 339/374 .534/.444	550/340 61.8% 117/126 346/375 .489/.401	-	-	-	422/279 66.3% - .496/.375
Reher Morris on Raptor II - Darin Morgan SF600 I-50 E-50 Alum	480/-	2.45/1.85 4.625 No Pipe	66	-	155-161/134 84.8%	245-243/182 74.6% 51.8/67.7 153/201 .724/.715	345-350/223 64.2% 73.7/83 218/246 .773/.657	425-427/257 60.3% 90.4/95.6 268/307 .758/.606	489-487/286 58.6% 104/106 307/315 .724/.562	519-515/316 61.1% 110/118 325/348 .657/.532	538-527/340 63.8% 113/126 335/375 .592/.501	544/354 65.1% 115/132 342/390 .538/.464	547-552/358 65.2% 117/133 345/395 .489/.422	-	-	-	423/272 64.4% 1.14 .496/.375

Reher Morris on 5.3 BS Pro Mod Darin Morga n SF600 Alum	N/A	2.68/ 2.05 - No Pipe	N/A	-	171/1 25 73.1 %	275/1 82 66.2 % 48.7/ 55.1 144/1 63 .746/ 645	374/2 28 61% 66.3/ 69.1 196/2 05 .761/ 606	456/2 74 60.1 % 80.8/ 83 240/2 46 .742/ 583	521/3 19 61.2 % 92.4/ 96.6 274/2 86 .706/ 565	568/3 52 62% 101/1 07 298/3 16 .66/ 535	609/3 74 61.4 % 108/1 13 320/3 36 .619/ 497	639/3 93 61.5 % 113/1 19 336/3 53 .578/ 464	659/4 03 61.2 % 117/1 22 346/3 62 .536/ 429	678/4 13 60.9 % 120/1 25 356/3 71 .501/ 399	687/ 417 60.7 % 122/ 126 361/ 374 .466 /.37	698/ 419 60% 124/ 127 367/ 376 .437 /.34 3	528/ 325 61.5 % - .543 /.41 5
RHS Pro Action Iron	320/-	2.25/ 1.88	119	75/6 2 82.7 %	166/1 18 71.1 %	246/1 60 65% 61.9/ 57.6 183/1 71 .795/ 618	309/1 95 63.1 % 77.7/ 70.2 230/2 08 .749/ 565	340/2 29 67.4 % 85.5/ 82.5 253/2 44 .659/ 531	360/2 48 68.9 % 90.5/ 89.3 268/2 65 .581/ 479	375/2 65 70.7 % 94.3/ 95.5 279/2 83 .519/ 439	-	-	-	-	-	299/ 203 67.7 % 1.17 .456 /.38 1	
RHS Out of Box Weing artner Racing Iron	N/A	2.25/ 1.88 4.50 No Pipe	N/A	86/7 0 81.4 %	183/1 39 76%	252/1 76 69.8 % 63.4/ 63.4 188/1 88 .814/ 68	303/2 05 67.7 % 76.2/ 73.8 226/2 19 .734/ 594	334/2 31 69.2 % 84/83 .2 249/2 47 .647/ 536	341/2 43 71.3 % 85.8/ 87.5 254/2 59 .551/ 47	346/2 58 74.6 % 87/92 .9 258/2 75 .479/ 427	346/2 64 76.3 % 87/95 .1 258/2 82 .419/ 383	-	-	-	-	301/ 217 72% - .456 /.38 1	
RHS 320 Out of Box Weing artner Racing Brez Iron	N/A	2.25/ 1.88 4.31 No Pipe	N/A	86/6 6 76.7 %	167/1 33 79.6 %	237/1 73 73% 59.6/ 62.3 177/1 85 .765/ 669	288/2 06 71.5 % 72.4/ 74.2 215/2 20 .698/ 597	328/2 27 69.2 % 82.5/ 81.8 244/2 42 .636/ 526	350/2 46 70.3 % 88/88 .6 261/2 63 .565/ 475	359/2 55 71% 90.3/ 91.9 268/2 72 .497/ 422	355/2 61 73.5 % 89.3/ 94 265/2 79 .43/ 378	-	-	-	-	298/ 214 72% - .456 /.38 1	
RHS 320 Ported Bowl Weing artner Racing Brez Iron	N/A	2.25/ 1.88 4.31 No Pipe	N/A	-	163/1 36 83.4 %	240/1 80 75% 60.4/ 64.8 179/1 92 .775/ 696	281/2 12 75.4 % 70.7/ 76.4 209/2 26 .681/ 615	327/2 42 74% 82.2/ 87.2 244/2 58 .634/ 561	361/2 61 72.3 % 90.8/ 94 269/2 79 .583/ 504	365/2 67 73.2 % 91.8/ 96.2 272/2 85 .505/ 442	373/2 71 72.7 % 93.8/ 97.6 278/2 89 .452/ 393	-	-	-	-	301/ 224 74.4 % - .456 /.38 1	
RHS 320 VJ Bowl Blend Foxwel l Motors ports Iron	N/A	2.25/ 1.88	N/A	-	149/1 05 70.5 %	218/1 44 66.1 % 54.8/ 51.9 162/1 54 .704/ 557	280-2 78/1 83 65.6 % 70.2/ 65.9 208/1 95 .676/ 531	327-3 28/2 15 65.6 % 82.4/ 77.5 244/2 29 .635/ 499	350-3 57/2 37 67% 88.9/ 85.4 263/2 53 .571/ 458	362-3 57/2 53 70.4 % 90.4/ 91.1 268/2 70 .498/ 419	367-3 57/2 66 73.5 % 91/95 .8 270/2 84 .438/ 386	-	-	-	-	293/ 200 68.5 % - .456 /.38 1	

RHS 360 Weingartner Racing I-BC Iron	N/A	2.30/1.88 4.625 No Pipe	N/A	70-68/56 81.2 %	145-138/112 79.2 %	215-207/154 73% 50.8/55.5 150/164 .667/.595	285-277/190 67.6 % 67.6/68.4 200/203 .666/.551	339-333/218 8 64.9 % 80.9/78.5 240/233 .637/.506	375-351/235 5 64.7 % 87.4/84.7 259/251 .573/.454	378-356/249 9 67.8 % 88.3/89.7 262/266 .497/.413	381-363/261 1 70.2 % 89.5/94 265/279 .441/.378	383-371/268 8 71.1 % 90.7/96.5 269/286 .397/.345	387-375/273 3 71.7 % 91.7/98.3 272/291 .361/.317	-	-	-	314/218 69.3 % - .466/.381
RHS Pro Action Westech Alum	320/-	2.25/1.88	N/A	72-72/60 83.3 %	131-129/114 87.7 %	191-186/156 82.8 % 47.4/56.2 140/167 .609/.603	248-238/193 79.4 % 61.1/69.5 181/206 .589/.56	296-286/224 77% 73.2/80.7 217/239 .564/.52	320-330/252 52 77.5 % 81.7/90.8 242/269 .525/.487	328-326/276 56/276 80.7 % 86/99.4 255/295 .473/.457	-	-	-	-	-	-	253/203 80% 1.07 .456/.381
RHS Pro Action	360/-	2.30/1.88	119	75/62 82.7 %	158/118 74.7 %	230/160 69.6 % 55.4/57.6 164/171 .727/.618	286/195 68.2 % 68.8/70.2 204/208 .678/.565	342/229 67% 82.3/82.5 244/244 .648/.531	380/248 65.3 % 91.5/89.3 271/265 .60/.479	403/265 65.8 % 97/95.5 287/283 .546/.439	-	-	-	-	-	-	300/203 67.5 % 1.12 .466/.381
RHS ProTop Line Ported Meaux Racing Iron	N/A	2.30/1.88 4.50 No Pipe	N/A	-	154/124 80.5 %	236/171 72.5 % 56.8/61.6 168/183 .746/.661	290/207 71.4 % 69.8/74.6 207/221 .687/.60	319/229 71.8 % 76.8/82.5 227/244 .605/.531	340/245 72.1 % 81.8/88.3 242/262 .537/.474	350/256 73.1 % 84.2/92.2 250/273 .474/.424	356/264 74.2 % 85.7/95.1 254/282 .422/.383	359/268 74.7 % 86.4/96.5 256/286 .378/.345	362/271 74.9 % 87.1/97.6 258/289 .343/.314	-	-	-	307/226 73.6 % - .466/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
RHS ProTop Line Ported Meaux Racing Iron	N/A	2.30/1.88 4.50 No Pipe	N/A	-	147/139 94.6 %	232/179 77.2 % 55.8/64.5 165/191 .733/.692	294/224 76.2 % 70.8/80.7 210/239 .697/.649	328/271 82.6 % 78.9/97.6 234/289 .622/.629	354/297 83.9 % 85.2/107 252/317 .559/.574	376/309 82.2 % 90.5/111 268/330 .509/.512	390/318 81.5 % 93.9/115 278/339 .462/.461	397/320 80.6 % 95.6/115 283/342 .418/.412	405/322 79.5 % 97.5/116 289/344 .384/.373	-	-	-	325/264 81.4 % - .466/.381
RHS Chad Speier V3.93 I-50 E-50 Iron / Alum	N/A	2.35/1.88 4.60 No Pipe	120	-	155-151/118 77.1 %	232-230/162 70.1 % 53.3/58.4 158/173 .714/.626	310-303/194 63.3 % 70.7/69.9 209/207 .711/.562	367-354/227 63% 83.1/81.8 246/242 .669/.526	406-383/256 56 64.9 % 91/92.2 269/273 .61/.495	424-410/278 78 66.7 % 96.1/100 285/297 .553/.461	437-429/294 94 67.9 % 99.8/106 296/314 .502/.426	444-440/308 16 70% 102/114 303/337 .454/.397	448-445/318 18 71.2 % 103/115 305/339 .377/.335	-	-	-	363/247 68.2 % - .476/.381

RHS Chad Speier V4.20 I-50 E-45 Iron	395/-	2.35/ 1.88 4.50 No Pipe	118	-	157-1 60/1 25 78.9 %	240-2 44/1 61 66.5 % 55.8/ 58 165/1 72 .748/ 622	307-3 08/2 00 65% 70.9/ 72 210/2 13 .713/ 58	361-3 66/2 30 63.3 % 83.8/ 82.9 248/2 45 .674/ 533	412-4 02/2 55 62.7 % 93.8/ 91.9 278/2 72 .629/ 493	437-4 30/2 80 64.6 % 99.9/ 101 296/2 99 .575/ 464	442-4 33/2 96 67.7 % 101/1 07 299/3 16 .507/ 429	447-4 42/3 10 69.7 % 102/1 12 304/3 31 .458/ 399	457-4 46/3 16 70% 104/1 14 308/3 37 .419/ 366	-	-	-	361/ 241 67% 1.14 .476 /.38 1	
RHS Chad Speier I-50 E-50 Iron	N/A	2.35/ 1.88 4.60 2.25 Pipe	N/A	-	155-1 58/1 32 84.3 %	234-2 37/1 84 78.1 % 54.3/ 66.3 161/1 96 .728/ 711	301/2 23 74.1 % 69.4/ 80.3 206/2 38 .698/ 647	353-3 51/2 62 74.4 % 81.2/ 94.4 240/2 80 .653/ 608	402-3 88/2 62 66.3 % 91.1/ 94.4 270/2 80 .611/ 506	432-4 17/2 91 68.6 % 97.9/ 105 290/3 11 .563/ 482	441-4 30/3 10 71.2 % 100/1 12 298/3 31 .505/ 449	446-4 39/3 23 73% 102/1 16 302/3 45 .456/ 416	454-4 51/3 29 72.7 % 104/1 19 309/3 51 .42/.3 82	459-4 55/3 33 72.9 % 105/1 20 312/3 55 .385/ 351	-	-	365/ 265 72.5 % - .476 /.38 1	
Sonny' s Brodix BB-5 Sports man Alum	395/1 23	-	119	-	-	-	-	-	-	-	418/2 75 65.8 % -	-	-	-	-	-	-	- - 1.06 /2.2 4
Sonny' s Brodix BB-5 MaxFlo w Alum	406/1 49	-	113.5 .	-	-	-	-	-	-	-	-311	439/- -	-	-	-	-	-	- - 1.08
Sonny' s Brodix BB-5 MaxFlo w Marine Alum	406/1 49	2.35/ 1.90	113.5 .	-	-	-	-	-	-	383-4 05/2 95 74.9 % 90.8/ 104 269/3 08 .522/ 484	401-4 18/3 03 74% 94.4/ 107 280/3 17 .475/ 435	-	-	-	-	-	402/ 299 74.4 % 1.01 /2.0 3 .476 /.38 5	
Sonny' s Brodix BB-5 400 MaxFlo w Alum	400/1 49	2.35/ 1.90	113.5 .	-	-	-	-	-	-	-	-311	445/- 103 304 .459	-	-	-	-	-	- - 1.11 .476 /.38 5
Sonny' s Dart 360 Ported Alum	N/A	-	N/A	-	-	-	-	-	-	-	413/2 97 71.9 % -	-	-	-	-	-	-	-
Sonny' s Dart 18 Deg Ported SF600 Alum	N/A	2.35/ 1.86	N/A	-	-	-	-	-	-	-	437/3 39 77.6 % 101/1 25 299/3 70 .507/ 497	-	-	-	-	-	-	- - - .476 /.37 7

Sonny's / Brodix PB 2005 14.5 Deg Alum	490/-	2.52/1.86	80	-	129/111 86%	199/156 78.4 % 39.9/57.4 118/170 70 .574/.61	287/196 68.3 % 57.5/72.1 170/214 .621/.574	334/231 69.2 % 67/85 198/252 .578/.542	431/258 59.9 % 86.4/95 256/281 .621/.504	482/274 56.8 % 96.6/101 286/299 .596/.459	517/287 55.5 % 104/106 307/313 .559/.421	540/293 54.3 % 108/108 321/320 .519/.382	-	-	-	-	365/226 61.9 % 1.10 .510 /.377
Sonny's / Brodix PB 2005 14.5 Deg Lt Ported Alum	493/175	2.52/1.86	80	-	153/132 86.3 %	241/187 77.6 % 48.3/68.8 143/204 .695/.731	323/227 70.3 % 64.8/83.5 192/248 .699/.665	395/258 65.3 % 79.2/95 235/281 .683/.605	452/289 63.9 % 90.6/106 269/315 .652/.565	499/326 65.3 % 100/120 296/355 .617/.546	517/338 65.4 % 104/124 307/369 .559/.495	540/343 63.5 % 108/126 321/374 .519/.447	-	-	-	-	390/263 67.3 % 1.10 /1.96 .510 /.377
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Sonny's Brodix 14.5 Deg SF600 Alum	548/204	2.52/1.86 4.625	73-77	-	-	-	-	-	-	-	-	555/378 68.1 % 111/139 330/412 .534/.492	-	-	-	-	- - 1.01 /1.85 .510 /.377
Sonny's Brodix 14.5 Deg Pontiac CNC SF600 Alum	548/204	2.48/1.92 4.60	77	-	-	-	-	-	-	-	-	548/378 69% 113/131 336/387 .535/.477	-	-	-	-	- - 1.00 /1.85 .502 /.389
Sonny's Brodix 14.5 Deg Pontiac Marine Alum	494/184	2.48/1.90 4.60	N/A	-	-	-	-	-	-	514/-106 315 .646	538/-111 330 .591	-	-	-	-	-	526 - 1.09 .502 /.385
Sonny's Hemi Alum	N/A	2.55/1.96	65-95	-	-	-	-	-	-	-	-	570/390 68.4 % 112/129 331/383 .541/.482	-	-	-	-	- - .516 /.397
Sonny's Hemi	N/A	2.55/2.00	65-95	-	-	-	-	-	-	-	-	570/400 70.2 % 112/127 331/377	-	-	-	-	- - .516

02.3.2013 г. 21:41:40

g SF102 0 Alum																		
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age	
Sonny' s Symm etrical 5.3 Inch Bore Spacin g 16 x 5 Deg Alum	737/2 90	2.725/ 2.05	N/A	-	-	-	-	-	-	-	-	-	-	-/462	700/ - 120 356 .467	-	- 0.95 .552 /.41 5	
Sonny' s Symm etrical 16 x 5 Deg 5.0 Inch Bore Spacin g Alum	570/2 36	2.52/ 1.93 4.67	94	-	-	-	-	-	-	-	-	562/4 00 71.2 % 113/1 37 334/4 05 .54/.5 02	-	-	-	-	- 0.99 /1.6 9 .510 /.39 1	
Sonny' s Symm etrical 13 x 5 Deg Alum	574/2 36	2.55/ 1.93 4.75	74-75	-	-	-	-	-	-	-	550/3 75 68.2 % 108/1 28 319/3 80 .588/. 53	580/4 07 70.2 % 114/1 39 336/4 12 .551/. 511	-	-	-	-	565/ 391 69.2 % 1.01 /1.7 2 .516 /.39 1	
Sonny' s Symm etrical 13 Deg Marine Alum	547/2 21	2.52/ 1.90 4.67	84	-	-	-	-	-	-	536/3 66 68.3 % 107/1 29 318/3 82 .662/. 60	556/3 81 68.5 % 111/1 34 330/3 98 .601/. 546	-	-	-	-	-	546/ 374 68.4 % 1.02 /1.7 2 .510 /.38 5	
Sonny' s 11 Deg Alum	N/A	2.65/ 1.89 4.75	N/A	-	-	-	-	-	-	-	-	605/3 95 65.3 % 110/1 41 325/4 17 .553/. 506	-	-	-	-	- - - .537 /.38 3	
Sonny' s 11 x 7 Deg 5.0 Inch Bore Spacin g Alum	N/A	2.62/ 1.90	N/A	-	-	-	-	-	-	-	-	590/4 00 67.8 % 109/1 41 324/4 18 .546/. 51	-	-	-	-	- - - .531 /.38 5	

Sonny's 5.0 Inch Bore Spacing Alum	574/236	2.55/1.934.75	75	-	-	-	-	-	-	-	-	580/40770.2%114/139336/412.551/.511	-	-	-	-	-	-
Sonny's 5.0 Inch Bore Spacing Alum	N/A	2.65/1.894.75	N/A	-	-	247/18574.9%44.8/65.9133/195.677/.711	327/24976.1%59.3/88.8176/263.673/.718	404/29172%73.2/104217/307.665/.671	476/32668.5%86.3/116256/344.653/.627	537/35966.9%97.4/128288/379.631/.592	578/37865.4%105/135311/399.594/.545	610/40265.9%111/143328/425.502/.464	-	-	-	-	454/31368.9%-	.537/.383
Steve Schmidt Pro-Filer 12 Deg	N/A	2.40/1.88	N/A	-	-	-	-	-	-	-	495/36573.7%109/131324/390.562/.529	518/37672.6%115/135339/401.523/.484	518/37672.6%115/135339/401.471/.436	-	-	-	510/37273%-	.486/.381
Steve Schmidt Pro-filer 12 Deg Nitrous	N/A	-	N/A	-	-	-	-	-	-	-	515/39075.7%-	525/40577.1%-	525/41278.5%-	-	-	-	522/40277.1%	-
Steve Schmidt Pro-Filer 24 Deg Alum	336/-	2.30/1.88	N/A	-	-	-	-	-	-	-	-	415/30373%99.9/109296/323.437/.39	-	-	-	-	-	1.24.466/.381
Trick Flow Oval SF600 Alum	280/129	2.19/1.884.252" Pipe	113	74/6486.5%	160/11370.6%	231/14663.2%61.3/52.6182/156.767/.564	275/17864.7%73/64.1216/190.684/.516	316/20966.1%83.9/75.3249/223.629/.485	336/24071.4%89.2/86.5264/256.557/.464	347/26476.1%92.1/95.1273/282.493/.437	-	-	-	-	-	-	278/19269.1%1.24/2.05.443/.381	-
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average	

Trick Flow Oval CCM Alum	280/-	2.30/1.88 - Pipe	113	69/61 88.4 %	141/126 89.4 %	209/159 76.1 % 50.3/57.3 149/170 .66/.615	260/192 73.8 % 62.6/69.2 185/205 .616/.557	292/221 75.7 % 70.3/79.6 208/236 .554/.513	318/246 77.4 % 76.5/88.6 227/263 .502/.475	325/264 81.2 % 78.2/95.1 232/282 .44/.437	-	-	-	-	-	-	258/201 78.2 % 1.16 .466 /.381
Trick Flow Oval CNC Inlet & Bowl Blend Alum	280/129	2.19/1.88 - Pipe	113	74/64 86.5 %	160/113 70.6 %	231/146 63.2 % 61.3/52.6 182/156 .767/.564	275/178 64.7 % 73/64 216/190 .684/.516	316/209 66.1 % 83.9/75.3 249/223 .629/.485	336/240 71.4 % 89.2/86.5 264/256 .557/.464	347/264 76.1 % 92.1/95.1 273/282 .493/.437	-	-	-	-	-	-	278/192 69.1 % 1.24 /2.05 .443 /.381
Trick Flow R CNC Bowl Blend SF600 Alum	320/137	2.25/1.88 4.50 2" Pipe	122	75/64 85.3 %	155/125 80.6 %	230/166 72.2 % 57.8/59.8 171/177 .743/.642	282/202 71.6 % 70.9/72.8 210/216 .683/.586	320/241 75.3 % 80.5/86.8 238/257 .62/.556	348/270 77.6 % 87.5/97.3 259/288 .562/.522	360/290 80.6 % 90.5/104 268/310 .498/.438	362/301 83.1 % 91/108 270/321 .438/.436	-	-	-	-	-	294/228 77.5 % 1.13 /2.20 .456 /.381
Trick Flow CNC SF600 Alum	320/137	2.25/1.88 - No Pipe	121	73/64 87.7 %	146-145/118 81.1 %	222-220/160 72.4 % 55.6/57.6 165/171 .714/.618	279-276/188 67.7 % 69.8/67.7 207/201 .672/.545	318-315/215 67.9 % 79.6/77.5 236/229 .613/.499	342-339/238 69.9 % 85.6/85.7 254/254 .55/.442	359-352/258 72.6 % 89.4/92.9 265/275 .492/.427	363-356/268 74.5 % 90.4/96.5 268/286 .435/.388	-	-	-	-	-	288/206 71.7 % 1.12 /1.96 .456 /.381
Trick Flow CNC 320 Weingartner Racing Alum	N/A	2.25/1.88 4.31 No Pipe	N/A	-	150-149/120 80.3 %	220-213/160 73.9 % 54.5/57.6 161/171 .699/.618	266-263/196 74.1 % 66.5/70.6 197/209 .641/.568	309-308/230 74.6 % 77.6/82.9 230/245 .598/.533	339-330/255 76.2 % 84.1/91.9 249/272 .54/.442	354-347/267 76.2 % 88.2/96.2 261/285 .485/.442	362-357/274 76.2 % 90.4/98.7 268/292 .435/.397	367-362/282 77.4 % 91.7/102 272/301 .392/.363	-	-	-	-	302/230 76.1 % - .456 /.381
Trick Flow CNC 320 Weingartner Racing Alum	N/A	2.25/1.88 4.625 No Pipe	N/A	-	149-151/121 80.7 %	225/159 70.7 % 56.6/57.3 168/170 .727/.615	274-277/196 71.1 % 69.3/70.6 205/209 .667/.568	323-315/230 72.1 % 80.2/82.9 238/245 .618/.533	348-338/253 73.8 % 86.3/91.1 256/270 .554/.489	357/265 74.2 % 89.8/95.5 266/283 .494/.439	355-350/273 75.3 % 91.2/98.3 270/291 .439/.396	362-370/278 75.1 % 93.1/100 276/297 .398/.358	367-381/282 75.4 % 94.1/102 279/301 .362/.327	-	-	-	308/229 74.1 % - .456 /.381
Trick Flow R CNC Bowl Blend Alum	340/137	2.25/1.88 -	122	77/64 83.1 %	160/125 78.1 %	230/166 72.2 % 57.8/59.8 171/177 .727/.615	283/202 71.4 % 71.2/72.8 211/216 .667/.568	323/241 74.6 % 81.2/88/97 92.1/93.1/	350/270 77.1 % 88/97	366/290 79.2 % 92.1/93.1/	370/301 81.4 %	-	-	-	-	-	297/228 76.6 % 1.09

						.743/.642	.300	.626/.559	.565/.522	.507/.48	.448/.436						/ .381
Trick Flow R CNC Bowl Blend SF600 Alum	360/137	2.30/1.884.502" Pipe	122	75/6485.3%	151/12582.8%	227/16673.1%54.6/59.8162/177.717/.642	283/20271.4%68.1/72.8202/216.671/.586	325/24174.2%78.2/86.8232/257.616/.559	362/27074.6%87.1/97.3258/288.572/.522	382/29075.9%91.9/104272/310.517/.48	390/30177.2%93.9/108278/321.462/.436	-	-	-	-	-	303/22875.2%1.08/2.20.466/.381
World Oval Port Iron CHP	260/-	2.25/1.88	119	71/5070.4%	145/10572.4%	205/14671.2%51.6/52.6153/156.662/.564	243/17371.2%61.1/62.3181/185.589/.502	267/19071.2%67.2/68.4199/203.517/.441	280/20372.5%70.4/73.1209/217.452/.392	282/20974.1%70.9/75.3210/223.397/.46	283/21475.6%71.2/77.1211/228.343/.31	-	-	-	-	-	244/17772.7%1.09.456/.381
World 02003 Kendrick Auto Alum	310/-	2.25/1.88	116	81/7086.4%	151/11576.2%	223/17980.3%56.1/64.5166/191.72/.692	276/17964.9%69.4/64.5206/191.669/.519	308/19262.3%77.5/69.2230/205.597/.445	317/19862.5%79.7/71.3236/211.512/.383	321/20162.6%80.7/72.4239/215.444/.333	-	-	-	-	-	266/17766.7%1.04.456/.381	
World 02003 Ported Kendrick Auto Alum	310/-	2.25/1.88	116	87/7181.6%	160/12376.9%	230/18680.9%57.8/67171/199.743/.719	288/18764.9%72.4/67.4215/200.698/.542	323/21165.3%81.2/76241/225.626/.489	348/24069%87.5/86.5259/256.562/.464	353/25371.7%88.8/91.1263/270.489/.419	-	-	-	-	-	284/20070.5%1.14.456/.381	
World 03003 Kendrick Auto Iron	310/-	2.25/1.88	N/A	72/7097.2%	151/12079.5%	229/15266.4%57.6/54.8171/162.74/.588	273/18266.7%68.7/65.6203/194.661/.528	308/19563.3%77.5/70.2230/208.597/.452	321/20162.6%80.7/72.4239/215.518/.388	326/20663.2%82/74.2243/220.451/.341	-	-	-	-	-	268/17665.7%1.05.456/.381	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
World 03003 Ported Kendrick Auto Iron	310/-	2.25/1.88	N/A	90/7077.8%	172/11969.2%	258/17065.9%64.9/61.2192/181.833/.657	285/19468.1%71.7/69.9212/207.69/.562	326/22167.8%82/79.6243/236.632/.513	353/24068%88.8/86.5263/256.57/.464	368/25669.6%92.6/92.2274/273.509/.424	-	-	-	-	-	-	294/20068.1%1.19.456/.381

World Merlin Ported Bullet Cylinder Heads	N/A	2.19/1.88	N/A	80/72 90%	153/121 79.1%	214/163 76.2% 56.8/58.7 168/174 .71/.63	253/202 79.8% 67.2/72.8 199/216 .63/.586	303/233 76.9% 80.4/83.9 238/249 .603/.54	334/250 74.9% 88.7/90.1 263/267 .554/.483	354/263 74.3% 94/94.7 278/281 .503/.436	-	-	-	-	-	269/205 76.5% - .443/.381
World Merlin Iron CHP	310/-	2.25/1.88 4.25 2.25" Pipe	N/A	-	158/100 63.3%	216/141 65.3% 54.3/50.8 161/151 .698/.545	258/175 67.8% 64.9/63 192/187 .625/.507	292/193 66.1% 73.4/69.5 218/206 .566/.448	313/207 66.1% 78.7/74.6 233/221 .505/.40	325/213 65.5% 81.7/76.7 242/227 .45/.353	327/222 67.9% 82.2/80 244/237 .396/.322	-	-	-	-	270/179 66.2% 1.05 .456/.381
World Merlin Alum CHP	310/132	2.25/1.88 4.25 2.25" Pipe	N/A	-	144/129 89.6%	217/173 79.7% 54.6/62.3 162/185 .701/.669	269/195 72.5% 67.7/70.2 200/208 .652/.565	289/207 71.6% 72.7/74.6 215/221 .56/.48	296/214 72.3% 74.4/77.1 221/228 .478/.414	305/214 70.2% 76.7/77.1 227/228 .422/.355	312/214 68.6% 78.5/77.1 233/228 .378/.31	-	-	-	-	262/192 73.5% 1.01 /1.62 .456/.381
World Merlin II Weingartner Racing Brez	N/A	2.30/1.88 4.31 No Pipe	N/A	79/57 72.2%	159/104 65.4%	237/150 63.3% 57/54 169/160 .749/.58	282/186 66% 67.9/67 201/199 .668/.539	330/212 64.2% 79.4/76.4 235/226 .626/.492	354/229 64.7% 85.2/82.5 252/244 .559/.443	366/240 65.6% 88.1/86.5 261/256 .496/.398	353/255 72.2% 85/91.9 252/272 .418/.37	-	-	-	-	297/197 66.1% - .466/.381
World Merlin 269 SF600 Iron	269/137	2.19/1.88 - No Pipe	119	75/65 86.7%	144/121 84%	213/165 77.5% 56.5/59.4 168/176 .707/.638	275/202 73.5% 73/72.8 216/216 .684/.586	323/239 74% 85.7/86.1 254/255 .643/.554	352/262 74.4% 93.4/94.4 277/280 .584/.506	355/274 77.2% 94.2/98.7 279/292 .505/.454	341/282 82.7% 90.5/102 268/301 .424/.409	-	-	-	-	286/221 77.1% 1.32 /2.06 .443/.381
World Merlin 310 SF600 Iron	310/137	2.30/1.88 - No Pipe	119	79/59 74.7%	144/99 68.8%	208/151 72.6% 50.1/54.4 148/161 .657/.584	267/193 72.3% 64.3/69.5 190/206 .633/.56	321/232 72.3% 77.3/83.6 229/248 .609/.538	363/259 71.3% 87.4/93.3 259/276 .573/.501	383/276 72.1% 92.2/99.4 273/295 .519/.457	374/286 76.5% 90/103 267/305 .443/.415	-	-	-	-	294/214 72.6% 1.24 /2.09 .466/.381
World Merlin 345 SF600 Iron	345/137	2.30/1.88 - No Pipe	119	77/60 77.9%	145/102 70.3%	213/159 74.6% 51.3/57.3 152/170 .673/.615	271/204 75.3% 65.2/73.5 193/218 .642/.591	326/239 73.3% 78.5/86.1 232/255 .618/.554	366/261 71.3% 88.1/94 261/279 .578/.504	389/275 70.7% 93.6/99.1 277/294 .527/.456	374/284 75.9% 90/102 267/303 .443/.412	-	-	-	-	298/218 73.1% 1.13 /2.07 .466/.381

World Merlin 320 SF600 Alum	320/-	2.30/ 1.88 - No Pipe	119	77/6 9 89.6 %	148/1 20 81.1 %	218/1 55 71.1 % 52.5/ 55.8 155/1 65 .689/ 599	278/1 85 66.5 % 66.9/ 66.6 198/1 97 .659/ 536	320/2 15 67.2 % 77/77 .5 228/2 29 .607/ 499	352/2 42 68.8 % 84.7/ 87.2 251/2 58 .556/ 468	372/2 63 70.7 % 89.5/ 94.7 265/2 81 .504/ 436	375/2 80 74.7 % 90.3/ 101 267/2 99 .444/ 406	-	-	-	-	-	295/ 209 70.8 % 1.17 .466 /.38 1	
World Merlin 345 SF600 Alum	345/-	2.30/ 1.88 - No Pipe	119	82/7 1 86.6 %	153/1 08 70.6 %	221/1 51 68.3 % 53.2/ 54.4 158/1 61 .698/ 584	284/1 84 64.8 % 68.4/ 66.3 203/1 96 .673/ 533	331/2 17 65.6 % 79.7/ 78.2 236/2 32 .628/ 503	369/2 45 66.4 % 88.8/ 88.3 263/2 62 .583/ 474	399/2 67 66.9 % 96/96 .2 285/2 85 .54/.4 412	414/2 84 68.6 % 99.6/ 102 295/3 03 .491/ 412	-	-	-	-	-	310/ 208 67.1 % 1.20 .466 /.38 1	
World Merlin 350 CNC SF600 Alum	350/1 35	2.30/ 1.88 - No Pipe	119	82/6 8 82.9 %	149/1 20 80.5 %	220/1 56 70.9 % 53/56 .2 157/1 67 .695/ 603	288/2 00 69.4 % 69.3/ 72 205/2 13 .682/ 58	340/2 42 71.2 % 81.8/ 87.2 242/2 58 .645/ 561	381/2 69 70.6 % 91.7/ 96.9 272/2 87 .602/ 52	413/2 95 71.4 % 99.4/ 106 295/3 15 .559/ 489	426/3 13 73.5 % 103/1 13 304/3 34 .505/ 454	-	-	-	-	-	317/ 228 71.9 % 1.22 /2.3 2 .466 /.38 1	
World Merlin III Oval SF600 Iron	269/1 37	2.30/ 1.88 - No Pipe	119	-	-	-	-	-	-	-	316/2 90 91.8 % 76.1/ 104 225/3 10 .374/ 42	-	-	-	-	-	- - 1.17 /2.1 2 .466 /.38 1	
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age	
World Merlin III Oval SF120 0 Iron	269/1 37	2.30/ 1.88 - No Pipe	119	-	-	-	-	-	-	-	293/2 68 91.5 % 70.5/ 96.5 209/2 86 .347/ 388	-	-	-	-	-	- - 1.09 /1.9 6 .466 /.38 1	
World Merlin III SF600 Alum	310/1 32	2.30/ 1.88 - No Pipe	119	-	-	-	-	-	-	-	400/2 90 72.5 % 96.3/ 104 285/3 10 .542/ 48	-	-	-	-	-	- - 1.29 /2.2 0 .466 /.38 1	
World Merlin III	310/1	2.30/ 1.88 -								372/2 68 72% 89.5/ 96.5							- - 1.20 /2.0	

World Merlin III SF600 Alum	350/132	2.30/1.88 - No Pipe	119	-	-	-	-	-	-	-	410/303 73.9% 98.7/109 292/323 .486/.439	-	-	-	-	-	- - 1.17/2.30 .466/.381
World Merlin III SF1020 Alum	350/132	2.30/1.88 - No Pipe	119	-	-	-	-	-	-	-	382/280 73.3% 91.9/101 272/299 .453/.406	-	-	-	-	-	- - 1.09/2.12 .466/.381
World Merlin III CNC SF600 Alum	350/132	2.30/1.88 - No Pipe	119	-	-	-	-	-	-	-	434/321 74% 104/116 310/343 .514/.465	-	-	-	-	-	- - 1.24/2.43 .466/.381
World Merlin III CNC SF1020 Alum	350/132	2.30/1.88 - No Pipe	119	-	-	-	-	-	-	-	405/297 73.3% 97.5/107 289/317 .48/.431	-	-	-	-	-	- - 1.16/2.25 .466/.381
World Merlin III CNC SF600 Alum	375/132	2.30/1.88 - No Pipe	119	-	-	-	-	-	-	-	440/324 73.6% 106/117 314/346 .521/.47	-	-	-	-	-	- - 1.17/2.45 .466/.381
World Merlin III CNC SF1020 Alum	375/132	2.30/1.88 - No Pipe	119	-	-	-	-	-	-	-	410/300 73.2% 98.7/108 292/320 .486/.435	-	-	-	-	-	- - 1.09/2.27 .466/.381
World Merlin X 34516 Deg SF600 Alum	345/132	2.35/1.88	80	77/64 83.1%	134/107 79.9%	187/148 79.1% 43.1/53.3 128/158 .578/.572	245/183 74.7% 56.5/65.9 167/195 .568/.531	303/214 70.6% 69.9/77.1 207/228 .562/.496	349/214 61.3% 80.5/77.1 238/228 .54/.414	379/254 67% 87.4/91.5 259/271 .502/.421	392/265 67.6% 90.4/95.5 268/283 .455/.384	-	-	-	-	-	284/198 69.6% 1.14/2.01 .476/.381

World Merlin X 345 16 Deg CNC SF600 Alum	350/1 32	2.35/ 1.88	80	68/5 6 82.4 %	143/1 26 88.1 %	228/1 77 77.6 % 52.6/ 63.8 156/1 89 .705/ 684	299/2 05 68.6 % 68.9/ 73.8 204/2 19 .693/ 594	349/2 31 66.2 % 80.5/ 83.2 238/2 47 .648/ 536	391/2 55 65.2 % 90.1/ 91.9 267/2 72 .605/ 493	415/2 73 65.8 % 95.7/ 98.3 283/2 91 .55/ 452	451/2 86 63.4 % 104/1 03 308/3 05 .523/ 415	-	-	-	-	-	325/ 222 68.2 % 1.29 /2.1 7 .476 /.38 1	
World Jenkin s Merlin	N/A	2.25/ 1.88	N/A	73/6 6 90.4 %	144/1 29 89.6 %	217/1 73 79.7 % 54.6/ 62.3 162/1 85 .701/ 669	269/1 95 72.5 % 67.7/ 70.2 200/2 08 .652/ 565	289/2 07 71.6 % 72.7/ 74.6 215/2 21 .56/ 48	296/2 14 72.3 % 74.4/ 77.1 221/2 28 .478/ 414	305/2 14 70.2 % 76.7/ 77.1 227/2 28 .422/ 355	312/2 15 68.9 % 78.5/ 77.5 233/2 29 .378/ 312	-	-	-	-	-	262/ 192 73.5 % - .456 /.38 1	
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.20 0	1.30 0	Aver age	
World Jenkin s Alum	345/-	2.30/ 1.88	117	-	-	-	-	298/2 12 71.1 % 71.7/ 76.4 213/2 26 .565/ 492	330/2 30 69.7 % 79.4/ 82.9 235/2 45 .521/ 445	360/2 30 63.9 % 86.6/ 82.9 257/2 45 .487/ 381	-	-	-	-	-	-	329/ 224 68% 1.04 .466 /.38 1	
409 COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufa cturer Part Numbe r	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Aver age			
348 Iron	N/A	1.94/ 1.66	N/A	-	-	155/1 35 87.1 % 52.4/ 62.4 155/1 85 .581/ 591	195/1 48 75.9 % 66/68 .4 195/2 03 .548/ 486	200/1 55 77.5 % 67.7/ 71.6 200/2 12 .45/ 407	203/1 60 78.8 % 68.7/ 73.9 203/2 19 .38/ 35	203/1 63 80.3 % 68.7/ 75.3 203/2 23 .326/ 306	-	-	-	-	191/ 152 79.6 % - .393 /.33 6			
348 Iron	N/A	2.055 /1.66	N/A	56/4 9 87.5 %	108/8 5 78.7 %	158/1 20 75.9 % 47.6/ 55.4 141/1 64 .559/ 525	190/1 43 75.3 % 57.3/ 66.1 170/1 96 .504/ 47	201/1 56 77.6 % 60.6/ 72.1 180/2 14 .426/ 41	205/1 61 78.5 % 61.8/ 74.4 183/2 20 .362/ 352	210/1 63 77.6 % 63.3/ 75.3 188/2 23 .318/ 306	-	-	-	-	179/ 138 77.2 % - .416 /.33 6			
Hi-Po 348 Iron	N/A	2.06/ 1.72	N/A	-	-	-	-	-	210/- 63 187 .37	-	-	-	-	-	-	- - - .417 /.34 8		

Hi-Po Iron	N/A	2.203 /1.73 4	N/A	-	-	-	-	-	260/- 68.2 202 .429	-	-	-	-	-	-	.446 /.35 1		
L80 Iron	N/A	2.19/ 1.72	N/A	-	-	-	-	-	-	277/1 95 70.4 % 73.5/ 83.9 218/2 49 .394/ 353	-	-	-	-	-	.443 /.34 8		
690 '63 John Goodm an Iron	N/A	2.19/ 1.72	N/A	68/4 8 70.6 %	131/9 9 75.6 %	192/1 41 73.4 % 51/60 .7 151/1 80 .637/ 596	228/1 67 73.2 % 60.5/ 71.9 179/2 13 .567/ 529	252/1 80 71.4 % 66.9/ 77.5 198/2 30 .502/ 456	267/1 82 68.2 % 70.9/ 78.3 210/2 32 .443/ 384	274/- 72.7 216 .39	-	-	-	-	-	224/ 154 - - .443 /.34 8		
690 Skip Fix Cleans Up Iron	N/A	2.19/ 1.72	N/A	-	142/8 6 60.6 %	211/1 21 57.3 % 56/52 .1 166/1 54 .70/.5 11	255/1 50 58.8 % 67.7/ 64.6 201/1 91 .635/ 475	268/1 70 63.4 % 71.1/ 73.2 211/2 17 .534/ 431	277/1 80 65% 73.5/ 77.5 218/2 30 .46/.3 8	-	-	-	-	-	-	231/ 141 61.3 % - .443 /.34 8		
Hi-Po 38146 90 / L80 Ported Superi or Autom otive CCM SF600 Iron	N/A	2.25/ 1.725	N/A	-	-	203/1 54 75.9 % 51.1/ 65.9 151/1 95 .656/ 649	-	-	300/2 36 78.7 % 75.5/ 101 224/2 99 .484/ 497	-	-	-	-	-	-	252/ 195 77.5 % - .456 /.34 9		
Hi-Po Ported Iron	N/A	-	N/A	91/-	148/-	211/- -	267-	280- .050 % - .050 % -	300/- .050 % - .050 % -	305/2 25 73.8 % -	307/- -	309/- -	-	-	-	232/ 56.3		
Edelbr ock Alum	N/A	2.19/ 1.72 4.31	N/A	-	138/9 8 71%	210/1 35 64.3 % 55.7/ 58.1 165/1 72 .697/ 57	246/1 68 68.3 % 65.3/ 72.3 194/2 14 .612/ 532	259/1 90 73.4 % 68.8/ 81.8 204/2 42 .516/ 482	269/2 01 74.7 % 71.4/ 86.5 212/2 56 .446/ 425	274/2 09 76.3 % 72.7/ 89.9 216/2 67 .39/.3 78	-	-	-	-	-	233/ 167 71.7 % - .443 /.34 8		

Edelbrock 60819 CNC Alum	220/15	2.19/1.72 4.31	60	67/60 89.6%	148/118 79.7%	221/157 71% 58.7/67.6 174/200 .733/.663	256/184 71.9% 68/79.2 201/235 .637/.583	266/204 76.7% 70.6/87.8 209/260 .53/.517	273/216 79.1% 72.5/93 215/275 .453/.456	277/221 79.8% 73.5/95.1 218/282 .394/.40	-	-	-	-	240/183 76.3% 1.26/1.92 .443/.348			
Edelbrock Performer RPM 60809 SF1020 Alum	215/15	2.19/1.72	N/A	65/52 80%	130/96 73.8%	192/127 66.1% 51/54.7 151/162 .637/.537	235/163 69.4% 62.4/70.2 185/208 .585/.517	258/182 70.5% 68.5/78.3 203/232 .514/.461	260/190 73.1% 69/81.8 205/242 .431/.401	-	-	-	-	-	215/152 70.5% 1.21/1.65 .443/.348			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average			
Edelbrock Performer RPM 60809 Alum	220/90	2.19/1.72	N/A	73/62 84.9%	143/118 82.5%	203/158 77.8% 53.9/68 160/201 .674/.668	239/185 77.4% 63.4/79.6 188/236 .595/.586	260/205 78.8% 69/88.2 205/261 .518/.52	272/217 79.8% 72.2/93.4 214/277 .451/.458	285/222 77.9% 75.7/95.5 224/283 .405/.402	-	-	-	-	-	234/184 78.8% 1.30/2.47 .443/.348		
Edelbrock Ported Calvin Saenz J-600 Hill Alum	N/A	2.19/1.72 4.32	N/A	86/73 84.9%	178/121 68%	245/161 65.7% 65/69.3 193/205 .813/.68	283/204 72.1% 75.1/87.8 223/260 .704/.646	312/242 77.6% 82.8/104 245/309 .621/.613	315/260 82.5% 83.6/112 248/332 .523/.549	310/272 87.7% 82.3/117 244/347 .441/.493	-	-	-	-	-	274/210 76.7% - .443/.348		
Edelbrock John Goodman Alum	N/A	2.19/1.72	N/A	69/53 76.8%	144/117 81.3%	211/161 76.3% 56/69.3 166/205 .70/.68	257/194 75.5% 68.2/83.5 202/247 .64/.615	279/218 78.1% 74.1/93.8 219/278 .556/.553	285/227 79.6% 75.7/97.7 224/289 .473/.48	287/229 79.8% 76.2/98.6 226/292 .408/.415	-	-	-	-	-	244/191 78.3% - .443/.348		
Edelbrock John Goodman Ported Alum	N/A	2.19/1.72	N/A	68/57 83.8%	141/119 84.4%	211/164 77.7% 56/70.6 166/209 .70/.693	266/192 72.2% 70.6/82.6 209/245 .662/.608	296/221 74.7% 78.6/95.1 233/282 .589/.56	305/236 77.4% 81/102 240/301 .506/.499	312/242 77.6% 82.8/104 245/309 .444/.438	316/245 77.5% 83.9/105 249/312 .393/.388	-	-	-	-	264/203 76.8% - .443/.348		
409Raptors Mild Port Cleanup Alum	N/A	-	N/A	91/78 85.7%	148/119 80.4%	211/152 72% -	267/179 67% -	288/198 68.8% -	300/210 70% -	305/218 71.5% -	307/226 73.6% -	-	-	-	-	261/186 71.3%		

409Rac e part s Race Ported Alum	N/A	2.25/ 1.88	N/A	77/7 3 94.8 %	145/1 24 85.5 %	217/1 71 78.8 % 54.6/ 61.6 162/1 83 .701/. 661	280/2 01 71.8 % 70.4/ 72.4 209/2 15 .678/. 583	323/2 23 69% 81.2/ 80.3 241/2 38 .626/. 517	349/2 36 67.6 % 87.8/ 85 260/2 52 .564/. 456	359/2 45 68.2 % 90.3/ 88.3 268/2 62 .497/. 406	362/2 52 69.6 % 91/90 .8 270/2 69 .438/. 365	-	-	-	291/ 207 71.4 % - .456 /.38 1		
409Rac e part s Ported Alum	N/A	2.25/ 1.88	N/A	101/ 73 72.3 %	178/1 24 69.7 %	251/1 71 68.1 % 63.1/ 61.6 187/1 83 .811/. 661	303/2 01 66.3 % 76.2/ 72.4 226/2 15 .734/. 583	330/2 23 67.6 % 83/80 .3 246/2 38 .64/.5 17	341/2 36 69.2 % 85.8/ 85 254/2 52 .551/. 456	353/2 45 69.4 % 88.8/ 88.3 263/2 62 .489/. 406	360/2 52 70% 90.5/ 90.8 268/2 69 .436/. 365	-	-	-	302/ 207 68.6 % - .456 /.38 1		
409Rac e part s Ported Fast Fred Alum	N/A	2.25/ 1.88 4.35 No Pipe	N/A	86/9 0 104 %	163/1 53 93.9 %	237/2 00 84.4 % 59.6/ 72 177/2 13 .765/. 773	298/2 32 77.9 % 74.9/ 83.6 222/2 48 .722/. 673	334/2 61 78.1 % 84/94 249/2 79 .647/. 605	343/2 87 83.7 % 86.3/ 103 256/3 06 .554/. 555	352/2 92 83% 88.5/ 105 262/3 12 .487/. 484	-	-	-	-	288/ 238 82.5 % - .456 /.38 1		

Chrysler COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises														
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	Averag e	
Chrysler 2.2 445	N/A	Stock	N/A	53/3 9 73.6 %	103/7 5 72.8 %	140/97 69.3% -	156/11 3 72.4% -	165/12 3 74.5% -	-	-	-	-	141/10 2 72.3%	
Chrysler '93-94 782	N/A	Stock	N/A	42/3 9 92.9 %	81/76 93.8 %	109/93 85.3% -	130/10 6 81.5% -	143/11 2 78.3% -	-	-	-	-	116/96 .8 83.6%	
Chrysler Swirl	N/A	1.60/1.39	N/A	-	98/78 79.6 %	125/10 3 82.4% 62.2/6 7.9 184/20 1 .568/.5 39	145/12 2 84.1% 72.1/8 0.4 214/23 8 .494/. 478	157/12 8 81.5% 78.1/8 4.4 231/25 0 .428/.4 02	-	-	-	-	131/10 8 82.1% - .324/.2 81	
Chrysler Swirl Ported	N/A	1.60/1.39	N/A	-	-	-	157/12 1 77.1% 78.1/7 9.7 231/23 6 .535/. 474	177/13 2 74.6% 88/87 261/25 8 .482/.4 14	-	-	-	-	167/12 7 75.7% - .324/.2 81	
Chrysler Swirl Ported	N/A	-	N/A	-	100/9 1 91%	137/11 1 81% -	165/12 9 78.2% -	185/14 3 77.3% -	-	-	-	-	147/11 9 80.7%	

Chrysler "G"	N/A	1.60/1.39	N/A	49/38 77.6%	98/79 80.6%	131/106 80.9% 65.2/69.9 193/207 .595/.554	152/119 78.3% 75.6/78.4 224/232 .518/.467	163/124 76.1% 81.1/81.7 240/242 .444/.389	-	-	-	-	136/107 78.7% - .324/.281	
Chrysler "G" Ported Welded	N/A	-	N/A	55/53 96.4%	108/97 89.8%	153/129 84.3% -	177/160 90.4% -	195/175 89.7% -	210/184 87.6% -	-	-	-	169/149 88.4%	
Chrysler Slant 6	-/71	-	N/A	-/42	-/74	-/98	-/116	-/121	-/124	-	-	-	-	
Chrysler Slant 6 Ported Pacer	-/79	1.72/1.50	N/A	58/55 94.8%	111/95 85.6%	156/124 79.5% 67.1/70.2 199/208 .659/.601	184/141 76.6% 79.2/79.8 235/236 .583/.512	195/147 75.4% 83.9/83.2 249/246 .494/.427	-/154	-	-	-	162/127 78.5% - .348/.304	
Chrysler Slant 6 Ported	N/A	1.88/1.50	N/A	58/46 79.3%	121/102 84.3%	146/124 84.9% 52.6/70.2 156/208 .564/.601	185/139 75.1% 66.6/78.7 197/233 .536/.505	195/161 82.6% 70.2/91.1 208/270 .452/.468	203/163 80.3% 73.1/92.2 217/273 .392/.395	-	-	-	170/138 81.1% - .381/.304	
CHI HEMI 6 Alum	N/A	2.02/1.60	N/A	63/56 88.9%	135/112 83%	190/134 70.5% 59.3/66.6 176/197 .684/.609	231/172 74.5% 72.1/85.5 214/253 .623/.586	266/194 72.9% 83/96.5 246/286 .574/.529	276/205 74.3% 86.1/102 255/302 .496/.466	-	-	-	220/163 74.4% - .409/.324	
Chrysler 318 Poly Gary Pavlovich	N/A	Stock	N/A	50/45 90%	116/83 71.6%	149/106 71.1% -	171/126 73.7% -	183/150 82% -	-	-	-	-	155/116 75.1%	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average	
Chrysler 318 Poly Ported Gary Pavlovich	N/A	-	N/A	69/48 69.6%	145/88 60.7%	188/113 60.1% -	202/134 66.3% -	211/159 75.4% -	218/164 75.2% -	-	-	-	193/132 68.3%	
Chrysler Poly Pocket Ported	N/A	1.845/1.565	N/A	-	-	-	-	228/160 70.2% 85.3/83.2 253/246 .539/.446	-	-	-	-	- - - .374/.317	

Chrysler 3.5l v6 Frank Racing	N/A	36.5mm/ 29mm	N/A	91/5 3 58.2 %	164/1 25 76.2 %	213/16 3 76.5% 65.7/7 9.6 195/23 6 .539/.5 19	227/16 8 74% 70/82 207/24 3 .431/. 401	234/17 4 74.4% 72.1/8 5 214/25 2 .355/.3 32	-	-	-	-	210/15 8 75.2% -.291/.2 31	
Chrysler 3.5l v6 Ported Stage 1 Frank Racing	N/A	36.5mm/ 29mm	N/A	94/7 5 79.8 %	184/1 44 78.3 %	252/17 8 70.6% 77.7/8 6.9 230/25 8 .637/.5 67	290/18 0 62.1% 89.4/8 7.9 265/26 0 .55/.4 3	295/18 4 62.4% 90.9/8 9.9 269/26 6 .448/.3 51	-	-	-	-	255/17 2 67.2% -.291/.2 31	

_Chrysler COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	11mm	12mm	13mm	14m m	Averag e	
Avenger MORGO Systems	N/A	-	N/A	48/3 9 81.3 %	84/72 85.7 %	129/10 8 83.7% -	164/12 6 76.8% -	169/13 5 79.9% -	178/13 6 76.4% -	178/13 7 77% -	177/13 8 78% -	-	154/12 2 79%	
Avenger Ported MORGO Systems	N/A	-	N/A	50/4 6 92%	95/74 77.9 %	138/11 4 82.6% -	169/13 3 78.7% -	192/14 8 77.1% -	197/15 1 76.6% -	201/15 4 76.6% -	206/15 6 75.7% -	-	171/13 3 77.6%	

Jeep COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	Averag e	
Jeep 2686 Greg Friedman Iron	N/A	1.91/1.50	N/A	-	122/8 8 72.1 %	168/11 4 67.9% 58.6/6 4.5 174/19 1 .639/.5 52	186/13 0 69.9% 64.9/7 3.6 192/21 8 .531/. 472	189/13 4 70.9% 66/75. 8 195/22 5 .431/.3 9	192/13 8 71.9% 67/78. 1 199/23 1 .365/.3 34	-	-	-	171/12 1 70.5% -.387/.3 04	
Jeep 2686 Iron	N/A	1.91/1.50	N/A	-	129/9 3 72.1 %	178/12 1 68% 62.1/6 8.5 184/20 3 .677/.5 86	197/13 7 69.5% 68.8/7 7.5 204/23 0 .562/. 498	200/14 2 71% 69.8/8 0.4 207/23 8 .457/.4 13	203/14 6 71.9% 70.8/8 2.6 210/24 5 .386/.3 54	-	-	-	181/12 8 70.5% -.387/.3 04	
Jeep 2686 Ported Iron	N/A	1.91/1.50	N/A	-	131/9 2 70.2 %	194/12 0 61.9% 67.7/6 7.9 201/20 1 .738/.5 81	208/14 6 70.2% 72.6/8 2.6 215/24 5 .594/. 531	219/16 2 74% 76.4/9 1.7 226/27 2 .50/.47 1	229/16 8 73.4% 79.9/9 5.1 237/28 2 .436/.4 07	-	-	-	196/13 8 70.1% -.387/.3 04	

Jeep HO 0630 - 7120 Iron	N/A	1.91/1.50	N/A	-	135/106 78.5 %	189/127 67.2% 66/71.9 195/213 .719/.615	218/144 66.1% 76.1/81.5 225/241 .622/.523	221/149 67.4% 77.1/84.3 229/250 .505/.433	221/149 67.4% 77.1/84.3 229/250 .42/.361	-	-	-	197/135 68.6% - .387/.304	
Jeep HO 0630 - 7120 John Brown Iron	N/A	1.91/1.50	N/A	66/55 83.3 %	128/100 78.1 %	179/120 67% 62.5/67.9 185/201 .681/.581	206/136 66% 71.9/77 213/228 .588/.494	209/141 67.5% 72.9/79.8 216/236 .477/.41	209/141 67.5% 72.9/79.8 216/236 .398/.342	-	-	-	186/128 68.5% - .387/.304	
Jeep HO 0331 Iron	N/A	1.91/1.50	N/A	59/47 79.7 %	123/93 75.6 %	171/123 71.9% 59.7/69.6 177/206 .651/.596	201/141 70.1% 70.2/79.8 208/236 .574/.512	214/147 68.7% 74.7/83.2 221/246 .489/.427	218/150 68.8% 76.1/84.9 225/252 .415/.363	-	-	-	185/131 70.6% - .387/.304	
Jeep HO 0331 Iron	N/A	1.91/1.50	N/A	-	120/99 82.5 %	175/124 70.9% 61.1/70.2 181/208 .666/.601	205/133 64.9% 71.5/75.3 212/223 .585/.483	211/138 65.4% 73.6/78.1 218/231 .482/.401	217/141 65% 75.7/79.8 224/236 .413/.342	-	-	-	186/127 68.4% - .387/.304	
Jeep HO 0331 FWM Iron	N/A	1.91/1.50	N/A	-	119/82 68.9 %	173/111 64.2% 60.4/62.8 179/186 .658/.538	191/132 69.1% 66.7/74.7 198/221 .545/.48	211/141 66.8% 73.6/79.8 218/236 .482/.41	-	-	-	174/117 67.1% - .387/.304		
Jeep HO 0331 Modified FWM Iron	N/A	1.91/1.50	N/A	70/58 82.9 %	128/106 82.8 %	190/127 66.8% 66.3/71.9 196/213 .723/.615	211/144 68.2% 73.6/81.5 218/241 .602/.523	221/162 73.3% 77.1/91.7 229/272 .505/.471	-	-	-	188/135 71.9% - .387/.304		
Jeep HO Ported Clearwat er Cyl. Heads Iron	N/A	2.02/1.60	N/A	78/69 88.5 %	151/121 80.1 %	209/144 68.9% 65.2/71.6 193/212 .752/.654	243/155 63.8% 75.8/77.1 225/228 .656/.528	261/166 63.6% 81.4/82.6 241/245 .563/.452	-	-	-	216/147 67.8% - .409/.324		

Jeep 4.0 Dr Js performance Iron	N/A	1.91/1.50	N/A	64/60 93.8%	132/99 75%	179/126 70.4% 62.5/71.3 185/211 .681/.61	206/141 68.4% 71.9/79.8 213/236 .588/.512	210/149 71% 73.3/84.3 217/250 .479/.433	208/154 74% 72.6/87.1 215/258 .396/.373	208/157 75.5% 72.6/88.8 215/263 .339/.326	-	-	191/138 72.3% - .387/.304	
Jeep 4.0 Ported Dr Js performance Iron	N/A	1.91/1.50	N/A	67/60 89.6%	137/101 73.7%	190/133 70% 66.3/75.3 196/223 .723/.644	227/164 72.2% 79.2/92.8 235/275 .648/.596	237/182 76.8% 82.7/103 245/305 .541/.529	239/197 82.4% 83.4/111 247/330 .455/.477	239/205 85.8% 83.4/116 247/344 .39/.426	-	-	212/164 77.4% - .387/.304	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average	
Patroit Performance Jeep 4.0 / 4.2 Alum	N/A	1.90/1.50	55	-	-	-	-	-	250/147 58.8% 88.2/83.2 261/246 .478/.356	-	-	-	- - - .385/.304	
Hesco Alum	138/76.4	1.90/1.55	59.6	74/55 74.3%	134/93 69.4%	183/117 63.9% 64.5/62 191/184 .70/.549	226/131 58% 79.7/69.4 236/206 .648/.461	255/142 55.7% 89.9/75.3 266/223 .585/.399	-	-	-	-	200/121 60.5% 1.85/1.86 .385/.314	

Neon COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.450	.500	.600	.700	.800	Average	
Chrysler Neon 2.0 1 st Gen CCH	N/A	Stock	N/A	-	-	-	-	214/132 61.7% -	-	-	-	-	-	
Chrysler Neon 2.0 1 st Gen Ported CCH	N/A	Stock	N/A	-	-	-	-	251/165 65.7% -	-	-	-	-	-	
Chrysler Neon SOHC	N/A	33.25mm/ 28.75mm - No Pipe	N/A	-	-	-	223/116 52% 82.8/57.6 245/171 .464/.279	-	-	-	-	-	-.265/.229	

Chrysler Neon SOHC	N/A	33.25mm/ 28.75mm	N/A	-	171/11 64.9 %	211/116 55% 78.4/57.6 232/171 1 .586/.372	229/119 52% 85.1/59.1 252/175 .477/.287	-	234/121 51.7% 86.9/60.1 258/178 .39/.233	237/123 51.9% 88/61.1 261/181 .329/.197	240/125 52.1% 89.2/62.1 264/184 .286/.172	-	220/119 54.1% - .265/.229	
Chrysler Neon SOHC '94-00 CNC M2 Race Systems	N/A	35.25mm/ 25.7mm 3.575	N/A	-	177/139 78.5 %	235/165 70.2% 77.7/103 230/304 .615/.593	255/177 69.4% 84.3/110 250/326 .501/.477	-	-	268/190 70.9% 88.6/118 262/350 .351/.341	275/195 70.9% 90.9/121 269/359 .309/.30	-	242/173 71.6% - .281/.205	
Chrysler Neon SOHC Ported Mike	N/A	-	N/A	-	-	-	-	-	243/175 72% -	-	-	-	-	
Chrysler Neon DOHC Mike Alum	N/A	34.75mm/ 30.5mm	N/A	77/80 103 %	160/147 91.9 %	219/163 74.4% 74.5/72 221/213 .582/.493	243/165 67.9% 82.7/72.9 245/216 .484/.374	-	250/165 66% 85/72.9 252/216 .398/.30	-	-	-	218/160 73.4% - .277/.243	
Chrysler Neon DOHC Ported Mike Alum	N/A	34.75mm/ 30.5mm	N/A	94/82 87.2 %	178/146 82% %	247/201 81.4% 84/88.7 249/263 .656/.608	274/218 79.6% 93.2/96.3 276/285 .546/.495	-	279/233 83.5% 94.9/103 281/305 .445/.423	-	-	-	245/200 81.6% - .277/.243	
Chrysler Neon DOHC Ported Mike Alum	N/A	34.75mm/ 30.5	N/A	95/86 90.5 %	184/166 90.2 %	257/208 80.9% 87.4/91.8 259/272 .683/.629	270/222 82.2% 91.8/98 272/290 .538/.504	-	301/237 78.7% 102/105 303/310 .48/.43	-	-	-	253/208 82.3% - .277/.243	
Chrysler 2.0 NEON DOHC Alum	N/A	34.75mm/ 30.5	N/A	92/88 95.7 %	173/151 87.3 %	232/166 71.6% 78.9/73.3 234/217 .616/.502	252/170 67.5% 85.7/75.1 254/222 .502/.386	-	257/171 66.5% 87.4/75.5 259/224 .41/.31	-	-	-	229/165 72% - .277/.243	
Chrysler Neon SRT-4 JM Cylinder Heads SF600 Alum	N/A	34.75mm/28 .4mm	50	95/78 82.1 %	168/148 88.1 %	212/169 79.7% 72.1/86.1 214/255 .563/.549	233/171 73.4% 79.2/87.1 235/258 .464/.417	234/171 73.1% 79.6/87.1 236/258 .414/.37	-	-	-	-	212/165 77.8% - .277/.226	

Chrysler Neon SRT-4 Ported Stage 2 JM Cylinder Heads SF600 Alum	N/A	36mm/30.5 mm	50	95/9 1 95.8 %	174/2 07 119%	228/22 6 99.1% 72.3/9 9.8 214/29 6 .585/.6 84	258/23 5 91.1% 81.8/1 04 242/30 7 .496/. 533	267/23 8 89.1% 84.6/1 05 251/31 1 .456/.4 8	-	-	-	-	232/22 7 97.7% - .287/.2 43	
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.450	.500	.600	.700	.80 0	Averag e	
Viper - V10 COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises														
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	Averag e	
Chrysler '97 Viper	214/7 0	1.92/1.58	73	61/5 4 88.5 %	118/1 15 97.5 %	167/15 5 92.8% 57.7/7 9.1 171/23 4 .632/.7 13	203/18 0 88.7% 70.1/9 1.8 208/27 2 .576/. 621	229/18 5 80.8% 79.1/9 4.4 234/28 0 .52/.51 1	242/18 7 77.3% 83.6/9 5.4 248/28 3 .458/.4 3	-	-	-	192/16 4 85.7% 1.13/2. 67 .389/.3 20	
Chrysler Viper Ported Hennesse y	N/A	-	N/A	62/-	122/-	179/- -	228/- -	261/- -	274/- -	-	-	-	213	
Chrysler Viper Ported Caldwell	N/A	-	N/A	61/5 9 96.7 %	125/1 16 92.8 %	178/17 0 95.5% -	214/20 4 95.3% -	247/21 0 85% -	270/21 4 79.3% -	-	-	-	207/18 3 88.4%	
Chrysler Viper BTR Base Port	N/A	1.92/1.52	N/A	-	122/-	162/- 56 166 .613	198/- 68.4 203 .562	226/- 78.1 231 .513	237/- 81.9 243 .449	-	-	-	189 - - .389/.3 08	
Chrysler Viper BTR Perf Stage I	N/A	1.92/1.58	N/A	-	122/-	168/- 58 172 .636	207/- 71.5 212 .588	230/- 79.4 235 .522	245/- 84.6 251 .464	-	-	-	194 - - .389/.3 20	
Chrysler Viper BTR Perf Stage II	N/A	2.02/1.60	N/A	-	122/1 24 101%	174/16 3 93.7% 54.3/8 1.1 161/24 0 .626/.7 4	221/19 5 88.2% 69/97 204/28 7 .596/. 664	259/20 4 78.8% 80.8/1 01 239/30 1 .559/.5 56	276/21 1 76.4% 86.1/1 05 255/31 1 .496/.4 79	-	-	-	210/17 9 85.3% - .409/.3 24	
Chrysler '96-02 Viper CNC M2 Race Systems	249/-	2.02/1.60 4.03	75	60/4 7 78.3 %	121/1 12 92.6 %	176/16 2 92% 54.9/8 0.6 163/23 9 .633/.7 36	219/20 0 91.3% 68.3/9 9.5 202/29 5 .591/. 681	261/21 2 81.2% 81.4/1 05 241/31 2 .563/.5 78	293/21 7 74.1% 91.4/1 08 271/32 0 .527/.4 93	-	-	-	214/18 1 84.4% 1.18 .409/.3 24	

Chrysler '02 Viper Ported ET Performance	N/A	2.04/1.60 4.03	73	69/56 81.2 %	133/121 91%	197/172 87.3% 60.3/85.5 179/253 .702/.781	242/203 83.9% 74/101 219/299 .647/.692	269/213 79.2% 82.3/106 244/314 .575/.58	288/218 75.7% 88.1/108 261/321 .513/.495	286/220 76.9% 87.5/109 259/324 .437/.428	-	-	236/191 81.1% - .413/.324	
Chrysler '03 Viper Ported ET Performance	N/A	2.04/1.60 4.03	75	68/60 88.2 %	138/121 87.7 %	216/174 80.6% 66.1/86.5 196/256 .769/.79	264/202 76.5% 80.8/100 239/298 .705/.688	282/212 75.2% 86.3/105 256/312 .603/.578	301/217 72.1% 92.1/108 273/320 .536/.493	309/219 70.9% 94.5/109 280/323 .472/.426	-	-	252/191 75.8% - .413/.324	
Chrysler '08 Viper Greg Good Bowls and Chamber Ported	N/A	2.08/1.60	N/A	-	160/117 73.1 %	240/177 73.8% 70.6/88 209/261 .839/.804	294/217 73.8% 86.5/108 256/320 .77/.739	334/237 71% 98.3/118 291/349 .70/.646	336/248 73.8% 98.9/123 293/365 .587/.563	328/252 76.8% 96.5/125 286/371 .491/.491	-	-	282/208 73.8% - .421/.324	
Chrysler Viper Gen I ('92-'96) JM Cylinder Heads SF600	N/A	1.92/1.58	N/A	64/50 78.1 %	122/107 87.7 %	173/146 84.4% 59.8/74.5 177/221 .655/.672	208/170 81.7% 71.8/86.7 213/257 .59/.586	220/181 82.3% 76/92.3 225/274 .50/.50	218/187 85.8% 75.3/95.4 223/283 .413/.43	-	-	-	188/158 84.1% - .389/.320	
Chrysler Viper Gen I ('92-'96) Ported JM Cylinder Heads Stage 3 SF600	N/A	2.04/1.60	75	68/56 82.4 %	138/119 86.2 %	197/163 82.7% 60.3/81.1 179/240 .702/.74	240/207 86.3% 73.4/103 218/305 .641/.705	272/231 84.9% 83.2/115 247/340 .581/.63	279/240 86% 85.4/119 253/354 .497/.545	-	-	-	225/192 85.3% - .413/.324	
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Averag e	
Chrysler Viper Gen I Ported Greg Good	N/A	-	N/A	-	135/121 89.6 %	202/165 81.7% -	243/205 84.4% -	282/226 80.1% -	305/235 77% -	-	-	-	233/190 81.6%	
Chrysler Viper Gen II ('96-'02) JM Cylinder Heads SF600	N/A	1.92/1.58	N/A	61/50 82%	119/117 98.3 %	162/154 95.1% 56/78.5 166/233 .613/.708	193/180 93.3% 66.7/91.8 198/272 .548/.621	218/185 84.9% 75.3/94.4 223/280 .495/.511	228/189 82.9% 78.7/96.4 233/286 .431/.435	-	-	-	184/165 89.7% - .389/.320	

Chrysler Viper Gen II ('96-'02) Ported JM Cylinder Heads Stage 3 SF600	N/A	2.04/1.60	75	67/57 85.1%	133/119 89.5%	194/171 88.1% 59.4/85 176/252 .691/.777	239/201 84.1% 73.1/100 217/296 .639/.685	266/211 79.3% 81.4/105 241/311 .569/.575	288/219 76% 88.1/109 261/323 .513/.497	-	-	-	224/184 82.2% - .413/.324	
Chrysler Viper Gen II Ported Louthan Stage 3	N/A	2.02/1.60	N/A	-	-	-	-	-	280/- 87.4 259 .504	-	-	-	- - - .409/.324	
Chrysler Viper Gen III ('03-)JM Cylinder Heads SF600	N/A	2.00/1.58	N/A	66/53 80.3%	136/113 83.1%	195/155 79.5% 62.1/79.1 184/234 .709/.713	237/174 73.4% 75.4/88.7 224/263 .646/.660	258/182 70.5% 82.1/92.8 243/275 .562/.502	268/185 69% 85.3/94.4 253/280 .487/.425	-	-	-	219/162 73.9% - .405/.320	
Chrysler Viper Gen III ('03-) Ported JM Cylinder Heads Stage 3 SF600	N/A	2.04/1.60	75	68/60 88.2%	138/123 89.1%	216/185 85.6% 66.1/92 196/273 .769/.84	264/211 79.9% 80.8/105 239/311 .705/.719	287/224 78% 87.8/111 260/330 .613/.61	301/231 76.7% 92.1/115 273/340 .536/.525	-	-	-	241/195 80.8% - .413/.324	
Chrysler Viper Gen III Ported Port Pros Stage 3	N/A	2.04/1.60	N/A	75/60 80%	140/123 87.9%	190/175 92.1% 58.1/87 172/258 .677/.795	241/215 89.2% 73.7/107 218/317 .644/.732	281/235 83.6% 86/117 255/346 .601/.64	322/242 75.2% 98.5/120 292/357 .574/.55	-	-	-	235/198 84.3% - .413/.324	
Striker Street Gen II Gen III JM Cylinder Heads Stage 3	N/A	2.04/1.60	N/A	72/55 76.4%	150/115 76.7%	218/165 75.7% 66.7/82.1 198/243 .777/.749	269/201 74.7% 82.3/100 244/296 .719/.685	304/222 73% 93/110 276/327 .65/.605	326/229 70.2% 99.7/114 296/337 .581/.52	-	-	-	253/186 73.6% - .413/.324	

LA COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chrysler 051 Iron MMM	158/66	-	N/A	50/49 98%	113/97 85.8%	165/123 74.5% -	188/133 70.7% -	193/137 71% -	189/137 72.5% -	-	-	-	-	170/125 73.9% 1.22/2.08

Chrysler 915 360 Mr_340 Iron	160/70	1.88/1.60	N/A	-	118/85 72%	166/119 71.7% 59.8/59.2 177/175 .642/.541	190/126 66.3% 68.4/62.7 203/186 .551/.429	196/129 65.8% 70.6/64.2 209/190 .455/.352	193/133 68.9% 69.5/66.1 206/196 .373/.302	-	-	-	-	173/118 68.6% 1.23/1.90 .381/.324
Chrysler 915J Iron HPMM	156/73	2.02/1.60	N/A	66/63 95.5%	123/110 89.4%	170/135 79.4% 53/67.1 157/199 .612/.613	206/145 70.4% 64.3/72.1 190/214 .556/.494	220/148 67.3% 68.6/73.6 203/218 .475/.403	216/148 68.5% 67.4/73.6 200/218 .389/.336	-	-	-	-	187/137 73.4% 1.41/2.03 .409/.324
Chrysler 915J Ported I-Nailhead E-Tulip SF600 Iron	192/-	2.02/1.60	N/A	66/46 69.7%	134/90 67.2%	191/128 67% 59.6/63.7 177/189 .687/.581	238/157 66% 74.3/78.1 220/231 .642/.535	271/170 62.7% 84.6/84.6 251/251 .585/.463	283/176 62.2% 88.3/87.5 262/259 .509/.40	-	-	-	-	223/144 64.5% 1.47 .409/.324
Chrysler 915 Ported Iron	N/A	2.02/1.60	N/A	62/58 93.5%	134/115 85.8%	190/141 74.2% 59.3/70.1 176/208 .684/.64	233/158 67.8% 72.7/78.6 215/233 .629/.538	259/172 66.4% 80.8/85.5 239/253 .559/.469	274/182 66.4% 85.5/90.5 253/268 .493/.413	-	-	-	-	218/154 70.5% - .409/.324
Chrysler 915 Ported BJR Racing Iron	N/A	1.88/1.60 - No Pipe	N/A	91/89 97.8%	184/133 72.3%	222/176 79.3% 80/87.5 237/259 .858/.799	239/191 79.9% 86.1/95 255/281 .693/.651	283/196 69.3% 102/97.5 302/289 .656/.534	276/201 72.8% 99.4/100 295/296 .533/.456	-	-	-	-	241/179 74.5% - .381/.324
Chrysler J	N/A	2.02/1.60	N/A	62/47 75.8%	112/99 88.4%	157/128 81.5% 49/63.7 145/189 .565/.581	193/137 71% 60.2/68.1 178/202 .521/.467	200/140 70% 62.4/69.6 185/206 .432/.382	201/141 70.1% 62.7/70.1 186/208 .362/.32	-	-	-	-	173/129 74.7% - .409/.324
Chrysler J Ported Shady Dell Speed Shop	N/A	2.02/1.60 4.25 No Pipe	N/A	62/52 83.9%	135/103 76.3%	199/135 67.8% 62.1/67.1 184/199 .716/.613	240/159 66.3% 74.9/79.1 222/234 .648/.542	258/183 70.9% 80.5/91 239/270 .557/.499	255/186 72.9% 79.6/92.5 236/274 .459/.422	-	-	-	-	217/153 70.5% - .409/.324

Chrysler 974 Cleaned and milled IQ52 Iron	N/A	1.88/1.60 - Pipe	N/A	58/50 86.2 %	115/92 80%	173/132 76.3% 62.3/65.7 185/195 .669/.60	202/143 70.8% 72.8/71.1 216/211 .586/.487	208/145 69.7% 74.9/72.1 222/214 .482/.395	-	-	-	-	-	175/128 73.4% - .381/.324
Chrysler 974 Cleaned and milled IQ52 11/32 SS Iron	N/A	2.02/1.60 - Pipe	N/A	65/50 76.9 %	132/103 78%	184/131 71.2% 57.4/65.2 170/193 .662/.595	207/143 69.1% 64.6/71.1 191/211 .559/.487	210/146 69.5% 65.5/72.6 194/215 .453/.398	-	-	-	-	-	183/131 71.4% - .409/.324
Chrysler 340 std. Iron	160/70	2.02/1.60	64	-	-	-	-	-	189/142 75.1% 59/70.6 175/209 .34/.322	-	-	-	-	- - 1.18/2.03 .409/.324
Chrysler 340 X 894 Iron MMM	158/73	-	N/A	58/45 77.6 %	125/95 76%	172/122 70.9% -	208/135 64.9% -	221/140 63.3% -	210/142 67.6% -	-	-	-	-	187/127 67.7% 1.40/1.95
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chrysler 587 360 Mr_340 Iron	160/70	1.88/1.60	N/A	-	110/90 81.8 %	165/117 70.9% 59.4/58.2 176/172 .638/.531	190/135 71.1% 68.4/67.1 203/199 .551/.46	190/140 73.7% 68.4/69.6 203/206 .441/.382	185/141 76.2% 66.6/70.1 197/208 .358/.32	-	-	-	-	168/125 74.2% 1.19/2.01 .381/.324
Chrysler 587 340 Iron	160/70	1.88/1.60	63.3	-	-	-	-	214/136 63.6% 77.1/77.6 228/200 .496/.371	213/142 66.7% 76.7/70.6 227/209 .412/.322	-	-	-	-	214/139 65.1% 1.34/2.03 .381/.324
Chrysler 587 340 Iron CCM	160/70	1.88/1.60 - No Pipe	63.3	52/46 88.5 %	107/87 81.3 %	162/112 69.1% 58.4/55.7 173/165 .626/.509	195/121 62.1% 70.2/60.2 208/178 .565/.412	191/124 64.9% 68.8/61.7 204/183 .443/.338	192/126 65.6% 69.2/62.7 205/186 .371/.286	-	-	-	-	169/114 67.3% 1.22/1.80 .381/.324

Chrysler 587 340 Ported Iron HPMM	N/A	1.88/1.60 - No Pipe	N/A	63/5 7 90.5 %	126/9 5 75.4 %	181/13 2 72.9% 65.2/6 5.7 193/19 5 .70/.60	230/13 8 60% 82.9/6 8.6 245/20 3 .667/. 47	253/16 0 63.2% 91.1/7 9.6 270/23 6 .587/.4 36	241/17 9 74.3% 86.8/8 9 257/26 4 .466/.4 07	-	-	-	-	206/14 1 68.3% - .381/.3 24
Chrysler 308 360 Iron	160/6 8	1.88/1.60	65	-	-	-	201/14 2 70.6% 72.4/7 0.6 215/20 9 .583/. 484	209/14 7 70.3% 75.3/7 3.1 223/21 7 .485/.4 01	204/14 7 72.1% 73.5/7 3.1 218/21 7 .394/.3 34	-	-	-	-	205/14 5 71% 1.31/2. 16 .381/.3 24
Chrysler 308 360 Iron	160/6 8	1.88/1.60	N/A	54/5 2 96.3 %	108/1 00 92.6 %	164/13 5 82.3% 59.1/6 7.1 175/19 9 .634/.6 13	195/15 2 77.9% 70.2/7 5.6 208/22 4 .565/. 518	208/15 7 75.5% 74.9/7 8.1 222/23 1 .482/.4 28	-	-	-	-	-	169/13 6 80.6% 1.30/2. 31 .381/.3 24
Chrysler 308 360 - Hughes Stage I Ported Iron	172/-	-	N/A	-	-	-	-	245/- -	-	-	-	-	-	- - 1.42
Chrysler 308 360 - Hughes Stage II Ported Iron	195/-	-	N/A	-	-	-	-	-	265/- -	-	-	-	-	- - 1.36
Chrysler MP 5249574 / 579 Bowl Blend - Intake Gasket Matched BJR Racing	N/A	2.02/1.60 - No Pipe	N/A	84/8 4 100 %	161/1 19 73.9 %	207/14 5 70% 64.6/7 2.1 191/21 4 .745/.6 59	241/18 5 76.8% 75.2/9 2 223/27 3 .65/.6 3	255/19 2 75.3% 79.6/9 5.5 236/28 3 .55/.52 3	241/19 2 79.7% 75.2/9 5.5 223/28 3 .434/.4 36	-	-	-	-	221/16 7 75.4% - .409/.3 24
Chrysler Truck Magnum Iron	N/A	1.92/1.625	N/A	-	131/9 7 74%	186/13 2 71% 64.2/6 3.6 190/18 9 .704/.5 9	212/14 5 68.4% 73.2/6 9.9 217/20 7 .602/. 486	212/14 6 68.9% 73.2/7 0.4 217/20 9 .481/.3 92	214/14 7 68.7% 73.9/7 0.9 219/21 0 .405/.3 29	215/14 7 68.4% 74.3/7 0.9 220/21 0 .349/.2 82	-	-	-	195/13 6 69.6% - .389/.3 29
Chrysler Truck Magnum Ported Shady Dell Speed Shop Iron	N/A	1.92/1.625	N/A	-	133/1 16 87.2 %	196/15 7 80.1% 67.7/7 5.7 201/22 4 .742/.7 02	225/17 2 76.4% 77.7/8 2.9 230/24 6 .639/. 577	250/17 7 70.8% 86.3/8 5.3 256/25 3 .568/.4 75	259/18 1 69.9% 89.5/8 7.3 265/25 9 .49/.40 5	260/18 1 69.6% 89.8/8 7.3 266/25 9 .422/.3 47	-	-	-	221/16 4 74.4% - .389/.3 29

Chrysler 137 360 Magnum CCM	153/-	1.92/1.625	60	60/54 90%	118/99 83.9%	165/131 79.4% 57/63.2 169/187 .625/.586	195/137 70.3% 67.4/66.1 200/196 .554/.46	209/138 66% 72.2/66.5 214/197 .475/.37	205/138 67.3% 70.8/66.5 210/197 .388/.309	-	-	-	-	178/129 72.1% 1.37 .389/.329
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chrysler Magnum BJR Racing	N/A	1.92/1.625 - No Pipe	N/A	84/80 95.2%	132/118 89.4%	201/134 66.7% 69.4/64.6 206/191 .761/.599	226/134 59.3% 78.1/64.6 231/191 .642/.449	235/134 57% 81.2/64.6 240/191 .534/.36	236/134 56.8% 81.5/64.6 242/191 .447/.30	-	-	-	-	206/131 63.5% - .389/.329
Chrysler Magnum Ported BJR Racing	N/A	1.92/1.625 - No Pipe	N/A	84/84 100%	139/130 93.5%	201/190 94.5% 69.4/91.6 206/271 .761/.85	231/192 83.1% 79.8/92.6 236/274 .656/.644	246/190 77.2% 85/91.6 252/271 .559/.51	252/190 75.4% 87/91.6 258/271 .477/.425	-	-	-	-	214/178 83.4% - .389/.329
Chrysler 576 360 High Swirl CCM Iron	160/68	2.02/1.60	70	62/55 88.7%	112/99 88.4%	160/119 74.4% 49.9/59.2 148/175 .576/.541	182/126 69.2% 56.8/62.7 168/186 .491/.429	192/128 66.7% 59.9/63.7 178/189 .414/.349	187/130 69.5% 58.4/64.7 173/192 .336/.295	-	-	-	-	167/120 72.3% 1.20/1.91 .409/.324
Chrysler 302 318 Swirl	160/68	1.78/1.50	N/A	-	105/71 67.6%	152/104 68.4% 61.1/58.9 181/174 .621/.504	187/113 60.4% 75.1/63.9 223/189 .573/.411	190/117 61.6% 76.4/66.2 226/196 .465/.34	190/120 63.2% 76.4/67.9 226/201 .388/.291	-	-	-	-	165/105 63.7% 1.19/1.76 .360/.304
Chrysler 302 318 Swirl	160/68	1.78/1.50 - No Pipe	N/A	-	92/71 77.2%	130/104 80% 52.2/58.9 155/174 .531/.504	164/113 68.9% 65.9/63.9 195/189 .502/.411	170/117 68.8% 68.3/66.2 202/196 .416/.34	172/120 69.8% 69.1/67.9 205/201 .351/.291	-	-	-	-	146/105 72.1% 1.08/1.76 .360/.304
Chrysler 302 318 Swirl Ported Shady Dell Speed Shop	151/-	2.02/1.60 4.25 No Pipe	N/A	-	148/86 58.1%	212/114 53.8% 66.2/56.7 196/168 .763/.518	241/131 54.4% 75.2/65.2 223/193 .65/.446	247/140 56.7% 77.1/69.6 228/206 .533/.382	241/145 60.2% 75.2/72.1 223/214 .434/.329	-	-	-	-	218/123 56.6% 1.64 .409/.324
Chrysler 302 Ported						202/-	239/-	268/-	250/-					220

Hughes Engines														
Chrysler 302 Full Ported Hughes Engines	N/A	2.055/-	N/A	67/-	127/-	187/-56.4 167 .661	241/-72.7 215 .639	285/-85.9 255 .605	298/-89.8 266 .527	-	-	-	-	228 - - .416
Chrysler 302 Flowtech - Steven Magnotti SF110 Alum	N/A	1.88/1.617	N/A	50/42 84%	109/97 89%	164/118 72% 59.1/57.5 175/170 .634/.53	177/146 82.5% 63.8/71.1 189/211 .513/.492	190/163 85.8% 68.4/79.4 203/235 .441/.44	198/-71.3 211 .383	-	-	-	-	168/131 - - .381/.327
Chrysler 596 '78 360 Iron CCM	158/66	-	65.5	53/48 90.6%	107/89 83.2%	159/114 71.7% -	185/121 65.4% -	199/123 61.8% -	193/124 64.2% -	-	-	-	-	169/114 67.7% 1.26/1.88
Chrysler 596 Iron	158/66	1.88/1.60	N/A	63/48 76.2%	117/98 83.8%	174/121 69.5% 62.7/60.2 186/178 .673/.55	193/126 65.3% 69.5/62.7 206/186 .56/.429	192/128 66.7% 69.2/63.7 205/189 .445/.349	-	-	-	-	-	169/118 70% 1.22/1.94 .381/.324
Chrysler 596 Ported Shady Dell Iron	N/A	1.88/-	N/A	59/-	120/-	183/-65.9 195 .707	226/-81.4 241 .655	241/-86.8 257 .559	249/-89.7 266 .481	-	-	-	-	204 - - .381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chrysler 596 Hughes Iron	N/A	1.88/1.60	N/A	66/51 77.3%	89/103 115%	136/131 96.3% 49/65.2 145/193 .526/.595	184/140 76.1% 66.3/69.6 196/206 .533/.477	184/141 76.6% 66.3/70.1 196/208 .427/.384	-	-	-	-	-	148/129 86.8% - .381/.324
Chrysler 596 Ported / Stealth Hughes Iron	N/A	2.02/1.60	N/A	71/80 112%	144/124 86.1%	192/149 77.6% 59.9/74.1 178/220 .691/.677	226/160 70.8% 70.5/79.6 209/236 .61/.545	223/168 75.3% 69.6/83.6 206/248 .481/.458	-	-	-	-	-	196/150 76.6% - .409/.324
Chrysler Magnum Hughes	N/A	1.92/1.62	N/A	51/55 107%	121/109 90.1%	181/148 81.8% 62.5/71.8 185/213 .685/.664	207/171 82.6% 71.5/83 212/246 .588/.575	209/176 84.2% 72.2/85.4 214/253 .475/.474	208/178 85.6% 71.8/86.4 213/256 .394/.399	-	-	-	-	185/156 84.4% - .389/.328

Chrysler Magnum 360	N/A	1.925/1.625	N/A	-	121/109 90.1%	181/148 81.8% 62.2/71.4 184/211 .683/.62	207/170 82.1% 71.1/82 211/243 .586/.57	209/176 84.2% 71.8/84.9 213/251 .473/.472	-	-	-	-	-	180/151 84% - .390/.329
Chrysler Magnum 360 Ported ET Performance	177/-	1.955/1.625 4.155	N/A	66/51 77.3%	127/102 80.3%	174/140 80.5% 58/67.5 172/200 .647/.626	218/169 77.5% 72.6/81.5 215/241 .608/.567	249/186 74.7% 82.9/97 246/266 .555/.499	-	-	-	-	-	192/149 77.7% 1.41 .396/.329
Chrysler 140 Magnum R/T CCM	180/71	1.925/1.625	60	70/62 88.6%	137/111 81%	181/142 78.5% 62.2/68.5 184/203 .683/.635	209/163 78% 71.8/78.6 213/233 .592/.547	211/168 79.6% 72.5/81 215/240 .478/.451	211/171 81% 72.5/82.5 215/244 .398/.382	-	-	-	-	190/151 79.6% 1.17/2.41 .390/.329
Chrysler 140 Magnum R/T MMM	N/A	1.92/1.625 - No Pipe	N/A	60/56 93.3%	123/107 87%	173/150 86.7% 59.8/72.3 177/214 .655/.671	205/170 82.9% 70.8/82 210/243 .582/.57	219/177 80.8% 75.6/85.3 224/253 .497/.475	223/180 40.4% 77/43.4 228/129 .422/.201	220/-76 225 .357	-	-	-	194/139 - - .389/.329
Chrysler 140 Magnum R/T Blend Bowl to VJ MMM	N/A	1.92/1.625 - No Pipe	N/A	62/55 88.7%	125/108 86.4%	177/149 84.2% 61.1/71.8 181/213 .67/.666	217/173 79.7% 74.9/83.4 222/247 .616/.58	238/183 76.9% 82.2/88.2 244/261 .541/.491	246/187 76% 85/90.2 252/267 .466/.418	242/189 78.1% 83.6/91.1 248/270 .393/.362	-	-	-	208/165 79.4% - .389/.329
Chrysler 140 Magnum R/T Full Port MMM	N/A	1.92/1.625 - No Pipe	N/A	66/59 89.4%	128/116 90.6%	178/155 87.1% 61.5/74.7 182/221 .674/.693	222/179 80.6% 76.7/86.3 227/256 .63/.60	246/204 82.9% 85/98.4 252/291 .559/.547	264/213 80.7% 91.2/103 270/304 .50/.476	271/217 80.1% 93.6/105 277/310 .44/.416	-	-	-	218/181 82.8% - .389/.329
Chrysler Magnum R/T Shady Dell Speed Shop	N/A	1.92/1.625 - No Pipe	N/A	-	136/110 80.9%	195/155 79.5% 67.4/74.7 200/221 .738/.693	227/173 76.2% 78.4/83.4 232/247 .644/.58	239/179 74.9% 82.5/86.3 245/256 .543/.488	245/182 74.3% 84.6/87.8 251/260 .464/.407	241/183 75.9% 83.2/88.2 247/261 .391/.351	-	-	-	214/164 76.5% - .389/.329

Chrysler Magnum R/T Ported Shady Dell Speed Shop	N/A	1.92/1.625 4.25 No Pipe	N/A	-	148/112 75.7 %	209/155 74.2% 72.2/74.7 214/221 .791/.693	243/189 77.8% 83.9/91.1 249/270 .69/.634	257/198 77% 88.8/95.5 263/283 .584/.531	268/201 75% 92.6/96.9 274/287 .507/.449	281/203 72.2% 97.1/97.9 288/290 .456/.389	-	-	-	234/176 75.2% - .389/.329
Chrysler Magnum R/T Ported Shady Dell Speed Shop	N/A	2.02/1.625 4.25 No Pipe	N/A	-	138/105 76.1 %	200/152 76% 62.4/73.3 185/217 .72/.68	245/186 75.9% 76.4/89.7 227/266 .661/.624	282/198 70.2% 88/95.5 261/283 .609/.531	304/205 67.4% 94.9/98.8 281/293 .547/.458	293/209 71.3% 91.4/101 271/299 .452/.401	-	-	-	244/176 72.2% - .409/.329
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Chrysler MP Comman do / Magnum	N/A	2.02/1.60	N/A	-	116/84 72.4 %	166/115 69.3% 51.8/57.2 153/169 .597/.522	213/141 66.2% 66.5/70.1 197/208 .575/.48	250/163 65.2% 78/81.1 231/240 .54/.44	263/177 67.3% 82.1/83 243/261 .473/.402	273/187 68.5% 85.2/93.5 252/276 .421/.364	280/188 67.1% 87.4/93.5 259/277 .378/.32	-	-	223/151 67.6% - .409/.324
Chrysler MP Comman do / Magnum Ported	N/A	2.02/1.60	N/A	-	102/94 92.2 %	150/126 84% 46.8/62.7 139/186 .54/.572	201/152 75.6% 62.7/75.6 186/224 .542/.518	239/176 73.6% 74.6/87.5 221/259 .516/.48	271/187 69% 84.6/93 251/276 .487/.425	291/193 66.3% 90.8/97.5 269/284 .449/.376	301/196 65.1% 93.9/99 278/289 .406/.334	-	-	222/161 72.3% - .409/.324
Chrysler Comman do	N/A	2.02/1.60	N/A	-	104/93 89.4 %	153/131 85.6% 47.7/65.2 141/193 .55/.595	201/153 76.1% 62.7/76.1 186/225 .542/.521	240/162 67.5% 74.9/80.6 222/239 .518/.441	245/166 67.8% 76.4/82.6 227/245 .441/.377	245/166 67.8% 76.4/82.6 227/245 .378/.323	-	-	-	198/145 73.3% - .409/.324
Chrysler Comman do Ported Shady Dell Speed Shop	N/A	2.05/1.60 4.25 No Pipe	N/A	-	148/123 83.1 %	207/192 92.8% 62.7/95.5 186/283 .734/.872	254/233 91.7% 77/116 228/343 .675/.794	289/243 84.1% 87.6/121 259/358 .615/.662	312/243 77.9% 94.5/121 280/358 .553/.552	312/243 77.9% 94.5/121 280/358 .474/.473	-	-	-	254/213 83.9% - .415/.324
Chrysler W2 P500735 5 RedEye Iron	N/A	2.02/1.60	68	64/59 92.2 %	120/122 101%	169/147 87% 52.7/73.1 156/217 .608/.668	210/156 74.3% 65.5/77.6 194/230 .567/.531	237/161 67.9% 74/80.1 219/237 .512/.439	250/168 67.2% 78/83.6 231/248 .45/.382	260/168 64.6% 81.1/83.6 240/248 .401/.327	-	-	-	208/154 74% - .409/.324

Chrysler W2 P524976 9 RedEye Iron	N/A	2.02/1.60	65	61/58 95.1%	120/123 102%	169/147 87% 52.7/73.1 156/217 .608/.668	208/156 75% 64.9/77.6 192/230 .561/.531	232/161 69.4% 72.4/80.1 214/237 .501/.439	238/162 68.1% 74.3/80.6 220/239 .428/.368	244/162 66.4% 76.1/80.6 226/239 .376/.315	-	-	-	202/152 75.2% - .409/.324
Chrysler W2 P524976 9 Ported Bullet Cylinder Heads Iron	230/91	2.08/1.60	65	72/57 79.2%	141/109 77.3%	201/173 86.1% 59.2/86 175/255 .702/.86	254/206 81.1% 74.8/102 221/304 .666/.702	294/222 75.5% 86.5/110 256/327 .616/.605	310/231 74.5% 91.2/115 270/340 .542/.525	318/238 74.8% 93.6/118 277/351 .476/.463	-	-	-	253/197 77.7% 1.38/2.62 .421/.324
Chrysler W2 P500744 5AB RedEye Iron	N/A	2.02/1.60	65	62/59 95.2%	121/122 100%	170/149 87.6% 53/74.1 157/220 .612/.77	211/160 75.8% 65.8/79.6 195/236 .569/.545	243/170 70% 75.8/84.6 225/251 .525/.463	257/172 66.9% 80.2/85.5 238/253 .462/.391	265/172 64.9% 82.7/85.5 245/253 .409/.335	-	-	-	211/158 74.6% - .409/.324
Chrysler W2 P500770 8AB RedEye Iron	N/A	2.02/1.60	47	60/57 95%	117/118 100%	165/145 87.9% 51.5/72.1 153/214 .594/.659	205/155 75.6% 64/77.1 190/228 .553/.528	233/163 70% 72.7/81.1 215/240 .503/.444	247/165 66.8% 77.1/82.1 228/243 .444/.375	254/165 65% 79.3/82.1 235/243 .392/.321	-	-	-	204/152 74.6% - .409/.324
Chrysler W2 Iron	185/-	2.02/1.60	N/A	63/57 90.5%	121/105 86.8%	169/132 78.1% 52.7/65.7 156/195 .608/.60	211/144 68.2% 65.8/71.6 195/212 .569/.491	238/148 62.2% 74.3/73.6 220/218 .514/.403	242/150 62% 75.5/74.6 224/221 .435/.341	-	-	-	196/136 69.2% 1.31 .409/.324	
Chrysler W2 Iron HPMM	N/A	2.02/1.60	N/A	-	-	173/141 81.5% 54/70.1 160/208 .622/.64	215/148 68.8% 67.1/73.6 199/218 .58/.504	244/151 61.9% 76.1/75.1 226/223 .527/.412	254/151 59.4% 79.3/75.1 235/223 .457/.343	-	-	-	222/148 66.7% - .409/.324	
Chrysler W2 Ported Iron	N/A	2.02/1.60	N/A	-	-	188/170 90.4% 58.7/84.6 174/251 .676/.72	236/197 83.5% 73.6/98 218/290 .637/.671	272/209 76.8% 84.9/104 251/308 .587/.57	300/213 71% 93.6/106 277/314 .54/.484	315/230 73% 98.3/114 291/339 .486/.448	-	-	-	262/204 77.7% - .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Chrysler W2 810 Flowtech - Steven														211-

Magnotti SF110 Alum														
Chrysler W2 810 Fully Ported Flowtech - Steven Magnotti SF110 Alum	N/A	2.08/- 4.00	N/A	75/-	154/-	221/- 65 193 .772	273/- 80.3 238 .715	293/- 86.2 255 .614	302/- 88.9 263 .528	-	-	-	-	249 - - .421
Chrysler W2 994 Johnson	188/-	2.02/1.60	N/A	59/5 0 84.7 %	122/1 10 90.2 %	182/15 4 84.6% 56.8/7 6.6 168/22 7 .655/.6 99	229/17 3 75.5% 71.5/8 6 212/25 5 .618/. 589	262/17 6 67.2% 81.8/8 7.5 242/25 9 .566/.4 8	265/17 4 65.7% 82.7/8 6.5 245/25 6 .477/.3 95	250/17 2 68.8% 78/85. 5 231/25 3 .385/.3 35	-	-	-	218/16 0 73.2% 1.41 .409/.3 24
Chrysler W2 994 Ported Ryan Johnson	196/-	2.02/1.60	N/A	60/5 0 83.3 %	127/1 05 82.7 %	184/15 4 83.7% 57.4/7 6.6 170/22 7 .662/.6 99	232/18 5 79.7% 72.4/9 2 214/27 3 .626/. 63	274/20 0 73% 85.5/9 9.5 253/29 5 .591/.5 45	302/20 8 68.9% 94.2/1 03 279/30 7 .543/.4 72	280/21 1 75.4% 87.4/1 05 259/31 1 .432/.4 11	-	-	-	233/17 7 76% 1.54 .409/.3 24
Chrysler W2 Ported Shady Dell Speed Shop	N/A	2.02/1.60 4.25 No Pipe	N/A	83/5 5 66.3 %	148/1 08 73%	205/16 0 78% 64/79. 6 190/23 6 .738/.7 27	255/19 3 75.7% 79.6/9 6 236/28 4 .688/. 657	291/20 9 71.8% 90.8/1 04 269/30 8 .628/.5 7	313/21 5 68.7% 97.7/1 07 289/31 7 .563/.4 88	321/21 7 67.6% 100/10 8 297/32 0 .495/.4 22	-	-	-	256/18 4 71.9% - .409/.3 24
Chrysler W2 Ported Batten Stage 3 Alum	235/-	2.08/1.60 4.25 No Pipe	N/A	-	138/1 12 81.2 %	199/16 4 82.4% 58.6/8 1.6 174/24 2 .695/.7 45	253/19 3 76.3% 74.5/9 6 221/28 4 .663/. 657	292/20 6 70.5% 85.9/1 02 255/30 4 .612/.5 61	316/21 2 67.1% 93/105 276/31 2 .552/.4 81	329/21 3 64.7% 96.8/1 06 287/31 4 .493/.4 15	-	-	-	255/18 3 72% 1.40 .421/.3 24
Chrysler W5 Shady Dell Speed Shop Alum	N/A	2.02/1.60 - No Pipe	N/A	61/4 5 73.8 %	104/8 3 79.8 %	155/12 2 78.7% 48.4/6 0.7 143/18 0 .558/.5 54	207/14 9 72% 64.6/7 4.1 191/22 0 .559/. 508	244/16 4 67.2% 76.1/8 1.6 226/24 2 .527/.4 47	263/17 2 65.4% 82.1/8 5.5 243/25 3 .473/.3 91	263/17 3 65.8% 82.1/8 6 243/25 5 .406/.3 37	-	-	-	206/14 4 69.8% - .409/.3 24
Chrysler W5 '96 Flowtech - Steven Magnotti SF110 Alum	N/A	2.05/1.60 4.00	N/A	51/6 5 127 %	104/1 10 105%	160/13 7 85.6% 48.5/6 8.1 144/20 2 .567/.6 22	205/15 0 73.2% 62.1/7 4.6 184/22 1 .545/. 511	241/15 9 66% 73/79. 1 .513/.4 33	257/16 2 63% 77.9/8 0.6 231/23 9 .456/.3 68	266/16 6 62.4% 80.6/8 2.6 239/24 5 .404/.3 23	-	-	-	206/14 7 71.7% - .415/.3 24

Chrysler W5 Ported Shady Dell Speed Shop Alum	N/A	2.08/1.60 4.25 No Pipe	N/A	-	142/114 80.3 %	204/150 73.5% 60/74.6 178/221 .713/.681	256/195 76.2% 75.3/97 223/287 .671/.664	300/225 75% 88.3/112 262/332 .629/.613	319/238 74.6% 93.9/118 278/351 .557/.541	328/244 74.4% 96.5/121 286/360 .491/.475	-	-	-	258/194 75.3% - .421/.324
Chrysler W5 Max Ported Shady Dell Speed Shop Alum	N/A	2.08/1.60 4.25 No Pipe	N/A	-	145/120 82.8 %	209/171 81.8% 61.5/85 182/252 .73/.777	260/217 83.5% 76.5/108 227/320 .681/.739	303/245 80.9% 89.2/122 264/361 .635/.668	335/258 77% 98.6/128 292/380 .585/.586	337/263 78% 99.2/131 294/388 .505/.512	-	-	-	265/212 80.2% - .421/.324
Chrysler W5 Ported Mr P Body Alum	N/A	2.02/- 4.03	N/A	72/-	151/-	217/-67.7 201 .781	257/-80.2 238 .693	279/-87.1 258 .602	290/-90.5 268 .522	295/-92.1 273 .455	303/-94.5 280 .409	-	-	256 - - .409
Dodge P-7 Ported Chapman Alum	327/-	2.18/1.61 - No Pipe	49.5	-	139/112 80.6 %	225/161 71.6% 60.3/79.1 179/234 .75/.727	300/211 70.3% 80.4/104 238/307 .75/.714	359/247 68.8% 96.2/121 285/359 .718/.669	376/258 68.6% 101/127 298/375 .627/.582	379/267 70.4% 102/131 301/389 .541/.517	381/271 71.1% 102/133 302/394 .476/.459	-	-	308/218 70.7% 1.17 .441/.326
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Dodge P-7 Ported HRD Alum	N/A	2.16/1.62	N/A	-	133/124 93.2 %	233/179 76.8% 63.6/86.8 188/257 .784/.803	313/227 72.5% 85.4/110 253/326 .79/.764	347/254 73.2% 94.7/123 281/365 .70/.684	380/267 70.3% 104/130 307/384 .639/.599	394/276 70.1% 108/134 319/397 .568/.531	403/281 69.7% 110/136 326/404 .508/.473	-	-	315/230 73% - .437/.328
Dodge P-7 Ported ET Performance Alum	302/-	2.18/1.625 4.18	52.5	67/46 68.7 %	138/102 73.9 %	227/143 63% 60.8/69 180/204 .757/.64	301/187 62.1% 80.6/90.2 239/267 .753/.627	355/216 60.8% 95.1/104 282/309 .71/.58	376/240 63.8% 101/116 298/343 .627/.537	389/249 64% 104/120 309/356 .556/.477	403/254 63% 108/122 320/363 .504/.426	-	-	313/199 63.5% 1.33 .441/.329
Dodge P-7 Ported ET Performance Alum	330/-	2.18/1.625 4.18	54.5	67/46 68.7 %	142/102 71.8 %	230/143 62.2% 61.6/69 183/204 .767/.64	302/187 61.9% 80.9/90.2 240/267 .755/.627	363/216 59.5% 97.3/104 288/309 .726/.58	385/240 62.3% 103/116 306/343 .642/.537	394/249 63.2% 106/120 313/356 .563/.477	400/254 63.5% 107/122 318/363 .50/.426	-	-	317/199 62.8% 1.21 .441/.329
Dodge Cup Head Ported MBE Alum	328/-	- - No Pipe	N/A	-	-	-	-	-	-	-	412/-	-	-	- - 1.26

Chrysler W7 Ported Shady Dell Speed Shop Alum	252/-	2.15/1.60 4.25 No Pipe	N/A	-	148/100 67.6%	216/147 68.1% 59.5/73.1 176/217 .73/.668	272/194 71.3% 74.9/96.5 222/286 .69/.661	311/224 72% 85.7/111 254/330 .631/.61	350/244 69.7% 96.4/121 286/360 .592/.554	362/257 71% 99.7/128 295/379 .524/.50	-	-	-	277/194 70.3% 1.44 .435/.324	
Chrysler W8 Ported Chapman	269/-	2.18/1.625 - No Pipe	59	71/56 78.9%	153/110 71.9%	224/176 78.6% 60/84.9 178/251 .747/.787	284/216 76.1% 76.1/104 225/309 .71/.724	327/223 68.2% 87.6/108 260/319 .654/.598	343/243 70.8% 91.9/117 272/347 .572/.543	352/252 71.6% 94.3/122 279/360 .503/.483	-	-	-	281/203 72.5% 1.31 .441/.329	
Chrysler W8 RS Ported Chapman	278/-	2.18/1.625 - No Pipe	47.5	70/52 74.3%	151/109 72.2%	225/178 79.1% 60.3/85.8 179/254 .75/.796	288/222 77.1% 77.2/107 229/317 .72/.745	334/245 73.4% 89.5/118 265/350 .668/.657	351/258 73.5% 94/124 279/369 .585/.577	355/265 74.6% 95.1/128 282/379 .507/.508	-	-	-	284/213 74.9% 1.28 .441/.329	
Chrysler W8 CNC by M2 Race Systems	272/-	2.18/1.60 4.125	48	-	-	236/165 69.9% 63.2/82.1 187/243 .787/.749	297/218 73.4% 79.6/108 236/321 .743/.743	340/244 71.8% 91.1/121 270/360 .68/.665	361/255 70.6% 96.7/127 287/376 .602/.579	373/262 70.2% 99.9/130 296/386 .533/.51	373/267 71.6% 99.9/133 296/393 .466/.455	-	-	-	330/235 71.3% 1.37 .441/.324
Chrysler W8 Ported Shady Dell Speed Shop	N/A	2.16/1.625 4.25 No Pipe	N/A	-	128/97 75.8%	198/138 69.7% 54/66.5 160/197 .666/.617	277/200 72.2% 75.6/96.4 224/286 .699/.671	339/236 69.6% 92.5/114 274/337 .684/.633	377/259 68.7% 103/125 305/370 .634/.579	392/271 69.1% 107/131 317/387 .565/.519	393/276 70.2% 107/133 318/394 .496/.463	-	-	-	301/211 70.2% - .437/.329
Chrysler W8 Ported ET Performance	N/A	2.18/1.625 4.155	N/A	69/51 73.9%	134/101 75.4%	199/144 72.4% 53.3/69.4 158/206 .663/.644	256/187 73% 68.6/90.2 203/267 .64/.627	310/218 70.3% 83.1/105 246/311 .62/.585	353/238 67.4% 94.6/115 280/340 .588/.532	371/250 67.4% 99.4/121 295/357 .53/.479	-/258	-	-	271/190 70.1% - .441/.329	
Chrysler W8 Brett Ported	298/-	2.18/-	N/A	-	-	-	276/-73.9 219 .69	329/-88.1 261 .658	367/-98.3 291 .612	382/-102 303 .546	394/-106 313 .493	403/-108 320 .448	-	-	359 - 1.35 .441
Chrysler W8 Ported Truck Series	N/A	2.18/1.65	N/A	-	139/106 76.3%	202/156 77.2% 54.1/73 160/216 .673/.687	266/205 77.1% 71.3/95.9 211/284 .665/.677	312/235 75.3% 83.6/110 248/326 .624/.621	358/251 70.1% 95.9/117 284/348 .597/.553	380/261 68.7% 102/122 302/362 .543/.493	384/266 69.3% 103/124 305/369 .48/.439	-	-	-	292/211 72.5% - .441/.334

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	1.000	Averag e
Chrysler W9	N/A	2.15/1.60	N/A	-	129/1 03 79.8 %	190/14 7 77.4% 52.3/7 3.1 155/21 7 .642/.6 68	240/17 2 71.7% 66.1/8 5.5 196/25 3 .608/ 586	288/18 3 63.5% 79.3/9 1 235/27 0 .584/.4 99	295/18 5 62.7% 81.3/9 2 241/27 3 .499/.4 2	295/18 5 62.7% 81.3/9 2 241/27 3 .427/.3 6	-	-	-	240/16 3 67.8% - .435/.3 24
Chrysler W9 261 Ported Chapman 360 Sprint	261/-	2.15/1.625 - No Pipe	60	68/5 2 76.5 %	150/1 12 74.7 %	230/18 1 78.7% 63.4/8 7.3 188/25 9 .777/.8 09	293/22 0 75.1% 80.7/1 06 239/31 4 .743/ 738	335/23 9 71.3% 92.3/1 15 273/34 1 .679/.6 41	340/24 3 71.5% 93.7/1 17 277/34 7 .575/.5 43	342/25 0 73.1% 94.2/1 21 279/35 7 .495/.4 79	-	-	-	282/20 8 73.7% 1.31 .435/.3 29
Chrysler W9 261 Ported Chapman Sprint	261/-	2.18/1.625 - No Pipe	60	-	148/1 03 69.6 %	217/15 9 73.3% 58.1/7 6.7 172/22 7 .723/.7 11	276/20 4 73.9% 73.9/9 8.4 219/29 1 .69/.6 84	320/22 6 70.6% 85.7/1 09 254/32 3 .64/.60 6	306/24 1 78.8% 82/116 243/34 4 .51/.53 9	351/25 1 71.5% 94/121 279/35 9 .501/.4 81	-	-	-	270/19 7 73.2% 1.34 .441/.3 29
Chrysler W9 268 Ported Chapman	268/-	2.20/1.625 - No Pipe	64	68/5 2 76.5 %	151/1 12 74.2 %	230/18 1 78.7% 60.5/8 7.3 179/25 9 .76/.80 9	294/22 0 74.8% 77.3/1 06 229/31 4 .728/ 738	338/23 9 70.7% 88.9/1 15 263/34 1 .67/.64 1	347/24 3 70% 91.3/1 17 270/34 7 .573/.5 43	350/25 0 71.4% 92.1/1 21 273/35 7 .496/.4 79	-	-	-	285/20 8 72.8% 1.31 .446/.3 29
Chrysler W9 274 Hutter	274/-	2.18/1.625	60	-	134/1 11 82.8 %	209/16 1 77% 56/77. 6 166/23 0 .697/.7 2	271/20 1 74.2% 72.6/9 6.9 215/28 7 .678/ 674	320/24 0 75% 85.7/1 16 254/34 3 .64/.64 4	347/25 3 72.9% 93/122 275/36 1 .578/.5 66	365/26 0 71.2% 97.8/1 25 290/37 1 .521/.4 98	-	-	-	274/20 4 74.5% 1.33 .441/.3 29
Chrysler W9 RP 278 Ported Chapman Midget	278/1 24	2.15/1.60 - No Pipe	45	66/4 9 74.2 %	145/1 16 80%	221/20 1 91% 60.9/1 00 180/29 6 .747/.9 13	289/24 4 84.4% 79.6/1 21 236/36 0 .733/ 831	339/26 0 76.7% 93.4/1 29 277/38 3 .688/.7 09	368/26 7 72.6% 101/13 3 300/39 3 .622/.6 06	371/27 0 72.8% 102/13 4 303/39 8 .537/.5 26	-	-	-	289/22 6 78.4% 1.33/2. 18 .435/.3 24
Chrysler W9 RP 296 Ported Chapman	296/1 24	2.20/1.60 - No Pipe	46	68/4 7 69.1 %	146/1 10 75.3 %	227/16 9 74.4% 59.7/8 4.1 177/24 9 .75/.76 8	299/21 7 72.6% 78.7/1 08 233/32 0 .741/ 739	342/24 0 70.2% 90/119 267/35 4 .678/.6 54	369/25 2 68.3% 97.1/1 25 288/37 1 .609/.5 72	383/25 9 67.6% 101/12 9 299/38 2 .542/.5 04	385/26 2 68.1% 101/13 0 300/38 6 .477/.4 46	-	-	307/21 6 70.2% 1.30/2. 11 .446/.3 24

Chrysler W9 RP 325 Ported Chapman	325/-	2.25/1.625 - No Pipe	46	72/58 80.6 %	137/119 86.9 %	214/192 89.7% 53.8/92.6 159/274 .691/.859	282/246 87.2% 70.9/119 210/351 .683/.825	341/260 76.2% 85.8/125 254/371 .661/.698	379/266 70.2% 95.3/128 282/380 .612/.595	405/269 66.4% 102/130 302/384 .561/.516	419/272 64.9% 105/131 312/389 .508/.456	-	-	311/232 74.6% 1.29 .456/.329
Chrysler W9 Ported Shady Dell Speed Shop	272/-	2.15/1.60 4.25 No Pipe	N/A	-	141/103 73%	200/159 79.5% 55.1/79.1 163/234 .676/.722	245/204 83.3% 67.5/101 200/301 .621/.695	304/226 74.3% 83.7/112 248/333 .617/.616	350/241 68.9% 96.4/120 286/355 .592/.547	379/251 66.2% 104/125 309/370 .549/.489	-	-	-	270/197 73.1% 1.39 .435/.324
Chrysler W9 Ported ET Performa nce	N/A	2.18/1.60 4.155	58	75/59 78.7 %	144/124 86.1 %	219/192 87.7% 58.7/95.5 174/283 .73/.872	274/226 82.5% 73.4/112 218/333 .685/.777	318/242 76.1% 85.2/120 252/357 .636/.657	350/251 71.7% 93.8/125 278/370 .583/.577	351/258 73.5% 94/128 279/380 .501/.502	348/263 75.6% 93.2/131 276/388 .435/.448	-	-	286/222 77.6% - .441/.324
Chrysler W9 Ported Jones Engineeri ng	300/-	2.20/1.60	48	-	156/118 75.6 %	230/175 76.1% 60.5/87 179/258 .76/.795	292/223 76.4% 76.8/111 228/329 .723/.776	340/241 70.9% 89.4/120 265/355 .674/.657	373/249 66.8% 98.1/124 291/367 .616/.665	390/261 66.9% 103/130 304/385 .552/.508	399/265 66.4% 105/132 311/391 .494/.451	-	-	311/219 70.3% 1.33 .446/.324
AIRWOLF 220 Dr Js Performa nce Alum	220/-	2.08/1.60	N/A	72/-	144/-	219/- 64.5 191 .765	273/- 80.3 238 .715	301/- 88.6 262 .631	312/- 91.8 272 .545	316/- 93 276 .473	319/- 93.9 278 .418	321 /- 94.5 280 .374	326/- 95.9 284 .342	281 - 1.48 .421/.324
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Brodix SP MO Alum	192/-	2.08/1.60	67	-	129/119 92.2 %	180/160 88.9% 53/79.6 157/236 .629/.727	221/182 82.4% 65/90.5 193/268 .579/.62	249/190 76.3% 73.3/94.5 217/280 .522/.518	263/195 74.1% 77.4/97 229/287 .459/.443	269/198 73.6% 79.2/98.5 235/292 .403/.385	-	-	-	219/174 79.6% 1.40 .421/.324
Brodix B1 BA SUPR Alum	192/-	2.08/1.60	67	-	129/119 92.2 %	180/160 88.9% 53/79.6 157/236 .629/.727	221/182 82.4% 65/90.5 193/268 .579/.62	249/190 76.3% 73.3/94.5 217/280 .522/.518	263/195 74.1% 77.4/97 229/287 .459/.443	269/198 73.6% 79.2/98.5 235/292 .403/.385	-	-	-	219/174 79.6% 1.40 .421/.324

Brodirx B1 BA Alum	195/-	2.08/1.60	65	-	129/19 92.2 %	180/16 0 88.9% 53/79. 6 157/23 6 .629/.7 27	221/18 2 82.4% 65/90. 5 193/26 8 .579/. 62	249/19 0 76.3% 73.3/9 4.5 217/28 0 .522/.5 18	263/19 5 74.1% 77.4/9 7 .459/.4 43	269/19 8 73.6% 79.2/9 8.5 235/29 2 .403/.3 85	-	-	-	219/17 4 79.6% 1.38 .421/.3 24
Brodirx B1 BA '94 Flowtech - Steven Magnotti Intake 30 Deg Back Cut SF110 Alum	195/-	2.08/1.60 4.25	N/A	68/46 67.6 %	129/105 81.4 %	171/139 81.3% 50.3/6 9.1 149/20 5 .597/.6 31	198/162 81.8% 58.3/8 0.6 173/23 9 .519/. 552	223/178 79.8% 65.6/8 8.5 194/26 2 .467/.4 85	227/184 81.1% 66.8/9 1.5 198/27 1 .397/.4 18	-/187	-	-	-	190/154 81% 1.16 .421/.3 24
Brodirx B1 BA '94 Flowtech - Steven Magnotti Ported Exhaust plus Seats Recut SF110 Alum	205/-	2.08/1.60 4.25	N/A	63/50 79.4 %	130/109 83.8 %	185/171 92.4% 54.4/8 5 161/25 2 .646/.7 77	231/213 92.2% 68/106 5 201/31 4 .605/. 726	274/226 82.5% 80.6/1 12 239/33 3 .574/.6 16	291/236 81.1% 85.6/1 17 254/34 8 .508/.5 36	297/242 81.5% 87.4/1 20 259/35 7 .445/.4 71	-	-	-	235/200 85% 1.45 .421/.3 24
Brodirx B1 BA '94 Flowtech - Steven Magnotti Ported Intake - Exhaust plus Seats Recut SF110 Alum	N/A	2.20/1.60 4.25	N/A	65/50 76.9 %	136/109 80.1 %	196/171 87.2% 51.6/8 5 153/25 2 .647/.7 77	248/213 85.9% 65.2/1 06 193/31 4 .614/. 726	284/226 79.6% 74.7/1 12 221/33 3 .563/.6 16	308/236 76.6% 81/117 8 240/34 8 .509/.5 36	320/242 75.6% 84.2/1 20 249/35 7 .453/.4 71	-	-	-	249/200 80.2% - .446/.3 24
Brodirx B1 BA Ported Alum	N/A	2.08/1.60	65	-	145/121 83.4 %	203/169 83.3% 59.7/8 4.1 177/24 9 .709/.7 68	250/195 78% 73.6/9 7 218/28 7 .655/. 664	286/208 72.7% 84.2/1 03 249/30 7 .60/.56 7	300/214 71.3% 88.3/1 06 262/31 5 .524/.4 86	303/217 71.6% 89.2/1 08 264/32 0 .454/.4 22	-	-	-	248/187 75.6% - .421/.3 24
Brodirx B1 BA Shady Dell Speed Shop Alum	N/A	2.08/1.60 4.25 No Pipe	N/A	-	120/101 84.2 %	169/137 81.1% 49.7/6 8.1 147/20 2 .59/.62 2	202/160 79.2% 59.4/7 9.6 176/23 6 .529/. 545	226/168 74.3% 66.5/8 3.6 197/24 8 .474/.4 58	239/172 72% 70.3/8 5.5 208/25 3 .418/.3 91	245/172 70.2% 72.1/8 5.5 214/25 3 .367/.3 35	-	-	-	200/152 75.8% - .421/.3 24

Brodix B1 BA Ported Shady Dell Speed Shop Alum	N/A	2.08/1.60 4.25 No Pipe	N/A	-	135/1 02 75.6 %	192/14 3 74.5% 56.5/7 1.1 167/21 1 .671/.6 5	239/17 3 72.4% 70.3/8 6 208/25 5 .626/. 589	276/19 1 69.2% 81.2/9 5 241/28 1 .579/.5 21	297/20 7 69.7% 87.4/1 03 259/30 5 .519/.4 7	314/21 7 69.1% 92.4/1 08 274/32 0 .47/.42 2	-	-	-	242/17 2 71.1% - .421/.3 24
Brodix B1 BA Ported Scott Brown Alum	214/-	2.08/1.60 4.03 2" Pipe	N/A	69/6 2 89.9 %	138/1 20 87%	188/15 7 83.5% 55.3/7 8.1 164/23 1 .657/.7 13	232/21 5 92.7% 68.3/1 07 202/31 7 .608/. 732	264/23 7 89.8% 77.7/1 18 230/34 9 .553/.6 46	288/24 9 86.5% 84.8/1 24 251/36 7 .503/.5 65	298/26 3 88.3% 87.7/1 31 260/38 8 .446/.5 12	-	-	-	235/20 7 88.1% 1.39 .421/.3 24
Brodix B1 BA MC Ported Alum	239/-	2.14/1.60	67	-	147/1 20 81.6 %	216/17 0 78.7% 60.1/8 4.6 178/25 1 .734/.7 72	272/19 8 72.8% 75.6/9 8.5 224/29 2 .693/. 675	309/21 0 68% 85.9/1 04 255/30 9 .63/.57 2	332/21 5 64.8% 92.3/1 07 273/31 7 .564/.4 88	347/22 0 63.4% 96.5/1 09 286/32 4 .505/.4 28	-	-	-	271/18 9 69.8% 1.45 .433/.3 24
Brodix B1 BA MC Shady Dell Speed Shop Alum	239/-	2.15/1.60	67	72/-	128/-	183/- 50.4 149 .619	209/- 57.6 171 .53	241/- 66.4 197 .489	255/- 70.2 208 .431	266/- 73.3 217 .385	-	-	-	214 - 1.11 .435/.3 24
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	1.000	Averag e
Brodix B1 BA MC Ported Shady Dell Speed Shop Alum	N/A	2.15/1.60 4.25 No Pipe	N/A	83/7 6 91.6 %	152/1 24 81.6 %	210/17 2 81.9% 57.8/8 5.5 171/25 3 .71/.78 1	254/20 7 81.5% 70/103 207/30 5 .644/. 705	296/22 6 76.4% 81.5/1 12 242/33 3 .60/.61 6	326/23 6 72.4% 89.8/1 17 266/34 8 .551/.5 36	349/24 2 69.3% 96.1/1 20 285/35 7 .506/.4 71	-	-	-	265/20 1 76.1% - .435/.3 24
Brodix B1 Ported Bullet Cylinder Heads Alum	N/A	2.08/1.60	65	65/5 7 87.7 %	129/1 11 86%	187/17 7 94.7% 55/88 163/26 1 .653/.8 04	238/21 6 90.8% 70/107 208/31 8 .624/. 736	271/23 5 86.7% 79.8/1 17 236/34 6 .568/.6 4	291/24 1 82.8% 85.6/1 20 254/35 5 .508/.5 47	295/24 4 82.7% 86.8/1 21 257/36 0 .442/.4 75	-	-	-	235/20 4 86.7% - .421/.3 24
Edelbroc k Performe r RPM (340) 6077 NPS Out of Box Alum	171/7 7	2.02/1.60 4.016 No Pipe	N/A	61/5 3 86.9 %	121/1 01 83.5 %	173/13 5 78% 54/67. 1 160/19 9 .622/.6 13	212/15 5 73.1% 66.2/7 7.1 196/22 8 .572/. 528	235/16 4 69.8% 73.3/8 1.6 217/24 2 .507/.4 47	247/16 8 68% 77.1/8 3.6 228/24 8 .444/.3 82	246/16 8 68.3% 76.8/8 3.6 227/24 8 .379/.3 27	-	-	-	206/14 9 72.2% 1.44/2. 18 .409/.3 24

Edelbrock Performer Intake Gasket Matched Exhaust Ported BJR Racing Alum	N/A	2.02/1.60 - No Pipe	N/A	92/86 93.5%	167/127 76%	207/152 73.4% 64.6/75.6 191/224 .745/.69	242/195 80.6% 75.5/97 224/287 .653/.664	280/205 73.2% 87.4/102 259/302 .604/.559	285/210 73.7% 88.9/104 263/309 .513/.477	291/216 74.2% 90.8/107 269/318 .449/.42	-	-	-	245/184 75.1% - .409/.324
Edelbrock Performer RPM Magnum 61779 SF1020 Alum	176/75	2.02/1.60	58	62/52 83.9%	119/105 88.2%	175/142 81.1% 54.6/70.6 162/209 .63/.645	225/169 75.1% 70.2/84.1 208/249 .607/.576	251/185 73.7% 78.3/92 232/273 .542/.504	260/190 73.1% 81.1/94.5 240/280 .468/.431	-	-	-	-	206/158 76.8% 1.48/2.53 .409/.324
Edelbrock Performer RPM Magnum Dr Js Performance Alum	N/A	2.02/1.60 - Pipe	N/A	59/51 86.4%	116/100 86.2%	171/138 80.7% 53.4/68.6 158/203 .615/.627	219/159 72.6% 68.3/79.1 202/234 .591/.542	247/177 71.7% 77.1/88 228/261 .533/.482	254/182 71.7% 79.3/90.5 235/268 .457/.413	260/189 72.7% 81.1/94 240/279 .401/.368	-	-	-	211/158 74.6% - .409/.324
Edelbrock Performer RPM Magnum Ported Dr Js Performance Alum	N/A	2.02/1.60 - Pipe	N/A	74/62 83.8%	151/118 78.1%	221/160 72.4% 69/79.6 204/236 .795/.727	263/196 74.5% 82.1/97.5 243/289 .71/.668	288/217 75.3% 89.9/108 266/320 .622/.591	294/220 74.8% 91.7/109 272/324 .529/.50	297/236 79.5% 92.7/117 275/348 .458/.459	-	-	-	252/191 75.8% - .409/.324
Edelbrock Ported Hughes Alum	N/A	2.02/1.60	N/A	63/66 104%	141/129 91.5%	206/150 72.8% 64.3/74.6 190/221 .741/.681	253/176 69.6% 78.9/87.5 234/259 .683/.60	282/182 64.5% 88/90.5 261/268 .609/.496	285/188 66% 88.9/93.5 263/277 .513/.427	-	-	-	-	233/165 70.7% - .409/.324
Edelbrock CNC Hughes Stage 3 Alum	N/A	2.08/1.60	N/A	71/76 107%	146/118 80.8%	215/156 72.6% 63.3/77.6 187/230 .751/.709	262/173 66% 77.1/86 228/255 .687/.589	286/189 66.1% 84.2/94 249/279 .60/.515	294/198 67.3% 86.5/98.5 256/292 .514/.45	298/200 67.1% 87.7/99.5 260/295 .446/.389	-	-	-	250/172 68.9% - .421/.324
Edelbrock Magnum MMM Alum	N/A	2.02/1.60	N/A	62/52 83.9%	119/105 88.2%	175/142 81.1% 54.6/70.6 162/209 .63/.645	225/169 75.1% 70.2/84.1 208/249 .607/.576	251/185 73.7% 78.3/92 232/273 .542/.504	260/190 73.1% 81.1/94.5 240/280 .468/.431	-	-	-	-	206/158 76.8% - .409/.324

Edelbrock Magnum Shady Dell Speed Shop Alum	N/A	2.02/1.60 4.25 No Pipe	N/A	-	128/105 82%	184/139 75.5% 57.4/69.1 170/205 .662/.631	225/164 72.9% 70.2/81.6 208/242 .607/.559	249/177 71.1% 77.7/88 230/261 .537/.482	265/183 69.1% 82.7/91 245/270 .477/.416	267/184 68.9% 83.3/91.5 247/271 .412/.358	-	-	-	220/159 72.2% - .409/.324
Edelbrock Magnum Stage 3 Ported Shady Dell Speed Shop Alum	N/A	2.02/1.60 4.25 No Pipe	N/A	-	145/112 77.2%	204/152 74.5% 63.7/75.6 189/224 .734/.69	255/190 74.5% 79.6/94.5 236/280 .688/.647	286/202 70.6% 89.2/100 264/298 .617/.551	297/208 70% 92.7/103 275/307 .534/.472	297/211 71% 92.7/105 275/311 .458/.411	-	-	-	247/179 72.4% - .409/.324
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Edelbrock Stage 4 Ported Shady Dell Speed Shop Alum	N/A	2.05/1.60 4.25 No Pipe	N/A	-	147/112 76.2%	207/164 79.2% 62.7/81.6 186/242 .734/.745	255/193 75.7% 77.3/96 229/284 .678/.657	279/212 76% 84.5/105 250/312 .593/.578	293/226 77.1% 88.8/112 263/333 .519/.513	293/231 78.8% 88.8/115 263/340 .445/.45	-	-	-	246/190 77.2% - .415/.324
Edelbrock Stage 3 Ported Aerohead Alum	N/A	2.08/1.60	N/A	72/66 91.7%	132/113 85.6%	197/145 73.6% 58/72.1 172/214 .688/.659	248/170 68.5% 73/84.6 216/251 .65/.679	277/183 66.1% 81.5/91 242/270 .581/.499	302/191 63.2% 88.9/95 263/281 .528/.434	306/197 64.4% 90.1/98 267/290 .458/.383	-	-	-	244/167 68.3% - .421/.324
EngineQuest CH318A 5.2I/5.9I Magnum Iron	172/-	1.92/1.625	N/A	68/57 83.8%	124/114 91.9%	179/155 86.6% 61.8/74.7 183/221 .678/.693	213/180 84.5% 73.6/86.8 218/257 .605/.604	227/187 82.4% 78.4/90.2 232/267 .516/.502	233/189 81.1% 80.5/91.1 238/270 .441/.423	-	-	-	-	195/165 84.5% 1.35 .389/.329
EngineQuest CH318A 5.2I/5.9I Magnun Ported Iron	N/A	2.02/1.60	N/A	69/60 87%	138/124 89.9%	200/169 84.5% 62.4/84.1 185/249 .72/.768	247/200 81% 77.1/99.5 228/295 .666/.681	273/219 80.2% 85.2/109 252/323 .589/.597	275/229 83.3% 85.8/114 254/337 .495/.52	-	-	-	-	227/188 83.1% - .409/.324
EngineQuest CH318B Magnun Iron	172/-	1.92/1.625	N/A	66/55 83.3%	121/101 83.5%	179/142 79.3% 61.8/88.5 183/203 .678/.635	214/168 78.5% 73.9/81 219/240 .608/.563	226/174 77% 78.1/83.9 231/249 .513/.467	235/175 74.5% 81.2/84.4 240/250 .445/.391	238/- 82.2 244 .386	-	-	-	202/152 - 1.38 .389/.329

EngineQuest CH318B Magnun Ported SKMFX Engines Iron	N/A	2.02/1.60	N/A	65/56 86.2%	132/110 83.3%	189/150 79.4% 59/74.6 175/221 .68/.681	240/168 70% 74.9/83.6 222/248 .648/.572	278/178 64% 86.7/88.5 257/262 .60/.485	300/184 61.3% 93.6/91.5 277/271 .54/.418	301/185 61.5% 93.9/92 278/273 .464/.36	-	-	-	240/163 67.7% - .409/.324
Indy 360X IQ52 Out of Box Iron	N/A	- - Pipe	N/A	57/52 91.2%	124/105 84.7%	184/- -	230/- -	255/- -	257/201 78.2% -	249/208 83.5% -	-	-	-	217/171
Indy 360X Hughes Iron	179/67	1.92/1.625	62	-	116/91 78.4%	177/138 78% 61.1/66.5 181/197 .67/.617	224/167 74.6% 77.4/80.5 229/239 .636/.56	252/174 69% 87/83.9 258/249 .572/.467	263/177 67.3% 90.8/85.3 269/253 .498/.396	264/179 67.8% 91.2/86.3 270/256 .428/.343	-	-	-	216/154 71.5% 1.47/2.67 .389/.329
Indy 360-1	210/85	2.10/1.65	63	-	102/79 77.5%	147/112 76.2% 42.4/52.4 126/155 .509/.493	200/145 72.5% 57.7/67.8 171/201 .519/.479	252/170 67.5% 72.8/79.5 216/236 .523/.449	278/183 65.8% 80.3/85.6 238/254 .481/.403	280/189 67.5% 80.8/88.4 240/262 .415/.357	-	-	-	210/146 69.7% 1.33/2.22 .425/.334
Indy 360-1 Out of Box Shady Dell Speed Shop	N/A	2.10/1.625 4.25 No Pipe	N/A	72/52 72.2%	138/90 65.2%	198/132 66.7% 57.2/63.6 169/189 .685/.59	240/163 67.9% 69.3/78.6 205/233 .623/.547	271/177 65.3% 78.2/85.3 232/253 .563/.475	278/186 66.9% 80.3/89.7 238/266 .481/.416	271/190 70.1% 78.2/91.6 232/271 .402/.364	-	-	-	233/156 67.2% - .425/.329
Indy 360-1 Ported Shady Dell Speed Shop	228/-	2.10/1.625 4.25 No Pipe	N/A	-	157/110 70.1%	217/158 72.8% 62.7/76.2 186/226 .751/.707	263/204 77.6% 75.9/98.4 225/291 .683/.684	304/222 73% 87.8/107 260/317 .631/.596	322/230 71.4% 93/111 275/329 .557/.514	334/241 72.2% 96.4/116 286/344 .495/.462	-	-	-	266/194 72.9% 1.46 .425/.329
Indy 360-1 Full Porting	245/95	2.14/1.65	N/A	-	135/115 85.2%	202/155 76.7% 56.2/72.5 166/215 .686/.683	259/185 71.4% 72/86.5 213/256 .66/.611	295/206 69.8% 82/96.3 243/285 .601/.544	325/219 67.4% 90.4/102 268/303 .552/.482	339/226 66.7% 94.3/106 279/313 .493/.427	-	-	-	259/184 71.1% 1.38/2.38 .433/.334
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e
Indy 360-1 245 Out of Box Shady Dell Speed Shop	255/-	2.15/-	N/A	69/-	147/-	213/- 58.7 174 .72	269/- 74.1 220 .682	294/- 81 240 .596	312/- 85.9 255 .527	322/- 88.7 263 .466	-	-	-	260 - 1.26 .435

Indy 360-1 245 Ported Shady Dell Speed Shop	255/-	2.15/-	N/A	70/-	144/-	210/- 57.8 171 .71	269/- 74.1 220 .682	313/- 86.2 255 .635	344/- 94.8 281 .581	361/- 99.4 295 .523	-	-	-	274 - 1.42 .435
Indy 360-2	180/8 5	2.10/1.65	63	-	83/79 95.2 %	138/11 2 81.2% 39.8/5 2.4 118/15 5 .478/.4 93	186/14 5 78% 53.7/6 7.8 159/20 1 .483/. 479	230/17 0 73.9% 66.4/7 9.5 197/23 6 .478/.4 49	249/18 3 73.5% 71.9/8 5.6 213/25 4 .431/.4 03	252/18 9 75% 72.8/8 8.4 216/26 2 .374/.3 57	-	-	-	190/14 6 77.2% 1.40/2. 22 .425/.3 34
Indy 360-2	180/8 5	2.10/1.65	63	-	83/79 95.2 %	138/11 2 81.2% 39.8/5 2.4 118/15 5 .478/.4 93	186/14 5 78% 53.7/6 7.8 159/20 1 .483/. 479	230/17 0 73.9% 66.4/7 9.5 197/23 6 .478/.4 49	249/18 3 73.5% 71.9/8 5.6 213/25 4 .431/.4 03	252/18 9 75% 72.8/8 8.4 216/26 2 .374/.3 57	-	-	-	190/14 6 77.2% 1.40/2. 22 .425/.3 34
Indy 360-2 Full Porting	230/9 9	2.10/1.65	65	-	146/1 07 73.3 %	209/14 5 69.4% 60.3/6 7.8 179/20 1 .723/.6 39	259/18 3 70.7% 74.8/8 5.6 222/25 4 .672/. 605	295/20 2 68.5% 85.2/9 4.5 252/28 0 .613/.5 34	310/21 5 69.4% 89.5/1 01 265/29 8 .536/.4 73	317/22 0 69.4% 91.5/1 03 271/30 5 .47/.41 5	-	-	-	256/17 9 69.8% 1.38/2. 22 .425/.3 34
Indy 360-2 Full Porting - Bowls Blended Exhaust Short Turn Brian	N/A	2.10/1.65	N/A	-	151/1 28 84.8 %	220/17 2 78.2% 63.5/8 0.4 188/23 8 .761/.7 58	277/20 9 75.5% 80/97. 7 237/29 0 .719/. 69	300/23 1 77% 86.6/1 08 257/32 0 .623/.6 1	320/24 4 76.3% 92.4/1 14 274/33 8 .554/.5 37	320/25 3 79.1% 92.4/1 18 274/35 1 .475/.4 78	-	-	-	265/20 6 77.9% - .425/.3 34
Indy 360-2 Ported Shady Dell Speed Shop Oval	230/-	2.10/1.625 4.25 No Pipe	N/A	-	146/1 12 76.7 %	210/15 8 75.2% 60.6/7 6.2 180/22 6 .727/.7 07	266/19 8 74.4% 76.8/9 5.5 228/28 3 .69/.6 64	309/22 5 72.8% 89.2/1 08 264/32 1 .642/.6 04	323/24 3 75.2% 93.3/1 17 276/34 7 .559/.5 43	323/25 5 78.9% 93.3/1 23 276/36 4 .479/.4 89	-	-	-	263/19 9 75.5% 1.40 .425/.3 29
Indy 360 R Ported Bullet Cylinder Heads	230/9 1	2.10/1.60	64	70/5 1 72.9 %	138/1 05 76.1 %	208/15 9 76.4% 60.1/7 9.1 178/23 4 .72/.72 2	259/18 8 72.6% 74.8/9 3.5 222/27 7 .672/. 64	300/21 3 71% 86.6/1 06 257/31 4 .623/.5 8	318/22 4 70.4% 91.8/1 11 272/33 0 .55/.50 9	334/23 5 70.4% 96.4/1 17 286/34 6 .495/.4 57	-	-	-	260/18 7 72.2% 1.45/2. 58 .425/.3 24
Shanons Engineer ing 360 Full Porting	N/A	2.19/1.65	63	-	-	-	-	-	-	338/22 6 66.9% 89.7/1 06 266/31 3 .481/.4 27	-	-	-	- - - .443/.3 34

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average	
5.7l	N/A	2.00/1.55 - No Pipe	85	74/52 70.3%	144/111 77.1%	210/146 69.5% 66.8/77.4 198/229 .763/.685	251/160 63.7% 79.9/84.8 237/251 .684/.563	265/164 61.9% 84.4/86.9 250/258 .578/.461	267/166 62.2% 85/88 252/261 .485/.389	-	-	-	227/149 65.7% - .405/.314	
5.7l Ported	N/A	2.00/1.55 - No Pipe	N/A	64/47 73.4%	134/104 77.6%	210/145 69% 66.8/76.8 198/228 .763/.688	266/170 63.9% 84.7/90.1 251/267 .725/.598	300/194 64.7% 95.5/103 283/305 .654/.546	320/204 63.8% 102/108 302/320 .581/.478	-	-	-	246/163 66.4% - .405/.314	
5.7l Fastman	N/A	2.00/1.55	85	65/-	144/-	214/-68.1 202 .778	250/-79.6 236 .681	262/-83.4 247 .571	265/161 60.8% 84.4/85.3 250/253 .481/.377	268/-85.3 253 .417	269/-85.6 254 .367	-	239 - - .405/.314	
5.7l Ported Fastman	N/A	2.00/1.55	N/A	68/-	144/-	222/-70.7 209 .807	270/-85.9 255 .736	293/-93.3 276 .639	300/195 65% 95.5/103 283/306 .545/.457	304/-96.8 287 .473	310/-98.7 292 .422	-	263 - - .405/.314	
5.7l Heat Perf.	N/A	2.00/1.55	N/A	-	169/107 63.3%	241/146 60.6% 76.7/77.4 227/229 .876/.685	273/163 59.7% 86.9/86.4 257/256 .744/.573	281/169 60.1% 89.4/89.6 265/265 .613/.475	286/172 60.1% 91/91.2 270/270 .52/.403	-	-	-	250/151 60.6% - .405/.314	
5.7l Ported Heat Perf. SF1020	N/A	2.00/1.55	N/A	-	148/96 64.9%	233/147 63.1% 74.2/77.9 220/231 .847/.689	285/183 64.2% 90.7/97 269/287 .777/.644	308/207 67.2% 98/110 290/325 .672/.582	318/213 67% 101/113 300/334 .578/.499	-	-	-	258/169 65.5% - .405/.314	
5.7l JM Cylinder Heads	N/A	2.00/1.55	85	73/53 72.6%	149/124 83.2%	212/167 78.8% 67.5/88.5 200/262 .77/.783	249/183 73.5% 79.3/97 235/287 .679/.644	262/190 72.5% 83.4/101 247/298 .571/.535	265/190 71.7% 84.4/101 250/298 .481/.445	-	-	-	227/171 75.1% - .405/.314	

5.7l Ported JM Cylinder Heads Stage 2	N/A	2.055/1.60	N/A	70/56 80%	147/127 86.4%	217/164 75.6% 65.4/81.6 194/242 .767/.745	267/191 71.5% 80.5/95 239/281 .708/.651	301/204 67.8% 90.8/101 269/301 .639/.556	320/210 65.6% 96.5/104 286/309 .566/.477	-	-	-	250/179 71.6% - .416/.324	
5.7l Dr Js Performa nce	N/A	2.00/1.55	N/A	71/46 64.8%	148/105 70.9%	219/133 60.7% 69.7/70.5 207/209 .796/.624	251/156 62.2% 79.9/82.7 237/245 .684/.549	261/165 63.2% 83.1/87.4 246/259 .569/.464	263/167 63.5% 83.7/88.5 248/262 .478/.391	-	-	-	228/145 63.6% - .405/.314	
5.7l Ported Dr Js Performa nce	N/A	2.00/1.55	N/A	74/52 70.3%	156/115 73.7%	237/153 64.6% 75.4/81.1 224/240 .861/.717	278/186 66.9% 88.5/98.6 262/292 .758/.654	298/204 68.5% 94.9/108 281/320 .65/.574	315/218 69.2% 100/116 297/342 .572/.511	-	-	-	257/175 68.2% - .405/.314	
5.7l Ported Patriot Perf. Stage I	180/57	2.00/1.55 3.905	85	68/51 75%	144/116 80.6%	221/161 72.9% 70.3/85.3 208/253 .803/.755	272/185 68% 86.6/98 257/290 .741/.651	290/197 67.9% 92.3/104 274/309 .632/.554	300/207 69% 95.5/110 283/325 .545/.485	-	-	-	245/173 70.6% 1.67/3.63 .405/.314	
5.7l Ported Patriot Perf. Stage II	180/57	2.02/1.57	85	70/58 82.9%	146/118 80.8%	226/164 72.6% 70.5/84.7 209/251 .813/.759	280/188 67.1% 87.4/97.1 259/288 .756/.653	302/198 65.6% 94.2/102 279/303 .652/.55	309/211 68.3% 96.4/109 286/323 .556/.488	-	-	-	253/176 69.6% 1.72/3.70 .409/.318	
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Comb. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Averag e	
5.7l Ported Frank Racing Econo	N/A	2.00/1.55	N/A	-	-	-	-	-	318/- 101 300 .578	-	-	-	- - - .405/.314	
5.7l Indy	N/A	2.00/1.55	N/A	63/60 95.2%	140/126 90%	208/161 77.4% 66.2/85.3 196/253 .756/.755	249/175 70.3% 79.3/92.7 235/275 .679/.615	266/178 66.9% 84.7/94.3 251/280 .58/.501	271/179 66.1% 86.3/94.9 256/281 .492/.42	273/180 65.9% 86.9/95.4 257/283 .425/.362	-	-	235/167 71% - .405/.314	

5.7l Ported Indy	184/5 7	2.00/1.55 4.30	57	70/6 3 90%	148/1 14 77%	230/16 3 70.9% 73.2/8 6.4 217/25 6 .836/.7 64	270/19 5 72.2% 85.9/1 03 255/30 6 .736/. 686	303/21 0 69.3% 96.4/1 11 286/33 0 .661/.5 91	322/21 8 67.7% 102/11 6 304/34 2 .585/.5 11	327/22 1 67.6% 104/11 7 308/34 7 .509/.4 44	-	-	267/18 7 70.1% 1.78/3. 88 .405/.3 14	
5.7l Ported Hemi Shop / Heat Perf.	N/A	2.02/1.57 3.935 No Pipe	N/A	-	148/9 6 64.9 %	223/14 7 65.9% 69.6/7 5.9 206/22 5 .802/.6 8	285/18 3 64.2% 88.9/9 4.5 263/28 0 .769/. 635	308/20 7 67.2% 96.1/1 07 285/31 7 .665/.5 75	317/21 3 67.2% 98.9/1 10 293/32 6 .57/.49 3	318/21 6 67.9% 99.2/1 12 294/33 1 .49/.42 9	-	-	267/17 7 66.4% - .409/.3 18	
5.7l '04 CNC M2 Race Systems	183/-	2.00/1.55 4.03	N/A	-	141/1 08 76.6 %	218/16 5 75.7% 69.4/8 7.4 206/25 9 .792/.7 74	282/20 2 71.6% 89.8/1 07 266/31 7 .769/. 71	312/21 5 68.9% 99.3/1 14 294/33 8 .68/.60 5	324/22 2 68.5% 103/11 8 306/34 9 .589/.5 2	333/22 6 67.9% 106/12 0 314/35 5 .519/.4 54	337/22 8 67.7% 107/12 1 .459/.4 01	-	278/19 5 70.2% 1.84 .405/.3 14	
5.7l Ported Sharadon Performa nce SP-2	N/A	2.02/1.60	N/A	66/5 3 80.3 %	144/1 20 83.3 %	222/20 4 91.9% 69.3/1 01 205/30 1 .799/.9 27	285/21 8 76.5% 88.9/1 08 263/32 1 .769/. 743	311/21 8 70.1% 97/108 288/32 1 .671/.5 94	324/22 2 68.5% 101/11 0 300/32 7 .583/.5 04	-	-	-	257/19 6 76.4% - .409/.3 24	
5.7l Ported Steve-O	N/A	2.00/1.55	N/A	72/5 4 75%	144/1 07 74.3 %	233/16 1 69.1% 74.2/8 5.3 220/25 3 .847/.7 55	299/18 9 63.2% 95.2/1 00 282/29 7 .815/. 665	331/20 9 63.1% 105/11 1 312/32 8 .722/.5 88	344/21 1 61.3% 109/11 2 324/33 1 .625/.4 95	-	-	-	270/17 5 64.9% - .405/.3 14	
5.7l Ported MD Induction SF600	N/A	2.00/1.55	N/A	-	142/1 19 83.8 %	217/15 0 69.1% 69.1/7 9.5 205/23 6 .789/.7 03	282/20 2 71.6% 89.8/1 07 266/31 7 .769/. 71	297/21 8 73.4% 94.5/1 16 280/34 2 .648/.6 13	319/22 5 70.5% 102/11 9 301/35 3 .58/.52 7	324/22 7 70.1% 103/12 0 306/35 6 .505/.4 56	-	-	264/19 0 72.2% - .405/.3 14	
5.7l Ported MD Induction Race SF600	N/A	2.08/1.60	N/A	-	153/-	241/- 70.9 210 .842	306/- 90.1 267 .802	337/- 99.2 294 .706	352/- 104 307 .615	361/- 106 315 .541	-	-	292 - - .421/.3 24	
5.7l Ported TEA	N/A	2.00/1.55 4.00 Pipe	N/A	72/5 2 72.2 %	145/1 20 82.8 %	221/18 7 84.6% 70.3/9 9.1 208/29 4 .803/.8 77	278/22 4 80.6% 88.5/1 19 262/35 2 .758/. 788	310/24 0 77.4% 98.7/1 27 292/37 7 .676/.6 75	323/24 9 77.1% 103/13 2 305/39 1 .587/.5 84	-	-	-	255/20 4 79.9% - .405/.3 14	

6.1l	N/A	2.08/1.60	N/A	75/63 84%	155/132 85.2%	230/178 77.4% 67.7/88.5 201/262 .804/.808	276/186 67.4% 81.2/92.5 241/274 .723/.634	295/187 63.4% 86.8/93 257/276 .618/.51	299/189 63.2% 88/94 261/279 .522/.429	301/189 62.8% 88.6/94 262/279 .451/.368	-	-	259/177 68.2% - .421/.324	
6.1l Heat Perf.	N/A	2.08/1.60	N/A	-	174/111 63.8%	246/160 65% 72.4/79.6 215/236 .86/.727	290/179 61.7% 85.3/89 253/264 .76/.61	310/179 57.7% 91.2/89 270/264 .65/.488	318/179 56.3% 93.6/89 277/264 .556/.407	-	-	-	268/162 60.4% - .421/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average	
6.1l Radshop SF600	N/A	2.08/1.60 4.06	N/A	75/57 76%	155/123 79.4%	230/168 73% 67.7/83.6 201/248 .804/.763	276/184 66.7% 81.2/91.5 241/271 .723/.627	299/186 62.2% 88/92.5 261/274 .627/.507	304/187 61.5% 89.5/93 265/276 .531/.425	306/187 61.1% 90.1/93 267/276 .458/.364	-	-	262/173 65.9% - .421/.324	
6.1l Ported Radshop SF600	216/65	2.08/1.60 4.06	N/A	81/63 77.8%	171/120 70.2%	245/167 68.2% 72.1/83.1 214/246 .856/.759	306/209 68.3% 90.1/104 267/308 .802/.712	343/225 65.6% 101/112 299/332 .719/.613	368/240 65.2% 108/119 321/354 .643/.545	371/242 65.2% 109/120 324/357 .556/.471	-	-	301/201 66.7% 1.72/3.72 .421/.324	
6.1l Ported Frank Racing Econo	N/A	2.08/1.60	N/A	-	-	-	-	-	360/-106 314 .629	-	-	-	- - - .421/.324	
6.1l Ported Indy	216/-	2.08/1.60	N/A	83/72 86.7%	162/126 77.8%	244/167 68.4% 71.8/83.1 213/246 .853/.759	301/195 64.8% 88.6/97 262/287 .789/.664	331/209 63.1% 97.4/104 289/308 .694/.57	348/212 60.9% 102/105 303/312 .608/.481	353/220 62.3% 104/109 308/324 .529/.428	-	-	290/188 64.9% 1.63 .421/.324	
6.1l Ported Hemi Shop / Heat Perf. SF600	N/A	2.08/1.60	N/A	-	173/114 65.9%	250/168 67.2% 73.6/83.6 218/248 .873/.763	311/202 65% 91.5/100 271/298 .815/.688	348/223 64.1% 102/111 303/329 .73/.608	368/229 62.2% 108/114 321/337 .643/.52	-	-	-	290/187 64.6% - .421/.324	

6.1l Ported MD Induction SF600	N/A	2.08/1.60	N/A	-	148/17 79.1 %	234/177 75.6% 68.9/88 204/261 .818/.804	301/205 68.1% 88.6/102 262/302 .789/.698	346/223 64.5% 102/111 302/329 .725/.608	366/230 62.8% 108/114 319/339 .639/.522	371/232 62.5% 109/115 324/342 .556/.452	-	-	294/197 67% - .421/.324	
6.1l Ported MD Induction Race SF600	N/A	2.10/1.60	N/A	-	154/14 74%	246/173 70.3% 71/86 210/255 .851/.786	327/225 68.8% 94.4/112 280/332 .849/.766	368/231 62.8% 106/115 315/340 .764/.63	387/236 61% 112/117 331/348 .67/.536	405/240 59.3% 117/119 346/354 .601/.467	-	-	315/203 64.6% - .425/.324	
6.1l AirWolf Dr Js Performance	N/A	2.08/-	N/A	-	-	-	-	-	365/-107 318 .638	375/-110 327 .562	-	-	370 - - .421	
Ported Flow tech Induction	N/A	2.10/1.60	N/A	75/59 78.7 %	148/16 78.4 %	231/157 68% 66.7/78.1 198/231 .799/.713	301/206 68.4% 86.9/102 257/304 .781/.702	339/220 64.9% 97.9/109 290/324 .704/.60	355/227 63.9% 102/113 304/335 .614/.516	-	-	-	275/185 67.4% - .425/.324	
6.4l	N/A	2.14/1.65	N/A	80/68 85%	169/21 71.6 %	239/159 66.5% 66.4/74.4 197/220 .812/.70	295/186 63.1% 82/87 243/258 .751/.614	318/197 61.9% 88.4/92.1 262/273 .648/.521	327/202 61.8% 90.9/94.5 269/280 .555/.445	330/204 61.8% 91.7/95.4 272/283 .48/.385	-	-	280/178 63.7% - .433/.334	
6.4l Ported PWR	N/A	2.14/1.65	N/A	82/60 73.2 %	166/12 67.5 %	242/161 66.5% 67.3/75.3 199/223 .822/.709	308/197 64% 85.6/92.1 254/273 .784/.651	350/222 63.4% 97.3/104 288/308 .713/.587	370/236 63.8% 103/110 305/327 .628/.52	379/245 64.6% 105/115 312/339 .552/.462	-	-	303/196 64.6% - .433/.334	

Chrysler_Big_Block														COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises					
RB														COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises					
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Avera ge					

Chrysler 250 Full Race Ported Brian Stroud Iron	N/A	2.14/1.81 4.50 Pipe	88	87/60 69%	147/112 76.2%	189/151 79.9% 52.5/58.7 156/174 .642/.606	231/177 76.6% 64.2/68.8 190/204 .588/.533	246/194 78.9% 68.4/75.4 203/223 .501/.467	252/207 82.1% 70.1/80.4 208/238 .428/.416	252/212 84.1% 70.1/82.4 208/244 .367/.365	251/217 86.5% 69.8/84.3 207/250 .32/.327	-	-	224/181 81% - .433/.367			
Chrysler 286 Stage I Ported Iron	N/A	2.08/-	N/A	-	134/-	190/-55.9 166 .664	227/-66.8 198 .595	257/-75.6 224 .539	280/-82.4 244 .489	289/-85.1 252 .433	-	-	-	230- - .421			
Chrysler 346 Ported BJR Racing Iron	177/60	2.08/1.74 - No Pipe	65	99/89 89.9%	191/130 68.1%	229/188 82.1% 67.4/79.1 200/234 .80/.785	243/204 84% 71.5/85.8 212/254 .637/.639	285/207 72.6% 83.9/87.1 249/258 .597/.519	289/210 72.7% 85.1/88.3 252/262 .505/.439	298/212 71.1% 87.7/89.2 260/264 .446/.379	304/213 70.1% 89.5/89.6 265/265 .398/.334	-	-	263/195 74.2% 1.72/3.55 .421/.352			
Chrysler 452 Iron	200/62	2.08/1.74	N/A	-	142/-	208/-61.2 181 .727	244/-71.8 213 .639	264/-77.7 230 .553	-	-	-	-	-	215- 1.32 .421/.352			
Chrysler 452 Iron	200/62	2.08/1.74	N/A	-	-/103	-/132	-/143	-/146	-/148	-	-	-	-	- - - .421/.352			
Chrysler 452 Iron	200/62	2.08/1.74	N/A	61/51 83.6%	126/97 77%	188/133 70.7% 55.3/55.9 164/166 .657/.555	208/150 72.1% 61.2/63.1 181/187 .545/.47	218/156 71.6% 64.2/65.6 190/194 .457/.391	219/156 71.2% 64.5/65.6 191/194 .383/.326	-	-	-	-	192/138 72.2% 1.10/2.52 .421/.352			
Chrysler 452 Bowl Blend Iron	200/62	2.08/1.74	N/A	65/55 84.6%	155/106 68.4%	202/144 71.3% 59.4/60.6 176/179 .706/.601	232/170 73.3% 68.3/71.5 202/212 .608/.533	243/182 74.9% 71.5/76.5 212/227 .509/.456	245/188 76.7% 72.1/79.1 214/234 .428/.393	-	-	-	-	215/158 73.4% 1.23/3.03 .421/.352			
Chrysler 452 IQ52 Iron	200/62	2.08/1.74 - Pipe	N/A	61/55 90.2%	130/108 83.1%	188/152 80.9% 55.3/63.9 164/189 .657/.635	213/172 80.8% 62.7/72.3 186/214 .558/.539	227/178 78.4% 66.8/74.9 198/222 .476/.446	230/181 78.7% 67.7/76.1 201/226 .402/.378	-	-	-	-	198/158 80.1% 1.15/2.92 .421/.352			

Chrysler 452 Ported Iron	N/A	2.14/1.81 - Pipe	N/A	68/60 88.2%	142/130 91.5%	205/187 91.2% 57/72 169/215 .696/.751	248/218 87.9% 68.9/84.7 204/251 .632/.656	286/234 81.8% 79.5/90.9 236/269 .583/.564	292/245 83.9% 81.2/95.2 241/282 .496/.492	295/253 85.8% 82/98 243/291 .429/.435	-	-	-	245/211 86.3% - .433/.367			
Chrysler 452 Alum	210/70	2.14/1.81	84	-	-	-	-	-	290/217 74.8% 80.6/84.3 239/250 .492/.436	-	-	-	-	- - 1.38/3.10 .433/.367			
Chrysler 516 Iron	182/60	2.08/1.60	N/A	62/46 74.2%	126/97 77%	177/121 68.4% 52.1/60.2 154/178 .618/.55	199/133 66.8% 58.6/66.1 174/196 .521/.453	210/138 65.7% 61.8/68.6 183/203 .44/.376	219/139 63.5% 64.5/69.1 191/205 .383/.316	-	-	-	-	186/126 67.5% 1.20/2.32 .421/.324			
Chrysler 516 Iron	182/60	2.08/1.74	N/A	-	122/102 83.6%	172/135 78.5% 50.6/56.8 150/168 .601/.564	201/151 75.1% 59.2/63.5 175/188 .527/.473	216/151 69.9% 63.6/63.5 188/188 .453/.378	223/167 74.9% 65.6/70.2 194/208 .39/.349	-	-	-	-	187/141 75.6% 1.23/2.78 .421/.352			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Chrysler 518 Max Wedge Iron	233/77	-	N/A	-	159/-	222/- -	262/- -	284/- -	295/- -	300/- -	-	-	-	254 - 1.29			
Chrysler 518M Bowl Blend Iron	N/A	2.14/1.81	N/A	-	145/113 77.9%	202/152 75.2% 56.2/59.1 166/175 .686/.61	237/174 73.4% 65.9/67.6 195/200 .604/.524	253/190 75.1% 70.3/73.8 208/219 .516/.458	268/200 74.6% 74.5/77.7 221/230 .455/.402	277/206 74.4% 77/80 228/237 .403/.354	-	-	-	230/173 74.9% - .433/.367			
Chrysler Max Wedge Bowl Blend Gasket Match BJR Racing Iron	230/-	2.08/1.88 - No Pipe	N/A	87/89 102%	175/135 77.1%	225/199 88.4% 66.2/71.7 196/212 .786/.769	291/221 75.9% 85.6/79.6 254/236 .763/.641	307/240 78.2% 90.3/86.5 268/256 .644/.557	307/253 82.4% 90.3/91.1 268/270 .536/.489	307/264 86% 90.3/95.1 268/282 .46/.437	309/267 86.4% 90.9/96.2 269/285 .405/.387	-	-	274/226 82.2% 1.34 .421/.381			

Chrysler 906 MMM Iron	N/A	2.08/1.74	N/A	65/61 93.8%	134/107 79.9%	194/42 73.2% 57.1/59.7 169/177 .678/.593	217/60 73.7% 63.9/67.3 189/199 .569/.501	231/67 72.3% 68/70 .2 201/208 .484/.418	233/71 73.4% 68.6/71.9 203/213 .407/.357	232/- 68.3 202 .347	-	-	-	207/49 - - .421/.352			
Chrysler 906 Iron	200/62	2.08/1.74	80	-	142/-	208/- 61.2 181 .727	241/- 70.9 210 .632	262/- 77.1 228 .549	270/- 79.5 235 .472	-	-	-	-	225- 1.35 .421/.352			
Chrysler 906 Iron	200/62	2.08/1.74	N/A	-	-/98	-/127	-/143	-/150	-/154	-	-	-	-	- - - .421/.352			
Chrysler 906 Iron	200/62	2.08/1.74 4.44	N/A	63/62 98.4%	130/107 82.3%	188/31 69.7% 55.3/55.1 164/163 .657/.547	218/46 67% 64.2/61.4 190/182 .571/.457	227/55 68.3% 66.8/65.2 198/193 .476/.388	232/64 70.7% 68.3/69 202/204 .405/.342	232/69 72.8% 68.3/71.1 202/211 .347/.303	-	-	-	205/45 71.1% 1.16/ 2.73 .421/.352			
Chrysler 906 Iron	200/62	2.08/1.74	N/A	61/50 82%	126/95 75.4%	188/30 69.1% 55.3/54.7 164/162 .657/.543	223/48 66.4% 65.6/62.2 194/184 .584/.464	234/55 66.2% 68.9/65.2 204/193 .491/.388	235/58 67.2% 69.2/66.4 205/197 .411/.33	-	-	-	-	201/37 68.2% 1.18/ 2.55 .421/.352			
Chrysler 906 Stock Eliminator Modern Cylinder Head Iron	203/64	2.08/1.74 4.38 No Pipe	N/A	72/62 86.1%	138/108 78.3%	184/38 75% 54.2/58 160/172 .643/.576	232/57 67.7% 68.3/66 202/196 .608/.492	260/67 64.2% 76.5/70.2 227/208 .545/.418	-	-	-	-	-	204/43 70% 1.28/ 2.61 .421/.352			
Chrysler 906 Dr Js Performance Iron	N/A	2.08/1.74	N/A	78/54 69.2%	128/99 77.3%	188/26 67% 55.3/53 164/157 .657/.526	215/47 68.4% 63.3/61.8 187/196 .83 .563/.46	215/57 73% 63.3/66 187/196 .451/.393	215/66 77.2% 63.3/69.8 187/207 .376/.347	-	-	-	-	192/39 72.3% - .421/.352			
Chrysler 906 Ported Dr Js Performance Iron	N/A	2.08/1.74	N/A	67/57 85.1%	138/108 78.3%	201/40 69.7% 59.2/58.9 175/174 .702/.585	243/68 69.1% 71.5/70.7 212/209 .637/.526	262/84 70.2% 77.1/77.4 228/229 .549/.461	265/94 73.2% 78/81 .6 231/242 .463/.405	270/00 74.1% 79.5/84.1 235/249 .404/.358	-	-	-	230/66 72.1% - .421/.352			

Chrysler 906 Ported Muscle Motors Iron	N/A	2.14/1.81 4.375 No Pipe	N/A	-	153/128 83.7 %	222/165 74.3 % 61.7/64.1 183/190 .754/.662	268/200 74.6 % 74.5/77.7 221/230 .683/.602	304/215 70.7 % 84.5/83.6 250/248 .619/.518	313/223 71.2 % 87/86.7 258/257 .531/.448	309/223 72.2 % 85.9/86.7 255/257 .45/.384	-	-	-	262/192 73.6 % - .433/.367			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Chrysler 906 Ported BJR Racing Iron	213/-	2.08/1.74 - No Pipe	N/A	105/93 88.6 %	190/129 67.9 %	225/190 84.4 % 66.2/79.9 196/237 .786/.794	260/204 78.5 % 76.5/85.8 227/254 .681/.639	300/215 71.7 % 88.3/90.4 262/268 .629/.539	300/221 73.7 % 88.3/92.9 262/275 .524/.462	302/222 73.5 % 88.9/93.4 263/277 .452/.397	304/222 73% 89.5/93.4 265/277 .398/.348	-	-	269/200 74.6 % 1.43 .421/.352			
Chrysler 906 Bill Jones Iron	N/A	2.08/1.74 - No Pipe	N/A	73/62 84.9 %	116/102 87.9 %	169/138 81.7 % 49.7/58 147/172 .59/.76	213/152 71.4 % 62.7/63.9 186/189 .558/.476	230/158 68.7 % 67.7/66.4 201/197 .482/.396	237/160 67.5 % 69.7/67.3 207/199 .414/.334	-	-	-	-	193/142 73.6 % - .421/.352			
Chrysler 906 Mildly Ported Bill Jones Iron	N/A	2.08/1.74 - No Pipe	N/A	73/66 90.4 %	138/115 83.3 %	202/149 73.8 % 59.4/62.7 176/186 .706/.622	242/180 74.4 % 71.2/75.7 211/224 .634/.564	246/193 78.5 % 72.4/81.2 215/240 .516/.484	244/199 81.6 % 71.8/83.7 213/248 .426/.416	-	-	-	-	214/167 78% - .421/.352			
Chrysler 906 Ported Bill Jones Iron	N/A	- - No Pipe	N/A	78/60 76.9 %	148/111 75%	211/158 74.9 % -	246/192 78% -	271/201 74.2 % -	282/210 74.5 % -	-	-	-	-	232/174 75.3 %			
Chrysler P51535 24 Alum	210/70	2.14/1.81	84	-	-	-	-	-	290/217 74.8 % 80.6/84.3 239/250 .492/.436	-	-	-	-	- - 1.38/3.10 .433/.367			
Chrysler Stage IV	N/A	2.08/1.75	N/A	-	-	-	-	-	248/177 71.4 % 73/73.6 216/218 .433/.368	-	-	-	-	- - - .421/.354			

Chrysler Stage V (P4529 993) Iron	N/A	2.14/1.81	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chrysler P48763 11 MMM Alum	N/A	2.14/1.81 - No Pipe	78	63/50 79.4%	128/87 68%	176/21 68.8% 48.9/47 145/39 .598/.486	224/46 65.2% 62.3/56.7 185/68 .571/.44	252/60 63.5% 70.1/62.2 208/84 .513/.385	263/64 62.4% 73.1/63.7 217/89 .447/.329	266/68 63.2% 74/65.3 219/93 .387/.289	-	-	-	218/41 64.6% - .433/.367	-	-	-	
Chrysler P48763 11 Ported MMM Alum	N/A	2.14/1.81 - No Pipe	78	67/57 85.1%	135/105 77.8%	199/45 72.9% 55.3/56.4 164/67 .676/.582	251/82 72.5% 69.8/70.7 207/10 .639/.548	289/99 68.9% 80.3/77.3 238/29 .589/.479	305/10 68.9% 84.8/81.6 251/42 .518/.422	308/20 71.4% 85.6/85.5 254/53 .448/.379	-	-	-	248/77 71.4% - .433/.367	-	-	-	
Chrysler Stage VI (P4529 335) Alum	210/-	2.14/1.81	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chrysler Stage VI IQ52 Out of Box Alum	N/A	2.14/1.81	N/A	68/-	128/-	184/- 51.2 152 .625	218/- 60.6 180 .555	242/- 67.3 199 .493	254/- 70.6 209 .431	260/- 72.3 214 .378	267/- 74.2 220 .34	-	-	222 - - .433/.367	-	-	-	
Chrysler Stage VI Minor Pocket Porting Gasket Matching Brian Stroud Alum	N/A	2.14/1.81 4.50 Pipe	N/A	73/57 78.1%	148/117 79.1%	205/60 78% 57/62.2 169/84 .696/.642	253/95 77.1% 70.3/75.8 208/25 .644/.587	286/32 81.1% 79.5/90.2 236/67 .583/.559	277/60 93.9% 77/101 228/99 .47/.522	287/76 96.2% 79.8/107 236/18 .418/.475	288/92 101% 80.1/113 237/36 .367/.44	-	-	249/219 87.8% - .433/.367	-	-	-	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	-	-	-	
Chrysler Stage VI Ported Porter Racing Heads Alum	N/A	2.14/1.81	N/A	68/51 75%	146/116 79.5%	211/65 78.2% 58.7/64.1 174/90 .717/.662	258/80 80.6% 71.7/80.8 213/40 .657/.626	288/36 81.9% 80.1/91.7 237/72 .587/.569	321/51 78.2% 89.2/97.5 264/89 .545/.504	331/56 77.3% 92/99.5 273/95 .482/.441	-	-	-	259/205 79.2% - .433/.367	-	-	-	

Chrysler Stage VI Ported Porter Racing Heads Alum	215/-	2.14/1.81 - No Pipe	N/A	67/56 83.6 %	142/104 73.2 %	204/148 72.5 % 56.7/57.5 168/170 .693/.594	253/185 73.1 % 70.3/71.9 208/213 .644/.557	287/214 74.6 % 79.8/83.2 236/246 .585/.516	307/234 76.2 % 85.4/90.9 253/269 .521/.47	310/246 79.4 % 86.2/95.6 255/283 .451/.423	-	-	-	251/189 75.2 % 1.44 .433/.367			
Chrysler Stage VI Ported Porter Racing Heads Alum	215/-	2.14/1.81 - 2" Pipe	N/A	67/56 83.6 %	142/107 75.4 %	204/156 76.5 % 56.7/60.6 168/180 .693/.626	253/198 78.3 % 70.3/77 208/228 .644/.596	287/233 81.2 % 79.8/90.6 236/268 .585/.561	307/257 83.7 % 85.4/99.9 253/296 .521/.516	310/273 88.1 % 86.2/106 255/314 .451/.47	-	-	-	251/204 81.4 % 1.44 .433/.367			
Chrysler Stage VI Ported Chapman	235/-	2.18/1.81 - No Pipe	77	72/55 76.4 %	157/112 71.3 %	233/177 76% 62.4/68.8 185/204 .777/.711	284/211 74.3 % 76.1/82 225/243 .71/.635	323/233 72.1 % 86.5/90.6 256/268 .646/.561	343/242 70.6 % 91.9/94.1 272/279 .572/.486	343/252 73.5 % 91.9/97.9 272/290 .49/.434	-	-	-	281/205 72.9 % 1.46 .441/.367			
Chrysler Stage VI (P4876 383) Ported Chapman	260/84	2.20/1.81 - No Pipe	77	71/55 77.5 %	157/112 71.3 %	230/177 77% 60.5/68.8 179/204 .76/.711	290/211 72.8 % 76.3/82 226/243 .718/.635	325/233 71.7 % 85.5/90.6 253/268 .644/.561	351/242 68.9 % 92.3/94.1 274/279 .58/.486	351/252 71.8 % 92.3/97.9 274/290 .497/.434	-	-	-	284/205 72% 1.35/3.00 .446/.367			
Chrysler Stage VI (P4876 383) Ported Chapman Out of Box Porter Racing Heads	260/84	2.20/1.81	77	71/58 81.7 %	150/119 79.3 %	219/180 82.2 % 57.6/70 171/207 .723/.723	279/219 78.5 % 73.4/85.1 217/252 .691/.659	324/234 72.2 % 85.2/90.9 253/269 .642/.564	352/243 69% 92.6/94.4 274/280 .581/.488	348/250 71.8 % 91.5/97.2 271/288 .493/.43	-	-	-	279/208 74.5 % 1.35/2.98 .446/.367			
Chrysler Stage VI (P4876 386) Ported Chapman Max Wedge Alum	285/84	2.25/1.81 - No Pipe	74	77/55 71.4 %	151/112 74.2 %	220/177 80.5 % 55.3/68.8 164/204 .711/.711	283/211 74.6 % 71.2/82 211/243 .686/.635	330/233 70.6 % 83/90 .6 246/268 .64/.561	364/242 66.5 % 91.5/94.1 271/279 .588/.486	375/252 67.2 % 94.3/97.9 279/290 .519/.434	-	-	-	287/205 71.2 % 1.32/3.00 .456/.367			

Chrysler Stage VI BJR Racing Out of Box Alum	N/A	2.14/1.81 - No Pipe	N/A	94/90 95.7%	141/116 82.3%	218/140 64.2% 60.6/54.4 180/161 .74/.562	258/188 72.9% 71.7/73.1 213/216 .657/.566	307/196 63.8% 85.4/76.2 253/226 .626/.472	322/198 61.5% 89.5/77 265/228 .547/.397	324/198 61.1% 90.1/77 267/228 .472/.341	324/198 61.1% 90.1/77 267/228 .413/.298	-	-	271/176 65.2% - .433/.367			
Chrysler Stage VI Intake Bowl BJR Racing Alum	N/A	2.14/1.81 - No Pipe	N/A	98/90 91.8%	171/116 67.8%	226/140 61.9% 62.8/54.4 186/161 .767/.562	262/188 71.8% 72.8/73.1 216/216 .667/.566	311/196 63% 86.5/76.2 256/226 .634/.472	318/198 62.3% 88.4/77 262/228 .54/.397	324/198 61.1% 90.1/77 267/228 .472/.341	324/198 61.1% 90.1/77 267/228 .413/.298	-	-	277/176 63.7% - .433/.367			
Chrysler Stage VI Ported BJR Racing Max Wedge Alum	N/A	2.14/1.81 - No Pipe	N/A	93/88 94.6%	183/134 73.2%	239/192 80.3% 66.4/74.6 197/221 .812/.771	309/226 73.1% 85.9/87.8 255/260 .787/.681	340/251 73.8% 94.5/97.5 280/289 .693/.605	362/256 70.7% 101/99.5 298/295 .615/.514	373/261 70% 104/101 307/301 .543/.449	393/262 66.7% 109/102 324/302 .50/.394	-	-	314/226 71.9% - .433/.367			
Brodix B1 Org SF300 Alum	N/A	2.30/1.78 4.25 No Pipe	N/A	-	147/125 85%	215/163 75.8% 51.7/65.5 153/194 .679/.665	279/197 70.6% 67.2/79.2 199/235 .661/.603	318/224 70.4% 76.5/90 227/267 .603/.549	354/240 67.8% 85.2/96.4 252/286 .559/.49	392/259 66.1% 94.3/104 280/308 .531/.453	400/271 67.8% 96.3/109 285/323 .474/.415	-	-	301/211 70.3% - .466/.360			
Brodix B1 MoPar Alum	300/-	2.30/1.78	68	-	151/116 76.8%	220/174 79.1% 53/69.9 157/207 .695/.71	277/216 78% 66.7/86.8 198/257 .656/.661	325/227 69.8% 78.2/91.2 232/270 .616/.556	364/227 62.4% 87.6/91.2 260/270 .575/.463	396/227 57.3% 95.3/91.2 282/270 .536/.397	-	-	-	289/198 68.5% 1.32 .466/.360			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Brodix B1 MoPar Ported ET Performance Alum	N/A	2.30/1.85 4.50	N/A	87/66 75.9%	179/128 71.5%	259/183 70.7% 62.3/68.1 185/202 .818/.719	322/228 70.8% 77.5/84.8 230/251 .763/.672	372/265 71.2% 89.5/98.6 265/292 .705/.625	411/282 68.6% 98.9/105 293/311 .649/.554	411/285 69.3% 98.9/106 293/314 .557/.48	420/285 67.9% 101/106 300/314 .498/.42	-	-	339/237 69.8% - .466/.375			

Brodirx B1 BS Alum (OLD)	230/ -	2.20/1. 81	65	-	133/ 103 77.4 %	184/1 32 71.7 % 48.4/ 51.3 143/1 52 .608/ 53	227/1 56 68.7 % 59.7/ 60.6 177/1 80 .562/ 47	262/1 75 66.8 % 68.9/ 68 204/2 02 .519/ 422	278/1 95 70.1 % 73.1/ 75.8 217/2 25 .459/ 391	293/2 01 68.6 % 77.1/ 78.1 228/2 31 .415/ 346	-	-	-	230/1 60 69.9 % 1.27 .446/ 367			
Brodirx B1 BS Alum	230/ -	2.20/1. 81	65	-	145/ 123 84.8 %	204/1 55 76% 53.7/ 60.2 159/1 78 .674/ 622	249/1 84 73.9 % 65.5/ 71.5 194/2 12 .617/ 554	284/2 06 72.5 % 74.7/ 80.1 221/2 37 .563/ 496	294/2 22 75.5 % 77.3/ 86.3 229/2 56 .486/ 446	295/2 33 79% 77.6/ 90.6 230/2 68 .418/ 401	-	-	-	245/1 87 76.3 % 1.28 .446/ 367			
Brodirx STS B1 BS Alum	243/ -	2.20/1. 81	80	-	145/ 126 86.9 %	214/1 71 79.9 % 56.3/ 66.5 167/1 97 .707/ 687	267/2 11 79% 70.2/ 82 208/2 43 .661/ 635	305/2 38 78% 80.2/ 92.5 238/2 74 .605/ 573	337/2 55 75.7 % 88.7/ 99.1 263/2 94 .557/ 512	348/2 79 80.2 % 91.5/ 108 271/3 21 .493/ 48	-	-	-	269/2 13 79.2 % 1.43 .446/ 367			
Brodirx B1 BS Ported ET Perform ance Alum	N/A	2.20/1. 81 4.375	N/A	77/5 8 75.3 %	148/ 113 76.4 %	198/1 47 74.2 % 52.1/ 57.1 154/1 69 .654/ 59	253/1 82 71.9 % 66.6/ 70.7 197/2 10 .627/ 548	299/2 04 68.2 % 78.7/ 79.3 233/2 35 .593/ 491	332/2 24 67.5 % 87.3/ 87.1 259/2 58 .548/ 45	334/2 39 71.6 % 87.9/ 92.9 260/2 75 .473/ 411	338/2 51 74.3 % 88.9/ 97.5 263/2 89 .419/ 378	342/2 60 76% 90/10 1 267/2 99 .377/ 348	-	281/2 03 72.2 % - .446/ 367			
Brodirx B1 BS Ported ET Perform ance Alum	N/A	2.25/1. 81 4.50	82	76/5 9 77.6 %	150/ 108 72%	218/1 45 66.5 % 54.8/ 56.4 162/1 67 .704/ 582	273/1 73 63.4 % 68.7/ 67.2 203/1 99 .661/ 521	314/1 98 63.1 % 79/77 234/2 28 .609/ 477	343/2 19 63.8 % 86.3/ 85.1 256/2 52 .554/ 44	355/2 38 67% 89.3/ 92.5 265/2 74 .491/ 41	353/2 53 71.7 % 88.8/ 98.3 263/2 91 .428/ 381	353/2 65 75.1 % 88.8/ 103 263/3 05 .38/ 355	-	295/2 00 67.8 % - .456/ 367			
Brodirx B1 Ported Koffel Alum	N/A	2.30/1. 775	N/A	-	-	-	-	-	-	410/2 75 67.1 % 98.7/ 111 292/3 29 .555/ 483	-	427/2 91 68.1 % 103/1 18 305/3 48 .45/ 397	-	419/2 83 67.6 % - .466/ 359			
Brodirx B1 Ported Modern Cylinde r Head Alum	N/A	2.30/1. 78 4.44	N/A	78/6 2 79.5 %	150/ 117 78%	199/1 62 81.4 % 47.9/ 65.1 142/1 93 .629/ 661	259/2 04 78.8 % 62.3/ 82 185/2 43 .614/ 625	319/2 32 72.7 % 76.8/ 93.2 227/2 76 .605/ 568	357/2 54 71.1 % 85.9/ 102 255/3 02 .564/ 519	389/2 70 69.4 % 93.6/ 109 277/3 21 .527/ 472	405/2 83 69.9 % 97.5/ 114 289/3 37 .48/ 33	419/2 93 69.9 % 101/1 18 299/3 49 .441/ 399	421/2 97 70.5 % 101/1 19 300/3 54 .399/ 364	324/2 35 72.4 % - .466/ 360			

Brodir B1 MO Alum	300/ -	2.30/1. 78	68	-	151/ 116 76.8 %	220/1 74 79.1 % 53/69 .9 157/2 07 .695/ 71	277/2 16 78% 66.7/ 86.8 198/2 57 .656/ 661	325/2 27 69.8 % 78.2/ 91.2 232/2 70 .616/ 556	364/2 27 62.4 % 87.6/ 91.2 260/2 70 .575/ 463	396/2 27 57.3 % 95.3/ 91.2 282/2 70 .536/ 397	-	-	-	289/1 98 68.5 % 1.32 .466/ 360			
Brodir B1 MC Alum	300/ -	2.40/1. 78	68	-	-	-	-	-	-	-	-	-	-	- - - .486/ 360			
Brodir B1 MC Ported Koffel Alum	N/A	2.40/1. 78 4.50	N/A	99/7 3 73.7 %	183/ 124 67.8 %	270/1 64 60.7 % 59.7/ 65.9 177/1 95 .818/ 67	339/2 02 59.6 % 74.9/ 81.2 222/2 41 .77/ 619	388/2 53 65.2 % 85.8/ 102 254/3 01 .705/ 62	409/2 67 65.3 % 90.4/ 107 268/3 18 .619/ 545	429/2 84 66.2 % 94.8/ 114 281/3 38 .557/ 497	443/2 94 66.4 % 97.9/ 118 290/3 50 .503/ 45	449/3 01 67% 99.3/ 121 294/3 58 .453/ 41	-	364/2 36 64.9 % - .486/ 360			
Brodir B1 MC Ported Modern Cylinde r Head Alum	N/A	2.40/1. 81 4.44	N/A	80/6 1 76.3 %	168/ 111 66.1 %	222/1 57 70.7 % 49.1/ 61 145/1 81 .672/ 63	283/2 05 72.4 % 62.6/ 79.7 185/2 36 .643/ 617	341/2 52 73.9 % 75.4/ 97.9 223/2 90 .62/ 6	382/2 74 71.7 % 84.4/ 106 250/3 16 .578/ 55	409/2 91 71.1 % 90.4/ 113 268/3 35 .531/ 501	414/3 04 73.4 % 91.5/ 118 271/3 50 .47/ 4	418/3 13 74.9 % 92.4/ 122 274/3 60 .422/ 419	421/3 20 76% 93.1/ 124 276/3 68 .382/ 385	340/2 47 72.8 % - .486/ 367			
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb - Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Avera ge			
Brodir B1 PSO Ported Best Machin e Alum	388/ 149	2.40/1. 80 4.44	N/A	74/5 6 75.7 %	149/ 112 75.2 %	229/1 73 75.5 % 50.6/ 68 150/2 01 .693/ 698	292/2 16 74% 64.5/ 84.9 191/2 52 .663/ 654	346/2 47 71.4 % 76.5/ 97.1 227/2 88 .629/ 598	393/2 72 69.2 % 86.9/ 107 257/3 17 .595/ 549	425/2 91 68.5 % 93.9/ 114 278/3 39 .552/ 504	454/3 01 66.3 % 100/1 18 297/3 50 .516/ 456	465/3 20 68.8 % 103/1 26 305/3 73 .469/ 431	470/3 28 69.8 % 104/1 29 308/3 82 .427/ 397	358/2 51 70.1 % 1.21/ 2.20 .486/ 365			
Brodir B1 PSO Ported Best Machin e Alum	388/ 149	2.40/1. 80 4.50	N/A	69/5 7 82.6 %	148/ 117 79.1 %	227/1 77 78% 50.2/ 69.6 149/2 06 .687/ 715	293/2 21 75.4 % 64.8/ 86.8 192/2 57 .665/ 669	355/2 52 71% 78.5/ 99 233/2 93 .645/ 61	402/2 75 68.4 % 88.9/ 108 263/3 20 .609/ 555	440/2 91 66.1 % 97.3/ 114 288/3 39 .571/ 504	462/3 08 66.7 % 102/1 21 303/3 59 .525/ 466	471/3 20 67.9 % 104/1 26 308/3 73 .475/ 431	477/3 30 69.2 % 105/1 30 312/3 84 .433/ 40	364/2 55 70% 1.23/ 2.21 .486/ 365			
Bulldog Perform ance Stock Intake	N/A	2.19/1. 81	76	78/6 7 85.9 %	146/ 126 86.3 %	211/1 70 80.6 % 56/66 .1 166/1 96 .70/ 683	260/1 95 75% 69/75 .8 205/2 25 .647/ 587	297/2 13 71.7 % 78.8/ 82.8 234/2 45 .591/ 513	293/2 26 77.1 % 77.8/ 87.8 230/2 60 .486/ 454	294/2 36 80.3 % 78/91 .7 231/2 72 .418/ 406	-	-	-	250/1 94 77.7 % - .443/ 367			

Bulldog Perform ance Max Wedge Intake	N/A	2.19/1. 81	76	74/6 7 90.5 %	147/ 126 85.7 %	213/1 70 79.8 % 56.5/ 66.1 168/1 96 .707/. 683	257/1 95 75.9 % 68.2/ 75.8 202/2 25 .64/.5 87	307/2 13 69.4 % 81.5/ 82.8 241/2 45 .611/. 513	308/2 26 73.4 % 81.8/ 87.8 242/2 60 .511/. 454	307/2 36 76.9 % 81.5/ 91.7 241/2 72 .437/. 406	-	-	-	257/1 94 75.8 % - .443/. 367			
Bulldog Perform ance Ported Brian Stroud	268. 5/-	2.19/1. 81 4.50 Pipe	N/A	80/5 3 66.3 %	153/ 112 73.2 %	209/1 57 75.1 % 55.5/ 61 164/1 81 .694/. 63	260/1 88 72.3 % 69/73 .1 205/2 16 .647/. 566	285/2 18 76.5 % 75.7/ 84.7 224/2 51 .567/. 525	305/2 45 80.3 % 81/95 .2 240/2 82 .506/. 492	318/2 65 83.3 % 84.4/ 103 250/3 05 .452/. 456	324/2 82 87% 86/11 0 255/3 25 .403/. 425	-	-	265/2 10 79.1 % - .443/. 367			
Bulldog Perform ance Dvorak Ported MW	N/A	2.19/1. 81	N/A	78/5 1 65.4 %	153/ 98 64.1 %	215/1 38 64.2 % 57.1/ 53.6 169/1 59 .713/. 554	271/1 68 62% 71.9/ 65.3 213/1 93 .674/. 506	314/1 92 61.1 % 83.4/ 74.6 247/2 21 .625/. 463	332/2 15 64.8 % 88.1/ 83.6 261/2 48 .551/. 432	338/2 32 68.6 % 89.7/ 90.2 266/2 67 .481/. 399	341/2 44 71.6 % 90.5/ 94.8 268/2 81 .424/. 367	-	-	281/1 84 65.5 % - .443/. 367			
Edelbro ck Perform er RPM 60929, 60189 SF1020 Alum	210/ 70	2.14/1. 81	84/8 8	79/7 0 88.6 %	145/ 126 86.9 %	209/1 60 76.6 % 58.1/ 62.2 172/1 84 .71/.6 42	254/1 88 74% 70.6/ 73.1 209/2 16 .647/. 566	278/2 06 74.1 % 77.3/ 80.1 229/2 37 .566/. 496	290/2 17 74.8 % 80.6/ 84.3 239/2 50 .492/. 436	292/2 23 76.4 % 81.2/ 86.7 241/2 57 .425/. 384	-	-	-	245/1 87 76.3 % 1.39/ 3.19 .433/. 367			
Edelbro ck Perform er RPM 60929 Hughes Out of Box Alum	N/A	2.14/1. 81	N/A	-	147/ 117 79.6 %	209/1 49 71.3 % 58.1/ 57.9 172/1 72 .71/.5 98	247/1 79 72.5 % 68.7/ 69.6 203/2 06 .629/. 539	268/2 03 75.7 % 74.5/ 78.9 221/2 34 .546/. 489	275/2 17 78.9 % 76.5/ 84.3 227/2 50 .467/. 436	278/2 22 79.9 % 77.3/ 86.3 229/2 56 .405/. 382	-	-	-	237/1 81 76.3 % - .433/. 367			
Edelbro ck Perform er RPM 60929 Ported Hughes Alum	N/A	2.14/1. 81	N/A	-	168/ 115 68.5 %	233/1 57 67.4 % 64.8/ 61 192/1 81 .791/. 63	280/1 94 69.3 % 77.8/ 75.4 231/2 23 .713/. 584	309/2 19 70.9 % 85.9/ 85.1 255/2 52 .63/.5 28	318/2 23 70.1 % 88.4/ 86.7 262/2 57 .54/.4 48	322/2 28 70.8 % 89.5/ 88.6 265/2 63 .469/. 392	-	-	-	272/1 89 69.7 % - .433/. 367			
Edelbro ck Perform er RPM IQ52 Out of Box Alum	N/A	2.14/1. 81	N/A	73/-	148/ -	209/- 58.1 172 .71	254/- 70.6 209 .647	276/- 76.7 227 .562	287/- 79.8 236 .487	291/- 80.9 240 .424	-	-	-	244 - - .433/. 367			

Edelbrock Performer RPM VJ Minor Bowl Port Clean Up Alum	210/70	2.14/1.81 4.375 No Pipe	N/A	64/51 79.7%	136/102 75%	202/146 72.3% 56.2/56.7 166/168 .686/.586	250/179 71.6% 69.5/69.6 206/206 .637/.539	272/196 72.1% 75.6/76.2 224/226 .554/.472	287/205 71.4% 79.8/79.7 236/236 .487/.412	288/213 74% 80.1/82.8 237/245 .419/.367	-	-	-	239/174 72.5% 1.37/3.04 .433/.367			
Edelbrock RPM Ported Alum	N/A	2.14/1.81 - No Pipe	N/A	70/58 82.9%	155/106 68.4%	216/143 66.2% 60.1/55.6 178/165 .734/.574	257/179 69.6% 71.5/69.6 212/206 .655/.539	285/197 69.1% 79.2/76.6 235/227 .581/.475	302/217 71.9% 84/84 249/250 .513/.436	306/225 73.5% 85.1/87.4 252/259 .445/.387	310/233 75.2% 86.2/90.6 255/268 .395/.351	-	-	262/186 71% - .433/.367			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Edelbrock RPM Ported Hughes Stage 3 SF600 Alum	N/A	2.19/1.81	N/A	80/82 102%	157/108 68.8%	225/160 71.1% 59.7/62.2 177/184 .747/.642	275/196 71.3% 73/76 216/216 .684/.59	301/224 74.4% 79.9/87.1 237/258 .599/.54	316/236 74.7% 83.9/91.7 249/272 .524/.474	321/248 77.3% 85.2/96.4 252/286 .457/.427	-	-	-	266/195 73.5% - .443/.367			
Edelbrock Ported Modern Cylinder Head Alum	N/A	2.14/1.81 4.38 No Pipe	N/A	75/75 100%	151/126 83.4%	219/166 75.8% 60.9/64.5 180/191 .744/.667	267/197 73.8% 74.2/76.6 220/227 .68/.568	306/218 71.2% 85.1/84.7 252/251 .623/.525	324/231 71.3% 90.1/89.8 267/266 .55/.464	328/239 72.9% 91.2/92.9 270/275 .477/.411	328/245 74.7% 91.2/95.2 270/282 .418/.369	-	-	275/203 73.9% - .433/.367			
Edelbrock Ported Modern Cylinder Head Alum	N/A	2.14/1.81 4.38 Pipe	N/A	75/78 104%	151/131 86.8%	219/175 79.9% 60.9/68 180/202 .744/.703	267/12 79.4% 74.2/82.4 220/244 .68/.638	306/240 78.4% 85.1/93.3 252/276 .623/.578	324/257 79.3% 90.1/99.9 267/296 .55/.516	328/268 81.7% 91.2/104 270/309 .477/.461	328/276 84.1% 91.2/107 270/318 .418/.416	-	-	275/223 81.1% - .433/.367			
Edelbrock RPM Xtreme Alum	225/100	2.20/1.81	80	-	-	-	-	-	-	-	-	-	-	- - - .446/.367			
Edelbrock Victor 77929 SF1020 Alum	280/100	2.20/1.81	75	85/63 74.1%	150/118 78.7%	211/160 75.8% 55.5/62.2 164/184 .697/.642	261/188 72% 68.7/73.1 203/216 .647/.566	298/207 69.5% 78.4/80.4 232/238 .591/.499	322/219 68% 84.7/85.1 251/252 .532/.44	325/226 69.5% 85.5/87.8 253/260 .46/.389	-	-	-	261/186 71.3% 1.16/2.26 .446/.367			

Edelbrock Victor Hughes Out of Box Alum	280/100	2.20/1.81	75	69/67 97.1%	146/118 80.8%	220/166 75.5% 57.9/64.5 171/191 .727/.667	264/200 75.8% 69.4/77.7 206/230 .654/.602	308/225 73.1% 81/87.4 240/259 .61/.542	323/242 74.9% 85/94.1 252/279 .533/.486	319/260 81.5% 83.9/101 249/299 .452/.447	-	-	-	263/202 76.6% 1.15/2.60 .446/.367			
Edelbrock Victor IQ52 Out of Box Alum	N/A	2.20/1.81	N/A	68/-	133/-	201/-52.9 157 .664	250/-65.8 195 .619	287/-75.5 224 .569	307/-80.8 239 .507	327/-86 255 .463	329/-86.5 256 .408	-	-	262- - .446/.367			
Edelbrock Victor 77929 CNC Chad Speier V3.3 I-45 E-45 Alum	285/100	2.25/1.81 4.50 1 7/8" Pipe	55	-	165/117 70.9%	228/166 72.8% 57.3/64.5 170/191 .736/.667	291/203 69.8% 73.2/78.9 217/234 .705/.611	340/237 69.7% 85.5/92.1 253/273 .659/.591	366/254 69.4% 92.1/98.7 273/292 .591/.51	381/265 69.6% 95.8/103 284/305 .527/.456	391/270 69.1% 98.3/105 291/311 .474/.407	394/276 70.1% 99.1/107 294/318 .424/.369	398/279 70.1% 100/108 297/321 .386/.336	328/230 70% 1.40/2.79 .456/.367			
Edelbrock Victor CNC Chad Speier Alum	N/A	2.25/1.81 - 2" Pipe	N/A	-	154/114 74%	219/166 75.8% 55.1/64.5 163/191 .707/.667	282/209 74.1% 70.9/81.2 210/241 .683/.629	334/241 72.2% 84/93.7 249/278 .647/.581	363/264 72.7% 91.3/103 271/304 .586/.53	378/280 74.1% 95.1/109 282/322 .523/.482	390/288 73.8% 98.1/112 291/332 .472/.434	395/290 73.4% 99.3/113 294/334 .425/.388	402/290 72.1% 101/113 300/334 .39/.49	324/238 73.4% - .456/.367			
Edelbrock Victor Flowtech - Steven Magnotti Intake 3/4" Longer than stock SF110 Alum	280/100	2.20/1.81 4.25	N/A	68/45 66.2%	128/97 75.8%	235/140 59.6% 61.8/54.4 183/161 .776/.562	275/185 67.3% 72.3/71.9 214/213 .681/.557	296/206 69.6% 77.9/80.1 231/237 .587/.496	315/219 69.5% 82.9/85.1 246/252 .52/.44	-	-	-	-	250/169 67.8% 1.13/2.19 .446/.367			
Edelbrock Victor Alum	280/110	2.20/1.81	N/A	-	136/112 82.4%	207/155 74.9% 54.5/60.2 161/178 .684/.622	255/192 75.3% 67.1/74.6 199/221 .632/.578	288/216 75% 75.8/83.9 224/249 .571/.52	308/225 73.1% 81/87.4 240/259 .509/.452	326/226 69.3% 85.8/87.8 254/260 .462/.389	-	-	-	253/188 74.1% 1.16/2.05 .446/.367			
Edelbrock Victor Ported Modern Cylinde	N/A	2.20/1.81	N/A	81/67 82.7%	160/120 75%	223/157 70.4% 58.7/61 174/181	285/187 65.6% 75/72.7	328/208 63.4% 86.3/80.8	358/225 62.8% 94.2/87.4	369/236 64% 97.1/91.7	372/246 66.1% 97.9/95.6	-	-	299/197 65.8%			

Alum						85	.700/.563	.597/.501	.551/.452	406	.701/.37						
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Edelbrock Victor Max Wedge 77949 Intake Port Raised .65 Exhaust Port Raised .25 SF1020 Alum	290/100	2.20/1.81	75	85/63 74.1%	150/118 78.7%	211/160 75.8% 55.5/164/1 62.2% .697/.642	261/189 72.4% 68.7/203/2 73.5% .647/.569	298/207 69.5% 78.4/232/2 80.4% .591/.499	322/219 68% 84.7/251/2 85.1% .532/.44	325/226 69.5% 85.5/253/2 87.8% .46/.389	-	-	-	261/187 71.4% 1.12/2.26 .446/.367			
Edelbrock Victor Max Wedge 77949 NPS Alum	N/A	2.20/1.81 - No Pipe	N/A	67/57 85.1%	129/106 82.2%	191/151 79.1% 50.2/58.7 149/174 .631/.606	246/183 74.4% 64.7/71.1 192/211 .609/.551	280/205 73.2% 73.7/79.7 218/236 .555/.494	300/220 73.3% 78.9/85.5 234/253 .496/.442	321/225 70.1% 84.4/87.4 250/259 .454/.387	329/227 69% 86.5/88.2 256/261 .408/.342	-	-	257/188 73.3% - .446/.367			
Edelbrock Victor Max Wedge Brian Alum	N/A	2.20/1.81 4.35 2 1/8" Pipe	N/A	-	144/117 81.3%	212/167 78.8% 55.8/64.9 165/192 .70/.671	262/205 78.2% 68.9/79.7 204/236 .649/.617	289/231 79.9% 76/89.8 225/266 .573/.556	323/248 76.8% 85/96.4 252/286 .533/.498	336/255 75.9% 88.4/99.1 262/294 .476/.439	-	-	-	261/204 78.1% - .446/.367			
Edelbrock Victor Max Wedge Ported Brian Alum	N/A	2.20/1.81 4.35 2 1/8" Pipe	N/A	-	158/133 84.2%	234/184 78.6% 61.6/71.5 182/212 .773/.739	287/223 77.7% 75.5/86.7 224/257 .711/.672	326/251 77% 85.8/97.5 254/289 .646/.605	348/270 77.6% 91.5/105 271/311 .575/.542	356/284 79.8% 93.7/110 277/327 .504/.489	-	-	-	285/224 78.7% - .446/.367			
Edelbrock Victor Max Wedge Ported Speed-O-Motive Alum	N/A	2.20/1.81	N/A	-	157/99 63.1%	220/162 73.6% 57.9/63 171/187 .727/.65	270/190 70.4% 71/73.8 210/219 .669/.572	310/220 71% 81.6/85.5 242/253 .614/.53	340/240 70.6% 89.4/93.3 265/276 .562/.482	365/258 70.7% 96/100 285/297 .517/.444	-	-	-	277/195 70.3% - .446/.367			
Edelbrock Victor Max Wedge Ported Hughes	313/84	2.20/1.81	N/A	78/86 110%	165/107 64.8%	231/161 69.7% 60.8/62.6 224/224	287/201 70% 75.5/78.1 224/224	326/234 71.8% 85.8/90.9 254/254	341/255 74.8% 89.7/99.1 266/266	358/264 73.7% 94.2/103 278/278	-	-	-	285/204 71.5% 1.14/2.14			

Stage 3 Alum																	
Edelbrock Victor Max Wedge Ported Scott Brown Alum	N/A	2.25/1.81	N/A	84/69 82.1%	162/121 74.7%	229/160 69.9%	292/91 65.4%	335/16 64.5%	371/32 62.5%	383/44 63.7%	390/51 64.4%	-	-	309/202 65.4%	-	-	-
						171/84 74/42	218/20 707/575	250/49 649/52	276/67 599/466	285/81 53/2	291/89 472/378			.456/.367			
440source Stealth Alum	212/72	2.14/1.81	84	-	-	-	-	-	290/20 75.9%	-	-	-	-	-	-	-	-
									80.6/85.5 239/253 .492/.442					1.37/3.06 .433/.367			
440source Stealth Alum	212/72	2.14/1.81 4.375 No Pipe	N/A	64/49 76.6%	140/104 74.3%	208/140 67.3%	239/65 69%	256/78 69.5%	265/88 70.9%	267/96 73.4%	-	-	-	229/162 70.6%	-	-	-
						171/61 706/562	197/90 609/497	211/05 522/429	218/16 45/377	220/26 389/337				1.26/2.72 .433/.367			
440source Stealth Alum	212/72	2.14/1.81 - No Pipe	N/A	65/57 87.7%	135/108 80%	191/140 73.3%	227/59 70%	242/73 71.5%	254/83 72%	261/91 73.2%	-	-	-	218/159 72.8%	-	-	-
						157/61 649/562	187/83 578/479	199/99 493/417	209/11 431/367	215/20 38/29				1.23/2.65 .433/.367			
440source Stealth Ported Alum	N/A	2.14/1.81	N/A	82/81 98.8%	178/147 82.6%	231/69 73.2%	274/94 70.8%	292/11 72.3%	300/24 74.7%	301/31 76.7%	-	-	-	263/196 74.6%	-	-	-
						190/95 784/679	226/23 698/584	241/43 595/508	247/58 509/45	248/66 438/397				.433/.367			
440source Stealth Ported Modern Cylinder Head Alum	N/A	2.14/1.81 4.38 No Pipe	N/A	73/71 97.3%	150/128 85.3%	216/66 76.9%	267/98 74.2%	304/18 71.7%	322/31 71.7%	324/39 73.8%	325/46 75.7%	-	-	273/204 74.7%	-	-	-
						60.1/64.5 178/91 734/667	74.2/77 220/28 68/596	84.5/84.7 250/51 619/525	89.5/89.8 265/66 547/464	90.1/92.9 267/75 472/411	90.4/95.6 268/83 414/37			.433/.367			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			

440source Stealth Ported Modern Cylinder Head 440source Alum	N/A	2.14/1.81 4.38 2" Pipe	N/A	75/73 97.3 %	157/125 79.6 %	220/166 75.5 % 61.2/ 64.5 181/191 .747/. 667	266/198 74.4 % 74/77 219/228 .677/. 596	299/219 73.2 % 83.1/ 85.1 246/252 .609/. 528	315/233 74% 87.6/ 90.6 259/268 .535/. 468	321/244 76% 89.2/ 94.8 264/281 .467/. 42	325/246 75.7 % 90.4/ 95.6 268/283 .414/. 37	-	-	272/204 75.2 % - .433/. 367			
440source Stealth NPS Alum	N/A	2.14/1.81 - No Pipe	N/A	65/57 87.7 %	133/107 80.5 %	196/140 71.4 % 54.5/ 54.4 161/161 .666/. 562	240/164 68.3 % 66.7/ 63.7 198/189 .611/. 494	259/79 69.1 % 72/69 .6 213/206 .528/. 431	265/188 70.9 % 73.7/ 73.1 218/216 .45/.3 77	267/191 71.5 % 74.2/ 74.2 220/220 .389/. 329	-	-	-	227/162 71.3 % - .433/. 367			
440source Stealth Ported NPS Alum	N/A	2.14/1.81 - No Pipe	N/A	74/58 78.4 %	133/108 81.2 %	195/138 70.8 % 54.2/ 53.6 161/159 .662/. 554	249/163 65.5 % 69.2/ 63.3 205/188 .634/. 491	278/182 65.5 % 77.3/ 70.7 229/210 .566/. 438	290/195 67.2 % 80.6/ 75.8 239/225 .492/. 391	292/206 70.5 % 81.2/ 80.1 241/237 .425/. 354	-	-	-	240/165 69% - .433/. 367			
Indy 440 Torquer	260/-	-	75	-	-	-	-	-	298/218 73.2 % -	-	-	-	-	- 1.15			
Indy 440-SR	265/106	2.19/1.81	75	-	143/101 70.6 %	194/135 69.6 % 51.5/ 52.5 153/155 .644/. 542	238/164 68.9 % 63.2/ 63.7 187/189 .592/. 494	272/189 69.5 % 72.2/ 73.5 214/218 .542/. 455	290/204 70.3 % 77/79 .3 228/235 .481/. 41	296/217 73.3 % 78.6/ 84.3 233/250 .421/. 373	-	-	-	239/168 70.5 % 1.12/ 2.05 .443/. 367			
Indy 440-SR Mild Bowl Port Compu- Flow SF1020	N/A	2.19/1.81	N/A	69/59 85.5 %	134/108 80.6 %	195/146 74.9 % 51.8/ 56.7 153/168 .647/. 586	244/176 72.1 % 64.8/ 68.4 192/203 .607/. 53	279/200 71.7 % 74.1/ 77.7 219/230 .556/. 482	285/220 77.2 % 75.7/ 85.5 224/253 .473/. 442	292/230 78.8 % 77.5/ 89.4 230/265 .415/. 396	-	-	-	238/180 75.6 % - .443/. 367			
Indy 440-SR Full Porting	295/122	2.19/1.81	N/A	-	150/118 78.7 %	216/166 76.9 % 57.3/ 64.5 170/191 .717/. 667	265/205 77.4 % 70.4/ 79.7 208/236 .66/.6 17	310/238 76.8 % 82.3/ 92.5 244/274 .617/. 573	337/254 75.4 % 89.5/ 98.7 265/292 .559/. 51	352/263 74.7 % 93.4/ 102 277/303 .501/. 453	-	-	-	272/207 76.3 % 1.19/ 2.16 .443/. 367			

Indy 440-SR Full Porting	295/122	2.19/1.81	N/A	-	162/121 74.7%	216/66 76.9% 57.3/64.5 170/91 .717/.667	274/05 74.8% 72.7/79.7 216/36 .682/.617	324/39 73.8% 86/92 255/75 .645/.576	351/60 74.1% 93.2/101 276/99 .582/.522	355/63 74.1% 94.2/102 279/03 .505/.453	-	-	-	280/09 74.6% 1.20/2.16 .443/.367			
Indy 440-SR Ported Scott Brown	296/-	2.19/1.81 4.375 2" Pipe	N/A	76/62 81.6%	160/123 76.9%	220/85 84.1% 58.4/71.9 173/13 .73/.43	273/29 83.9% 72.5/89 215/64 .679/.69	313/58 82.4% 83.1/100 246/97 .623/.622	336/83 84.2% 89.2/110 264/26 .557/.568	344/88 83.7% 91.3/112 271/32 .489/.496	347/94 84.7% 92.1/114 273/39 .432/.443	-	-	285/37 83.3% 1.17 .443/.367			
Indy 440-SR Ported Modern Cylinder Heads	310/-	2.25/1.81 4.32 No Pipe	N/A	76/70 92.1%	150/112 74.7%	215/67 77.7% 54.1/64.9 160/92 .694/.671	273/00 73.3% 68.7/77.7 203/30 .661/.602	316/24 70.9% 79.5/87.1 235/58 .612/.54	343/40 70% 86.3/93.3 256/76 .554/.482	358/54 70.9% 90/98 267/92 .496/.437	358/64 73.7% 90/103 267/04 .434/.397	-	-	288/09 72.6% 1.15 .456/.367			
Indy 440-SR Ported Modern Cylinder Heads	310/-	2.25/1.81 4.32 Pipe	N/A	76/71 93.4%	150/128 85.3%	215/78 82.8% 54.1/69.2 160/05 .694/.715	273/12 77.7% 68.7/82.4 203/44 .661/.638	316/39 75.6% 79.5/92.9 235/75 .612/.576	343/60 75.8% 86.3/101 256/99 .554/.522	358/75 76.8% 90/107 267/17 .496/.473	358/87 80.2% 90/112 267/30 .434/.432	-	-	288/26 78.4% 1.15 .456/.367			
Indy 440-SR Ported Modern Cylinder Heads	310/-	2.25/1.81 4.50 No Pipe	N/A	80/72 90%	155/125 80.6%	225/73 76.9% 56.6/67.2 168/99 .727/.695	285/06 72.3% 71.7/80.1 212/37 .69/.62	328/34 71.3% 82.5/90.9 244/69 .636/.564	358/55 71.2% 90/99 267/94 .578/.512	371/66 71.7% 93.3/103 276/06 .514/.458	374/77 74.1% 94.1/108 279/19 .453/.417	-	-	299/19 73.3% 1.21 .456/.367			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Indy 440-SR Ported Modern Cylinder Heads	310/-	2.25/1.81 4.50 Pipe	N/A	80/74 92.5%	155/132 85.2%	225/82 80.9% 56.6/70.7 168/10 .727/.731	285/20 77.2% 71.7/85.5 212/53 .69/.62	328/51 76.5% 82.5/97.5 244/89 .636/.605	358/74 76.5% 90/106 267/16 .578/.55	371/90 78.2% 93.3/113 276/34 .514/.499	374/05 81.6% 94.1/119 279/51 .453/.459	-	-	299/36 78.9% 1.21 .456/.367			

Indy 440-SR CNC M2 Race Systems	280/-	2.19/1.81 4.50	83	-	-	217/165 76% 57.6/64.1 171/190 .72/.662	275/199 72.4% 73/77 .3 216/229 .684/.599	317/219 69.1% 84.2/85.1 249/252 .631/.528	336/243 72.3% 89.2/94.4 264/280 .557/.488	349/257 73.6% 92.7/99.9 275/296 .496/.442	357/265 74.2% 94.8/103 281/305 .444/.399	-	-	309/225 72.8% 1.28 .443/.367			
Indy 440-EZ	270/-	2.19/1.81 4.375	75/80	63/58 92.1%	135/103 76.3%	201/143 71.1% 53.4/55.6 158/165 .667/.574	253/176 69.6% 67.2/68.4 199/203 .63/.574	287/196 68.3% 76.2/76.2 226/226 .571/.472	303/205 67.7% 80.4/79.7 238/236 .503/.412	310/204 65.8% 82.3/79.3 244/235 .441/.351	-	-	-	248/171 69% 1.15 .443/.367			
Indy 440-EZ	270/-	2.19/1.81	75/80	-	156/98 62.8%	216/129 59.7% 57.3/50.1 170/149 .717/.518	264/158 59.8% 70.1/61.4 208/182 .657/.476	290/178 61.4% 77/69 .2 228/205 .577/.429	300/199 66.3% 79.6/77.3 236/229 .498/.40	305/215 70.5% 81/83 .6 240/248 .434/.37	-	-	-	255/163 63.8% 1.13 .443/.367			
Indy 440-EZ Out of Box	265/-	2.19/1.81	N/A	71/54 76.1%	121/97 80.2%	190/137 72.1% 50.4/53.2 149/158 .631/.55	240/170 70.8% 63.7/66.1 189/196 .597/.512	280/194 69.3% 74.3/75.4 220/223 .557/.467	306/209 68.3% 81.2/81.2 241/241 .508/.42	310/222 71.6% 82.3/86.3 244/256 .441/.382	-	-	-	241/172 71.1% 1.17 .443/.367			
Indy 440-EZ IQ52 Out of Box	N/A	2.19/1.81 - No Pipe	N/A	69/59 85.5%	131/103 78.6%	190/135 71.1% 50.4/52.5 149/155 .631/.542	239/165 69% 63.4/64.1 188/190 .595/.497	283/189 66.8% 75.1/73.5 223/218 .563/.455	307/205 66.8% 81.5/79.7 241/236 .509/.412	313/212 67.7% 83.1/82.4 246/244 .445/.365	321/- 85.2 252 .399	-	-	255/168 - - .443/.367			
Indy 440-EZ CNC Bowls	295/78	2.19/1.81 4.375	75/80	65/55 84.6%	141/103 73%	210/138 65.7% 55.7/53.6 165/159 .697/.554	266/178 66.9% 70.6/69.2 209/205 .662/.536	308/203 65.9% 81.8/78.9 242/234 .613/.489	333/218 65.5% 88.4/84.7 262/251 .553/.438	344/228 66.3% 91.3/88.6 271/263 .489/.392	-	-	-	267/178 66.7% 1.17/2.92 .443/.367			
Indy 440-EZ CNC	295/78	2.19/1.81 4.375	78/82	-	162/110 67.9%	216/176 81.5% 57.3/68.4 170/203 .717/.707	274/176 64.2% 72.7/68.4 216/203 .682/.53	324/196 60.5% 86/76 .2 255/226 .645/.472	351/211 60.1% 93.2/82 276/243 .582/.424	355/225 63.4% 94.2/87.4 279/259 .505/.387	-	-	-	280/182 65% 1.20/2.88 .443/.367			

Indy 440-EZ CNC VJ Porter Racing Heads	295/ 78	2.19/1. 81	78/8 2	75/5 73.3 %	155/ 109 70.3 %	223/1 58 70.9 % 59.2/ 61.4 175/1 82 .74/.6 34	279/1 96 70.3 % 74.1/ 76.2 219/2 26 .694/ 59	319/2 24 70.2 % 84.7/ 87.1 251/2 58 .635/ 54	346/2 39 69.1 % 91.9/ 92.9 272/2 75 .574/ 48	350/2 51 71.7 % 92.9/ 97.5 275/2 89 .498/ 432	-	-	-	279/1 96 70.4 % 1.19/ 3.22 .443/ 367			
Indy 440-EZ CNC	325/ 78	2.19/1. 81	78	-	-11 0	-149	-176	-196	-211	370/2 25 60.8 % 98.2/ 87.4 291/2 59 .526/ 387	-	-	-	- 1.14/ 2.88 .443/ 367			
Indy 440-EZ Ported Modern Cylinde r Heads MMM	308/ -	-	N/A	-	152/ -	217/- -	266/- -	305/- -	337/- -	351/- -	-	-	-	271 - 1.14			
Indy 440-1 Alum	310/ 110	2.19/1. 81	N/A	72/5 8 80.6 %	139/ 112 80.6 %	204/1 59 77.9 % 54.2/ 61.8 160/1 83 .677/ 638	265/1 96 74% 70.4/ 76.2 208/2 26 .66/.5 9	308/2 26 73.4 % 81.8/ 87.8 242/2 60 .613/ 544	317/2 44 77% 84.2/ 94.8 249/2 81 .526/ 49	326/2 57 78.8 % 86.5/ 99.9 256/2 96 .464/ 442	-	-	-	260/1 99 76.6 % 1.05/ 2.34 .443/ 367			
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb - Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Avera ge			
Indy 440-1 Alum, 440-C Iron	310/ 110	2.19/1. 81	75	-	152/ 101 66.4 %	203/1 35 66.5 % 53.9/ 52.5 160/1 55 .674/ 542	254/1 64 64.6 % 67.4/ 63.7 200/1 89 .632/ 494	288/1 89 65.6 % 76.5/ 73.5 227/2 18 .573/ 455	296/2 04 68.9 % 78.6/ 79.3 233/2 35 .491/ 41	312/2 17 69.6 % 82.8/ 84.3 245/2 50 .444/ 373	-	-	-	251/1 68 67.1 % 1.01/ 1.97 .443/ 367			
Indy 440-1 Alum, 440-C Iron Full Porting	325/ 122	2.19/1. 81	78	-	161/ 132 82%	223/1 77 79.4 % 59.2/ 68.8 175/2 04 .74/.7 11	280/2 18 77.9 % 74.3/ 84.7 220/2 51 .697/ 656	327/2 48 75.8 % 86.8/ 96.4 257/2 86 .651/ 597	359/2 67 74.4 % 95.3/ 104 282/3 07 .596/ 536	373/2 79 74.8 % 99/10 8 293/3 21 .53/.4 8	-	-	-	287/2 20 76.7 % 1.15/ 2.29 .443/ 367			

Indy 440-1 Alum, 440-C Iron Full Porting	345/122	2.19/1.81	78	-	-	229/167 72.9% 60.8/64.9 180/192 .76/.671	288/201 69.8% 76.5/78.1 227/231 .717/.605	339/230 67.8% 90/89.4 267/265 .675/.554	363/250 68.9% 96.4/97.2 286/288 .602/.538	378/277 73.3% 100/108 297/319 .538/.473	380/285 75% 101/111 299/328 .473/.429	-	-	330/235 71.3% 1.10/2.34 .443/.367			
Indy 440-C Iron Full Porting SM	N/A	2.19/1.81	N/A	-	-	215/160 74.4% 57.1/62.2 169/184 .713/.642	280/193 68.9% 74.3/75 220/222 .697/.581	325/225 69.2% 86.3/87.4 256/259 .647/.542	344/240 69.8% 91.3/93.3 271/276 .571/.482	362/267 73.8% 96.1/104 285/307 .515/.459	362/275 76% 96.1/107 285/317 .45/.414	-	-	315/227 72% - .443/.367			
Indy 440-C Mild Port MRL performance	N/A	2.19/1.81 4.50 No Pipe	N/A	110/85 77.3%	166/147 88.6%	256/189 73.8% 68/73.5 201/218 .85/.759	311/226 72.7% 82.6/87.8 245/260 .774/.681	360/255 70.8% 95.6/99.1 283/294 .717/.614	365/270 74% 96.9/105 287/311 .606/.542	367/279 76% 97.4/108 289/321 .522/.48	-	-	304/228 74.8% - .443/.367				
Indy 440-1 Out of Box 90's BJR Racing Alum	N/A	2.19/1.81 - No Pipe	N/A	-	157/122 77.7%	224/150 67% 59.5/58.3 176/173 .743/.602	264/166 62.9% 70.1/64.5 208/191 .657/.50	282/178 63.1% 74.9/69.2 222/205 .561/.429	285/185 64.9% 75.7/71.9 224/213 .473/.371	282/185 65.6% 74.9/71.9 222/213 .401/.318	-	-	249/164 66% - .443/.367				
Indy 440-1 Ported Brian Alum	N/A	2.19/1.81	N/A	-	155/118 76.1%	237/171 72.2% 62.9/66.5 186/197 .786/.687	296/212 71.6% 78.6/82.4 233/244 .737/.638	342/245 71.6% 90.8/95.2 269/282 .681/.59	365/270 74% 96.9/105 287/311 .606/.542	-	-	279/203 72.8% - .443/.367					
Indy 440-1 Ported Dwayne Alum	345/-	-	N/A	71/56 78.9%	149/113 75.8%	218/165 75.7% -	275/204 74.2% -	328/238 72.6% -	362/260 71.8% -	376/273 72.6% -	-	-	-	285/209 73.4% 1.09			
Indy 440-1 Ported Modern Cylinder Heads Alum	342/-	2.25/1.81 - Pipe	N/A	78/67 85.9%	160/127 79.4%	231/176 76.2% 58.1/68.4 172/203 .746/.707	278/210 75.5% 69.9/81.6 207/242 .673/.632	315/243 77.1% 79.2/94.4 235/280 .61/.585	329/270 82.1% 82.7/105 245/311 .531/.542	349/285 81.7% 87.8/111 260/328 .483/.49	362/297 82% 91/115 270/342 .438/.447	-	-	289/230 79.4% 1.06 .456/.367			

Indy 440-1 Ported Modern Cylinder Heads Alum	350/-	2.25/1.81 4.38 No Pipe	N/A	82/71 86.6%	162/120 74.1%	238/166 69.7% 59.9/64.5 177/191 .769/.667	295/200 67.8% 74.2/77.7 220/230 .715/.602	331/228 68.9% 83.2/88.6 247/263 .641/.549	360/251 69.7% 90.5/97.5 268/289 .581/.504	380/267 70.3% 95.6/104 283/307 .526/.459	391/-98.3 291 .474	-	-	308/205 - 1.12 .456/.367				
Indy 440-1 Ported Modern Cylinder Heads Flowed Porter Racing Heads Alum	342/-	2.25/1.81 - No Pipe	N/A	74/59 79.7%	154/122 79.2%	232/160 69% 58.3/62.2 173/184 .749/.642	279/207 74.2% 70.2/80.4 208/238 .676/.623	318/235 73.9% 80/91 .3 237/271 .616/.566	341/251 73.6% 85.8/97.5 254/289 .551/.504	351/263 74.9% 88.3/102 262/303 .486/.453	359/271 75.5% 90.3/105 268/312 .435/.408	-	-	291/216 74.2% 1.05 .456/.367				
Indy 440-1 Ported R & J Alum	N/A	2.25/1.81	N/A	76/58 76.3%	154/117 76%	223/170 76.2% 56.1/66.1 166/196 .72/.683	278/209 75.2% 69.9/81.2 207/241 .673/.629	328/245 74.7% 82.5/95.2 244/282 .636/.59	363/270 74.4% 91.3/105 271/311 .586/.542	368/287 78% 92.6/112 274/330 .509/.494	378/301 79.6% 95.1/117 282/347 .458/.453	-	-	299/228 76.4% - .456/.367				
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average				
Indy 440-1 Ported R & J Modified Alum	365/-	2.30/1.78	N/A	80/55 68.8%	164/123 75%	236/172 72.9% 56.8/69.1 168/205 .746/.702	284/205 72.2% 68.4/82.4 203/244 .673/.628	342/239 69.9% 82.3/96 244/285 .648/.585	374/-90 267 .591	390/312 80% 93.9/125 278/371 .528/.546	396/324 81.8% 95.3/130 282/386 .469/.496	400/-96.3 285 .421	-	-	323/229 - 1.10 .466/.360			
Indy 440-1 Ported Scott Brown	N/A	2.25/1.81 4.375 2" Pipe	N/A	80/68 85%	170/120 70.6%	239/171 71.5% 60.1/66.5 178/197 .772/.687	297/207 69.7% 74.7/80.4 221/238 .719/.623	331/241 72.8% 83.2/93.7 247/278 .641/.581	345/265 76.8% 86.8/103 257/305 .557/.532	355/281 79.2% 89.3/109 265/324 .491/.484	359/294 81.9% 90.3/114 268/339 .435/.443	-	-	299/226 75.3% - .456/.367				
Indy 440-1 Ported	N/A	2.30/1.78	N/A	80/55 68.8%	164/122 74.4%	233/169 72.5% 56.1/67.9 166/201 .736/.69	294/206 70.1% 70.8/82.8 210/245 .697/.631	342/237 69.3% 82.3/95.2 244/282 .648/.581	374/274 73.3% 90/110 267/326 .591/.559	390/304 77.9% 93.9/122 278/362 .528/.532	396/324 81.8% 95.3/130 282/386 .469/.496	400/334 83.5% 96.3/134 285/398 .421/.455	-	-	324/246 76% - .466/.360			

Indy 572-13 Full Porting	335/118	2.30/1.88	79	-	211/163 77.3%	274/208 75.9% 65.9/74.9 195/222 .866/.804	332/243 73.2% 79.9/87.5 237/259 .787/.705	372/272 73.1% 89.5/98 265/290 .705/.631	398/292 73.4% 95.8/105 284/312 .629/.564	421/304 72.2% 101/110 300/324 .57/.504	-	-	-	335/247 73.8% 1.26/2.58 .466/.381			
Indy 572-13 Billy J Ported Alum	365/-	2.30/-4.50	N/A	68/-	124/-	174/-41.9 124 .55	236/-56.8 168 .559	307/-73.9 219 .582	357/-85.9 255 .564	376/-90.5 268 .509	388/-93.4 277 .46	-	-	280- 1.06 .466			
Indy 572-13 Ported Modern Cylinder Head Alum	345/-	2.30/1.88 4.44	N/A	77/62 80.5%	161/117 72.7%	215/158 73.5% 51.7/56.9 153/169 .679/.611	273/195 71.4% 65.7/70.2 195/208 .647/.565	324/222 68.5% 78/80 231/237 .614/.515	360/241 66.9% 86.6/86.8 257/257 .569/.466	376/255 67.8% 90.5/91.9 268/272 .509/.422	388/264 68% 93.4/95.1 277/282 .46/.383	391/270 69.1% 94.1/97.3 279/288 .412/.348	396/276 69.7% 95.3/99.4 282/295 .375/.32	320/222 69.3% 1.15 .466/.381			
Indy 600-13	410/134	2.40/1.94	70	-	209/151 72.2%	263/173 65.8% 58.1/58.5 172/173 .796/.648	313/186 59.4% 69.2/62.9 205/186 .711/.523	338/192 56.8% 74.7/65 221/192 .614/.432	356/195 54.8% 78.7/66 233/195 .539/.365	356/195 54.8% 78.7/66 233/195 .462/.313	-	-	-	306/182 59.5% 0.87/1.46 .486/.393			
Indy 600-13 Full Porting	425/140	2.40/1.94	70	-	-	278/221 79.5% 61.5/74.8 182/222 .842/.828	338/265 78.4% 74.7/89.7 221/266 .768/.745	387/293 75.7% 85.5/99.1 253/294 .703/.659	425/309 72.7% 93.9/105 278/310 .643/.579	451/315 69.8% 99.7/107 295/316 .585/.506	470/330 70.2% 104/112 308/331 .534/.464	-	-	392/289 73.8% 1.11/2.36 .486/.393			
Indy 600-13 X Full Porting	460/-	2.45/1.94	-	-	-	-	-	-	-	-	500/-106 314 .494	-	-	- 1.09 .496/.393			
NRC Performance Alum	380/-	2.40/1.85 4.50 No Pipe	52-72	-	-	-	-	-	-	485/330 68% 107/123 318/364 .629/.556	-	-	-	- 1.28 .486/.375			
NRC Predator Alum	N/A	2.40/1.85 4.50 No Pipe	N/A	81/59 72.8%	143/114 79.7%	216/146 67.6% 47.7/54.3 141/161 .654/.574	278/193 69.4% 61.5/71.8 182/213 .631/.569	338/225 66.6% 74.7/83.7 221/248 .614/.53	388/252 64.9% 85.8/93.7 254/278 .587/.495	428/276 64.5% 94.6/103 280/304 .555/.465	445/290 65.2% 98.4/108 291/320 .505/.427	442/297 67.2% 97.7/110 289/327 .446/.389	454/297 65.4% 100/110 297/327 .412/.35	348/232 66.7% - .486/.375			

NRC Predator Bowl Blended Alum	N/A	2.40/-4.25	N/A	-	165/-	240/-53.1	307/-67.9	360/-79.6	402/-88.9	430/-95.1	453/-100	470/-104	-	353-			
					-	157	201	236	263	282	297	308	-	-			
						.727	.697	.654	.609	.558	.514	.474		.486			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
NRC Hemi Style CNC Alum	450/-	2.45/1.85 4.530 No Pipe	N/A	73/63 86.3%	132/103 78%	191/140 73.3% 40.5/52.1 120/154 .567/.55	253/183 72.3% 53.7/68.1 159/202 .563/.539	315/217 68.9% 66.8/80.7 198/239 .561/.511	366/251 68.6% 77.6/93.4 230/277 .543/.493	418/278 66.5% 88.7/103 263/306 .531/.468	453/100 67.1% 97.4/115 288/340 .511/.454	470/104 67.5% 105/124 310/367 .487/.436	520/342 65.8% 110/127 327/377 .463/.403	350/239 68.5% 1.16 .496/.375			
Pro Comp Alum	265/78	2.25/1.88	72	71/54 76.1%	146/104 71.2%	208/150 72.1% 52.3/54 155/160 .672/.58	251/187 74.5% 63.1/67.4 187/200 .608/.542	274/213 77.7% 68.9/76.7 204/227 .531/.494	287/230 80.1% 72.2/82.9 214/245 .463/.445	296/239 80.7% 74.4/86.1 221/255 .41/.396	295/246 83.4% 74.2/88.6 220/263 .357/.357	-	-	251/196 77.9% 1.12/3.15 .456/.381			
Pro Comp Out of Box NPS Alum	N/A	2.25/1.88 4.49 No Pipe	N/A	69/54 78.3%	135/107 79.3%	197/149 75.6% 49.5/53.7 147/159 .636/.576	249/179 71.9% 62.6/64.5 186/191 .603/.519	275/197 71.6% 69.2/71 205/210 .533/.457	291/211 72.5% 73.2/76 217/225 .47/.408	304/217 71.4% 76.5/78.2 227/232 .421/.36	312/217 69.6% 78.5/78.2 233/232 .378/.315	-	-	252/182 72.4% - .456/.381			
Pro Comp CNC Alum	N/A	2.20/1.81	N/A	75/55 73.3%	151/118 78.1%	223/168 75.3% 58.7/65.3 174/193 .737/.675	279/215 77.1% 73.4/83.6 217/248 .691/.647	315/251 79.7% 82.9/97.5 246/289 .624/.605	341/276 80.9% 89.7/107 266/318 .563/.554	354/292 82.5% 93.1/113 276/336 .501/.502	362/303 83.7% 95.2/118 282/349 .448/.456	-	-	289/232 80.1% - .446/.367			
Pro Comp Ported Modern Cylinder Heads Alum	N/A	2.25/1.81 4.38 Pipe	N/A	77/73 94.8%	161/112 69.6%	224/158 70.5% 56.3/61.4 167/182 .724/.634	265/191 72.1% 66.6/74.2 197/220 .642/.575	306/210 68.6% 77/81.6 228/242 .593/.506	338/228 67.5% 85/88.6 252/263 .546/.458	365/238 65.2% 91.8/92.5 272/274 .505/.41	378/251 66.4% 95.1/97.5 282/289 .458/.378	386/254 65.8% 97.1/98.7 288/292 .416/.34	-	303/205 67.8% - .456/.367			
World Torquer 440 Alum	260/106	2.19/1.81	75	-	-	-	-	-	-	-	-	-	-	- - - .443/.367			
World Pro 440 Alum	310/110	2.19/1.81	75	-	-	-	-	-	-	-	-	-	-	- - - .443/.367			

Zeeker Alum	N/A	2.14/1.81	N/A	-	137/119 86.9 %	193/47 76.2 % 53.7/57.1 159/69 .655/.59	249/86 74.7 % 69.2/72.3 205/14 .634/.	306/28 74.5 % 85.1/88.6 252/63 .623/.	346/52 72.8 % 96.2/97.9 285/90 .588/.	375/64 70.4 % 104/103 309/04 .546/.	370/69 72.7 % 103/105 305/10 .471/.	-	-	282/209 74.1 % - .433/.367			
Early HEMI																	
COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																	
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Avera ge			
Chrysler '54 331 Ported Smithberg Racing Iron	N/A	2.20/- 4.03	N/A	75/-	150/-	233/- 61.3 182 .77	295/- 77.6 230 .731	350/- 92.1 273 .694	385/- 101 300 .636	402/- 106 313 .569	413/- 109 322 .512	417/- @ .85 .050 % 110 325 .459	-	331 - - .446			
Chrysler '55 331 155615 7 Gene Adams Iron	N/A	1.94/1. 75	N/A	-	109/92 84.4 %	167/32 79% 56.5/54.9 167/63 .626/.548	200/49 74.5 % 67.7/61.9 200/84 .562/.464	215/54 71.6 % 72.7/64 216/90 .483/.	228/57 68.9 % 77.1/65.3 229/93 .427/.	-	-	-	-	184/37 74.4 % - .393/.354			
Chrysler '55 Ported Flowed IQ54 Iron	N/A	2.10/-	N/A	73/-	146/-	203/- 58.6 174 .703	234/- 67.6 200 .607	250/- 72.2 214 .519	267/- 77.1 228 .462	283/- 81.7 242 .42	-	-	-	231 - - .425			
Chrysler '55 IQ54 Bk Valve VJ Iron	N/A	2.10/-	N/A	68/-	144/-	211/- 60.9 181 .73	251/- 72.5 215 .651	280/- 80.8 240 .581	299/- 86.3 256 .517	306/- 88.3 262 .454	-	-	-	249 - - .425			
Chrysler '56 354 161982 3 Gene Adams Iron	N/A	1.94/1. 75	N/A	-	117/92 78.6 %	169/32 78.1 % 57.2/54.9 169/63 .633/.548	198/49 75.3 % 67/61.9 198/84 .556/.	215/54 71.6 % 72.7/64 216/90 .483/.	224/57 70.1 % 75.8/65.3 225/93 .42/.3	-	-	-	-	185/37 74.1 % - .393/.354			
Chrysler '57 394 173528 2 Gene Adams Iron	N/A	2.00/1. 75	N/A	-	122/92 75.4 %	171/32 77.2 % 54.4/54.9 161/63 .621/.548	201/49 74.1 % 64/61.9 190/84 .548/.	217/54 71% 69.1/64 205/90 .473/.	223/57 70.4 % 71/65.3 210/93 .405/.	-	-	-	-	187/37 73.2 % - .405/.354			

Chrysler Early Hemi Hot Heads Iron	N/A	2.00/1.75	N/A	-	121/97 80.2 %	178/128 71.9 % 56.7/53.2 168/158 .647/.532	212/145 68.4 % 67.5/60.3 200/179 .578/.452	225/159 70.7 % 71.6/66.1 212/196 .491/.396	233/160 68.7 % 74.2/66.5 220/197 .423/.332	-	-	-	-	194/138 71.1 % - .405/.354			
Chrysler '55 331 Ported Bob McKay Iron	N/A	2.20/1.85	N/A	-	161/97 60.2 %	224/131 58.5 % 58.9/48.7 175/144 .74/.15	282/161 57.1 % 74.2/59.9 220/177 .699/.474	327/193 59% 86/71.8 255/213 .648/.455	354/215 60.7 % 93.1/80 276/237 .585/.422	365/244 66.8 % 96/90.8 285/269 .517/.411	-	-	-	286/174 60.8 % - .446/.375			
Hot Heads Early Hemi Alum	N/A	2.0625/1.80	100	-	125/121 96.8 %	191/159 83.2 % 57.2/62.5 169/185 .673/.642	241/176 73% 72.1/69.2 214/205 .637/.533	259/185 71.4 % 77.5/72.7 230/215 .548/.448	274/191 69.7 % 82/75.1 243/222 .483/.386	-	-	-	-	218/166 76.3 % - .418/.365			
Hot Heads Early Hemi Street Port Alum	N/A	2.0625/1.80	100	-	125/129 103 %	200/171 85.5 % 59.9/67.2 177/199 .705/.69	261/185 70.9 % 78.1/72.7 231/215 .69/.56	287/205 71.4 % 85.9/80.6 255/239 .607/.497	313/211 67.4 % 93.7/82.9 278/246 .551/.426	-	-	-	-	237/180 76% - .418/.365			
Hot Heads Early Hemi Race Port Alum	251/104	2.125/1.87 4.125	100	-	157/150 95.5 %	237/192 81% 66.8/69.9 198/207 .811/.746	303/220 72.6 % 85.4/80.1 253/237 .777/.641	341/250 73.3 % 96.1/91 285/270 .70/.583	367/259 70.6 % 103/94.3 307/279 .628/.503	-	-	-	-	281/214 76.2 % 1.46/2.49 .430/.379			
Hot Heads Early Hemi Race Port Max Alum	N/A	-	100	-	-	-	-	-	-	416/-	-	-	-	-			
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average			
Hot Heads Early Hemi Ported Smithberg	N/A	2.20/1.80 4.03	N/A	64/43 67.2	124/108 87.1	194/152 78.4 % 51/59.7 151/177	260/198 76.2 % 68.4/77.8	316/237 75% 83.1/93.1	356/253 71.1 % 93.7/99.4	380/269 70.8 % 100/106	400/-105 312	406/-107 316	408/- @ .95 .050 107/.050	316/174 - -			

Racing Alum						317/60	347/60	357/574	388/511	388/465			387/100				
Billet 392 Early Hemi CNC AJPE Alum	251/104	2.125/1.87 4.125	98	-	164/140 85.4%	246/185 75.2% 69.4/67.4 206/200 .841/.719	309/220 71.2% 87.1/80.1 258/237 .793/.641	346/252 52% 97.6/91.8 289/272 .71/.588	366/265 65% 103/96.5 306/286 .626/.515	370/270 73% 104/98.3 309/291 .542/.45	-	-	-	300/222 74% 1.47/2.60 .430/.379			
HEMI COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																	
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Avera ge
Chrysler P/S Hemi Ported ET Performance Alum	451/-	2.55/1.80 4.625	N/A	76/46 60.5%	159/119 74.8%	243/172 70.8% 47.6/67.6 141/200 .693/.694	337/212 62.9% 66/83.3 196/247 .72/.642	423/249 58.9% 82.8/97.9 245/290 .723/.603	492/302 61.4% 96.3/119 285/352 .701/.61	538/322 59.9% 105/127 312/395 .657/.557	547/339 62% 107/133 317/395 .585/.513	550/343 62.4% 108/135 319/399 .522/.462	563/345 61.3% 110/136 327/402 .481/.418	-	-	-	428/267 62.4% 1.25 .516/.365
Chrysler Std. Hemi Iron	N/A	2.25/1.94	168	-	-	-	-	-	355/213 60% 89.3/72.1 265/214 .573/.399	-	-	-	-	-	-	-	- - - .456/.393
Chrysler Street Hemi VJ Brian Iron	N/A	2.25/1.94 4.35	N/A	85/70 82.4%	154/128 83.1%	231/170 73.6% 58.1/57.5 172/170 .746/.637	285/205 71.9% 71.7/69.4 212/205 .69/.576	308/230 74.7% 77.5/77.8 230/231 .597/.517	315/240 76.2% 79.2/81.2 235/241 .509/.45	320/236 73.8% 80.5/79.8 238/237 .443/.379	-	-	-	-	-	-	269/202 75% - .456/.393
Chrysler MP Hemi Rich Iron	N/A	2.25/1.94	N/A	-	135/94 69.6%	190/131 68.9% 47.8/44.3 142/131 .614/.491	252/175 69.4% 63.4/59.2 188/175 .61/.492	295/205 69.5% 74.2/69.4 220/205 .572/.461	320/223 69.7% 80.5/75.4 238/224 .517/.418	331/228 68.9% 83.2/77.1 247/229 .458/.366	-	-	-	-	-	-	254/176 69.3% - .456/.393
Chrysler Std. Hemi Barton SS	N/A	-	168	-	-	-	-	-	400/270 67.5% -	-	-	-	-	-	-	-	-

Chrysler Alum Hemi Ported Ray Barton	N/A	2.25/1.94	N/A	78/65 83.3%	167/138 82.6%	253/195 77.1% 63.6/66 189/195 .817/.73	319/241 75.5% 80.2/81.5 238/242 .773/.677	373/275 73.7% 93.8/93 278/276 .723/.618	423/281 66.4% 106/95.1 315/282 .683/.526	441/293 66.4% 111/99.1 329/294 .61/.4534/.412	441/293 66.4% 111/99.1 329/294 .534/.412	-	-	-	-	-	345/245 71% - .456/.393
Chrysler Alum Hemi Ported Modern Cylinder Head	N/A	2.25/1.94 4.315	N/A	75/68 90.7%	157/133 84.7%	250/198 79.2% 62.9/67 186/198 .807/.742	324/240 74.1% 81.5/81.2 241/241 .785/.674	386/272 70.5% 97.1/92 288/273 .748/.611	418/266 63.6% 105/90 311/267 .675/.498	431/254 58.9% 108/85.9 321/255 .597/.408	431/250 58% 108/84.6 321/251 .522/.351	-	-	-	-	-	342/230 67.3% - .456/.393
Chrysler Std. Hemi Mullin Ported Alum	N/A	-	N/A	-	-	-	-	-	-	390/-	-	-	-	-	-	-	-
Chrysler Std. Hemi Ported Alum	N/A	2.25/1.90	N/A	80/75 93.8%	165/143 86.7%	241/195 80.9% 60.6/68.8 180/204 .778/.746	304/244 80.3% 76.5/86.1 227/255 .736/.70	338/272 80.5% 85/95.9 252/284 .655/.624	361/285 78.9% 90.8/101 269/298 .583/.545	381/302 79.3% 95.8/107 284/316 .527/.495	-	-	-	-	-	-	298/240 80.5% - .456/.385
Chrysler BJR Racing Old TF 11/32 stem Iron	195/-	2.25/1.94 - No Pipe	N/A	95/89 93.7%	178/139 78.1%	232/202 87.1% 58.3/68.3 173/202 .749/.757	311/224 72% 78.2/75.8 232/225 .753/.629	333/241 72.4% 83.8/81.5 248/242 .645/.542	333/241 72.4% 83.8/81.5 248/242 .538/.451	333/241 72.4% 83.8/81.5 248/242 .461/.387	-	-	-	-	-	-	287/215 74.9% 1.71 .456/.393
Chrysler D-5 Hemi Alum	N/A	2.30/1.94	N/A	-	-	-	-	-	367/237 64.6% 88.3/80.2 262/238 .58/.444	-	-	-	-	-	-	-	- - - .466/.393
AJPE PRO MOD Hemi SF1020 Alum	323/179	2.40/1.90 4.44 2.5" Pipe	94	-	162/162 100%	273/236 86.4% 60.3/83.2 179/247 .827/.903	353/304 86.1% 78/107 231/318 .802/.872	412/385 93.4% 91.1/136 270/402 .749/.884	445/413 92.8% 98.4/146 291/432 .674/.79	462/425 92% 102/150 303/444 .60/.697	474/435 91.8% 105/153 310/455 .538/.624	488/436 89.3% 108/154 320/456 .493/.556	-	-	-	-	384/350 91.1% 1.51/2.44 .486/.385
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average

AJPE 5.3 BS PRO MOD Hemi Darin Morgan Alum	N/A	2.725/ 2.10 - No Pipe	N/A	-	180/ 125 69.4 %	262/1 82 69.5 % 44.9/ 52.5 133/1 56 .699/ 63	344/2 28 66.3 % 59/65 .8 175/1 95 .688/ 592	434/2 74 63.1 % 74.4/ 79.1 220/2 34 .694/ 569	527/3 19 60.5 % 90.4/ 92.1 268/2 73 .703/ 552	601/3 52 58.6 % 103/1 02 305/3 01 .687/ 522	659/3 74 56.8 % 113/1 08 335/3 20 .659/ 485	693/3 93 56.7 % 119/1 13 352/3 36 .616/ 453	708/4 03 56.9 % 121/1 16 360/3 45 .566/ 418	725/4 13 57% 124/1 19 368/3 53 .527/ 39	735/ 418 56.9 % 126/ 121 373/ 358 .49/ 362	739/4 22 57.1 % 127/1 22 375/3 61 .455/ 337	551/3 25 59.1 % - .552/ 425
AJPE A- Fuel Hemi SF1020 Alum	284/ 179	2.40/1. 90 4.44 2.5" Pipe	94	-	165/ 160 97%	272/2 30 84.6 % 60.1/ 81.1 178/2 40 .824/ 88	349/3 06 87.7 % 77.1/ 108 229/3 20 .793/ 878	416/3 85 92.5 % 92/13 6 272/4 02 .756/ 884	450/4 13 91.8 % 99.5/ 146 295/4 32 .681/ 79	463/4 25 91.8 % 102/1 50 303/4 44 .601/ 697	473/4 31 91.1 % 105/1 52 310/4 50 .537/ 618	478/4 35 91% 106/1 53 313/4 55 .482/ 555	-	-	-	-	383/3 48 90.8 % 1.68/ 2.43 .486/ 385
AJPE TAD- TAFC Hemi SF1020 Alum	326/ 179	2.45/1. 90 4.44 2.5" Pipe	94	-	159/ 162 101 %	269/2 36 87.7 % 57.1/ 83.2 169/2 47 .798/ 903	355/3 04 85.6 % 75.3/ 107 223/3 18 .79/ 72	425/3 85 90.6 % 90.2/ 136 267/4 02 .756/ 884	465/4 13 88.8 % 98.6/ 146 292/4 32 .69/ 9	484/4 25 87.8 % 103/1 50 304/4 44 .615/ 697	494/4 35 88.1 % 105/1 53 310/4 55 .55/ 624	503/4 36 86.7 % 107/1 54 316/4 56 .497/ 556	-	-	-	-	394/3 50 88.6 % 1.54/ 2.44 .496/ 385
AJPE TF-FC Nostalg ia Hemi SF1020 Alum	256/ 110	2.375/ 1.925 4.17 2.5" Pipe	176	-	155/ 145 93.5 %	225/2 16 96% 50.8/ 74.2 150/2 20 .688/ 815	307/2 90 94.5 % 69.3/ 99.6 205/2 95 .705/ 821	377/3 50 92.8 % 85.1/ 120 252/3 56 .692/ 793	436/3 68 84.4 % 98.4/ 126 292/3 75 .667/ 695	468/3 73 79.7 % 106/1 28 313/3 80 .614/ 604	476/3 73 78.4 % 107/1 28 318/3 80 .546/ 528	-	-	-	-	349/3 02 86.5 % 1.86/ 3.39 .481/ 390	
AJPE Billet Stage II Hemi Alum	N/A	2.40/1. 95 4.19 2.75" Pipe	176	-	152/ 138 90.8 %	214/2 03 94.9 % 47.3/ 68 140/2 01 .648/ 757	293/2 70 92.2 % 64.8/ 90.4 192/2 68 .665/ 755	364/3 35 92% 80.5/ 112 238/3 32 .661/ 749	440/3 87 88% 97.3/ 130 288/3 84 .666/ 721	494/3 90 78.9 % 109/1 31 324/3 87 .641/ 623	518/3 91 75.5 % 115/1 31 339/3 88 .588/ 546	-	-	-	-	354/3 02 85.4 % - .486/ 395	
AJPE Billet Stage III Hemi Alum	N/A	2.40/1. 95 4.19 2.75" Pipe	176	-	149/ 145 97.3 %	221/1 98 89.6 % 48.9/ 66.3 145/1 96 .669/ 738	303/2 60 85.8 % 67/87 .1 198/2 58 .688/ 727	397/3 24 81.6 % 87.8/ 108 260/3 21 .721/ 724	475/3 73 78.5 % 105/1 25 311/3 70 .719/ 695	534/3 97 74.3 % 118/1 33 350/3 94 .693/ 634	559/4 10 73.3 % 124/1 37 366/4 07 .635/ 573	-	-	-	-	377/3 01 79.9 % - .486/ 395	
AJPE Billet Stage IV Hemi Alum	N/A	2.40/1. 95 4.19 2.75" Pipe	197. 5	-	152/ 131 86.2 %	214/2 00 93.5 % 47.3/ 67 140/1 98 .648/ 745	293/2 69 91.8 % 64.8/ 90.1 192/2 67 .665/ 752	364/3 49 95.9 % 80.5/ 117 238/3 46 .661/ 78	440/3 82 86.8 % 97.3/ 128 288/3 79 .666/ 712	494/3 92 79.4 % 109/1 31 324/3 89 .641/ 626	518/4 00 77.2 % 115/1 34 339/3 97 .588/ 559	-	-	-	-	354/3 03 85.8 % - .486/ 395	

AJPE Billet Stage V Hemi Alum	N/A	2.45/1.925 4.19 2.75" Pipe	197.5	-	143/130 90.9 %	216/206 95.4 % 45.8/70.8 136/210 .641/.778	297/260 87.5 % 63/89.3 187/265 .661/.736	375/328 87.5 % 79.5/113 236/334 .667/.743	455/367 80.7 % 96.5/126 286/374 .675/.693	517/390 75.4 % 110/134 325/397 .657/.631	546/407 74.5 % 116/140 343/414 .607/.576	-	-	-	-	-	364/298 81.9 % - .496/.390
Canfield Hemi Alum	200/100	2.30/1.94	169	-	-	-	-	-	-	-	-	-	-	-	-	-	- - .466/.393
Canfield Hemi Ported Modern Cylinder Heads Alum	200/100	2.25/1.94 4.32	169	80/71 88.8 %	177/132 74.6 %	266/190 71.4 % 66.9/64.3 198/190 .859/.712	345/228 66.1 % 86.8/77.1 257/229 .836/.641	398/257 64.6 % 100/86.9 297/258 .771/.578	426/250 58.7 % 107/84.6 317/251 .688/.468	430/247 57.4 % 108/83.6 320/248 .595/.397	434/245 56.5 % 109/82.9 323/246 .526/.344	-	-	-	-	-	354/221 62.6 % 2.17/2.57 .456/.393
Dart Hemi Alum	N/A	2.25/1.94 4.315	N/A	68/66 97.1 %	147/136 92.5 %	225/216 96% 56.6/73.1 168/217 .727/.809	302/254 84.1 % 76/85.9 225/255 .732/.714	372/281 75.5 % 93.6/95.1 277/282 .721/.632	406/294 72.4 % 102/99.5 303/295 .656/.551	417/301 72.2 % 105/102 311/302 .577/.483	422/304 72% 106/103 314/305 .511/.427	423/304 71.9 % 106/103 315/305 .455/.38	-	-	-	-	339/261 77% - .456/.393
Indy 426-1 Legends Meaux Racing SF600	N/A	2.25/1.94 4.28 No Pipe	N/A	-	131/133 101 %	201/188 93.5 % 50.6/63.6 150/188 .649/.704	267/222 83.1 % 67.2/75.1 199/223 .647/.624	324/235 72.5 % 81.5/79.5 241/236 .628/.528	356/230 64.6 % 89.5/77.8 265/231 .575/.431	371/226 60.9 % 93.3/76.5 276/227 .514/.363	380/223 58.7 % 95.6/75.4 283/224 .46/.313	384/222 57.8 % 96.6/75.1 286/223 .372/.249	-	-	-	-	311/211 67.9 % - .456/.393
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Indy 426-1 Legends Meaux Racing redo SF600	N/A	2.25/1.94 4.28 No Pipe	N/A	-	126/115 91.3 %	197/173 87.8 % 49.5/58.5 147/173 .636/.648	263/217 82.5 % 66.1/73.4 196/218 .637/.61	328/253 77.1 % 82.5/85.6 244/254 .636/.569	371/267 72% 90.3/88 276/268 .599/.50	390/260 66.7 % 98.1/88 291/261 .54/.417	399/256 64.2 % 100/86.6 297/257 .483/.36	402/253 62.9 % 101/85.6 300/254 .433/.316	404/250 61.9 % 102/84.6 301/251 .391/.281	-	-	-	320/227 71% - .456/.393
Indy 426-1	243/103	2.25/1.94	170	-	-	147/137 93.2 % 37/46.3 110/137 .475/.513	212/173 81.6 % 53.3/58.5 158/173 .514/.486	274/291 69.7 % 68.9/64.6 204/291 .531/.429	320/295 60.9 % 80.5/66 238/295 .517/.365	338/198 58.6 % 85/67.252/198 .468/.318	351/198 56.4 % 88.3/67 262/198 .425/.278	-	-	-	-	-	274/182 66.5 % 1.44/1.92 .456/.393

Indy 426-1R	243/117	2.25/1.94	170	-	-	147/37 93.2% 37/46 .3 110/137 .475/.513	212/73 81.6% 53.3/58.5 158/173 .514/.486	274/91 69.7% 68.9/64.6 204/191 .531/.429	320/95 60.9% 80.5/66 238/195 .517/.365	338/98 58.6% 85/67 252/198 .468/.318	351/98 56.4% 88.3/67 262/198 .425/.278	-	-	-	-	-	274/82 66.5% 1.44/1.69 .456/.393
Indy 426-1 Full Porting	285/123	2.25/1.94	170	-	-	150/40 93.3% 37.7/47.4 112/140 .484/.524	221/91 86.4% 55.6/64.6 165/191 .535/.537	288/33 80.9% 72.4/78.8 215/234 .558/.524	360/52 70% 90.5/85.3 268/253 .581/.472	416/58 62% 105/87.3 310/259 .576/.414	454/64 58.1% 114/89.3 338/265 .55/.371	-	-	-	-	-	315/23 70.8% 1.59/2.15 .456/.393
Indy 426-1R A Full Porting	251/117	2.40/1.94	170	-	-	220/67 75.9% 48.6/56.5 144/167 .666/.626	295/12 71.9% 65.2/71.7 193/213 .67/.596	355/57 72.4% 78.5/86.9 233/258 .645/.578	380/85 75% 84/96 249/286 .575/.534	420/22 76.7% 92.8/109 275/323 .545/.517	464/31 71.3% 103/12 304/32 527/.465	-	-	-	-	-	356/62 73.8% 1.85/2.83 .486/.393
Indy 426-1R A CNC	295/144	2.40/1.94	N/A	-	-	-	334/23 69.8% 73.8/78.8 219/234 .759/.655	414/69 65% 91.5/91 271/270 .752/.605	468/01 64.3% 103/102 307/302 .709/.564	495/17 64% 109/107 324/318 .642/.509	507/24 63.9% 112/110 332/325 .576/.455	510/30 64.7% 113/112 334/31 515/.412	-	-	-	-	455/96 65% 1.73/2.29 .486/.393
Indy 426-1R A6 Full Porting	325/130	2.40/1.94	166	-	-	248/89 76.2% 54.8/63.9 162/189 .751/.708	329/43 73.9% 72.7/82.2 215/244 .747/.683	380/88 75.8% 84/97 249/289 .69/.647	429/18 74.1% 94.8/108 281/319 .65/.596	485/35 69.1% 107/113 318/36 629/.538	489/56 72.8% 108/20 320/57 555/.50	-	-	-	-	-	393/88 73.3% 1.50/2.74 .486/.393
Indy 426-1R A6 CNC	335/151	2.40/1.94	-	-	-	-	345/50 72.5% 76.3/84.6 226/251 .784/.702	429/94 68.5% 94.8/99.5 281/295 .779/.661	490/31 67.6% 108/112 321/32 742/.62	515/49 67.8% 114/118 337/350 668/.56	532/60 67.7% 118/122 348/361 604/.506	535/65 68.2% 118/123 350/366 54/.456	-	-	-	-	474/25 68.5% 1.60/2.42 .486/.393
Indy 426-Billet Full Porting	330/155	2.40/1.94	166	-	-	-	345/50 72.5% 76.3/84.6 226/251 .784/.702	429/94 68.5% 94.8/99.5 281/295 .779/.661	490/31 67.6% 108/112 321/32 742/.62	515/49 67.8% 114/118 337/350 668/.56	532/60 67.7% 118/122 348/361 604/.506	535/65 68.2% 118/123 350/366 54/.456	-	-	-	-	474/25 68.5% 1.62/2.35 .486/.393

Indy 426-Billet Full Porting	360/155	2.40/1.94	166	-	-	282/205 72.7% 62.3/69.4 185/205 .854/.768	345/258 74.8% 76.3/87.3 226/259 .784/.725	405/304 75.1% 89.5/103 265/305 .736/.683	458/345 75.3% 101/117 300/346 .693/.646	490/369 75.3% 108/125 321/370 .636/.592	515/390 75.7% 114/132 337/391 .585/.548	-	-	-	-	-	416/312 75% 1.43/2.52 .486/.393
Stage V Hemi Replacement Rich Alum	N/A	2.25/1.94	N/A	-	147/118 80.3%	233/175 75.1% 58.6/59.2 174/175 .753/.656	299/221 73.9% 75.2/74.8 223/222 .724/.621	350/250 71.4% 88/84.6 261/251 .678/.562	370/285 77% 93.1/96.4 276/286 .598/.534	390/273 70% 98.1/92.4 291/274 .54/.438	-	-	-	-	-	-	298/220 73.9% - .456/.393
Stage V Hemi Replacement Ported Modern Cylinder Heads Alum	N/A	2.25/1.94 4.32 No Pipe	N/A	78/64 82.1%	164/141 86%	264/178 67.4% 66.4/60.2 197/178 .853/.667	339/215 63.4% 85.3/72.7 253/216 .821/.604	384/245 63.8% 96.6/82.9 286/246 .744/.551	411/264 64.2% 103/89.3 306/265 .664/.494	430/276 64.2% 108/93.4 320/277 .595/.443	443/287 64.8% 111/97.1 330/288 .537/.403	-	-	-	-	-	348/229 66% - .456/.393
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	1.200	1.300	Average
Stage V Hemi Replacement Ported For Hemis Only SF600 Alum	241/118	2.30/1.90 - No Pipe	168	75/61 81.3%	159/135 84.9%	248/187 75.4% 59.7/66 177/195 .784/.715	315/230 73% 75.8/81.1 225/240 .746/.66	384/258 67.2% 92.4/91 274/270 .728/.592	435/279 64.1% 105/98.4 310/292 .687/.534	467/295 63.2% 112/104 333/308 .632/.484	471/301 63.9% 113/106 336/315 .558/.432	-	-	-	-	-	354/241 68% 1.95/2.55 .466/.385
Stage V Hemi Ported For Hemis Only Raised Exhaust Port 21.5 Deg Angle SF600 Alum	N/A	2.40/1.90 4.50 No Pipe	173	-	-	263/174 66.2% 58.1/61.4 172/182 .796/.666	347/225 64.8% 76.7/79.4 227/235 .788/.645	417/269 64.5% 92.2/94.9 273/281 .758/.617	471/302 64.1% 104/107 308/316 .713/.578	505/314 62.2% 112/111 331/328 .655/.515	519/319 61.5% 115/113 340/333 .589/.458	523/322 61.6% 116/114 343/336 .528/.411	-	-	-	-	435/275 63.2% - .486/.385
Stage V Hemi Alum	N/A	2.25/1.94 4.315	N/A	-	-	235/180 76.6% 59.1/60.9 175/180 .759/.674	311/200 64.3% 78.2/67.7 232/200 .753/.562	347/207 59.7% 87.3/70 259/207 .672/.465	359/210 58.5% 90.3/71 268/211 .58/.93	364/212 58.2% 91.5/71.7 271/213 .504/.34	367/214 58.3% 92.3/72.4 273/215 .445/.301	369/214 58% 92.8/72.4 275/215 .397/.267	-	-	-	-	336/205 61.1% - .456/.393

Stage V Hemi Al Alguire Alum	N/A	2.25/1. 94	N/A	-	155/ 139 89.7 %	245/1 92 78.4 % 61.6/ 65 183/1 92 .791/ 719	325/2 39 73.5 % 81.7/ 80.9 242/2 40 .787/ 671	358/2 75 76.8 % 90/93 267/2 76 .694/ 618	379/3 00 79.2 % 95.3/ 101 282/3 01 .612/ 562	397/3 10 78.1 % 99.8/ 105 296/3 11 .55/ 498	412/- 104 307 .499	-	-	-	-	-	324/2 43 - - .456/ 393	
Stage V Hemi Minor Clean Up Brian Alum	N/A	2.25/1. 94 4.35	N/A	-	158/ 146 92.4 %	243/2 04 84% 61.1/ 69 181/2 04 .785/ 764	307/2 40 78.2 % 77.2/ 81.2 229/2 41 .744/ 674	354/2 64 74.6 % 89/89 .3 264/2 65 .686/ 593	375/2 79 74.4 % 94.3/ 94.4 279/2 80 .606/ 523	382/2 85 74.6 % 96.1/ 96.4 285/2 86 .529/ 458	-	-	-	-	-	-	303/2 36 78% - .456/ 393	
Stage V Hemi Ported Ray Barton Alum	N/A	- 4.50	N/A	-	-	-	-	-	-	-	550/- -	-	-	-	-	-	-	-
Stage V Hemi Convers ion Bowl Blend Alum	N/A	2.25/1. 94	N/A	-	-	-	-	-	-	330/2 50 75.8 % 83/84 .6 246/2 51 .457/ 401	-	-	-	-	-	-	- - - .456/ 393	
Stage V Hemi Convers ion Street Port Alum	N/A	2.20/1. 90	N/A	-	-	-	-	-	-	414/3 17 76.6 % 109/1 12 323/3 31 .586/ 52	-	-	-	-	-	-	- - - .446/ 385	
Stage V Hemi Milleniu m Ported Speed- O- Motive Alum	N/A	2.42/1. 90	143	-	176/ 149 84.7 %	270/2 10 77.8 % 58.7/ 74.1 174/2 19 .811/ 803	338/2 68 79.3 % 73.5/ 94.5 218/2 80 .761/ 769	405/3 15 77.8 % 88.1/ 111 261/3 29 .73/ 723	449/3 39 75.5 % 97.6/ 120 289/3 54 .674/ 648	490/3 59 73.3 % 107/1 27 316/3 75 .631/ 588	520/- 113 335 .586	532/- 116 343 .533	-	-	-	-	398/2 73 - - .490/ 385	
Stage V Hemi Milleniu m Ported Modern Cylinde r Heads Alum	N/A	2.40/1. 90 4.50 Pipe	N/A	86/6 8 79.1 %	171/ 144 84.2 %	268/1 85 69% 59.2/ 65.2 176/1 93 .812/ 708	351/2 28 65% 77.6/ 80.4 230/2 38 .797/ 654	412/2 72 66% 91.1/ 95.9 270/2 84 .749/ 624	466/2 98 63.9 % 103/1 05 305/3 11 .706/ 57	502/3 19 63.5 % 111/1 13 329/3 33 .651/ 523	522/3 27 62.6 % 115/1 15 342/3 42 .593/ 469	537/3 31 61.6 % 119/1 17 352/3 46 .542/ 422	-	-	-	-	404/2 63 65.2 % - .486/ 385	

Stage V Hemi Millenium Ported For Hemis Only Port SF600 Alum	N/A	2.45/1.95 - No Pipe	N/A	77/51 66.2%	154/125 81.2%	237/184 77.6%	320/220 68.8%	399/256 64.2%	474/302 63.7%	528/334 63.3%	558/343 61.5%	581/349 60.1%	588/- 125 370 .523	-	-	-	427/264 - - .496/.395

Citroen COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufacturer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average		
16V CNC Heads UK	N/A	1.133/1.077 100mm No Pipe	N/A	33/-	73/62 84.9%	108/- 53.6 159 .693	131/116 88.5% 65/63.7 192/189 .63/.587	150/- 74.4 220 .577	164/125 76.2% 81.3/68. 6 241/203 .526/.422	172/- 85.3 253 .473	174/128 73.6% 86.3/70. 3 256/208 .419/.324	175/- 86.8 257 .374	175/129 73.7% 86.8/70. 8 257/210 .337/.261	147/112 - - .229/.218		
16V Ported CNC Heads UK	N/A	1.133/1.077 100mm No Pipe	N/A	35/-	72/66 91.7%	105/- 52.1 154 .673	137/134 97.8% 67.9/73. 5 201/218 .659/.678	163/- 80.8 240 .627	176/145 82.4% 87.3/79. 6 259/236 .564/.489	182/- 90.3 267 .50	189/157 83.1% 93.7/86. 2 278/255 .455/.397	194/- 96.2 285 .415	198/158 79.8% 98.2/86. 7 291/257 .381/.32	157/132 - - .229/.218		

Cummins COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises											
Manufacturer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.0787" (2m)	.1575" (4m)	.2362" (6m)	.3150" (8m)	.3937" (10mm)	.4724" (12mm)	.5512" (14mm)	Average
2V B Series Diesel	N/A	-	N/A	51.1/-	91.1/-	132.7/-	147/- -	160.7/-	169.4/-	172/- -	160

Dodge COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises											
Manufacturer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	Average
12V Diesel	N/A	-	N/A	-	-	-	145/153 105% -	-	-	-	-
12V Diesel Ported Stage 1 Piers Diesel Research	N/A	-	N/A	-	-	-	154/168 109% -	-	-	-	-
12V Diesel Ported Stage 2											

Piers Diesel Research																		
12V Diesel Ported Stage 3 Piers Diesel Research	N/A	-	N/A	-	-	-	-	172/194 112% -	-	-	-	-	-	-	-	-	-	-
24V Diesel	N/A	-	N/A	-	-	-	-	161/173 107% -	-	-	-	-	-	-	-	-	-	-
24V Diesel Ported Stage 1 Piers Diesel Research	N/A	-	N/A	-	-	-	-	181/196 108% -	-	-	-	-	-	-	-	-	-	-
24V Diesel Ported Stage 2 Piers Diesel Research	N/A	-	N/A	-	-	-	-	181/205 113% -	-	-	-	-	-	-	-	-	-	-

Ferrari COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manu- facturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combust. Chamber Vol	.05 0	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.650	.7 00	Average
QV	N/A	-	N/A	-	60/-	-	108/-	134/-	144/-	149/-	154/-	158/-	-	-	-	-	-	130
250 GT 3 Port CAROB U Engine ring LLC	N/A	1.42/1 .235 - No Pipe	N/A	35/ 28 80 %	58/4 9 84.5 %	80/6 5 81.3 % 50.5/ 54.3 150/ 161 .819/ .765	98/79 80.6 % 61.9/ 65.9 183/1 95 .752/ 697	114/9 4 82.5% 72/78. 5 213/2 33 .70/.6 64	119/1 04 87.4% 75.1/8 6.8 223/2 57 .609/ 612	121/11 1 91.7% 76.4/9 2.7 226/27 5 .531/ 56	122/11 3 92.6% 77/94. 3 228/27 9 79 .416/ .443	122/1 13 92.6 % 77/94 .3 228/2 79 .416/ .443	-	-	-	-	-	104/9 1.0 87.3 % - .288/ .250
250 GT 2v Early CAROB U Engine ring LLC	N/A	1.415/ 1.23 - No Pipe	N/A	26/ 21 80. 8%	56/4 9 87.5 %	84/6 7 79.8 % 53.4/ 56.4 158/ 167 .863/ .792	104/8 8 84.6 % 66.1/ 74.1 196/2 19 .801/ 78	130/1 02 78.5% 82.7/8 5.8 245/2 54 .801/ 723	147/1 12 76.2% 93.5/9 4.3 277/2 79 .755/ 662	150/11 8 78.7% 95.4/9 9.3 283/29 4 .66/.5 98	150/12 3 82% 95.4/1 04 283/30 7 .578/ 545	151/1 26 83.4 % 96/10 6 285/3 14 .517/ .496	151/ 129 85.4 % 96/1 09 285/ 322 .465/ .457	-	-	-	-	125/1 02 81.4 % - .287/ .249
250 GT 2v Late '62 6 Port CAROB U Engine ring LLC	N/A	1.495/ 1.275 - No Pipe	N/A	24/ 20 83. 3%	47/4 1 87.2 %	67/5 7 85.1 % 38.2/ 44.6 113/ 132 .651/ .65	89/68 76.4 % 50.7/ 53.3 150/1 58 .649/ 581	109/7 9 72.5% 62.1/6 1.9 184/1 83 .636/ 54	123/9 2 74.8% 70.1/7 2.1 208/2 14 .598/ 524	124/10 3 83.1% 70.6/8 0.7 209/23 9 .517/ 503	125/10 3 82.4% 71.2/8 0.7 211/23 9 .456/ 44	126/1 07 84.9 % 71.8/ 83.8 213/2 48 .408/ .407	125/ 111 88.8 % 71.2/ 86.9 211/ 258 .365/ .38	125/ 113 90.4 % 71.2/ 88.5 211/ 262 .331/ .351	-	-	-	106/8 7.4 82.5 % - .303/ .258

308 QV	N/A	29mm /-	N/A	-	-	-	-	-	-	147/-144 425 .802	-	-	-	-	-	-	-	-
308 QV Ported	N/A	29mm /-	N/A	-	-	-	-	-	-	164/-160 475 .895	-	-	-	-	-	-	-	-
308 QV CAROB U Engineering LLC	N/A	1.14/1.025 3.53 No Pipe	N/A	39/28 71.8%	75/57 76%	116/90 77.6% 56.8/54.5 168/162 .739/.638	147/118 80.3% 72/71.5 213/212 .703/.627	166/137 82.5% 81.3/83 241/246 .635/.583	178/147 82.6% 87.2/89.1 258/264 .567/.521	180/152 84.4% 88.2/92.1 261/273 .492/.462	180/155 86.1% 88.2/93.9 261/278 .43/.412	181/157 86.7% 88.7/95.1 263/282 .385/.371	182/165 90.7% 89.2/100 264/296 .348/.351	182/166 91.2% 89.2/101 264/298 .316/.321	183/166 90.7% 89.6/101 266/298 .292/.294	-	-	161/137 85.3% - .231/.208
308 GTB CAROB U Engineering LLC Ported	N/A	-	N/A	26/22 84.6%	53/49 92.5%	82/75 91.5% -	107/99 92.5% -	127/114 89.8% -	141/124 87.9% -	152/132 86.8% -	159/141 88.7% -	166/146 88% -	170/153 90% -	170/157 92.4% -	-	-	-	133/119 89.7%
355 V8 Factory Modified Sabre Heads SF110	N/A	26.5m m/28.45 mm 86mm No Pipe	N/A	44/28 63.6%	87/58 66.7%	127/89 70.1% 49.5/45.2 147/134 .59/.577	164/114 69.5% 63.9/57.8 189/171 .535/.571	192/128 66.7% 5 222/192 .535/.498	204/138 67.6% 0 236/207 .474/.448	213/147 69% 4.6 246/221 .424/.409	219/152 69.4% 7.1 253/229 .381/.37	224/156 69.6% 87.3/88.5 79.2/79.7 259/262 .347/.337	227/157 69.2% 88.5/89.4 79.7/82.2 262/265 .316/.306	229/162 70.7% 89.3/82.2 265/244 .29/.287	-	-	-	189/130 69% - .211/.227
355 V8 Ported Sabre Heads SF110	N/A	27.5m m/30mm 86mm No Pipe	N/A	48/36 75%	95/76 80%	139/112 80.6% 50.3/51.1 149/151 .622/.689	178/140 78.7% 64.4/63.9 191/189 .597/.646	203/162 79.8% 73.5/73.9 218/219 .545/.598	218/174 79.8% 78.9/79.4 234/235 .488/.535	228/183 80.3% 82.6/83.5 245/247 .437/.483	232/189 81.5% 84/86.3 249/256 .389/.436	235/192 81.7% 85.1/87.6 252/260 .351/.394	238/196 82.4% 86.2/89.4 255/265 .32/.362	-	-	-	-	196/158 80.6% - .219/.239
360 GT CAROB U Engineering LLC	N/A	1.055/1.12 3.69 No Pipe	N/A	48/31 64.6%	100/70 70%	150/118 78.7% 57.2/59.9 169/177 .689/.766	189/156 82.5% 72.1/79.2 214/213 .651/.759	217/186 85.7% 82.7/94.4 245/280 .598/.724	232/189 81.5% 88.5/95.9 262/284 .533/.613	240/192 80% 91.5/97.4 271/289 .472/.534	243/194 79.8% 92.7/98.5 275/292 .418/.472	245/194 79.2% 93.4/98.5 277/292 .375/.42	-	-	-	-	-	202/162 80.4% - .214/.227
365 GTB/4	N/A	42mm /38mm	N/A	-	59/48-47 80.5%	-	114/98-86 80.7% 53.1/52.3 157/155 .752/.67	130/113-95 80% 60.5/59.2 179/175 .686/.606	139/119-98 78.1% 64.7/61.7 192/183 .611/.527	145/127-102 79% 67.5/65.1 200/193 .546/.477	148/135-105 81.1% 68.9/68.3 204/202 .488/.437	150/-69.9 207 .44	-	-	-	-	-	126/97.8 - - .335/.303
Manufacturer	Port/Vol Int	Valve	Combust.															

	/Exh																	
365 GTB/4 CAROB U Engineing LLC	N/A	1.655/1.475 - No Pipe	N/A	25/2288 %	54/3666.7 %	88/6270.5 % 40.9/36.3 121/108 .773/.611	120/7965.8 % 55.8/46.2 165/137 .79/.584	146/9867.1 % 67.9/57.4 201/170 .769/.579	158/10969 % 73.4/63.8 218/189 .694/.537	162/11973.5 % 75.3/69.6 223/206 .61/.503	164/12878 % 76.2/74.9 226/222 .54/.473	165/13280 % 76.7/77.3 227/229 .483/.434	165/14185.5 % 76.7/82.5 227/244 .435/.417	-	-	-	-	136/10074 % - .335/.299
365 GTB/4 CAROB U Engineing LLC Ported Intake	N/A	-	N/A	-	-	-	-	-	-	168/12876.2 % -	-	-	-	-	-	-	-	-
412i	N/A	-	N/A	-	-	-	-	-	-	127/-	-	-	-	-	-	-	-	-
412i CAROB U Engineing LLC Ported	N/A	-	N/A	-	59/4779.7 %	-	114/8776.3 % -	130/-	139/-	145/-	148/-	150/-	150/-	-	-	-	-	129/67.0
512 BB CAROB U Engineing LLC	N/A	1.67/1.4453.53 No Pipe	N/A	33/2678.8 %	57/5393 %	87/7383.9 % 39.7/44.5 118/132 .757/.734	114/9986.8 % 52/60.4 154/179 .744/.747	137/11080.3 % 62.5/67.1 185/199 .715/.664	152/12078.9 % 69.4/73.2 206/217 .661/.604	162/12778.4 % 74/77.4 219/229 .604/.547	165/13280 % 75.3/80.5 223/238 .539/.498	168/13781.5 % 76.7/83.5 227/228 .487/.459	172/14282.6 % 78.5/86.6 233/235 .449/.428	174/14784.5 % 79.4/89.6 235/237 .413/.403	175/15186.3 % 79.9/92.1 237/238 .381/.38	176/15386.9 % 80.4/93.3 238/276 .353/.355	-/156	145/12083 % - .338/.293

Fiat COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufa cturer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.500	.600	Avera ge					
X1/9 1500 Burges s - Gollan SOHC	N/A	36m m/-	N/A	35/-	55/-	73/-46.3 137 .561	85/-53.9 160 .523	90/-57169 171 .461	91/-57.7171 173 .40	92/-58.3173 173 .354	-	-	81.0 - - .287					
X1/9 1500 Ported Burges s - Gollan SOHC	N/A	36m m/-	N/A	40/-	63/-	85/-53.9 160 .654	98/-62.1184 201 .603	107/-67.8201 210 .549	112/-71210 210 .492	115/-72.9216 216 .442	-	-	96.7 - - .287					
X1/9 1500 Ported Steve C SOHC	N/A	37.5 mm/-	N/A	43/-	73/-	91/-53.2 158 .672	110/-64.3190 199 .65	115/-67.2199 208 .566	120/-70.1208 208 .506	125/-73216 216 .461	-	-	106 - - .299					

X1/9 SOHC	N/A	37.2 mm/-	N/A	38/-	55/-	70/- 41.6 123 .521	87/- 51.6 153 .518	95/- 56.4 167 .471	105/- 62.3 185 .447	109/- 64.7 192 .406	-	-	86.8 -					
X1/9 SOHC	N/A	37m m/-	N/A	-	-	-	-	-	-	108/- 64.8 192 .404	-	-	- - -					
Twin-Cam 8-Valve	N/A	-	N/A	44/-	-	93/- -	-	126/- -	-	133/- -	139/- -	-	107					
Twin-Cam 8-Valve Ported	N/A	-	N/A	47/-	-	95/- -	-	134/- -	-	154/- -	169/- -	-	120					
2.0 16v	N/A	34.5 mm/ 28.5 mm	N/A	-	-	-	-	-	-	-	223/- 77 228 .358	-	- - -					

Fiat COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufa cturer Part Number	Port/ Vol Int / Exh	Valve Size Int/ Exh	Comb Cham ber Vol	1mm	2m m	3mm	4mm	5mm	6mm	7mm	8mm	9mm	10mm	11mm	12mm	13mm	14m m	Avera ge
Uno 1.3l Morgo System s	N/A	36m m/ 33m m - Pipe	N/A	26/ 21 80.8 %	38/ 41 107 %	57/48 84.2 %	77/61 79.2 %	87/74 85.1 %	96/83 86.5 %	102/9 1 89.2 %	103/9 8 95.1 %	105/1 04 99%	105/1 09 103%	106/1 12 105%	106/1 15 108%	107/1 17 109%	-	90.8/ 87.8 96.7 % - .287/ .263
Uno 1.3l Ported Morgo System s	N/A	36m m/ 33m m - Pipe	N/A	23/ 18 78.3 %	39/ 39 100 %	56/52 92.9 %	71/64 90.1 %	87/78 89.7 %	101/8 7 86.1 %	113/9 6 85% 71.6/ %	122/1 04 85.2 %	125/1 10 88% 79.2/ %	128/1 16 90.6 %	130/1 18 90.8 %	131/1 19 90.8 %	132/1 21 91.7 %	-	103/9 2.0 89.4 % - .287/ .263

Ford COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.650	Averag e
Ford Y ECZ-G Iron	N/A	1.927/1.5 1	N/A	62/5 1 82.3 %	90/7 2 80%	116/8 7 75% 39.8/4 8.6 118/1 44 .656/ 628	133/9 4 70.7% 45.6/5 2.5 135/1 56 .602/ 543	147/1 02 69.4% 50.4/5 7 149/1 69 .554/ 491	158/1 09 69% 54.2/6 0.9 161/1 80 .511/ 45	166/1 14 68.7% 56.9/6 3.7 169/1 89 .47/ 411	170/1 19 70% 58.3/6 6.5 173/1 97 .427/ 382	171/1 23 71.9% 58.6/6 8.7 174/2 04 .387/ 355	-	-	144/1 03 71.2% - .390/ 306

Ford Y ECZ-G Ported Ford-Y- Block Street Iron	N/A	1.94/1.60	N/A	64/5 7 89.1 %	96/7 5 78.1 %	122/9 4 77% 41.3/4 6.8 122/1 39 .686/. 64	148/1 13 76.4% 50.1/5 6.2 148/1 67 .665/. 616	165/1 26 76.4% 55.8/6 2.7 165/1 86 .618/. 572	181/1 32 72.9% 61.2/6 5.7 181/1 95 .581/. 514	193/1 43 74.1% 65.3/7 1.1 193/2 11 .542/. 487	207/1 50 72.5% 70/74. 6 207/2 21 .517/. 454	215/1 52 70.7% 72.7/7 5.6 216/2 24 .483/. 414	-	-	166/1 23 74.2% - .393/. 324
Ford Y ECZ-G Ported Ford-Y- Block Performa nce Iron	N/A	2.02/1.60	N/A	69/6 4 92.8 %	100/ 89 89%	129/1 08 83.7% 40.3/5 3.7 119/1 59 .696/. 736	156/1 29 82.7% 48.7/6 4.2 144/1 90 .673/. 703	177/1 41 79.7% 55.2/7 0.1 164/2 08 .637/. 64	196/1 54 78.6% 61.2/7 6.6 181/2 27 .604/. 60	212/1 61 75.9% 66.2/8 0.1 196/2 37 .572/. 548	218/1 69 77.5% 68/84. 1 202/2 49 .523/. 512	227/1 77 78% 70.8/8 8 210/2 61 .49/.4 82	-	-	177/1 41 79.7% - .409/. 324
Ford Y '57 G Ported Joe Craine Street / Strip Iron	N/A	2.00/1.60	N/A	61/5 5 90.2 %	-	124/1 09 87.9% 39.5/5 4.2 117/1 61 .676/. 743	-	171/1 33 77.8% 54.4/6 6.1 161/1 96 .621/. 604	-	205/1 60 78% 65.3/7 9.6 193/2 36 .559/. 545	217/1 66 76.5% 69.1/8 2.6 205/2 45 .526/. 503	226/1 71 75.7% 71.9/8 5 213/2 52 .493/. 466	234/1 80 76.9% 74.5/8 9.5 221/2 65 .425/. 409	-	177/1 39 78.7% - .405/. 324
Lincoln Y ECU-E R & R performa nce Iron	N/A	2.00/1.63 5 4.00	N/A	66/5 0 75.8 %	-	118/9 1 77.1% 37.6/4 3.3 111/1 28 .643/. 607	-	174/1 16 66.7% 55.4/5 5.3 164/1 64 .632/. 516	-	200/1 27 63.5% 63.7/6 0.5 189/1 79 .545/. 423	-	221/1 35 61.1% 70.3/6 4.3 208/1 91 .482/. 36	-	-	156/1 04 66.6% - .405/. 331
Lincoln Y ECU-E Ported R & R Performa nce Iron	N/A	2.055/1.6 6 4.00	N/A	70/5 9 84.3 %	-	143/1 19 83.2% 43.1/5 5 128/1 63 .759/. 781	-	198/1 39 70.2% 59.7/6 4.2 177/1 90 .70/.6 09	-	230/1 73 75.2% 69.3/7 9.9 205/2 37 .61/.5 68	-	242/1 92 79.3% 73/88. 7 216/2 63 .513/. 504	255/2 03 79.6% 76.9/9 3.8 228/2 78 .451/. 444	-	190/1 48 77.8% - .416/. 336
Lincoln Y ECU-E Ported Abbot Stage 4 Iron	N/A	2.055/1.6 6	N/A	71/5 8 81.7 %	-	145/1 18 81.4% 43.7/5 4.5 130/1 62 .769/. 775	-	197/1 40 71.1% 59.4/6 4.7 176/1 92 .697/. 613	-	225/1 76 78.2% 67.8/8 1.3 201/2 41 .597/. 578	-	236/1 92 81.4% 71.2/8 8.7 211/2 63 .501/. 504	246/2 05 83.3% 74.2/9 4.7 220/2 81 .435/. 449	-	187/1 48 79.4% - .416/. 336
Lincoln Y ECU-E Ported Abbot Stage 5 Iron	199/-	2.055/1.6 6	77	72/5 9 81.9 %	-	146/1 20 82.2% 44/55. 4 130/1 64 .774/. 788	-	204/1 42 69.6% 61.5/6 5.6 182/1 94 .721/. 622	-	229/1 78 77.7% 69/82. 2 205/2 44 .607/. 584	-	239/1 95 81.6% 72.1/9 0.1 214/2 67 .507/. 512	254/2 09 82.3% 76.6/9 6.6 227/2 86 .449/. 457	-	191/1 51 78.9% 1.28 .416/. 336

Lincoln 430 575 R & R Performance Iron	N/A	2.14/1.78 4.25	N/A	69/50 72.5%	-	128/97 75.8% 35.6/39 105/115 .652/.594	-	177/132 74.6% 49.2/53 146/157 .601/.539	-	209/153 73.2% 58.1/61.5 172/182 .532/.468	-	234/179 76.5% 65.1/71.9 193/213 .477/.438	247/192 77.7% 68.7/77.2 203/229 .419/.392	251/196 @ .700 69.8 207 .393	188/134 - - .433/.360
Lincoln 430 B9VE Street / Strip Port Les Schmader Iron	N/A	2.14/1.78	N/A	-	-	173/124 71.7% 48.1/49.8 143/148 .881/.759	-	217/167 77% 60.3/67.1 179/199 .737/.682	-	251/186 74.1% 69.8/74.7 207/221 .639/.57	-	277/200 72.2% 77/80.4 228/238 .564/.49	287/208 72.5% 79.8/83.6 236/248 .487/.425	-	241/177 73.4% - .433/.360
Lincoln 462 '67 C6VE Joe Craine Iron	N/A	2.19/1.88 - No Pipe	N/A	-	-	-	-	-	-	-	-	249/180 72.3% 66.1/64.8 196/192 .496/.417	-	-	- - - .443/.381
Lincoln 462 '67 C6VE Ported Joe Craine Iron	N/A	2.19/1.88 - No Pipe	N/A	66/63 95.5%	-	143/127 88.8% 38/45.8 112/136 .712/.736	-	218/190 87.2% 57.9/68.4 171/203 .723/.734	-	278/199 71.6% 73.8/71.7 219/212 .692/.577	292/- 77.5 230 .646	298/201 67.4% 79.1/72.4 234/215 .593/.466	-	-	216/156 - - .443/.381
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.650	Average
Ford 1.6 Pinto Ported	N/A	44mm/38mm	N/A	54/43 79.6%	-	112/75 67% 47.5/42.7 141/126 .705/.546	-	160/98 61.3% 67.9/55.7 201/165 .671/.476	-	174/119 68.4% 73.8/67.7 219/201 .547/.434	-	180/134 74.4% 76.4/76.2 226/226 .453/.391	186/144 77.4% 78.9/81.9 234/243 .39/.35	-	144/102 70.8% - .351/.303
Ford 2.0 Pinto Accuracy ? ?? Dave Baker	N/A	-	N/A	40/-	-	76/-	-	104/-	-	119/-	-	127/-	-	-	93.2
Ford 2.0 Pinto Ported Accuracy ? ?? Dave Baker	N/A	-	N/A	51/-	-	102/-	-	137/-	-	159/-	-	167/-	-	-	123
Ford 2.0 Pinto Early Carb Dave Baker	N/A	-	N/A	55/-	-	96/-	-	123/-	-	135/-	-	144/-	-	-	111
Ford 2.0 Pinto Injected Dave Baker	N/A	-	N/A	49/-	-	94/-	-	133/-	-	148/-	-	156/-	-	-	116

Ford 2.0 (SOHC English) Pinto Ported Kelford Cams	N/A	1.75/1.48	N/A	58/5 4 93.1 %	-	116/9 3 80.2% 48.2/5 4.1 143/1 60 .723/. 685	-	161/1 24 77% 66.9/7 2.1 198/2 14 .669/. 609	-	175/1 35 77.1% 72.8/7 8.5 216/2 33 .545/. 497	-	184/1 39 75.5% 76.5/8 0.8 227/2 39 .458/. 41	191/1 43 74.9% 79.4/8 3.1 235/2 46 .397/. 351	-	148/1 15 77.7% - .354/. 300
Ford Pinto CNC Heads UK	N/A	1.179/1.4 96 100mm No Pipe	N/A	60/4 4 73.3 %	90/-	117/8 4 71.8% 107/4 7.8 318/1 42 1.08/. 612	129/- 118 350 .954	142/1 05 73.9% 130/5 9.7 385/1 77 .875/. 51	151/- 138 410 .798	156/1 14 73.1% 143/6 4.9 423/1 92 .721/. 415	159/- 146 432 .653	162/1 17 72.2% 148/6 6.6 440/1 97 .599/. 341	-	-	138/1 05 - - .239/. 303
Ford Pinto Ported CNC Heads UK	N/A	1.179/1.4 96 100mm No Pipe	N/A	64/4 8 75%	97/-	127/9 0 70.9% 116/5 1.2 345/1 52 1.17/. 656	155/- 142 421 1.14	178/1 17 65.7% 163/6 6.6 483/1 97 1.09/. 568	198/- 181 537 1.04	201/1 31 65.2% 184/7 4.5 546/2 21 .929/. 477	207/- 190 562 .851	212/1 42 67% 194/8 0.8 575/2 39 .784/. 414	-	-	172/1 20 - - .239/. 303
Ford 2.5 CNC Heads UK	N/A	1.179/1.0 195 100mm No Pipe	N/A	74/6 0 81.1 %	114/-	148/1 44 97.3% 67.8/8 8.2 201/2 61 .684/. 77	172/- 78.8 233 .636	184/1 76 95.7% 84.3/1 08 250/3 19 .567/. 627	192/- 87.9 261 .507	199/1 74 87.4% 91.1/1 07 270/3 16 .46/.4 65	201/- 92.1 273 .413	199/1 75 87.9% 91.1/1 07 270/3 18 .368/. 374	-	-	176/1 67 - - .239/. 206
Ford 2.5 Ported CNC Heads UK	N/A	1.22/1.06 2 100mm No Pipe	N/A	71/7 1 100 %	108/-	145/1 63 112% 62/92 184/2 73 .648/. 837	179/- 76.6 227 .64	200/2 09 104% 85.5/1 18 253/3 50 .596/. 715	215/- 92 272 .549	225/2 15 95.6% 96.2/1 21 285/3 60 .503/. 552	229/- 97.9 290 .455	232/2 19 94.4% 99.2/1 24 294/3 66 .415/. 45	-	-	192/2 02 - - .247/. 215
Ford 2.0 Duratec CNC Heads UK	N/A	1.319/1.7 8 100mm No Pipe	N/A	87/6 4 73.6 %	130/-	174/1 29 74.1% 63.7/2 5.9 189/7 6.8 .719/. 395	211/- 77.2 229 .698	234/1 51 64.5% 85.6/3 0.3 254/8 9.9 .645/. 308	243/- 88.9 263 .574	247/1 69 68.4% 90.4/3 4 268/1 01 .51/.2 59	248/- 90.7 269 .455	250/1 71 68.4% 91.5/3 4.4 271/1 02 .413/. 209	-	-	217/1 55 - - .267/. 360
Ford 2.0 Duratec Ported CNC Heads UK	N/A	1.319/1.7 8 100mm No Pipe	N/A	87/7 7 88.5 %	128/-	173/1 58 91.3% 63.3/3 1.7 188/9 4.1 .715/. 484	214/- 78.3 232 .707	247/2 07 83.8% 90.4/4 1.6 268/1 23 .68/.4 23	272/- 99.5 295 .642	291/2 24 77% 106/4 5 316/1 33 .601/. 343	302/- 111 327 .555	307/2 31 75.2% 112/4 6.4 333/1 38 .507/. 283	-	-	242/2 05 - - .267/. 360
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.650	Averag e

Ford '06 2.0-2.3 Duratec Sabre Heads SF110	N/A	35mm/30 mm - No Pipe	N/A	85/6 6 77.6 %	125/ 99 79.2 %	163/1 28 78.5% 54.7/5 8.4 162/1 73 .645/. 591	193/1 44 74.6% 64.7/6 5.7 192/1 95 .611/. 532	211/1 51 71.6% 70.7/6 8.9 210/2 04 .556/. 465	219/1 55 70.8% 73.4/7 0.7 218/2 10 .495/. 409	224/1 58 70.5% 75.1/7 2.1 223/2 14 .443/. 365	225/1 60 71.1% 75.4/7 3 224/2 16 .396/. 328	226/1 61 71.2% 75.8/7 3.5 225/2 18 .358/. 297	-	-	198/1 45 72.9% - .279/. 239
Ford '06 2.0-2.3 Duratec Ported Sabre Heads SF110	N/A	35mm/30 mm - No Pipe	N/A	84/8 3 98.8 %	124/ 121 97.6 %	163/1 44 88.3% 54.7/6 5.7 162/1 95 .645/. 665	199/1 57 78.9% 66.7/7 1.6 198/2 12 .63/.5 8	227/1 62 71.4% 76.1/7 3.9 226/2 19 .599/. 498	238/1 68 70.6% 79.8/7 6.7 236/2 27 .538/. 443	246/1 70 69.1% 82.5/7 7.6 244/2 30 .487/. 392	249/1 75 70.3% 83.5/7 9.9 247/2 37 .438/. 359	253/1 76 69.6% 84.8/8 0.3 251/2 38 .40/.3 25	-	-	212/1 59 74.9% - .279/. 239
Ford '95 16v RS2000 Sabre Heads SF110	N/A	33.5mm/ 30mm 86mm No Pipe	N/A	83/6 7 80.7 %	123/ 102 82.9 %	157/1 32 84.1% 57.5/6 0.2 170/1 78 .649/. 609	179/1 55 86.6% 65.5/7 0.7 194/2 10 .592/. 572	188/1 65 87.8% 68.8/7 5.3 204/2 23 .518/. 508	194/1 76 90.7% 71/80. 3 210/2 38 .458/. 464	200/1 83 91.5% 73.2/8 3.5 217/2 47 .413/. 422	201/1 85 92% 73.6/8 4.4 218/2 50 .369/. 379	204/1 88 92.2% 74.7/8 5.8 221/2 54 .337/. 347	-	-	181/1 61 88.9% - .267/. 239
Ford '95 16v RS2000 Ported Sabre Heads SF110	N/A	33.5mm/ 30mm 86mm No Pipe	N/A	79/7 5 94.9 %	119/ 111 93.3 %	163/1 44 88.3% 59.7/6 5.7 177/1 95 .674/. 665	196/1 64 83.7% 71.7/7 4.8 213/2 22 .648/. 605	217/1 84 84.8% 79.4/8 4 235/2 49 .598/. 566	274/1 92 70.1% 100/8 7.6 297/2 60 .647/. 506	230/1 99 86.5% 84.2/9 0.8 249/2 69 .475/. 459	232/2 02 87.1% 84.9/9 2.2 252/2 73 .426/. 414	233/2 06 88.4% 85.3/9 4 253/2 79 .385/. 38	-	-	208/1 75 84.3% - .267/. 239
Ford 2.3 Iron	N/A	1.74/1.50	N/A	58/4 2 72.4 %	-	108/8 1 75% 45.4/4 5.8 135/1 36 .677/. 589	-	141/1 12 79.4% 59.3/6 3.4 176/1 88 .589/. 543	-	149/1 32 88.6% 62.7/7 4.7 186/2 21 .467/. 48	-	149/1 42 95.3% 62.7/8 0.4 186/2 38 .373/. 413	-	-	121/1 02 84.1% - .352/. 304
Ford 2.3 DP Ported Brian Iron	N/A	1.74/1.50	N/A	54/4 8 88.9 %	-	115/9 0 78.3% 48.4/5 0.9 143/1 51 .72/.6 54	-	156/1 13 72.4% 65.6/6 3.9 194/1 89 .652/. 547	-	179/1 29 72.1% 75.3/7 3 223/2 16 .561/. 469	-	187/1 37 73.3% 78.6/7 7.5 233/2 30 .469/. 398	-	-	138/1 03 74.8% - .352/. 304
Ford 2.3 SVO Ported	N/A	1.74/1.50	N/A	-	-	-	-	-	-	202/1 56 77.2% 84.9/8 8.3 252/2 62 .633/. 567	-	-	-	-	- - - .352/. 304

Ford 2.3 SVO Turbo	N/A	1.74/1.50	N/A	65/62 95.4%	-	99/88 88.9% 41.6/49.8 123/148 .62/.64	-	131/109 83.2% 55.1/61.7 163/183 .547/.528	-	157/128 81.5% 66/72.4 196/215 .492/.465	-	173/140 80.9% 72.8/79.2 216/235 .434/.407	-	-	125/105 84.3% - .352/.304
Ford 2.3 SVO Turbo Ported PowerHeads	N/A	1.89/1.59	N/A	73/72 98.6%	-	115/103 89.6% 41/51.9 121/154 .663/.706	-	153/126 82.4% 54.5/63.5 162/188 .588/.576	-	189/151 79.9% 67.4/76 200/225 .545/.518	-	214/175 81.8% 76.3/88.1 226/261 .494/.48	-	-	149/125 84.3% - .383/.322
Ford 2.3 Esslinger Alum	N/A	1.89/1.59	N/A	65/51 78.5%	-	116/101 87.1% 41.3/50.9 123/151 .669/.692	-	162/134 82.7% 57.7/67.5 171/200 .623/.612	-	201/154 76.6% 71.6/77.6 212/230 .58/.528	-	228/172 75.4% 81.3/86.6 241/257 .526/.472	241/183 75.9% 85.9/92.2 255/273 .463/.418	247/192 77.7% 88/96.7 261/287 .438/.405	180/141 78.3% - .383/.322
Ford 2.3 ARCA BOPORT Racing Heads	N/A	- 3.92	N/A	61/-	122/-	150/- -	176/- -	198/- -	219/- -	236/- -	-	252/- -	275/- -	290/- -	213
Ford 3.0 Essex v6	N/A	-	N/A	42/-	-	81/- -	-	100/- -	-	107/- -	-	110/- -	-	-	88.0
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.650	Average
Ford 3.0 Essex v6 Ported	N/A	-	N/A	46/-	-	95/- -	-	131/- -	-	152/- -	-	161/- -	-	-	117
Ford 4.0 Ported Super Six Motorsports Stage 2	N/A	1.81/1.54	N/A	-	-	-	-	-	-	-	-	206/160 77.7% 80.1/85.9 237/255 .496/.453	-	-	- - - .367/.312
Ford 4.0 Ported Super Six Motorsports Stage 2+	N/A	1.83/1.56	N/A	-	-	-	-	-	-	-	-	226/176 77.9% 85.9/92.1 255/273 .538/.492	-	-	- - - .371/.316
Ford 4.0 Ported Super Six Motorsports Stage 3	N/A	1.90/1.56	N/A	-	-	-	-	-	-	-	-	236/176 74.6% 83.2/92.1 247/273 .542/.492	-	-	- - - .385/.316

Ford ZTEK CNC Heads UK	N/A	31.5mm/27.5mm	N/A	85/64 75.3%	129/-	171/129 75.4% 70.8/70.1 210/208 .752/.649	198/-82 243 .696	208/151 72.6% 86.1/82 255/243 .609/.507	216/-89.4 265 .542	222/170 76.6% 91.9/92.3 272/274 .488/.428	225/-93.1 276 .44	227/171 75.3% 94/92.9 278/275 .399/.344	-	-	200/155 - - .251/.219
Ford ZTEK Ported CNC Heads UK	N/A	35mm/30mm	N/A	85/69 81.2%	129/-	172/153 89% 57.7/69.8 171/207 .68/.706	206/-69.1 205 .652	233/192 82.4% 78.1/87.6 231/260 .614/.591	247/-82.8 245 .558	256/203 79.3% 85.8/92.6 254/274 .506/.468	262/-87.8 260 .461	265/211 79.6% 88.8/96.3 263/285 .419/.389	-	-	221/190 - - .279/.239
Focus Zetec	N/A	32mm/28mm	N/A	79/68 86.1%	-	144/126 87.5% 57.8/66 171/196 .623/.623	-	175/148 84.6% 70.2/77.5 208/230 .505/.488	-	184/155 84.2% 73.8/81.2 219/241 .398/.383	-	-	-	-	146/124 85.4% - .255/.223
Focus Zetec Alaniz Cyl Heads	N/A	33mm/29mm	N/A	74/68 91.9%	-	144/114 79.2% 54.3/55.7 161/165 .604/.544	-	173/132 76.3% 65.2/64.5 193/191 .484/.42	-	182/139 76.4% 68.6/67.9 203/201 .382/.332	-	186/139 74.7% 70.2/67.9 208/201 .312/.265	-	-	152/118 78% - .263/.231
Focus Zetec ZX3P 2.0l '00-04 Ported Alum	N/A	33mm/30mm	47.7	81/75 92.6%	119/109 91.6%	154/145 94.2% 58.1/66.2 172/196 .646/.669	181/168 92.8% 68.3/76.7 202/227 .607/.62	193/186 96.4% 72.8/84.9 216/252 .54/.572	205/188 91.7% 77.3/85.8 229/254 .491/.496	214/193 90.2% 80.7/88.1 239/261 .449/.445	220/195 88.6% 83/89 246/264 .41/.40	-	-	-	184/169 92.1% - .263/.239
Focus Zetec Ported CFM Stage II	N/A	33mm/29mm	N/A	86/94 109%	-	161/173 107% 60.7/84.5 180/250 .675/.826	-	203/200 98.5% 76.6/97.7 227/289 .568/.637	-	218/209 95.9% 82.2/102 244/302 .457/.499	-	-	-	-	167/169 101.% - .263/.231
FocusSport Cosworth Zetec Focus	N/A	-	N/A	-	-	-	-	-	-	-	-	222/175 78.8% -	-	-	-
Ford Cosworth YBT CNC Heads UK	N/A	1.3/1.1 100mm No Pipe	N/A	92/89 96.7%	137/-	168/146 86.9% 63.3/76.8 188/228 .704/.723	182/-68.6 203 .61	192/152 79.2% 72.3/80 214/237 .537/.502	199/-75 222 .477	202/158 78.2% 76.1/83.1 225/246 .423/.391	204/-76.8 228 .38	204/160 78.4% 76.8/84.2 228/249 .342/.317	-	-	186/154 - - .263/.223

Manufactur er Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.650	Averag e
Ford Cosworth YB1 CNC Heads UK	N/A	1.37/1.22 100mm No Pipe	N/A	93/7 8 83.9 %	141/-	188/1 57 83.5% 63.8/6 7.2 189/1 99 .748/. 701	219/- 74.3 220 .697	236/1 96 83.1% 80/83. 8 237/2 48 .626/. 584	251/- 85.1 252 .571	260/1 97 75.8% 88.2/8 4.3 261/2 50 .517/. 44	263/- 89.2 264 .465	265/1 97 74.3% 89.9/8 4.3 266/2 50 .422/. 352	-	-	228/1 87 - - .277/. 247
Ford Cosworth YB3BV CNC Heads UK	N/A	1.37/1.22 100mm No Pipe	N/A	99/9 3 93.9 %	148/-	197/1 88 95.4% 66.8/8 0.4 198/2 38 .784/. 84	236/- 80 237 .751	265/2 07 78.1% 89.9/8 8.5 266/2 62 .703/. 617	292/- 99 293 .664	308/2 22 72.1% 104/9 5 310/2 81 .613/. 496	316/- 107 318 .559	320/2 23 69.7% 109/9 5.4 322/2 83 .509/. 399	-	-	260/2 10 - - .277/. 247
Ford Fiesta Puma 1.7 CNC Heads UK	N/A	1.179/1.0 195 100mm No Pipe	N/A	79/6 5 82.3 %	120/-	151/1 25 82.8% 69.2/7 6.6 205/2 27 .698/. 668	170/- 77.9 231 .629	185/1 49 80.5% 84.7/9 1.3 251/2 70 .57/.5 31	193/- 88.4 262 .51	197/1 53 77.7% 90.2/9 3.7 267/2 78 .455/. 409	199/- 91.1 270 .409	201/1 53 76.1% 92.1/9 3.7 273/2 78 .372/. 327	-	-	177/1 45 - - .239/. 206
Ford Fiesta Puma 1.7 Ported CNC Heads UK	N/A	1.179/1.0 195 100mm No Pipe	N/A	76/7 0 92.1 %	116/-	158/1 57 99.4% 72.4/9 6.2 214/2 85 .73/.8 39	188/- 86.1 255 .695	207/1 85 89.4% 94.8/1 13 281/3 36 .638/. 659	221/- 101 300 .584	229/1 93 84.3% 105/1 18 311/3 50 .529/. 516	231/- 106 313 .475	230/1 99 86.5% 105/1 22 312/3 61 .425/. 426	-	-	198/1 84 - - .239/. 206
Ford CVH CNC Heads UK	N/A	1.6495/1. 4845 100mm No Pipe	N/A	51/4 6 90.2 %	75/-	98/92 93.9% 45.9/5 3.2 136/1 57 .648/. 676	116/- 54.3 161 .613	133/1 19 89.5% 62.2/6 8.8 184/2 04 .586/. 583	144/- 67.4 200 .544	152/1 25 82.2% 71.1/7 2.2 211/2 14 .502/. 459	156/- 73 216 .458	160/1 28 80% 74.9/7 4 222/2 19 .423/. 376	-	-	129/1 16 - - .334/. 301
Ford CVH Ported CNC Heads UK	N/A	1.6495/1. 4845 100mm No Pipe	N/A	58/4 8 82.8 %	88/-	117/9 9 84.6% 54.8/5 7.2 162/1 69 .773/. 727	144/- 67.4 200 .761	164/1 29 78.7% 76.7/7 4.5 227/2 21 .723/. 632	178/- 83.3 247 .672	189/1 59 84.1% 88.4/9 1.9 262/2 72 .625/. 584	197/- 92.2 273 .579	201/1 74 86.6% 94.1/1 01 279/2 98 .531/. 511	-	-	160/1 40 - - .334/. 301
Ford X2 Crossflow CNC Heads UK	N/A	1.501/1.2 38 3.16 No Pipe	N/A	48/3 5 72.9 %	72/-	95/64 67.4% 53.7/5 3.2 159/1 58 .69/.5 64	109/- 61.6 183 .633	120/8 0 66.7% 67.8/6 6.5 201/1 97 .581/. 47	122/- 68.9 204 .506	124/8 7 70.2% 70.1/7 2.3 208/2 14 .45/.3 83	124/- 70.1 208 .40	126/8 9 70.6% 71.2/7 3.9 211/2 19 .366/. 313	-	-	112/8 0.0 - - .304/. 251

Ford X2 Crossflow Ported CNC Heads UK	N/A	1.545/1.322 3.16 No Pipe	N/A	48/43 89.6 %	74/-	98/81 82.7% 52.3/59 155/175 .691/.668	120/-64 190 .677	137/106 77.4% 73.1/77.2 217/229 .644/.583	149/-79.5 235 .601	154/114 74% 82.1/83.1 243/246 .543/.47	156/120 76.9% 83.2/87.4 247/259 .44/.396	-	-	130/105 - - .313/.268	
Ford XFLOW Ported CNC Heads UK	N/A	1.625/1.377 3.16 No Pipe	N/A	55/49 89.1 %	82/-	109/92 84.4% 26.3/30.9 77.9/91.5 .366/.364	134/-32.3 95.7 .36	156/117 75% 37.6/39.3 111/116 .349/.309	174/-41.9 124 .333	188/130 69.1% 45.3/43.6 134/129 .315/.257	199/-48 142 .297	201/136 67.7% 48.5/45.7 144/135 .27/.215	-	-	155/119 - - .329/.279
Ford I-6 US Iron	N/A	1.65/1.38	N/A	45/36 80%	-	87/68 78.2% 40.7/45.5 121/135 .575/.537	-	108/91 84.3% 50.5/60.8 150/180 .476/.479	-	119/98 82.4% 55.7/65.5 165/194 .393/.387	-	124/103 83.1% 58/68.9 172/204 .328/.325	127/105 82.7% 59.4/70.2 176/208 .28/.276	-	102/83.5 82.1% - .334/.279
Ford I-6 OZ 250 Iron	N/A	1.75/1.50	N/A	63/36 57.1 %	-	101/68 67.3% 42/38.5 124/114 .629/.494	-	133/91 68.4% 55.3/51.5 164/153 .552/.441	-	155/98 63.2% 64.4/55.5 191/164 .483/.356	-	156/103 66% 64.9/58.3 192/173 .389/.299	156/105 67.3% 64.9/59.4 192/176 .324/.254	-	127/83.5 65.6% - .354/.304
Ford I-6 Classic Inlines Alum	N/A	1.84/1.50	N/A	52/40 76.9 %	-	99/79 79.8% 37.2/44.7 110/132 .587/.574	-	143/111 77.6% 53.8/62.8 159/186 .565/.538	-	180/144 80% 67.7/81.5 201/241 .533/.523	-	201/164 81.6% 75.6/92.8 224/275 .476/.477	210/174 82.9% 79/98.5 234/292 .415/.422	-	148/119 80.5% - .373/.304
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.650	Averag e
Ford I-6 Classic Inlines Ported Alum	N/A	1.84/1.50	N/A	55/44 80%	-	103/87 84.5% 38.7/49.2 115/146 .61/.632	-	159/122 76.7% 59.8/69 177/205 .628/.591	-	196/159 81.1% 73.7/90 218/267 .581/.578	-	223/179 80.3% 83.9/101 248/300 .528/.52	231/184 79.7% 186.9/104 257/309 .456/.446	-	161/129 80.1% - .373/.304
World S/R 2.9 v6 Iron	180/64	1.657/1.419	58	-	-	-	-	-	-	-	-	-	-	-	- - - .336/.287

_Ford COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	2mm	4mm	6mm	8mm	10mm	11mm	12mm	13mm	14mm	16mm	18mm	Average
Ford Cosworth YB MORGO Systems	N/A	35mm/31mm - Pipe	N/A	66/-	124/-	150/-50.3149.502	163/-54.7162.409	171/-57.3170.344	173/-58172.316	175/-58.7174.293	176/-59175.272	-	-	-	162 - - .279/.247
Ford Cosworth YB Ported MORGO Systems for std cams	N/A	-	N/A	64/-	129/-	178/-	201/-	208/-	210/-	210/-	-	-	-	-	189
Ford Cosworth YB Ported MORGO Systems for 11 mm lift cams	N/A	-	N/A	72/-	143/-	204/-	235/-	248/-	252/-	255/-	257/-	-	-	-	228
Ford 1.6 OHC Pinto Ported / Andre' Norrback Epoxy	N/A	42mm/34mm 85mm No Pipe	N/A	38/-	76/-	110/-51.2152.614	139/-64.7192.582	152/-70.8210.509	-	154/-71.7212.43	-	154/-71.7212.368	-	-	131 - - .335/.271
Ford OHC Pinto Ported / Andre' Norrback Rally	N/A	44.5mm/38mm 98mm No Pipe	N/A	46/-	91/-	135/-56166.711	166/-68.9204.656	185/-76.7227.585	-	195/-80.9240.514	-	202/-83.8248.456	202/-83.8248.399	-	168 - - .355/.303
Ford OHC Pinto Ported / Andre' Norrback	N/A	46mm/38mm 98mm No Pipe	N/A	48/4083.3%	89/7483.1%	136/10073.5%52.8/56.9156/169.693/.617	174/11968.4%67.5/67.7200/201.665/.551	202/13064.4%78.4/74232/219.618/.481	-	215/14266%83.5/80.8247/239.548/.438	-	206/14469.9%80/81.9237/243.45/.81	206/14670.9%80/83.1237/246.394/.338	-	175/12269.6% - .367/.303
Ford OHC Pinto Ported / Andre' Norrback	N/A	44mm/36mm 98mm No Pipe	N/A	49/-	92/-	137/-58.1172.73	179/-75.9225.715	208/-88.3261.665	-	221/-93.8278.589	-	227/-96.3285.518	227/-96.3285.454	-	184 - - .351/.287
Ford 2.0 OHC Pinto Ported / Andre' Norrback Rally	N/A	46mm/36mm 98mm No Pipe	N/A	52/-	98/-	144/-55.9166.734	188/-73216.719	215/-83.5247.657	-	233/-90.5268.594	-	236/-91.6271.515	236/-91.6271.451	-	193 - - .367/.287
Ford OHC Pinto Ported / Andre' Norrback	N/A	46mm/-	N/A	50/-	96/-	142/-55.1163.724	180/-69.9207.688	207/-80.4238.633	-	227/-88.1261.578	-	240/-93.2276.524	245/-95.1282.468	248/-96.3285.421	198 - - .367
Pinto Ported / Andre' Norrback	N/A	52mm/40mm 98mm No Pipe	N/A	53/4890.6%	101/8079.2%	148/10973.6%45/56133/166.667/.639	189/13672%57.4/69.8170/207.639/.598	229/16069.9%69.6/82.1206/243.619/.563	-	254/17669.3%77.2/90.4229/268.573/.516	-	279/18666.7%84.8/98.6/1005.5251/283.539/.467	295/19566.1%89.6/100266/297.499/.429	312/20264.7%94.8/104281/307.469/.395	226/15668.8% - .415/.319

Pinto Ported / Andre' Norrback	N/A	52mm/ 40mm 100mm No Pipe	N/A	54/4 8 88.9 %	103/ 80 77.7 %	150/1 09 72.7% 45.6/5 6 135/1 66 .676/. 639	196/1 36 69.4% 59.5/6 9.8 176/2 07 .663/. 598	238/1 60 67.2% 72.3/8 2.1 214/2 43 .644/. 563	-	267/1 76 65.9% 81.1/9 0.4 240/2 68 .602/. 516	-	290/1 86 64.1% 88.1/9 5.5 261/2 83 .56/.4 67	310/1 95 62.9% 94.2/1 00 279/2 97 .524/. 429	326/2 02 62% 99/10 4 293/3 07 .49/.3 95	235/1 56 66.2% - .415/. 319
Ford RS 2300 MORG Systems	N/A	Stock	N/A	69/-	127/-	161/- -	171/- -	179/- -	182/- -	184/- -	186/- -	-	-	-	170
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	11mm	12mm	13mm	14mm	16mm	18mm	Averag e
Ford RS 2300 Ported MORG Systems	N/A	Stock	N/A	63/-	126/-	177/- -	204/- -	222/- -	228/- -	233/- -	236/- -	-	-	-	204

V6 3.8 COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.650	.700	.800	.900	Average	
Ford 3.8 SC Redline Performance Mustangs	N/A	1.78/1.46	N/A	-	-	-	-	158/106 67.1% 63.5/63.3 188/188 .387/.317	-	-	-	-	-	-	
Ford 3.8 SC / Single Port	N/A	1.78/1.46	N/A	52/40 76.9%	82/71 86.6%	111/95 85.6% 44.6/56.7 132/168 .453/.473	144/113 78.5% 57.9/67.5 171/200 .441/.422	170/123 72.4% 68.3/73.5 202/218 .416/.369	181/127 70.2% 72.7/77.1 216/228 .369/.316	183/129 70.5% 73.5/77.1 218/228 .345/.296	-	-	-	145/110 75.5% - .360/.296	
Ford 3.8 SC / Single Port Ported Coy Miller	N/A	1.85/1.625	N/A	56/50 89.3%	113/103 91.2%	164/144 87.8% 61/69.4 181/206 .644/.644	199/187 94% 74/90.2 219/267 .586/.627	216/201 93.1% 80.4/96.9 238/287 .509/.539	225/208 92.4% 83.7/100 248/297 .442/.465	226/206 91.2% 84.1/99.3 249/294 .41/.425	-	-	-	191/175 91.8% - .375/.329	
Ford 3.8 SC Ported Stiegemeier Racing	N/A	1.875/1.60	N/A	-	131/120 91.6%	181/166 91.7% 65.6/82.6 194/245 .702/.754	217/206 94.9% 78.6/102 233/304 .631/.702	229/212 92.6% 82.9/105 246/312 .533/.578	232/215 92.7% 84/107 249/317 .45/.488	-	-	-	-	198/184 92.8% - .380/.324	

Ford 3.8 SC Ported Super Six Motorspor ts Stage 2	N/A	1.78/1.45	N/A	-	-	-	-	-	203/1 54 75.9% 81.6/9 3.3 242/2 76 .414/. 386	-	-	-	-	-	-
Ford 3.8 SC Ported Super Six Motorspor ts Stage 2+	N/A	1.83/1.50	N/A	-	-	-	-	-	215/1 65 76.7% 81.7/9 3.4 242/2 77 .427/. 40	-	-	-	-	-	-
Ford 3.8 SC Ported Super Six Motorspor ts Stage 3 88-95	N/A	1.85/1.55	N/A	-	-	-	-	-	228/1 89 82.9% 84.8/1 00 251/2 97 .448/. 443	-	-	-	-	-	-
Ford 3.8 SC Ported Redline Performa nce Mustangs 88-95	N/A	1.84/1.60	N/A	-	-	-	-	210/1 53 72.9% 79/76. 1 234/2 25 .498/. 417	-	-	-	-	-	-	-
Ford 3.8 SC Ported Super Six Motorspor ts Stage 3 96-98	N/A	1.90/1.56	N/A	-	-	-	-	-	240/1 81 75.4% 84.6/9 4.7 251/2 81 .459/. 422	-	-	-	-	-	-
Ford 3.8 SC Ported Redline Performa nce Mustangs 96-98	N/A	1.86/1.55	N/A	-	-	-	-	210/1 53 72.9% 77.3/8 1.1 229/2 40 .492/. 43	-	-	-	-	-	-	-
Ford 3.8 Single Port Ported Matt SF600	N/A	1.84/1.57 5 - No Pipe	N/A	86/4 8 55.8 %	168/ 99 58.9 %	216/1 51 69.9% 81.2/7 7.5 241/2 30 .853/. 697	251/2 05 81.7% 94.4/1 05 280/3 12 .744/. 709	279/2 35 84.2% 105/1 21 311/3 57 .661/. 651	294/2 60 88.4% 111/1 33 328/3 95 .581/. 60	305/2 64 86.6% 115/1 36 340/4 01 .556/. 562	312/2 67 85.6% 117/1 37 348/4 06 .528/. 528	-	-	261/2 12 81.2% - .373/. 319	

Ford 3.8 Split Port Ported Silvr 2000	N/A	1.94/1.55	N/A	69/59 85.5 %	164/104 63.4 %	198/142 71.7% 67/75.3 198/223 .742/.666	239/173 72.4% 80.9/91.7 240/272 .671/.608	268/201 75% 90.7/107 269/316 .602/.565	294/224 76.2% 99.5/119 295/352 .551/.525	-	319/231 72.4% 108/122 320/363 .512/.464	-	-	247/179 72.5% - .393/.314	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.650	.700	.800	.900	Average	
Ford 3.8 Split Port Ported "J"	N/A	1.94/1.55 - No Pipe	N/A	91/60 65.9 %	162/112 69.1 %	213/145 68.1% 72.1/76.8 214/228 .798/.68	242/175 72.3% 81.9/92.7 243/275 .68/.615	270/204 75.6% 91.3/108 271/320 .607/.574	298/231 77.5% 101/122 299/363 .558/.542	-	-	-	-	237/173 73.2% - .393/.314	
Ford 3.8/4.2 Split Port Redline Performance Mustangs	N/A	1.86/1.46 - No Pipe	N/A	63/46 73%	-	-	-	199/122 61.3% 73.2/72.9 217/216 .467/.364	-	-	-	-	-	131/84.0 64.1% - .377/.296	
Ford 3.8/4.2 Split Port Ported Redline Performance Mustangs	N/A	1.94/1.55 - No Pipe	N/A	80/59 73.8 %	142/110 77.5 %	198/140 70.7% 67/74.2 198/220 .742/.656	224/163 72.8% 75.8/86.4 225/256 .629/.573	238/169 71% 80.5/89.6 239/265 .535/.475	253/170 67.2% 85.6/90.1 254/267 .474/.399	-	-	-	-	211/150 71.3% - .393/.314	
Ford 3.8/4.2 Ported Super Six Motorsports Stage 2	N/A	1.86/1.45	N/A	-	-	-	-	-	230/150 65.2% 84.6/90.8 251/269 .449/.376	-	-	-	-	- - - .377/.294	
Ford 3.8/4.2 Ported Super Six Motorsports Stage 2+	N/A	1.90/1.50	N/A	-	-	-	-	-	240/160 66.7% 84.6/90.5 251/268 .459/.388	-	-	-	-	- - - .385/.304	
Ford 3.8/4.2 Ported Super Six Motorsports Stage 3	N/A	1.94/1.56	N/A	-	-	-	-	-	260/170 65.4% 88/88.9 261/264 .487/.396	-	-	-	-	- - - .393/.316	

Cleveland

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Boss 302 C4V Iron	N/A	2.19/1.67	N/A	-	-	-	210/154 73.3% 55.7/70.3 165/208 .523/.503	246/169 68.7% 65.3/77.2 194/229 .49/.441	274/178 65% 72.7/81.3 216/241 .455/.387	-	-	-	-	243/167 68.6% - .443/.338
Boss 302 C4V Mark Workman Iron	N/A	2.19/1.67	N/A	71/60 84.5%	149/99 66.4%	221/128 57.9% 58.7/58.4 174/173 .733/.557	269/154 57.2% 71.4/70.3 212/208 .669/.503	287/168 58.5% 76.2/76.7 226/227 .571/.439	290/176 60.7% 77/80.4 228/238 .481/.383	298/178 59.7% 79.1/81.3 234/241 .424/.332	-	-	-	252/151 59.6% - .443/.338
Ford 351 C2V Iron	N/A	2.03/1.67	N/A	-	-	-	200/143 71.5% 61.8/65.3 183/193 .537/.467	-	199/163 81.9% 61.5/74.4 182/220 .356/.355	-	-	-	-	200/153 76.7% - .411/.338
Ford 351 C2V Iron	N/A	2.03/1.67	N/A	-	-	-	203/145 71.4% 62.7/66.2 186/196 .545/.473	-	230/172 74.8% 71.1/78.5 211/233 .412/.374	-	-	-	-	217/159 73.2% - .411/.338
Ford 351 C4V D1ZE-GA Iron	244/137	2.19/1.71	76	-	-	-	-	-	284/154 54.2% 75.4/67.1 223/199 .471/.327	-	-	-	-	- - 1.16/1.12 .443/.346
Ford 351 C4V CHI Iron	N/A	2.19/1.71	N/A	64/38 59.4%	113/78 69%	166/112 67.5% 44.1/48.8 131/144 .551/.476	209/135 64.6% 55.5/58.8 164/174 .52/.43	245/155 63.3% 65/67.5 193/200 .488/.395	267/160 59.9% 70.9/69.7 210/206 .443/.34	275/-73 216 .391	-	-	-	213/128 - - .443/.346

Ford 351 C4V Iron	N/A	2.19/1.71	N/A	-	131/ 88 67.2 %	188/1 29 68.6% 49.9/5 6.2 148/1 66 .624/. 548	220/1 46 66.4% 58.4/6 3.6 173/1 88 .548/. 465	256/1 59 62.1% 68/69. 2 201/2 05 .51/.4 05	269/1 65 61.3% 71.4/7 1.8 212/2 13 .446/. 351	279/1 66 59.5% 74.1/7 2.3 219/2 14 .397/. 302	-	-	-	224/1 42 63.5% - .443/. 346	
Ford 351 C4V D0AE Closed Chamber Mark Workman Iron	N/A	2.19/1.71	N/A	72/5 4 75%	145/ 94 64.8 %	212/1 26 59.4% 56.3/5 4.9 167/1 63 .704/. 535	270/1 51 55.9% 71.7/6 5.7 212/1 95 .672/. 481	299/1 72 57.5% 79.4/7 4.9 235/2 22 .595/. 439	302/1 85 61.3% 80.2/8 0.6 238/2 39 .501/. 393	304/1 85 60.9% 80.7/8 0.6 239/2 39 .432/. 337	-	-	-	255/1 52 59.6% - .443/. 346	
Ford 351 C4V Hans Ported Iron	N/A	2.19/1.71	N/A	82/4 5 54.9 %	160/ 65 40.6 %	232/1 45 62.5% 61.6/6 3.1 182/1 87 .77/.6 16	294/1 76 59.9% 78/76. 6 231/2 27 .732/. 561	-	-	-	-	-	-	229/1 29 56.3% - .443/. 346	
Ford 351 C4V Glen Ported Iron	N/A	2.19/1.71	N/A	65/5 6 86.2 %	123/ 100 81.3 %	188/1 39 73.9% 49.9/6 0.5 148/1 79 .624/. 591	246/1 66 67.5% 65.3/7 2.3 194/2 14 .612/. 529	294/1 83 62.2% 78/79. 7 231/2 36 .585/. 467	322/1 86 57.8% 85.5/8 1 253/2 40 .534/. 395	333/1 85 55.6% 88.4/8 0.6 262/2 39 .474/. 337	-	-	-	251/1 60 63.7% - .443/. 346	
Ford 4V Closed Chamber Dr Js Performa nce Iron	N/A	2.19/1.70 - Pipe	N/A	70/5 8 82.9 %	135/ 99 73.3 %	195/1 31 67.2% 51.8/5 7.7 153/1 71 .647/. 56	247/1 56 63.2% 65.6/6 8.7 194/2 04 .615/. 50	282/1 68 59.6% 74.9/7 4 222/2 19 .561/. 431	289/1 77 61.2% 76.7/7 8 227/2 31 .48/.3 78	290/1 81 62.4% 77/79. 7 228/2 36 .412/. 332	290/1 80 62.1% 77/79. 3 228/2 35 .361/. 289	-	-	247/1 56 63.2% - .443/. 344	
Ford 4V Closed Chamber Ported Dr Js Performa nce Iron	N/A	2.25/1.70 - Pipe	N/A	82/6 8 82.9 %	153/ 110 71.9 %	224/1 49 66.5% 56.3/6 5.6 167/1 95 .724/. 637	291/1 80 61.9% 73.2/7 9.3 217/2 35 .705/. 577	326/1 98 60.7% 82/87. 2 243/2 58 .632/. 508	340/2 11 62.1% 85.5/9 3 253/2 75 .549/. 451	355/2 25 63.4% 89.3/9 9.1 265/2 94 .491/. 412	364/2 28 62.6% 91.5/1 00 271/2 98 .441/. 366	-	-	293/1 86 63.4% - .456/. 344	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Ford 4V Closed Chamber Ported BH Performa nce Iron	N/A	- - No Pipe	N/A	70/6 4 91.4 %	131/ 107 81.7 %	198/1 45 73.2% -	248/1 69 68.1% -	300/1 92 64% -	322/2 00 62.1% -	330/- -	-	-	-	255/1 63	

Ford 4V Closed Chamber Ported Bullet Cylinder Heads Intake Tongues are fitted Iron	259/-	2.19/1.71	68	71/58 81.7%	144/109 75.7%	212/153 72.2% 56.3/66.6 167/197 .704/.65	256/180 70.3% 68/78.4 201/232 .637/.574	289/207 71.6% 76.7/90.1 227/267 .575/.528	318/218 68.6% 84.4/94.9 250/281 .528/.463	342/225 65.8% 90.8/98 269/290 .486/.41	-	-	-	260/182 70% 1.32 .443/.346	
Ford Aussie 2V PowerHeads SF600 Iron	N/A	2.04/1.67	69	59/44 74.6%	112/79 70.5%	156/109 69.9% 47.7/49.8 141/147 .556/.474	178/130 73% 54.5/59.3 161/176 .476/.424	187/153 81.8% 57.2/69.9 170/207 .40/.399	191/172 90.1% 58.4/78.5 173/233 .34/.374	-	-	-	-	165/129 78% - .413/.338	
Ford Aussie 2V Ported PowerHeads SF600 Iron	N/A	2.19/1.71	62	79/75 94.9%	154/109 70.8%	206/156 75.7% 54.7/67.9 162/201 .684/.663	231/180 77.9% 61.3/78.4 182/232 .575/.574	244/200 82% 64.8/87.1 192/258 .486/.51	253/209 82.6% 67.2/91 199/270 .42/.444	-	-	-	-	218/171 78.5% - .443/.346	
Ford Aussie 2V Ported John Brides Iron	N/A	2.08/1.65	N/A	73/51 69.9%	158/97 61.4%	225/120 53.3% 66.2/56.1 196/166 .786/.529	240/139 57.9% 70.6/65 209/193 .629/.459	246/160 65% 72.4/74.8 215/222 .516/.423	-	-	-	-	-	217/129 59.4% - .421/.334	
Ford C302 C302B	212/95	2.15/1.65	62	-	-	-	-	-	-	325/-89.5 265 .471	-	-	-	- 1.53 .435/.334	
Ford C302B Stiegemeier Racing SF600 Ported	217/112	2.19/1.65 4.155 No Pipe	N/A	81/73 90.1%	157/131 83.4%	223/180 80.7% 59.2/84.2 175/249 .74/.793	266/210 78.9% 70.6/98.2 209/291 .662/.694	306/223 72.9% 81.2/104 241/309 .609/.589	331/228 68.9% 87.9/107 260/316 .549/.502	325/-86.3 256 .462	-	-	-	268/194 - 1.53/2.04 .443/.334	
Ford C302B SVO Ported Bullet Cylinder Heads Alum	N/A	2.19/1.65	N/A	75/77 102%	144/128 88.9%	210/164 78.1% 55.7/76.7 165/227 .697/.722	260/196 75.4% 69/91.7 205/272 .647/.647	298/216 72.5% 79.1/101 234/299 .593/.571	326/227 69.6% 86.5/106 256/315 .541/.50	348/235 67.5% 92.4/110 274/326 .495/.444	-	-	-	264/194 73.5% - .443/.334	
Ford D302 D302B	212/95	2.15/1.65	62	-	-	-	-	-	-	325/-89.5 265 .471	-	-	-	- 1.53 .435/.334	

AFD 2V Alum	200/115	2.08/1.60	N/A	-	124/105 84.7%	179/140 78.2% 52.7/69.6 156/206 .625/.636	231/164 71% 68/81.6 201/242 .605/.559	271/176 64.9% 79.8/87.5 236/259 .568/.48	290/185 63.8% 85.3/92 253/273 .507/.42	-	-	-	-	219/154 70.3% 1.45/1.61 .421/.324	
AFD 4V Closed Chamber SF300 Alum	235/115	2.15/1.65	N/A	70/55 78.6%	147/108 73.5%	215/151 70.2% 59.2/70.6 175/209 .727/.665	269/185 68.8% 74.1/86.5 220/256 .682/.611	298/205 68.8% 82.1/95.9 243/284 .604/.542	316/216 68.4% 87/101 258/299 .534/.476	330/221 67% 90.9/103 269/306 .478/.417	-	-	-	263/181 69% 1.40/1.92 .435/.334	
AFD 4V Ported Dr Js Performance Alum	N/A	2.19/1.70 - Pipe	N/A	78/52 66.7%	150/108 72%	216/146 67.6% 57.3/64.3 170/191 .717/.624	277/174 62.8% 73.5/76.7 218/227 .689/.558	318/207 65.1% 84.4/91.2 250/270 .633/.531	331/224 67.7% 87.9/98.7 260/292 .549/.479	348/236 67.8% 92.4/104 274/308 .495/.432	362/243 67.1% 96.1/107 285/317 .45/.39	-	-	286/191 66.8% - .443/.344	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Avenger XTC 351-C CNC Alum	265/90	2.25/1.74	60/70	75/65 86.7%	145/111 76.6%	217/138 63.6% 54.6/58 162/172 .701/.576	281/165 58.7% 70.7/69.4 209/206 .681/.517	328/214 65.2% 82.5/90 244/267 .636/.536	344/233 67.7% 86.5/98 256/290 .556/.487	350/247 70.6% 88/104 261/308 .484/.442	360/260 72.2% 90.5/109 268/324 .436/.407	-	-	289/195 67.6% 1.36/2.89 .456/.352	
Blue Thunder Low-Ex Alum	N/A	-	N/A	-	-	-	-	-	-	-	325/210 64.6% -	-	-	-	
Blue Thunder Ported Alum	N/A	2.10/1.65	N/A	-	-	-	-	-	-	-	380/265 69.7% 110/124 325/367 .493/.438	-	-	- - - .425/.334	
Blue Thunder Hi-Ex Alum	N/A	2.20/1.70	N/A	-	-	-	-	-	-	-	325/240 73.8% 85.5/106 253/313 .403/.385	-	-	- - - .446/.344	
Blue Thunder Ported Hi-Ex Alum	N/A	2.20/1.71	N/A	-	-	-	-	-	-	-	395/285 72.2% 104/124 308/368 .489/.454	-	-	- - - .446/.346	

Blue Thunder Stage 3 Ported Alum	220/-	2.20/1.71	N/A	-	-	-	-	-	-	400/300 75% 105/131 312/387 .566/.546	-	-	-	-	-
Blue Thunder Comp Ported Alum	N/A	2.25/1.70 4.155	N/A	-	-	-	-	-	-	423/311 73.5% 106/137 315/406 .586/.57	-	-	-	-	-
Blue Thunder Custom Performance Stage IV Ported Hi-Ex Alum	N/A	2.20/1.71	N/A	-	-	-	-	-	-	-	410/295 72% 108/128 320/381 .508/.47	-	-	-	-
Blue Thunder Ported Dave Jack Alum	N/A	2.20/1.70 4.155 No Pipe	52	-	-	-	-	-	-	415/289 69.6% 109/127 323/377 .588/.529	-	-	-	-	-
Blue Thunder Ported Chad Speier v3.10 Alum	N/A	2.15/1.71 4.155 No Pipe	N/A	-	141/104 73.8%	214/144 67.3% 58.9/62.7 175/186 .723/.612	272/186 68.4% 74.9/81 222/240 .69/.593	328/217 66.2% 90.3/94.5 268/280 .665/.553	369/243 65.9% 102/106 301/314 .624/.516	382/249 65.2% 105/108 312/321 .553/.454	388/254 65.5% 107/111 317/328 .492/.405	391/258 66% 108/112 319/333 .441/.365	395/263 66.6% 109/115 322/339 .401/.335	320/213 66.6% - .435/.346	-
Blue Thunder 3.6 Ported Chad Speier Alum	260/-	2.15/1.71 - No Pipe	55	-	141/104 73.8%	226/144 63.7% 62.3/62.7 184/186 .764/.612	288/180 62.5% 79.3/78.4 235/232 .73/.574	339/196 57.8% 93.4/85.3 277/253 .688/.50	376/244 64.9% 104/106 307/315 .635/.518	390/258 66.2% 107/112 318/333 .565/.47	394/265 67.3% 109/115 322/342 .499/.422	397/268 67.5% 109/117 324/346 .447/.38	402/270 67.2% 111/118 328/348 .408/.344	328/214 65.3% 1.55 .435/.346	-
CHI 2V Alum	190/-	2.07/1.65	N/A	77/64 83.1%	147/114 77.6%	207/153 73.9% 61.5/71.6 182/12 .727/.674	255/185 72.5% 75.8/86.5 225/256 .671/.611	286/200 69.9% 85/93.5 252/277 .602/.529	300/214 71.3% 89.1/100 264/297 .527/.471	298/222 74.5% 88.5/104 262/308 .448/.419	-	-	-	249/181 72.9% 1.58 .419/.334	-
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	

CHI 3V Alum	185/-	2.08/1.65	N/A	77/64 83.1 %	147/114 77.6 %	201/153 76.1% 59.2/71.6 175/212 .702/.674	250/191 76.4% 73.6/89.3 218/265 .655/.631	286/208 72.7% 84.2/97.3 249/288 .60/.55	290/222 76.6% 85.3/104 253/308 .507/.489	-	-	-	-	235/178 75.6% 1.57 .421/.334	
CHI 3V Alum	208/-	-	N/A	77/64 83.1 %	139/114 82%	200/153 76.5% -	248/191 77% -	288/208 72.2% -	314/219 69.7% -	-	-	-	-	238/177 74.4% 1.51	
CHI 3V CNC Alum	218/-	2.15/1.65	N/A	64/52 81.3 %	124/94 75.8 %	179/130 72.6% 49.3/60.8 146/180 .605/.573	234/159 67.9% 64.5/74.4 191/220 .593/.525	282/193 68.4% 77.7/90.3 230/267 .572/.51	314/217 69.1% 86.5/101 256/301 .531/.478	334/230 68.9% 92/108 273/319 .484/.434	350/243 69.4% 96.4/114 286/337 .444/.401	-	-	260/181 69.7% 1.61 .435/.334	
CHI 3V Ported Kelford Cams Alum	218/-	2.15/1.65	N/A	70/57 81.4 %	140/112 80%	197/168 85.3% 54.3/78.6 161/233 .666/.74	254/194 76.4% 70/90.7 207/269 .644/.641	305/209 68.5% 84/97.7 249/290 .619/.552	336/224 66.7% 92.5/105 274/310 .568/.493	341/234 68.6% 93.9/109 278/324 .494/.442	-	-	-	262/190 72.5% 1.56 .435/.334	
CHI 3V Alum	225/-	2.15/1.65	N/A	70/64 91.4 %	140/114 81.4 %	205/153 74.6% 56.5/71.6 167/212 .693/.674	259/191 73.7% 71.3/89.3 211/265 .657/.631	295/208 70.5% 81.3/97.3 241/288 .598/.55	322/219 68% 88.7/102 263/303 .544/.482	340/228 67.1% 93.7/107 277/316 .493/.43	-	-	-	260/186 71.3% 1.51 .435/.334	
CHI 3V Ported Bullet Cylinder Heads Alum	237/121	2.19/1.71	69	82/60 73.2 %	148/110 74.3 %	205/152 74.1% 54.4/66.2 161/196 .68/.646	256/209 81.6% 68/91.7 201/270 .637/.666	295/224 75.9% 78.3/97.5 232/289 .587/.571	326/245 75.2% 86.5/107 256/316 .541/.521	352/252 71.6% 93.4/110 277/325 .501/.459	-	-	-	264/199 75.3% 1.49/2.08 .443/.346	
CHI 3V CNC Alum	260/-	-	N/A	78/60 76.9 %	150/111 74%	210/150 71.4% -	270/188 69.6% -	315/208 66% -	340/223 65.6% -	360/260 72.2% -	370/230 62.2% -	-	-	288/196 68% 1.42	
CHI 3V CNC Darin Morgan (EMC) Alum	252.5/-	2.18/1.60	42	-	148/-	231/- 61.9 183 .77	304/- 81.4 241 .76	364/- 97.5 289 .728	390/- 104 310 .65	402/- 108 319 .574	406/- 109 322 .508	411/- 110 326 .457	-	332 - - .441/.324	
CHI 4V Alum	228/-	2.19/1.65	N/A	76/64 84.2 %	145/114 78.6 %	-	256/185 72.3% 68/86.5 201/256 .637/.611	295/200 67.8% 78.3/93.5 232/277 .587/.529	315/214 67.9% 83.6/100 248/297 .523/.471	325/222 68.3% 86.3/104 256/308 .462/.419	-	-	-	267/187 70% 1.43 .443/.334	

3V Ported P. I. Motorsports Alum	213/-	2.19/1.71	60	-	149/102 68.5%	210/137 65.2% 55.7/59.7 165/177 .697/.582	257/162 63% 68.2/70.5 202/209 .64/.516	298/185 62.1% 79.1/80.6 234/239 .593/.472	317/203 64% 84.2/88.4 249/262 .526/.431	321/21 68.8% 85.2/96.2 252/285 .457/.403	-	-	-	259/168 65.1% 1.51 .443/.346	
CHI CNC Dr Js Performance I-50 Alum	N/A	2.18/-	N/A	68/-	138/-	228/-61.1 181 .76	288/-77.2 229 .72	321/-86 255 .642	363/-97.3 288 .605	386/-103 306 .551	394/-106 313 .493	408/-109 324 .453	416/-111 330 .416	327- - .441	
CHI Kaase 2.85 C-400 Alum	N/A	2.19/1.65	45	69/45 65.2%	153/111 72.5%	225/163 72.4% 59.7/76.2 177/226 .747/.718	285/210 73.7% 75.7/98.2 224/291 .709/.694	337/233 69.1% 89.5/109 265/323 .671/.616	373/245 65.7% 99/115 293/339 .619/.54	396/253 63.9% 105/118 311/351 .563/.478	400/253 63.3% 106/118 315/351 .498/.418	-	-	310/210 67.7% - .443/.334	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
CHI Kaase 3.1 C-400 Alum	N/A	2.19/1.65	45	68/45 66.2%	149/111 74.5%	228/163 71.5% 60.5/76.2 179/226 .757/.718	294/210 71.4% 78/98.2 231/291 .732/.694	348/233 67% 92.4/109 274/323 .693/.616	381/245 64.3% 101/115 300/339 .632/.54	397/253 63.7% 105/118 312/351 .565/.478	400/253 63.3% 106/118 315/351 .498/.418	-	-	314/210 66.8% - .443/.334	
Edelbrock Performer RPM 61629 SF1020 Alum	190/90	2.05/1.60	60	58/54 93.1%	120/105 87.5%	180/138 76.7% 54.5/68.6 162/203 .638/.627	227/151 66.5% 68.8/75.1 204/223 .604/.514	260/161 61.9% 78.8/80.1 233/237 .553/.439	265/165 62.3% 80.3/82.1 238/243 .47/.375	-	-	-	-	210/144 68.4% 1.39/1.83 .415/.324	
Edelbrock Performer RPM Alum	190/90	2.05/1.60	60	70/49 70%	139/93 66.9%	205/123 60% 62.1/61.2 184/181 .727/.559	242/145 59.9% 73.3/72.1 217/214 .643/.494	268/161 60.1% 81.2/80.1 241/237 .57/.439	272/172 63.2% 82.4/85.5 244/253 .482/.391	-	-	-	-	225/139 61.6% 1.43/1.91 .415/.324	
P I Motorsports 3V Alum	213/-	2.19/1.71	60	-	149/102 68.5%	210/137 65.2% 55.7/59.7 165/177 .697/.582	257/162 63% 68.2/70.5 202/209 .64/.516	298/185 62.1% 79.1/80.6 234/239 .593/.472	318/203 63.8% 84.4/88.4 250/262 .528/.431	-/221	-	-	-	246/158 64% 1.49 .443/.346	

Pro Comp Alum	220/90	2.19/1.71	60	65/50 76.9%	107/86 80.4%	162/122 75.3% 43/53.1 127/157 .538/.518	208/145 69.7% 55.2/63.1 164/187 .518/.462	245/160 65.3% 65/69.7 193/206 .488/.408	267/168 62.9% 70.9/73.2 210/217 .443/.357	-	-	-	-	198/136 68.9% 1.21/1.87 .443/.346	
Pro Comp Ported Speed-O-Motive Alum	230/110	2.19/1.71	74	65/54 83.1%	141/108 76.6%	200/147 73.5% 53.1/64 157/190 .664/.625	247/176 71.3% 65.6/76.6 194/227 .615/.561	285/200 70.2% 75.7/84.4 224/258 .567/.51	318/217 68.2% 84.4/94.5 250/280 .528/.461	335/230 68.7% 88.9/100 264/297 .476/.419	342/238 69.6% 90.8/104 269/307 .426/.379	-	-	267/188 70.4% 1.49/2.16 .443/.346	
Pro Comp Ported Dr Js Performance I-52 Alum	265/-	2.20/1.70	80	79/-	161/-	231/-60.8 180 .763	295/-77.6 230 .731	339/-89.2 264 .672	373/-98.1 291 .616	395/-104 308 .559	404/265 65.6% 106/117 315/346 .50/.425	406/-107 316 .447	409/-108 319 .405	335- 1.54 .446/.344	
Pro Comp Ported Chad Speier Alum	260/-	2.15/-	N/A	-	140/-	202/-55.6 165 .683	260/-71.6 212 .659	310/-85.4 253 .629	341/-93.9 278 .576	352/-97 287 .51	361/-99.4 295 .458	-	-	281- 1.39 .435	
Pro Comp Ported Chad Speier V2.90 I-45 E-45 Alum	250/-	2.19/1.71	N/A	-	140/115 82.1%	202/150 74.3% 53.6/65.3 159/194 .67/.637	260/184 70.8% 69/80.1 205/237 .647/.586	310/217 70% 82.3/94.5 244/280 .617/.553	339/232 68.4% 90/101 267/299 .562/.493	352/239 67.9% 93.4/104 277/308 .501/.435	361/243 67.3% 95.8/106 284/314 .449/.387	-	-	281/197 70.3% 1.44 .443/.346	
Trick Flow SF600 Alum	190/-	2.08/1.60	62	-	-	-	-	-	280/230 82.1% 82.4/114 244/339 .489/.522	-	-	-	-	- 1.47 .421/.324	
Trick Flow Bowl Blended SF600 Alum	190/112	2.08/1.60 4.03 1 7/8" Pipe	62	68/55 80.9%	140/111 79.3%	202/151 74.8% 59.4/75.1 176/223 .706/.686	248/187 75.4% 73/93.216 176/237 .65/.637	286/217 75.9% 84.2/108 249/320 .60/.591	299/232 77.6% 88/115 261/342 .522/.527	-	-	-	-	235/180 76.4% 1.57/2.07 .421/.324	
Trick Flow CNC TEA Alum	225/115	2.08/1.60 4.125 1 7/8" Pipe	60	68/55 80.9%	146/115 78.8%	223/162 72.6% 65.6/80.6 194/239 .779/.736	282/204 72.3% 83/101 246/301 .739/.695	313/231 73.8% 92.1/115 273/340 .656/.63	336/240 71.4% 98.9/119 293/354 .587/.545	339/244 72% 99.8/121 296/360 .508/.475	-	-	-	273/199 73% 1.51/2.12 .421/.324	

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Modular COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Average	
2V '92-'98 / NPI	146/-	44.5mm/34mm	51	-	-	-	-	156/16 74.4% 64.7/82.4 192/244 .388/.378	-	-	-	-	-	- 1.07 .355/.271	
'96 Non P.I.	N/A	-	N/A	46/-	84/-	121/-	147/-	170/-	176/-	-	-	-	-	140	
'96-'98 Non P.I. Ported Steen Racing	N/A	-	N/A	-	-	-	-	-	190/165 86.8% -	-	-	-	-	-	
'96-'98 Non P.I. 4.6L Ported BH Performance	N/A	44.5mm/34mm - No Pipe	N/A	69/58 84.1%	118/87 73.7%	161/42 88.2% 66.8/101 198/299 .668/.771	201/69 84.1% 83.4/120 247/356 .625/.688	216/86 86.1% 89.6/132 265/392 .538/.606	-	227/91 84.1% 94.2/136 279/402 .471/.518	-	-	-	185/155 84% -.355/.271	
'96-'98 Non P.I. 4.6L Ported Renegade	N/A	44.5mm/34mm	N/A	67/62 92.5%	120/97 80.8%	165/37 83% 68.4/97.4 203/288 .684/.744	193/52 78.8% 80.1/108 237/320 .60/.619	210/64 78.1% 87.1/117 258/345 .523/.534	-	222/74 78.4% 92.1/124 273/366 .46/.472	-	-	-	182/145 79.6% -.355/.271	
'01 P.I. Alum	N/A	-	N/A	54/-	98/-	135/-	156/-	166/-	168/-	-	-	-	-	145	
'99 & up P.I. Alum	159/-	44.5mm/36mm	42	-	-	-	-	-	163/150 92% 67.6/95.1 200/282 .369/.42	-	-	-	-	- 1.03 .355/.287	
'99 & up P.I. FPS Alum	N/A	44.5mm/36mm	N/A	54/55 101%	102/91 89.2%	139/21 87.1% 57.7/76.7 171/227 .577/.62	159/42 89.3% 66/90 195/267 .495/.546	169/42 84% 70.1/90 208/267 .421/.437	-	165/50 90.9% 68.4/95.1 203/282 .342/.385	176/53 86.9% 73/97 216/287 .313/.336	-	-	152/133 87.8% -.355/.287	

'99 & up P.I. Ported FPS Alum	N/A	45.2mm/ 36.8mm	N/A	57/5 7 100 %	109/ 98 89.9 %	157/1 36 86.6% 63.1/8 2.5 187/2 44 .641/. 682	180/1 72 95.6% 72.4/1 04 214/3 09 .551/. 647	204/1 87 91.7% 82/11 3 243/3 36 .50/.5 63	-	215/1 94 90.2% 86.4/1 18 256/3 49 .439/. 487	226/2 09 92.5% 90.9/1 27 269/3 76 .396/. 449	-	-	182/1 66 91.3% - .360/. 293	
'99 & up P.I. Ported Steen Racing Stage 1 Alum	N/A	-	N/A	57/5 2 91.2 %	119/ 94 79%	146/1 02 69.9% -	176/1 49 84.7% -	210/1 70 81% -	-	-	-	-	-	163/1 29 79.1%	
'99 & up P.I. Ported Steen Racing Stage 2 Alum	N/A	-	N/A	69/6 8 98.6 %	128/ 104 81.3 %	154/1 02 66.2% -	181/1 63 90.1% -	216/1 81 83.8% -	-	-	-	-	-	170/1 38 81%	
'99 & up P.I. Fox Lake 5.0 S/F Alum	N/A	44.5mm/ 36mm	N/A	55/5 5 100 %	90/8 6 95.6 %	130/1 21 93.1% 53.9/7 6.7 160/2 27 .539/. 62	142/1 43 100% 58.9/9 0.6 175/2 69 .442/. 55	150/1 50 100% 62.2/9 5.1 184/2 82 .373/. 461	161/1 53 95% 66.8/9 7 198/2 87 .364/. 428	-	-	-	-	135/1 31 97% - .355/. 287	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Averag e	
'99 & up P.I. Ported Stage 1 Fox Lake 5.0 S/F Alum	N/A	44.5mm/ 36mm	N/A	60/6 0 100 %	100/ 90 90%	142/1 27 89.4% 58.9/8 0.5 175/2 39 .589/. 651	169/1 50 88.8% 70.1/9 5.1 208/2 82 .526/. 577	187/1 64 87.7% 77.6/1 04 230/3 08 .465/. 505	190/1 72 90.5% 78.8/1 09 234/3 23 .43/.4 81	-	-	-	-	158/1 41 89.2% - .355/. 287	
'99 & up P.I. Ported Stage 2 Fox Lake 5.0 S/F Alum	N/A	44.5mm/ 36mm	N/A	61/6 4 104 %	103/ 96 93.2 %	151/1 33 88.1% 62.6/8 4.3 186/2 50 .626/. 682	179/1 69 94.4% 74.3/1 07 220/3 17 .557/. 65	205/1 75 85.4% 85/11 1 252/3 29 .51/.5 38	220/1 81 82.3% 91.3/1 15 270/3 40 .498/. 506	-	-	-	-	172/1 51 87.9% - .355/. 287	
'99 & up P.I. 4.6L Ported BH Performa nce Alum	N/A	- No Pipe	N/A	63/6 8 107 %	114/ 116 101 %	162/1 57 96.9% -	199/1 87 94% -	213/1 94 91.1% -	-	222/2 04 91.9% -	-	-	-	182/1 72 94.3%	
'99 GT 5.0 S/F Alum	N/A	44.5mm/ 36mm	N/A	-	111/ 95 85.6 %	150/1 23 82% 62.2/7 8 184/2 31 .622/. 631	170/1 39 81.8% 70.5/8 8.1 209/2 61 .529/. 535	179/1 50 83.8% 74.3/9 5.1 220/2 82 .446/. 461	180/1 54 85.6% 74.7/9 7.6 221/2 89 .407/. 431	181/1 55 85.6% 75.1/9 8.2 222/2 91 .375/. 397	-	-	-	162/1 36 84% - .355/. 287	

'99 GT Ported Stage III 5.0 S/F Alum	N/A	44.5mm/ 36mm	N/A	-	125/ 101 80.8 %	165/1 29 78.2% 68.4/8 1.8 203/2 42 .684/. 661	191/1 47 77% 79.2/9 3.2 235/2 76 .594/. 565	204/1 60 78.4% 84.6/1 01 251/3 00 .508/. 492	209/1 64 78.5% 86.7/1 04 257/3 08 .473/. 459	212/1 66 78.3% 87.9/1 05 261/3 12 .44/.4 26	-	-	-	184/1 45 78.4% - .355/. 287	
4.6L 2V P.I. HRM Alum	N/A	44.5mm/ 36mm	N/A	54/5 5 101 %	107/ 91 85%	139/1 21 87.1% 57.7/7 6.7 171/2 27 .577/. 62	159/1 37 86.2% 66/86. 8 195/2 57 .495/. 527	169/1 42 84% 70.1/9 0 208/2 67 .421/. 437	-	175/1 50 85.7% 72.6/9 5.1 215/2 82 .363/. 385	-	-	-	150/1 28 85.6% - .355/. 287	
4.6L 2V P.I. Ported HRM Alum	N/A	-	N/A	57/5 6 98.2 %	107/ 98 91.6 %	154/1 33 86.4% -	179/1 69 94.4% -	194/1 82 93.8% -	-	203/1 85 91.1% -	-	-	-	167/1 53 91.6%	
4.6L 2V P.I. PowerHea ds SF600 Alum	N/A	-	N/A	63/6 5 103 %	112/ 101 90.2 %	148/1 32 89.2% -	172/1 50 87.2% -	178/1 61 90.4% -	180/1 62 90% -	182/1 62 89% -	-	-	-	162/1 45 89.3%	
4.6L 2V P.I. Performa nce C.A.P.A. Performa nce Alum	N/A	46.83mm / 35.88mm	53	-	-	-	-	-	185/1 48 80% 69.3/9 4.4 205/2 80 .398/. 415	-	-	-	-	- - - .373/. 286	
4.6L 2V P.I. Ported C.A.P.A. Performa nce Alum	N/A	45mm/ 36mm	47	-	-	-	-	-	-	225/2 05 91.1% 91.3/1 30 270/3 85 .461/. 526	-	-	-	- - - .359/. 287	
4.6L 2V P.I. CNC Livernois Motorspor ts Stage II Alum	N/A	45mm/ 36mm	N/A	-	-	-	-	-	-	207/1 95 94.2% 84/12 4 249/3 66 .425/. 50	-	-	-	- - - .359/. 287	
4.6L 2V P.I. CNC Livernois Motorspor ts Stage III Alum	N/A	45.5mm/ 37mm	N/A	-	-	-	-	-	-	225/2 05 91.1% 89.3/1 23 265/3 64 .456/. 511	-	-	-	- - - .363/. 295	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Averag e	

4.6L 2V P.I. CNC M2 Race Systems Alum	187/-	45.5mm/ 37mm 3.575	N/A	59/4 9 83.1 %	116/ 91 78.4 %	164/1 24 75.6% 65.1/7 4.4 193/2 20 .665/ 619	193/1 48 76.7% 76.6/8 8.8 227/2 63 .587/ 554	211/1 63 77.3% 83.7/9 7.8 248/2 90 .514/ 488	-	221/1 73 78.3% 87.7/1 04 260/3 08 .448/ 432	-	-	-	181/1 40 77.2% 1.18 .363/ 295	
4.6L 2V P.I. Ported PowerHea ds SF600 Alum	N/A	-	N/A	89/8 4 94.4 %	146/ 137 93.8 %	182/1 72 94.5% - -	212/1 89 89.2% - -	226/2 00 88.5% - -	231/2 02 87.4% - -	232/2 02 87.1% - -	-	-	-	205/1 84 89.7%	
4.6L 2V P.I. Ported Patriot Performa nce Stage I Alum	N/A	1.752/1.4 17 3.552	N/A	60/5 2 86.7 %	107/ 94 87.9 %	152/1 30 85.5% 63.1/8 2.4 187/2 44 .631/ 667	185/1 60 86.5% 76.7/1 01 227/3 01 .576/ 615	209/1 78 85.2% 86.7/1 13 257/3 34 .52/.5 48	211/1 85 87.7% 87.5/1 17 259/3 48 .477/ 518	214/1 92 89.7% 88.8/1 22 263/3 61 .444/ 492	-	-	-	180/1 57 87.1% - .355/ 287	
4.6L 2V P.I. Ported Renegade	N/A	-	N/A	64/5 2 81.3 %	116/ 94 81%	162/1 30 80.2% - -	192/1 60 83.3% - -	213/1 78 83.6% - -	-	217/1 85 85.3% - -	-	-	-	180/1 49 83%	
4.6L P.I. / 5.4L 2V Ported Patriot Performa nce Stage II Alum	180/6 7	1.781/1.4 52 3.552	46	64/5 2 81.3 %	116/ 98 84.5 %	162/1 35 83.3% 65/81. 5 193/2 42 .661/ 676	192/1 62 84.4% 77.1/9 7.8 228/2 90 .588/ 608	213/1 82 85.4% 85.5/1 10 253/3 26 .521/ 547	217/1 89 87.1% 87.1/1 14 258/3 38 .483/ 516	218/1 93 88.5% 87.5/1 17 259/3 45 .445/ 483	-	-	-	186/1 60 85.8% 1.21/2 .88 .361/ 294	
4.6L P.I. / 5.4L 2V Ported Patriot Performa nce Stage III Alum	180/6 7	1.84/1.45 2 3.552	46	68/5 3 77.9 %	121/ 100 82.6 %	169/1 38 81.7% 63.6/8 3.3 188/2 47 .667/ 691	203/1 65 81.3% 76.3/9 9.6 226/2 95 .601/ 619	219/1 86 84.9% 82.4/1 12 244/3 33 .519/ 559	227/1 96 86.3% 85.4/1 18 253/3 51 .489/ 535	233/2 01 86.3% 87.6/1 21 260/3 60 .46/.5 03	-	-	-	195/1 64 84.1% 1.29/3 .00 .373/ 294	
4.6L P.I. / 5.4L 2V TEA Stage 2 Alum	N/A	1.78/1.45	N/A	60/5 2 86.7 %	114/ 100 87.7 %	161/1 38 85.7% 64.7/8 3.6 192/2 48 .657/ 692	192/1 70 88.5% 77.2/1 03 229/3 05 .588/ 639	212/1 94 91.5% 85.2/1 17 252/3 48 .519/ 583	219/1 99 90.9% 88/12 1 261/3 57 .488/ 544	221/2 02 91.4% 88.8/1 22 263/3 62 .451/ 506	-	-	-	187/1 67 89.6% - .360/ 294	
4.6L P.I. / 5.4L 2V TEA Stage 3 Alum	N/A	1.84/1.45	N/A	56/5 5 98.2 %	112/ 100 89.3 %	160/1 39 86.9% 60.2/8 4.2 178/2 49 .632/ 697	202/1 67 82.7% 76/10 1 225/3 00 .598/ 628	226/1 88 83.2% 85/11 4 252/3 37 .536/ 565	235/1 96 83.4% 88.4/1 19 262/3 52 .506/ 536	243/2 04 84% 91.4/1 24 271/3 66 .48/.5 11	-	-	-	196/1 66 84.4% - .373/ 294	

5.4L 2V '99-04 LFP Stage II Alum	180/6 7	1.78/1.45	46	65/5 1 78.5 %	118/ 99 83.9 %	162/1 35 83.3% 65.1/8 1.8 193/2 42 .661/ 677	191/1 65 86.4% 76.8/9 9.9 227/2 96 .585/ 62	214/1 84 86% 86/11 1 255/3 30 .524/ 553	218/1 88 86.2% 87.6/1 14 260/3 37 .485/ 514	223/1 96 87.9% 89.6/1 19 266/3 52 .455/ 491	-	-	-	188/1 61 85.9% 1.24/2 .93 .360/ 294		
Lightning PI Ported collins SF600 Alum	N/A	44.5mm/ 36mm	N/A	60/6 0 100 %	101/ 101 100 %	144/1 34 93.1% 59.7/8 4.9 177/2 52 .597/ 687	179/1 56 87.2% 74.3/9 8.9 220/2 93 .557/ 60	207/1 78 86% 85.9/1 13 254/3 34 .515/ 548	-	220/1 91 86.8% 91.3/1 21 270/3 59 .456/ 49	-	-	-	170/1 52 89.3% - .355/ 287		
Lightning PI Ported Smithber g Racing Alum	N/A	44.5mm/ 36mm 3.625 No Pipe	N/A	71/4 3 60.6 %	133/ 78 58.6 %	183/1 16 63.4% 75.9/7 3.5 225/2 18 .759/ 595	212/1 51 71.2% 87.9/9 5.7 261/2 84 .66/.5 81	226/1 78 78.8% 93.7/1 13 278/3 34 .562/ 548	229/1 87 81.7% 95/11 9 281/3 51 .518/ 523	233/1 91 82% 96.7/1 21 286/3 59 .483/ 49	236/1 99 84.3% 97.9/1 26 290/3 74 .42/.4 37	-	-	207/1 57 75.8% - .355/ 287		
'00 F-150 Dale SF600 Alum	N/A	44.5mm/ 36mm	N/A	54/5 0 92.6 %	103/ 104 101 %	143/1 26 88.1% 59.3/7 9.9 176/2 37 .593/ 646	162/1 38 85.2% 67.2/8 7.5 199/2 59 .504/ 531	172/1 43 83.1% 71.3/9 0.6 211/2 69 .428/ 44	175/1 45 82.9% 72.6/9 1.9 215/2 72 .396/ 406	-	-	-	-	151/1 31 86.9% - .355/ 287		
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Averag e		
'00 F-150 Ported Dale SF600 Alum	N/A	44.5mm/ 36mm	N/A	61/5 7 93.4 %	111/ 96 86.5 %	153/1 30 85% 63.5/8 2.4 188/2 44 .635/ 667	186/1 64 88.2% 77.2/1 04 229/3 08 .579/ 631	212/1 80 84.9% 87.9/1 14 261/3 38 .528/ 554	218/1 84 84.4% 90.4/1 17 268/3 46 .493/ 515	220/1 90 86.4% 91.3/1 20 270/3 57 .456/ 487	-	-	-	183/1 57 85.8% - .355/ 287		
Motorspor t 2V SVO	N/A	-	N/A	-	-	-	-	-	215/1 47 68.4% -	-	-	-	-	-		
Motorspor t 2V SVO	173/-	46.8mm/ 35.8mm	53	-	-	-	-	193/1 40 72.5% 72.4/8 9.7 214/2 66 .457/ 433	-	-	-	-	-	-	- - 1.12 .373/ 285	
Motorspor t 2V SVO	173/-	46.8mm/ 35.8mm	53	-	-	-	-	-	-	206/1 42 68.9% 77.3/9 1 229/2 70 .406/ 366	-	-	-	- - 1.19 .373/ 285		

Motorsport 2V SVO Mild Porting	200/-	46.8mm/35.8mm 3.50 No Pipe	56	60/48 80%	125/91 72.8%	182/31 72% 68.3/84 202/249 .718/.675	215/62 75.3% 80.6/104 239/308 .636/.626	235/84 78.3% 88.1/118 261/349 .556/.569	242/90 78.5% 90.8/122 269/361 .521/.534	243/92 79% 91.1/123 270/365 .479/.495	-	-	-	207/158 76.5% 1.22 .373/.285	
Motorsport 2V SVO Ported Fox Lake	N/A	46.8mm/35.8mm 3.55	N/A	72/60 83.3%	143/103 72%	195/35 69.2% 73.1/86.5 217/256 .769/.696	214/53 71.5% 80.3/98.1 238/291 .633/.592	238/85 77.7% 89.3/119 264/351 .563/.572	248/94 78.2% 93/124 276/368 .534/.546	257/96 76.3% 96.4/126 286/372 .507/.505	-	-	-	216/61 74.6% - .373/.285	
3V Stock Blow-By Racing Alum	N/A	33.8mm/37.5mm	N/A	77/53 68.8%	147/98 66.7%	200/20 60% 71.9/70.1 213/208 .546/.591	216/38 63.9% 77.7/80.6 230/239 .442/.509	223/48 66.4% 80.2/86.5 238/256 .365/.437	-	225/54 68.4% 80.9/90 240/267 .307/.379	-	-	-	202/32 65.1% - .269/.299	
3V Ported Blow-By Racing Alum	N/A	33.8mm/37.5mm	N/A	75/46 61.3%	162/104 64.2%	228/36 59.6% 82/79.4 243/235 .623/.669	274/63 59.5% 98.5/95.2 292/282 .561/.602	284/77 62.3% 102/103 303/306 .465/.523	-	293/90 64.8% 105/111 312/329 .40/.468	-	-	-	248/54 62% - .269/.299	
3V Stock PowerHeads SF600 Alum	N/A	33.8mm/37.5mm	N/A	74/71 95.9%	146/119 81.5%	198/45 73.2% 71.2/84.7 211/251 .541/.714	217/70 78.3% 78/99.3 231/294 .444/.628	225/90 84.4% 80.9/111 240/329 .369/.561	225/93 85.8% 80.9/113 240/334 .335/.518	225/96 87.1% 80.9/114 240/339 .307/.482	-	-	-	206/69 82% - .269/.299	
3V Ported PowerHeads SF600 Alum	N/A	33.8mm/37.5mm	N/A	84/81 96.4%	160/128 80%	212/69 79.7% 76.2/98.7 226/293 .579/.832	247/95 78.9% 88.8/114 263/338 .506/.72	265/12 80% 95.3/124 282/367 .434/.626	270/18 80.7% 97.1/127 288/377 .402/.585	271/26 83.4% 97.4/132 289/391 .37/.556	-	-	-	238/91 80.6% - .269/.299	
3V Stock Fox Lake MMFF Alum	N/A	33.8mm/37.5 3.55	N/A	-	-	-	-	220/65 75% 79.1/96.4 234/286 .36/.487	-	228/75 76.8% 82/102 243/303 .311/.431	-	-	-	224/70 75.9% - .269/.299	

3V Ported Fox Lake MMFF Alum	N/A	33.8mm/37.5mm 3.55	N/A	-	-	-	-	256/188 73.4% 92/110 273/325 .419/.555	-	269/203 75.5% 96.7/119 287/351 .367/.50	-	-	-	263/196 74.5% - .269/.299	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Average	
3V Ported Fox Lake Alum	N/A	33.8mm/37.5mm 3.55	N/A	-	-	221/142 64.3% 79.5/82.9 235/246 .603/.699	249/175 70.3% 89.5/102 265/303 .51/.646	264/190 72% 94.9/111 281/329 .433/.561	-	272/204 75% 97.8/119 290/353 .371/.502	-	-	-	252/178 70.7% - .269/.299	
3V CNC M2 Race Systems Alum	N/A	34mm/37.5mm 3.575	N/A	85/47 55.3%	177/98 55.4%	233/129 55.4% 82.8/75.4 245/223 .632/.635	260/153 58.8% 92.4/89.4 274/265 .529/.565	273/172 63% 97/100 287/298 .445/.508	-	283/189 66.8% 101/110 298/327 .384/.465	-	-	-	245/148 60.4% - .271/.299	
3V Ported Sutton High Performance Alum	N/A	33.8mm/37.5mm	N/A	-	-	223/143 64.1% 80.2/83.5 238/248 .609/.704	264/173 65.5% 94.9/101 281/299 .541/.639	288/189 65.6% 104/110 307/327 .472/.558	-	298/198 66.4% 107/116 317/343 .407/.487	-	-	-	268/176 65.5% - .269/.299	
3V Ported TEA Stage 1 Alum	N/A	33.8mm/37.5mm - Pipe	N/A	84/51 60.7%	159/108 67.9%	221/153 69.2% 79.5/89.4 235/265 .603/.753	264/182 68.9% 94.9/106 281/315 .541/.672	279/209 74.9% 100/122 297/362 .457/.617	283/216 76.3% 102/126 301/374 .422/.58	287/223 77.7% 103/130 306/386 .392/.549	-	-	-	249/182 73.1% - .269/.299	
3V Ported PSI Performance Alum	N/A	33.8mm/38.5mm	N/A	129/91 70.5%	172/119 69.2%	235/154 65.5% 84.5/85.3 250/253 .642/.738	248/179 72.2% 89.2/99.2 264/294 .508/.644	263/198 75.3% 94.6/110 280/325 .431/.57	272/201 73.9% 97.8/111 290/330 .405/.526	281/205 73% 101/114 299/337 .384/.491	-	-	-	245/176 71.8% - .269/.307	
3V Stock Livernois Motorsports Alum	N/A	33.8mm/37.5mm	N/A	84/54 64.3%	145/100 69%	208/125 60.1% 74.8/73 222/216 .568/.615	217/153 70.5% 78/89.4 231/265 .444/.565	227/153 67.4% 81.6/89.4 242/265 .372/.452	-	227/158 69.6% 81.6/92.3 242/273 .31/.389	-	-	-	205/138 67.3% - .269/.299	

3V CNC Livernois Motorspor ts Stage II Alum	N/A	34mm/ 37.5mm	N/A	-	-	-	-	-	-	280/1 85 66.1% 99.5/1 08 295/3 20 .38/.4 55	-	-	-	-	-
3V CNC Livernois Motorspor ts Alum	N/A	35mm/ 38.5mm	N/A	99/4 7 47.5 %	188/ 106 56.4 %	237/1 41 59.5% 79.5/7 8.1 235/2 32 .625/. 676	259/1 62 62.5% 86.8/8 9.8 257/2 66 .512/. 583	272/1 76 64.7% 91.2/9 7.5 270/2 89 .43/.5 06	-	282/1 86 66% 94.5/1 03 280/3 05 .372/. 446	-	-	-	248/1 54 62.3% - .279/. 307	-
3V CNC Livernois Motorspor ts Stage III Alum	N/A	35mm/ 38.5mm 3.552	N/A	131/ 65 49.6 %	219/ 126 57.5 %	268/1 66 61.9% 89.9/9 2 266/2 73 .707/. 796	285/1 86 65.3% 95.6/1 03 283/3 05 .564/. 669	291/2 05 70.4% 97.6/1 14 289/3 37 .46/.5 9	-	301/2 15 71.4% 101/1 19 299/3 53 .397/. 515	-	-	-	273/1 80 65.8% - .279/. 307	-
3V CNC FORD Motorspor ts Alum	N/A	35mm/ 38.5mm	N/A	-	-	-	-	-	-	295/2 00 67.8% 98.9/1 11 293/3 28 .389/. 479	-	-	-	-	-
3V '05 Stock 5.0 S/F Alum	N/A	33.8mm/ 37.5mm	N/A	-	146/ 107 73.3 %	208/1 30 62.5% 74.8/7 5.9 222/2 25 .568/. 64	229/1 47 64.2% 82.3/8 5.9 244/2 54 .469/. 543	235/1 59 67.7% 84.5/9 2.9 250/2 75 .385/. 47	237/1 63 68.8% 85.2/9 5.2 252/2 82 .353/. 438	238/1 65 69.3% 85.6/9 6.4 254/2 86 .325/. 406	-	-	-	216/1 45 67.4% - .269/. 299	-
4V FR500 Alum	N/A	37mm/ 30mm	N/A	-	-	-	-	233/1 68 72.1% 69.9/7 6.7 207/2 27 .349/. 31	-	-	-	-	-	-	-
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Averag e	
4V FR500 CNC M2 Race Systems Alum	N/A	37mm/ 30mm 3.575	N/A	99/8 4 84.8 %	182/ 135 74.2 %	251/1 81 72.1% 75.3/8 2.6 223/2 45 .626/. 557	294/2 09 71.1% 88.2/9 5.4 261/2 83 .55/.4 82	318/2 26 71.1% 95.4/1 03 283/3 06 .476/. 417	-	330/2 34 70.9% 99/10 7 293/3 16 .412/. 36	-	-	-	275/1 97 71.6% - .295/. 239	-

4V '93-'98 "B" Stock Gamrace Alum	N/A	37mm/30mm 3.57	N/A	-	144/106 73.6%	194/126 64.9% 58.2/57.5 172/170 .484/.388	218/145 66.5% 65.4/66.2 194/196 .408/.335	234/146 62.4% 70.2/66.6 208/197 .35/.27	-	230/152 66.1% 69/69.4 204/206 .287/.234	-	-	-	204/135 66.2% - .295/.239	
4V '93-'98 "B" Sportman CNC Gamrace Alum	N/A	37mm/30mm 3.57	N/A	-	166/113 68.1%	230/140 60.9% 69/63.9 204/189 .574/.431	262/160 61.1% 78.6/78.3 233/216 .49/.369	280/165 58.9% 84/75.3 249/223 .419/.305	-	277/170 61.4% 83.1/77.6 246/230 .345/.262	-	-	-	243/150 61.6% - .295/.239	
4V '93-'98 "B" Stage 2 CNC Gamrace Alum	N/A	37mm/30mm 3.57	N/A	-	166/119 71.7%	230/153 66.5% 69/69.8 204/207 .574/.471	262/189 72.1% 78.6/78.6 233/236 .49/.436	280/204 72.9% 84/93.1 249/276 .419/.377	-	277/215 77.6% 83.1/81.1 246/291 .345/.331	-	-	-	243/176 72.4% - .295/.239	
4V '97 Cobra 5.0 S/F Alum	N/A	37mm/30mm	N/A	-	168/141 83.9%	224/162 72.3% 67.2/73.9 199/219 .559/.498	246/167 67.9% 73.8/76.2 219/226 .46/.385	249/168 67.5% 74.7/76.7 221/227 .373/.31	-	-	-	-	-	222/160 71.9% - .295/.239	
4V '99 Cobra 5.0 S/F Alum	N/A	37mm/30mm	N/A	-	170/140 82.4%	220/160 72.7% 66/73.1 196/216 .549/.492	237/169 71.3% 71.1/77.1 211/229 .443/.39	243/169 69.5% 72.9/77.1 216/229 .364/.312	-	-	-	-	-	218/160 73.3% - .295/.239	
4V Cobra Stock Alum	N/A	37mm/30mm	N/A	-	-	-	-	-	260/201 77.3% 78/91.7 231/272 .354/.337	-	-	-	-	- - - .295/.239	
4V Cobra 92-98 "B" 99-02 "C" Ported Fox Lake Alum	N/A	-	N/A	-	-	241/219 90.9% -	293/249 85% -	315/264 83.8% -	324/270 83.3% -	-	-	-	-	293/251 85.4%	
4V Cobra Ported Fox Lake Stage 3 Alum	N/A	-	N/A	-	-	-	-	-	-	350/300 85.7% -	-	-	-	-	

4V Cobra M2 Race Systems Alum	N/A	37mm/30mm 3.575	N/A	89/67 75.3 %	168/121 72%	224/160 71.4% 67.2/73 199/216 .559/.492	253/179 70.8% 75.9/81.7 225/242 .473/.413	267/182 68.2% 80.1/83.1 237/246 .40/.36	-	275/185 67.3% 82.5/84.4 244/250 .343/.285	280/186 66.4% 84/84.9 249/252 .299/.245	-	-	245/169 69.1% - .295/.239	
4V Cobra CNC M2 Race Systems Alum	219/-	37mm/30mm 3.575	N/A	89/75 84.3 %	168/140 83.3 %	234/181 77.4% 70.2/82.6 208/245 .584/.557	284/210 73.9% 85.2/95.8 252/284 .531/.485	304/224 73.7% 91.2/102 270/303 .455/.413	-	321/231 72% 96.3/105 285/312 .40/.355	325/236 72.6% 97.5/108 289/319 .347/.311	-	-	273/204 74.7% 1.48 .295/.239	
4V Cobra Stage I Ported TMS Alum	N/A	-	N/A	-	-	-	-	-	290/195 67.2% -	-	-	-	-	-	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Average	
4V Cobra Stage II Ported TMS Alum	N/A	-	N/A	-	-	-	-	-	306/202 66% -	-	-	-	-	-	
4V Cobra '96-'98 Ported TEA Alum	N/A	-	N/A	87/76 87.4 %	155/153 98.7 %	228/214 93.9% -	283/248 87.6% -	305/269 88.2% -	-	-	-	-	-	243/221 91%	
4V Cobra '03-'up Ported TEA Alum	N/A	-	N/A	89/73 82%	174/149 85.6 %	255/209 82% -	300/243 81% -	324/263 81.2% -	-	-	-	-	-	263/216 82.1%	
4V Navigator Ported Fox Lake SF600 Alum	N/A	- 3.55 No Pipe	N/A	94/88 93.6 %	182/158 86.8 %	247/204 82.6% -	279/225 80.6% -	304/236 77.6% -	310/238 76.8% -	314/242 77.1% -	-	-	-	273/217 79.6%	
4V '03 5.0 S/F Alum	N/A	37mm/30mm 3.57	N/A	95/74 77.9 %	161/126 78.3 %	226/159 70.4% 67.8/72.6 201/215 .564/.489	259/171 66% 77.7/78.8 230/231 .485/.395	266/175 65.8% 79.8/79.9 236/237 .398/.323	268/176 65.7% 80.4/80.3 238/238 .365/.295	-	-	-	-	236/161 68.4% - .295/.239	
4.6L 4V '96-'98 Ported Stage 1 C.A.P.A. Performance Alum	N/A	-	N/A	-	-	-	-	272/172 63.2% -	-	-	-	-	-	-	
4.6L 4V '96-'98 Ported Stage 2 C.A.P.A. Performance Alum	N/A	-	43	-	-	-	-	287/194 67.6% -	-	-	-	-	-	-	

4.6L 4V '96-'98 Ported Full C.A.P.A. Performance Alum	N/A	-	52	-	-	-	-	304/241 79.3% -	-	-	-	-	-	-	
4.6L 4V '99-'01 Ported Stage 1 C.A.P.A. Performance Alum	N/A	-	54	-	-	-	-	257/185 72% -	-	-	-	-	-	-	
4.6L 4V '99-'01 Ported Stage 2 C.A.P.A. Performance Alum	N/A	-	54	-	-	-	-	273/195 71.4% -	-	-	-	-	-	-	
4.6L 4V '99-'01 Ported Full C.A.P.A. Performance Alum	N/A	-	54	-	-	-	-	288/237 82.3% -	-	-	-	-	-	-	
4.6L 4V '99-up PowerHeads SF600 Alum	N/A	37mm/30mm	N/A	93/78 83.9%	170/127 74.7%	221/167 75.6% 66.3/76.2 196/226 .551/.514	245/184 75.1% 73.5/84 218/249 .458/.425	257/189 73.5% 77.1/86.3 228/256 .385/.349	258/193 74.8% 77.4/88.1 229/261 .351/.324	258/195 75.6% 77.4/89 229/264 .322/.30	-	-	-	235/176 74.9% -.295/.239	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Average	
4.6L 4V '99-up Ported PowerHeads SF600 Alum	N/A	-	N/A	95/85 89.5%	173/157 90.8%	243/195 80.2% -	290/209 72.1% -	305/217 71.1% -	307/220 71.7% -	307/224 73% -	-	-	-	271/204 75.2%	
4.6L 4V '99-up Ported TEA Alum	N/A	-	N/A	95/85 89.5%	178/165 92.7%	245/225 91.8% -	283/247 87.3% -	307/255 83.1% -	313/259 82.7% -	320/260 81.3% -	-	-	-	274/235 85.7%	
4.6L 4V Ported Patriot Performance Stage 1.5 Alum	N/A	- 3.552	N/A	97/75 77.3%	178/136 76.4%	245/187 76.3% -	289/214 74% -	308/225 73.1% -	313/230 73.5% -	316/233 73.7% -	-	-	-	275/204 74.3%	
5.0L 4V '11 Alum	193/-	37mm/31mm	N/A	-	-	-	-	-	-	-	-	-	-	- -.295/.247	
Trick Flow Twisted Wedge 2V SF600 Alum	185/93	1.84/1.45	38/42	56/43 76.8%	122/96 78.7%	173/135 78% 65.1/81.8 193/242 .683/.677	213/164 77% 80.1/99.3 237/294 .631/.616	233/175 75.1% 87.6/106 260/314 .552/.526	241/177 73.4% 90.6/107 269/318 .519/.484	236/180 76.3% 88.8/109 263/323 .466/.451	-	-	-	203/155 76.1% 1.30/1.94 .373/.294	

Trick Flow Twisted Wedge 2V SF600 Alum	185/93	1.84/1.453.564	38	58/4679.3%	124/9979.8%	176/4180.1% 66.2/85.4 196/253 .695/.707	218/7078% 82/103 243/305 .646/.639	241/7572.6% 90.6/106 269/314 .571/.526	-	242/8375.6% 91/111 270/328 .478/.459	-	-	-	200/5476.7% 1.31/1.97 .373/.294	
Trick Flow Twisted Wedge 2V Alum	185/93	1.84/1.453.564 1 3/4" Pipe	N/A	58/4984.5%	125/10180.8%	175/4381.7% 65.8/86.6 195/257 .691/.717	224/7477.7% 84.2/105 250/312 .664/.654	250/7971.6% 94/108 279/321 .592/.538	-	252/8874.6% 94.8/114 281/337 .498/.471	-	-	-	205/5776.5% 1.36/2.02 .373/.294	
Trick Flow Twisted Wedge 2V CNC Alum	195/95	1.90/1.47	44	-	-	-	-	-	-	-	-	-	-	- - .385/.298	
Trick Flow Twisted Wedge 2V Ported HRM Alum	N/A	1.84/1.453.564	N/A	71/6084.5%	139/10877.7%	195/5177.4% 73.3/91.4 217/271 .77/.57	238/8376.9% 89.5/111 265/328 .705/.688	268/9773.5% 101/119 299/353 .635/.592	-	291/20670.8% 109/125 324/370 .575/.516	-	-	-	226/6974.7% - .373/.294	
Trick Flow Twisted Wedge 2V CNC Chamber TFS-5191 0001-CNC SF600 Alum	185/93	1.84/1.453.562 1 3/4" Pipe	38/42	59/5796.6%	131/10781.7%	188/5180.3% 70.7/91.4 209/271 .743/.757	230/8881.7% 86.5/114 256/337 .681/.707	250/20481.6% 94/124 279/366 .592/.613	-	257/21182.1% 96.7/128 286/379 .508/.529	-	-	-	211/7281.5% 1.39/2.27 .373/.294	
Trick Flow Twisted Wedge 2V Fox Lake SF600 Alum	N/A	1.84/1.453.552	N/A	66/6090.9%	121/10284.3%	185/4176.2% 69.6/85.4 206/253 .731/.707	223/7980.3% 83.9/108 248/321 .661/.673	239/9782.4% 89.9/119 266/353 .566/.592	241/20183.4% 90.6/122 269/361 .519/.549	242/20383.9% 91/123 270/364 .478/.509	-	-	-	209/7181.8% - .373/.294	
Trick Flow Twisted Wedge 2V Ported Fox Lake Alum	N/A	1.84/1.453.552	N/A	67/6292.5%	124/10685.5%	189/4375.7% 71.1/86.6 211/257 .746/.717	227/9083.7% 85.4/115 253/341 .672/.714	255/20580.4% 95.9/124 284/368 .604/.616	263/20979.5% 98.9/127 293/375 .567/.571	271/21177.9% 102/128 302/379 .535/.529	-	-	-	222/7780.1% - .373/.294	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.550	.600	.700	.800	.900	Average	
Trick Flow Twisted Wedge 2V Ported Fox Lake	N/A	1.84/1.453.552	N/A	69/6288.0%	130/11880.8%	189/5883.6% 71.1/95.7 211/284	235/9583% 88.4/118	259/8973% 97.4/114	-	269/9572.5% 101/118	-	-	-	216/7179%	

MMFF Alum							732	.090/.733	.017/.568		.017/.489				
Windsor COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufactur er Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Ford 289 Iron	N/A	1.78/1.45	N/A	-	-	-	-	165/107 64.8% 66.3/64.8 196/192 .404/.322	-	-	-	-	-	- - - .360/.294	
Ford 289 HiPo Iron	N/A	1.78/1.45	53.5	-	-	139/98 70.5% 55.9/59.3 166/176 .568/.491	161/113 70.2% 64.7/68.4 192/203 .493/.425	170/121 71.2% 68.3/71.1 202/217 .416/.361	177/125 70.6% 71.1/75.7 211/224 .361/.313	-	-	-	-	162/114 70.6% - .360/.294	
Ford 289-302-5.0 PowerHeads SF600 Iron	N/A	1.78/1.45	N/A	52/39 75%	95/74 77.9%	132/96 72.7% 53/58.1 157/172 .539/.481	141/104 73.8% 56.7/61.9 168/183 .432/.391	154/107 69.5% 61.9/66.1 183/192 .377/.322	152/107 70.4% 61.1/66.1 181/192 .31/.268	-	-	-	-	135/97.6 72.4% - .360/.294	
Ford 289-302-5.0 Ported PowerHeads SF600 Iron	N/A	1.94/1.60	N/A	64/62 96.9%	122/109 89.3%	174/150 86.2% 58.9/74.6 174/221 .652/.681	202/169 83.7% 68.3/84.1 202/249 .568/.576	215/175 81.4% 72.7/87.7 216/258 .483/.477	219/180 82.2% 74.1/89.5 220/265 .41/.409	-	-	-	-	186/157 84% - .393/.324	
Ford 302 '73 CCM Iron	N/A	1.78/1.45 4.03 1 3/4" Pipe	62	56/43 76.8%	107/79 73.8%	141/110 78% 56.7/66.6 168/197 .576/.551	155/120 77.4% 62.3/72.7 185/215 .475/.451	163/125 76.7% 65.5/75.7 194/224 .399/.376	167/129 77.2% 67.1/78.1 199/231 .341/.323	-	-	-	-	147/113 76.8% - .360/.294	
Ford 302 E7TE Iron	127/44	1.78/1.45	N/A	52/39 75%	95/74 77.9%	132/98 74.2% 53/59.3 157/176 .539/.491	143/104 72.7% 57.5/63.9 170/189 .438/.391	159/109 68.6% 63.9/66.6 189/196 .389/.328	-	-	-	-	-	132/96.3 72.8% 1.25/2.48 .360/.294	

Ford 302 E7TE Iron CCM	127/4 4	1.78/1.46	N/A	59/3 9 66.1 %	109/ 73 67%	142/1 00 70.4% 57.1/5 9.7 169/1 77 .58/.4 98	148/1 10 74.3% 59.5/6 5.7 176/1 95 .453/ 411	150/1 13 75.3% 60.3/6 7.5 179/2 00 .367/ 337	-	-	-	-	-	137/9 9.0 72.1% 1.18/2 .57 .360/ 296	
Ford 302 E7TE Iron MMFF	N/A	1.78/1.46	N/A	55/4 0 72.7 %	110/ 75 68.2 %	142/1 01 71.1% 57.1/6 0.3 169/1 79 .58/.5 03	160/1 10 68.8% 64.3/6 5.7 191/1 95 .49/.4 11	157/1 12 71.3% 63.1/6 6.9 187/1 98 .385/ 334	155/1 11 71.6% 62.3/6 6.3 185/1 96 .316/ 276	-	-	-	-	145/1 02 70.3% - .360/ 296	
Ford 302 E7TE Ported Thumper Iron	N/A	1.78/1.46	N/A	73/5 4 74%	121/ 104 86%	178/1 35 75.8% 71.5/8 0.6 212/2 39 .727/ 672	197/1 50 76.1% 79.2/8 9.6 235/2 65 .603/ 56	219/1 55 70.8% 88/92 6 261/2 74 .536/ 463	220/1 60 72.7% 88.4/9 5.6 262/2 83 .449/ 398	-	-	-	-	187/1 41 75.3% - .360/ 296	
Ford 302 E7TE Ported PowerHea ds SF600 Iron	N/A	1.90/1.60	N/A	63/6 2 98.4 %	124/ 109 87.9 %	189/1 50 79.4% 66.7/7 4.6 198/2 21 .723/ 681	213/1 69 79.3% 75.1/8 4.1 223/2 49 .611/ 576	217/1 74 80.2% 76.5/8 6.5 227/2 56 .498/ 474	-	-	-	-	-	186/1 51 81% - .385/ 324	
Ford 302 E7TE Ported McCoy Iron	N/A	-	N/A	-	-	-	-	240/1 66 69.2% -	-	-	-	-	-	-	
Ford GT-40 E7TZ	145/5 5	1.84/1.54	60	64/5 2 81.3 %	111/ 98 88.3 %	159/1 25 78.6% 59.8/6 7.1 177/1 99 .628/ 59	183/1 29 70.5% 68.8/6 9.3 204/2 05 .542/ 457	187/1 29 69% 70.3/6 9.3 208/2 05 .443/ 365	192/1 29 67.2% 72.2/6 9.3 214/2 05 .379/ 304	-	-	-	-	166/1 22 73.3% 1.32/2 .35 .373/ 312	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Ford GT-40P E7TZ CCM	145/5 5	1.85/1.46	60	58/4 5 77.6 %	121/ 88 72.7 %	159/1 12 70.4% 59.2/6 6.9 175/1 98 .625/ 557	186/1 25 67.2% 69.2/7 4.7 205/2 21 .548/ 467	190/1 27 66.8% 70.7/7 5.9 209/2 25 .448/ 379	195/1 28 65.6% 72.5/7 6.5 215/2 27 .383/ 319	195/1 28 65.6% 72.5/7 6.5 215/2 27 .328/ 273	-	-	-	174/1 18 67.7% 1.34/2 .33 .375/ 296	

Ford GT-40X Iron CCM	176/-	1.94/1.54	64	57/49 86%	110/89 80.9%	162/123 75.9% 54.8/66 162/196 .607/.58	193/150 77.7% 65.3/80.5 193/239 .542/.531	215/155 72.1% 72.7/83.2 216/247 .483/.439	230/155 67.4% 77.8/83.2 231/247 .431/.366	-	-	-	-	182/134 73.8% 1.31 .393/.312	
Ford GT-40X Ported Iron	N/A	1.94/1.54	N/A	63/50 79.4%	125/99 79.2%	184/145 78.8% 62.2/77.8 184/231 .689/.684	224/170 75.9% 75.8/91.3 225/270 .629/.602	245/178 72.7% 82.9/95.6 246/283 .551/.504	254/174 68.5% 85.9/93.4 255/277 .476/.411	-	-	-	-	206/153 74.2% - .393/.312	
Ford GT-40X X302 X306 X307 Alum	178/62	1.94/1.54	64/58	-	-	-	-	239/170 71.1% 80.9/91.3 240/270 .537/.481	-	-	-	-	-	- 1.34/2.74 .393/.312	
Ford GT-40 Y303 Alum	166/54	1.94/1.54	54	64/52 81.3%	114/98 86%	166/128 77.1% 56.2/68.7 166/204 .622/.604	199/136 68.3% 67.3/73 199/216 .559/.481	212/134 63.2% 71.7/71.9 213/213 .476/.379	217/- 73.4 218 .406	-	-	-	-	182/124 - 1.31/2.52 .393/.312	
Ford GT-40 X303 X305 Alum	178/62	1.94/1.54	64/58	64/60 93.8%	130/112 86.2%	184/143 77.7% 62.2/76.8 184/227 .689/.675	220/163 74.1% 74.4/87.5 221/259 .618/.577	238/173 72.7% 80.5/92.9 239/275 .535/.49	249/175 70.3% 84.2/94 250/278 .466/.413	-	-	-	-	204/153 75% 1.40/2.82 .393/.312	
Ford GT-40 Y302 Alum	160/53	1.94/1.54	N/A	-	-	-	-	-	-	-	-	-	-	- - - .393/.312	
Ford GT-40 Y302 Y303 (SVO) Ported Gamrace Alum	163/-	1.94/1.54	66	-	135/110 81.5%	182/145 79.7% 61.6/77.8 182/231 .682/.684	225/166 73.8% 76.1/89.1 226/264 .632/.588	258/182 70.5% 87.3/97.7 259/290 .58/.515	274/189 69% 92.7/101 275/301 .513/.446	270/193 71.5% 91.3/104 271/307 .433/.39	-	-	-	224/164 73.3% 1.68 .393/.312	
Ford Z304 Alum	204/85	2.02/1.60	63	65/56 86.2%	135/113 83.7%	199/172 86.4% 62.1/85.5 184/253 .716/.781	245/200 81.6% 76.4/99.5 227/295 .661/.681	272/213 78.3% 84.9/106 251/314 .587/.58	-	-	-	-	-	213/175 82% 1.33/2.51 .409/.324	

Ford Z304 Westech Alum	200/-	2.02/1.60	59	61/50 82%	132/95 72%	187/31 70.1% 58.4/65.2 173/93 .673/.595	234/60 68.4% 73/79.6 216/36 .631/.545	252/74 69% 78.6/86.5 233/56 .544/.474	259/80 69.5% 80.8/89.5 239/65 .466/.409	262/80 68.7% 81.8/89.5 242/65 .404/.35	-	-	-	221/53 69.4% 1.31 .409/.324	
Ford Z304 CNC Alum	N/A	2.02/1.60	63	69/61 88.4%	149/110 73.8%	225/59 70.7% 70.2/79.1 208/34 .809/.722	278/92 69.1% 86.7/95.5 257/83 .75/.654	314/21 70.4% 98/110 290/26 .678/.602	-	-	-	-	-	242/71 70.6% - .409/.324	
Ford Z304 Ported ET Performance Alum	226/-	2.08/1.60 4.03	68	76/54 71.1%	147/108 73.5%	221/54 69.7% 65/76.6 193/27 .772/.699	273/97 72.2% 80.3/98 238/90 .715/.671	300/14 71.3% 88.3/106 262/15 .629/.583	314/23 71% 92.4/111 274/29 .549/.506	326/32 71.2% 95.9/115 284/42 .488/.452	-	-	-	264/88 71.3% 1.44 .421/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Ford Z304 Ported Gamrace Alum	220/-	2.08/1.60	68	-	-	205/50 73.2% 60.3/74.6 179/21 .716/.681	260/93 74.2% 76.5/96 227/84 .681/.657	295/20 74.6% 86.8/109 257/24 .618/.60	312/29 73.4% 91.8/114 272/37 .545/.52	318/38 74.8% 93.6/118 277/51 .476/.463	-	-	-	278/206 74.1% 1.45 .421/.324	
Ford Z304 Ported Gamrace Alum	230/-	2.08/1.60	68	-	-	203/50 73.9% 59.7/74.6 177/21 .709/.681	266/93 72.6% 78.3/96 232/84 .697/.657	295/20 74.6% 86.8/109 257/24 .618/.60	318/29 72% 93.6/114 277/37 .556/.52	335/38 71% 98.6/118 292/51 .502/.463	-	-	-	283/206 72.7% 1.46 .421/.324	
Ford 351 Iron	N/A	1.84/1.54	58	-	-	-	-	-	177/42 80.2% 66.6/76.2 197/26 .35/.335	-	-	-	-	- - - .373/.312	
Ford 351 Iron	N/A	1.84/1.54	58	-	-	152/07 70.4% 57.2/57.4 169/70 .60/.05	171/13 66.1% 64.3/60.7 191/80 .507/.40	181/15 63.5% 68.1/61.7 202/83 .429/.326	189/15 60.8% 71.1/61.7 211/83 .373/.271	-	-	-	-	173/13 64.9% - .373/.312	

Ford 351 PowerHeads SF600 Iron	N/A	1.84/1.54	N/A	56/39 69.6%	99/74 74.7%	136/96 70.6% 51.1/51.5 152/153 .537/.453	151/104 68.9% 56.8/56.8 168/165 .447/.368	163/107 65.6% 61.3/56.1 182/170 .386/.303	166/109 65.7% 62.4/58.5 185/173 .328/.257	-	-	-	-	143/98.0 68.5% -.373/.312	
Ford 351 Ported PowerHeads SF600 Iron	N/A	1.94/1.60	N/A	69/62 89.9%	128/109 85.2%	182/150 82.4% 61.6/74.6 182/221 .682/.681	206/169 82% 69.7/84.1 206/249 .579/.576	225/175 77.8% 76.1/87 226/258 .506/.477	232/180 77.6% 78.5/89.5 233/265 .435/.409	-	-	-	-	195/157 80.5% -.393/.324	
Ford 351 Ported Darrell Iron	160/-	2.00/1.585 - 1 3/4" Pipe	59	-	125/108 86.4%	179/144 80.4% 57/73 169/216 .65/.66	218/170 78% 69.4/86.2 206/255 .594/.585	246/181 73.6% 78.3/91.7 232/272 .536/.498	249/181 72.7% 79.3/91.7 235/272 .452/.415	-	-	-	-	203/157 77.1% 1.56 .405/.321	
Ford 351 DOOE Iron	N/A	1.90/1.60 4.00 No Pipe	60	69/45 65.2%	111/80 72.1%	153/105 68.6% 54/52.2 160/155 .585/.477	183/109 59.6% 64.5/54.2 191/161 .525/.371	183/111 60.7% 64.5/55.2 191/164 .42/.303	183/113 61.7% 64.5/56.2 191/167 .35/.257	-	-	-	-	163/104 63.7% -.385/.324	
Ford N351 Iron	195/67	2.02/1.60 4.04 No Pipe	64	-	141/97 68.8%	160/127 79.4% 49.9/63.2 148/187 .576/.577	212/142 67% 66.2/70.6 196/209 .572/.484	232/161 69.4% 72.4/80.1 214/237 .501/.439	244/169 69.3% 76.1/84.1 226/249 .439/.384	255/172 67.5% 79.6/85.5 236/253 .393/.335	-	-	-	207/145 69.8% 1.31/2.57 .409/.324	
Ford N351 Ported Stage 2 Beasley Engineeri ng Iron	206/73	2.02/1.60 4.04 No Pipe	58	-	137/94 68.6%	165/133 80.6% 51.5/66.1 153/196 .594/.604	221/167 75.6% 69/83.1 204/246 .596/.569	257/208 80.9% 80.2/103 238/307 .555/.567	278/221 79.5% 86.7/110 257/326 .50/.502	296/236 79.7% 92.4/117 274/348 .456/.459	-	-	-	226/177 78.2% 1.44/3.23 .409/.324	
Ford N351 Ported Full Beasley Engineeri ng Iron	219/78	2.08/1.60 4.04 No Pipe	58	87/59 67.8%	155/103 66.5%	203/143 70.4% 59.7/71.1 177/211 .709/.65	251/208 82.9% 73.9/103 219/307 .658/.709	287/226 78.7% 84.5/112 250/333 .602/.616	305/246 80.7% 89.8/122 266/363 .533/.559	309/254 82.2% 90.9/126 269/374 .463/.494	-	-	-	252/197 78.1% 1.41/3.26 .421/.324	

Ford N351 CNC M2 Race Systems Iron	219/-	2.08/1.60	66	-	-	198/122 61.6% 58.3/60.7 173/180 .692/.554	241/175 72.6% 70.9/87 210/258 .632/.596	268/208 77.6% 78.9/103 234/307 .562/.567	279/220 78.9% 82.1/109 243/324 .487/.50	292/227 77.7% 85.9/113 255/335 .437/.442	303/232 76.6% 89.2/115 264/342 .397/.395	-	-	264/197 74.9% 1.38 .421/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Ford N351 Tri-Mark Iron	194/-	2.02/1.60	N/A	61/60 98.4%	120/107 89.2%	173/126 72.8% 54/62.7 160/186 .622/.572	210/140 66.7% 65.5/69.6 194/206 .567/.477	230/158 68.7% 71.8/78.6 213/233 .496/.431	235/169 71.9% 73.3/84.1 217/249 .423/.384	236/176 74.6% 73.6/87.5 218/259 .364/.343	-	-	-	201/146 72.8% 1.22 .409/.324	
Ford N351 Ported Tri-Mark Stealth Iron	200/-	2.02/1.60	N/A	70/59 84.3%	145/112 77.2%	200/147 73.5% 62.4/73.1 185/217 .72/.68	230/177 77% 71.8/88 213/261 .621/.603	247/191 77.3% 77.1/95 228/281 .533/.521	257/199 77.4% 80.2/99 238/293 .462/.452	263/204 77.6% 82.1/101 243/301 .406/.397	-	-	-	224/172 76.8% 1.32 .409/.324	
Ford N352 Tri-Mark Iron	185/-	2.02/1.60	N/A	61/60 98.4%	120/107 89.2%	173/126 72.8% 54/62.7 160/186 .622/.572	210/140 66.7% 65.5/69.6 194/206 .567/.477	230/158 68.7% 71.8/78.6 213/233 .496/.431	235/169 71.9% 73.3/84.1 217/249 .423/.384	236/176 74.6% 73.6/87.5 218/259 .364/.343	-	-	-	201/146 72.8% 1.28 .409/.324	
Ford N352 Ported Tri-Mark Stealth Iron	197/-	2.02/1.60	N/A	70/59 84.3%	135/112 83%	197/147 74.6% 61.5/73.1 182/217 .709/.668	223/177 79.4% 69.6/88 206/261 .602/.603	242/191 78.9% 75.5/95 224/281 .522/.521	257/199 77.4% 80.2/99 238/293 .462/.452	263/204 77.6% 82.1/101 243/301 .406/.397	-	-	-	220/172 78.2% 1.34 .409/.324	
Ford N352 Ported Tri-Mark Super Stealth Iron	N/A	2.02/1.60	N/A	69/55 79.7%	149/112 75.2%	200/149 74.5% 62.4/74.1 185/220 .72/.77	231/177 76.6% 72.1/88 214/261 .623/.603	255/197 77.3% 79.6/98 236/290 .55/.537	271/208 76.8% 84.6/103 251/307 .487/.472	280/215 76.8% 87.4/107 259/317 .432/.419	-	-	-	231/176 76.3% - .409/.324	
Ford SC1 Ported Bullet Cylinder Heads Small Port Volume	N/A	2.18/1.60	N/A	77/60 77.9%	160/109 68.1%	221/155 70.1% 59.2/77.1 175/228 .737/.704	278/190 68.3% 74.5/94.5 221/280 .695/.647	321/226 70.4% 86/112 255/333 .642/.616	345/252 73% 92.4/125 274/371 .575/.572	370/261 70.5% 99.1/130 294/385 .529/.508	380/266 70% 102/132 302/392 .475/.453	-	-	296/208 70.3% - .441/.324	

Ford SC1 Ported ET Performance	272/-	2.18/1.60 4.155	58	68/5 6 82.4 %	151/ 114 75.5 %	225/1 66 73.8% 60.3/8 2.6 179/2 45 .75/.7 54	291/2 05 70.4% 78/10 2 231/3 02 .728/ 698	343/2 23 65% 91.9/1 11 272/3 29 .686/ 608	371/2 32 62.5% 99.4/1 15 295/3 42 .618/ 527	382/2 40 62.8% 102/1 19 303/3 54 .546/ 467	389/2 46 63.2% 104/1 22 309/3 63 .486/ 419	-	-	307/2 04 66.3% 1.43 .441/ 324	
Ford SC1 Head Circle Ported HRD	N/A	2.18/1.62 5	N/A	-	157/ 111 70.7 %	232/1 76 75.9% 62.2/8 4.9 184/2 51 .773/ 787	297/2 24 75.4% 79.6/1 08 236/3 20 .743/ 751	342/2 54 74.3% 91.6/1 22 271/3 63 .684/ 682	383/2 69 70.2% 103/1 30 304/3 84 .638/ 602	398/2 78 69.8% 107/1 34 316/3 97 .569/ 533	413/2 86 69.2% 111/1 38 328/4 09 .516/ 48	-	-	317/2 28 71.9% - .441/ 329	
Ford SC1 Bennett Ported	N/A	2.20/1.60	N/A	-	-	-	-	-	-	-	420/2 90 69% 110/1 44 327/4 27 .52/.4 94	-	-	- - - .446/ 324	
Ford SC1 CNC M2 Race Systems	273/-	2.18/1.60 4.155	62	58/5 0 86.2 %	129/ 105 81.4 %	205/1 55 75.6% 54.9/7 7.1 163/2 28 .683/ 704	276/2 09 75.7% 73.9/1 04 219/3 08 .69/.7 12	328/2 37 72.3% 87.9/1 18 260/3 49 .656/ 646	374/2 49 66.6% 100/1 24 297/3 67 .623/ 565	405/2 53 62.5% 109/1 26 321/3 73 .579/ 492	412/2 61 63.3% 110/1 30 327/3 85 .515/ 445	-	-	304/2 10 69% 1.51 .441/ 324	
Ford 233 Raised Seat Ported Chapman	233/-	2.15/1.60 - No Pipe	52	71/5 3 74.6 %	149/ 114 76.5 %	236/1 52 64.4% 65/75. 6 193/2 24 .798/ 69	282/1 90 67.4% 77.7/9 4.5 230/2 80 .715/ 647	327/2 28 69.7% 90.1/1 13 267/3 36 .663/ 621	358/2 38 66.5% 98.6/1 18 292/3 51 .605/ 541	360/2 51 69.7% 99.2/1 25 294/3 70 .522/ 489	364/2 55 70.1% 100/1 27 297/3 76 .461/ 434	-	-	297/2 04 68.8% 1.56 .435/ 324	
Ford Yates/ C3L/C3	210/1 19	2.10/1.60	N/A	-	-	-	-	-	-	-	-	-	-	- - - .425/ 324	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Ford Yates/C3L Ported SF600	N/A	2.10/1.60 4.07 No Pipe	N/A	73/5 4 74%	148/ 112 75.7 %	234/1 52 65% 67.6/7 5.6 200/2 24 .81/.6 9	289/2 06 71.3% 83.4/1 02 247/3 04 .75/.7 02	325/2 25 69.2% 93.8/1 12 278/3 32 .675/ 613	340/2 43 71.5% 98.2/1 21 291/3 58 .588/ 552	348/2 58 74.1% 100/1 28 298/3 80 .516/ 502	-	-	-	281/1 99 71% - .425/ 324	

Ford Yates/C3L 215 Ported Chapman	215/-	2.125/1.60 - No Pipe	52	70/53 75.7%	146/114 78.1%	228/152 66.7% 64.3/75.6 190/224 .78/.69	291/190 65.3% 82.1/94.5 243/280 .746/.647	332/228 68.7% 93.6/113 277/336 .681/.621	347/238 68.6% 97.8/118 290/351 .593/.541	347/251 72.3% 97.8/125 290/370 .509/.489	-	-	-	282/196 69.4% 1.61 .430/.324	
Ford Yates/C3L 221 Ported Chapman	221/-	2.10/1.60 - No Pipe	66	72/53 73.6%	145/110 75.9%	215/162 75.3% 62.1/80.6 184/239 .744/.736	285/202 70.9% 82.3/100 244/298 .74/.688	313/228 72.8% 90.4/113 268/336 .65/.621	328/239 72.9% 94.7/119 281/352 .568/.543	340/247 72.6% 98.2/123 291/364 .504/.481	-	-	-	271/198 73.1% 1.54 .425/.324	
Ford Yates/ C3L/C3 233 Ported Chapman	233/-	2.10/1.60 - No Pipe	50-60	75/53 70.7%	143/110 76.9%	220/162 73.6% 63.5/80.6 188/239 .761/.736	286/202 70.6% 82.6/100 245/298 .742/.688	310/228 73.5% 89.5/113 265/336 .644/.621	328/239 72.9% 94.7/119 281/352 .568/.543	337/247 73.3% 97.3/123 288/364 .50/.481	-	-	-	271/198 73.2% 1.45 .425/.324	
Ford Yates/C3 239 Ported Alum	239/-	2.10/1.60 4.06 2 1/4" Pipe	N/A	73/54 74%	146/104 71.2%	217/145 66.8% 62.7/72.1 186/214 .751/.659	269/179 66.5% 77.7/89 230/264 .698/.61	306/206 67.3% 88.3/102 262/304 .635/.561	317/229 72.2% 91.5/114 271/337 .549/.52	311/244 78.5% 89.8/121 266/360 .461/.475	318/268 84.3% 91.8/133 272/395 .413/.456	-	-	269/196 73% 1.33 .425/.324	
Ford Yates/C3L Ported	241/-	2.15/1.58 5	51	-	150/102 68%	226/151 66.8% 62.3/76.5 184/227 .764/.692	286/200 69.9% 78.8/101 233/300 .725/.688	334/226 67.7% 92/115 273/339 .677/.622	361/240 66.5% 99.4/122 295/360 .61/.55	366/245 66.9% 101/124 299/368 .53/.481	-	-	-	287/194 67.6% 1.52 .435/.321	
Ford Yates/C3L Ported Automoti ve Specialist s	242/-	2.10/1.60	64	-	154/119 77.3%	226/164 72.6% 65.2/81.6 193/242 .782/.745	276/198 71.7% 79.7/98.5 236/292 .716/.675	322/220 68.3% 93/109 275/324 .669/.60	341/229 67.2% 98.5/114 292/337 .59/.52	345/236 68.4% 99.6/117 295/348 .512/.459	-	-	-	277/194 70.1% 1.43 .425/.324	
Ford Yates/C3 Ported Greg Good	N/A	2.125/1.625 - No Pipe	N/A	-	-	243/172 70.8% 68.5/82.9 203/246 .831/.769	300/212 70.7% 84.6/102 251/303 .769/.711	331/236 71.3% 93.3/114 277/337 .679/.633	362/252 69.6% 102/122 302/360 .619/.563	374/260 69.5% 105/125 312/371 .548/.498	381/264 69.3% 107/127 318/377 .489/.443	-	-	332/233 70.1% - .430/.329	

Ford Yates/C3 Cup Head Ported HRD	N/A	2.16/1.58	N/A	-	145/114 78.6%	224/71 76.3% 61.1/87.2 181/58 .754/.787	291/32 79.7% 79.4/18 235/51 .734/.80	339/52 74.3% 92.5/29 274/81 .684/.695	364/65 72.8% 99.3/35 294/00 .612/.609	379/72 71.8% 103/39 306/11 .546/.536	-	-	-	290/18 75% - .437/.320	
Ford Yates/C3 Cup Head	N/A	-	N/A	-	-	-	-	362/62 72.4% -	383/78 72.6% -	388/86 73.7% -	391/96 75.7% -	-	-	381/81 73.6%	
Ford C35	210/19	2.10/1.60	N/A	-	-	-	-	-	-	-	-	-	-	- - - .425/.324	
Ford C35 Head Ported HRD	N/A	2.125/1.60	N/A	-	150/115 76.7%	233/53 65.7% 65.7/76.1 195/25 .797/.695	302/25 74.5% 85.2/12 252/32 .775/.766	339/50 73.7% 95.6/24 283/68 .696/.681	357/66 74.5% 101/32 298/92 .61/.604	366/74 74.9% 103/36 306/04 .536/.533	-	-	-	291/14 73.4% - .430/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Ford C3H Ported	N/A	2.20/1.60	N/A	-	-	-	-	-	-	-	400/75 68.8% 105/37 312/05 .496/.468	-	-	- - - .446/.324	
Ford D3 Head Circle Ported HRD	N/A	2.16/1.61	N/A	-	161/111 68.9%	246/61 65.4% 67.1/79.1 199/34 .828/.727	315/15 68.3% 86/106 255/13 .795/.728	346/46 71.1% 94.4/21 280/58 .698/.666	381/61 68.5% 104/28 308/80 .641/.589	395/70 68.4% 108/33 319/93 .57/.522	404/76 68.3% 110/36 327/02 .51/.467	-	-	321/20 68.5% - .437/.326	
Ford D3 Head Circle Ported HRD	N/A	2.18/1.625	N/A	-	149/120 80.5%	243/69 69.5% 65.1/81.5 193/41 .81/.756	310/29 73.9% 83.1/110 246/27 .775/.768	355/50 70.4% 95.1/21 282/65 .71/.71	386/58 66.8% 103/24 306/69 .643/.577	401/56 63.8% 107/23 318/66 .573/.491	410/73 66.6% 110/32 325/90 .513/.458	-	-	322/22 69% - .441/.329	
Ford D3 Head Drag Ported HRD	285/-	2.20/1.61	N/A	-	149/115 77.2%	238/69 71% 62.6/83 186/46 .786/.763	311/26 72.7% 81.8/111 242/29 .771/.765	350/51 71.7% 92.1/23 273/65 .694/.68	383/65 69.2% 101/30 299/86 .633/.598	405/72 67.2% 107/34 316/96 .573/.526	418/85 68.2% 110/40 326/15 .518/.482	430/91 67.7% 113/43 335/24 .473/.438	-	336/34 69.8% 1.51 .446/.326	

Ford D3 Head Ported MBE	308/1 62	2.20/1.60 - No Pipe	N/A	-	140/ 102 72.9 %	224/1 46 65.2% 58.9/7 2.6 175/2 15 .74/.6 63	305/1 95 63.9% 80.2/9 7 238/2 87 .756/. 664	370/2 28 61.6% 97.3/1 13 288/3 36 .733/. 621	412/2 59 62.9% 108/1 29 321/3 82 .68/.5 88	442/2 70 61.1% 116/1 34 345/3 98 .626/. 526	449/2 75 61.2% 118/1 37 350/4 05 .556/. 468	451/2 78 61.6% 119/1 38 352/4 10 .497/. 421	453/- 119 353 .449	361/2 19 - 1.47/1 .72 .446/. 324	
Ford D3 Head Ported MBE I-55 E-55 SF1020	324/1 62	2.225/1.5 7 4.155 No Pipe	N/A	-	133/ 99 74.4 %	221/1 47 66.5% 56.8/7 5.9 168/2 25 .722/. 68	301/1 92 63.8% 77.4/9 9.2 229/2 94 .737/. 667	364/2 20 60.4% 93.6/1 14 277/3 37 .713/. 611	406/2 40 59.1% 104/1 24 309/3 67 .663/. 555	438/2 61 59.6% 113/1 35 334/3 99 .613/. 518	444/2 70 60.8% 114/1 39 338/4 13 .544/. 469	442/2 75 62.2% 114/1 42 337/4 21 .481/. 424	450/2 80 62.2% 116/1 45 343/4 29 .441/. 389	355/2 20 62% 1.39/1 .73 .451/. 318	
Ford D3 Head Ported	280/1 50	2.18/1.62 5	48	-	154/ 101 65.6 %	230/1 40 60.9% 61.6/6 7.5 183/2 00 .767/. 626	301/2 06 68.4% 80.6/9 9.3 239/2 94 .753/. 691	351/2 37 67.5% 94/11 4 279/3 39 .702/. 636	381/2 53 66.4% 102/1 22 322/3 61 .635/. 566	393/2 63 66.9% 105/1 27 312/3 76 .561/. 504	400/2 72 68% 107/1 31 318/3 89 .50/.4 56	-	-	316/2 10 66.6% 1.43/1 .81 .441/. 329	
Ford D3 Head Ported	N/A	2.20/1.60	N/A	-	123/ 140 113 %	196/1 40 71.4% 51.6/6 9.6 153/2 06 .647/. 636	267/1 87 70% 70.2/9 3 208/2 76 .661/. 637	331/2 20 66.5% 87.1/1 09 258/3 24 .656/. 60	368/2 45 66.6% 96.8/1 22 287/3 61 .608/. 556	393/2 63 66.9% 103/1 31 306/3 88 .556/. 512	400/2 72 68% 105/1 35 312/4 01 .496/. 463	413/2 81 68% 109/1 40 322/4 14 .455/. 425	417/2 87 68.8% 110/1 43 325/4 23 .413/. 391	323/2 26 70% - .446/. 324	
AFR 165 Street SF600 Alum	165/6 9	1.90/1.60 4.06 1 3/4" Pipe	58-64	-	123/ 118 95.9 %	186/1 53 82.3% 65.6/7 6.1 194/2 25 .711/. 695	225/1 78 79.1% 79.4/8 8.5 235/2 62 .645/. 606	243/1 85 76.1% 85.7/9 2 254/2 73 .558/. 504	250/1 91 76.4% 88.2/9 5 261/2 81 .478/. 434	-	-	-	-	205/1 65 80.3% 1.52/2 .77 .385/. 324	
AFR 165 Street CCM Alum	165/-	1.90/1.60	N/A	60/5 1 85%	123/ 108 87.8 %	176/1 44 81.8% 62.1/7 1.6 184/2 12 .673/. 654	210/1 74 82.9% 74.1/8 6.5 219/2 56 .602/. 593	232/1 84 79.3% 81.8/9 1.5 242/2 71 .532/. 501	232/1 88 81% 81.8/9 3.5 242/2 77 .444/. 427	235/1 89 80.4% 82.9/9 4 246/2 79 .385/. 368	-	-	-	201/1 65 81.7% 1.42 .385/. 324	
AFR 165 #1402 Weingart ner Racing Alum	N/A	1.90/1.60 4.155	N/A	57/5 4 94.7 %	113/ 112 99.1 %	171/1 51 88.3% 60.3/7 5.1 179/2 23 .654/. 686	216/1 80 83.3% 76.2/8 9.5 226/2 65 .62/.6 13	236/1 91 80.9% 83.2/9 5 247/2 81 .542/. 521	238/1 95 81.9% 83.9/9 7 249/2 87 .455/. 443	244/1 97 80.7% 86.1/9 8 255/2 90 .40/.3 83	247/- 87.1 258 .354	-	-	209/1 71 - - .385/. 324	

AFR 165 Street Nitrous Exhaust SF600 Alum	165/69	1.90/1.60 4.06 1 3/4" Pipe	58-64	-	123/129 104 %	186/71 91.9% 65.6/85 194/52 .711/.777	225/99 88.4% 79.4/93 235/93 .645/.678	243/11 86.8% 85.7/105 254/11 .558/.575	250/18 87.2% 88.2/108 261/21 .478/.495	-	-	-	-	205/86 90.4% 1.52/3.16 .385/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
AFR 165 Comp SF600 Alum	N/A	1.90/1.60 4.06 1 3/4" Pipe	58	-	129/121 93.8 %	186/55 83.3% 65.6/77.1 194/28 .711/.704	228/92 84.2% 80.4/95.5 238/83 .654/.654	242/07 85.5% 85.4/103 253/05 .555/.564	254/15 84.6% 89.6/107 265/17 .486/.488	-	-	-	-	208/78 85.7% - .385/.324	
AFR 165 CNC SF600 Alum	165/-	1.90/1.60 4.06 1 3/4" Pipe	55-60	-	135/122 90.4 %	200/63 81.5% 70.5/81.1 209/40 .765/.74	240/92 80% 84.6/95.5 251/83 .688/.654	251/08 82.9% 88.5/103 262/07 .576/.567	260/15 82.7% 91.7/107 272/17 .497/.488	-	-	-	-	217/80 82.9% 1.58 .385/.324	
AFR 165 Ported CCM Alum	N/A	1.90/1.60 4.03 1 3/4" Pipe	N/A	59/57 96.6 %	127/114 89.8 %	189/64 86.8% 66.7/81.6 198/42 .723/.745	225/94 86.2% 79.4/96.5 235/86 .645/.661	245/03 82.9% 86.4/101 256/99 .562/.553	252/09 82.9% 88.9/104 263/08 .482/.475	-	-	-	-	208/77 85.2% - .385/.324	
AFR 185 Street/Strip SF600 Alum	185/69	2.02/1.60 4.06 1 3/4" Pipe	58-64	-	129/118 91.5 %	189/53 81% 59/76.1 175/25 .68/.95	234/78 76.1% 73/88.5 216/62 .631/.606	267/85 69.3% 83.3/92 247/73 .576/.504	277/91 69% 86.4/95 256/81 .498/.434	-	-	-	-	219/65 75.3% 1.50/2.77 .409/.324	
AFR 185 Street/Strip Nitrous Exhaust SF600 Alum	185/69	2.02/1.60 4.06 1 3/4" Pipe	58-64	-	129/129 100 %	189/71 90.5% 59/85 175/52 .68/.77	234/99 85% 73/99 216/93 .631/.678	267/11 79% 83.3/105 247/11 .576/.575	277/18 78.7% 86.4/108 256/21 .498/.495	-	-	-	-	219/86 84.7% 1.50/3.16 .409/.324	
AFR 185 Comp SF600 Alum	N/A	2.02/1.60 4.06 1 3/4" Pipe	N/A	-	136/125 91.9 %	200/80 90% 62.4/89.5 185/65 .72/.18	245/11 86.1% 76.4/105 227/11 .661/.719	272/25 82.7% 84.9/112 251/32 .587/.613	287/31 80.5% 89.6/115 265/40 .516/.525	-	-	-	-	228/94 85.3% - .409/.324	

AFR 185 Comp Ported CCM Alum	N/A	2.02/1.60 4.03 1 3/4" Pipe	N/A	66/5 9 89.4 %	148/ 113 76.4 %	202/1 62 80.2% 63/80. 6 187/2 39 .727/. 736	242/1 99 82.2% 75.5/9 9 224/2 93 .653/. 678	274/2 15 78.5% 85.5/1 07 253/3 17 .591/. 586	286/2 22 77.6% 89.2/1 10 264/3 27 .514/. 504	296/2 27 76.7% 92.4/1 13 274/3 35 .456/. 442	-	-	-	241/1 90 78.6% - .409/. 324	
AFR 185 CNC SF600 Alum	185/7 0	2.02/1.60 4.06 1 3/4" Pipe	N/A	-	142/ 118 83.1 %	200/1 64 82% 62.4/8 1.6 185/2 42 .72/.7 45	255/2 00 78.4% 79.6/9 9.5 236/2 95 .688/. 681	285/2 10 73.7% 88.9/1 04 263/3 09 .615/. 572	297/2 15 72.4% 92.7/1 07 275/3 17 .534/. 488	-	-	-	-	236/1 81 76.9% 1.61/3 .07 .409/. 324	
AFR 185 Street Ported ET Performa nce Alum	N/A	2.02/1.60 4.03	61	78/5 6 71.8 %	152/ 123 80.9 %	214/1 55 72.4% 66.8/7 7.1 198/2 28 .77/.7 04	252/1 83 72.6% 78.6/9 1 233/2 70 .68/.6 23	266/1 96 73.7% 83/97. 5 246/2 89 .574/. 534	284/2 01 70.8% 88.6/1 00 263/2 96 .511/. 456	289/2 04 70.6% 90.2/1 01 267/3 01 .446/. 397	-	-	-	243/1 77 72.9% - .409/. 324	
AFR 190 Ported SF600 Alum	190/-	2.02/1.60 4.060 1 3/4" Pipe	N/A	-	152/ 121 79.6 %	211/1 58 74.9% 65.8/7 8.6 195/2 33 .759/. 718	257/1 93 75.1% 80.2/9 6 238/2 84 .693/. 657	290/2 14 73.8% 90.5/1 06 268/3 15 .626/. 583	310/2 22 71.6% 96.7/1 10 287/3 27 .558/. 504	-	-	-	-	244/1 82 74.4% 1.63 .409/. 324	
AFR 195 CNC SF600 Alum	195/7 0	2.02/1.60 4.06 1 3/4" Pipe	N/A	-	152/ 126 82.9 %	208/1 71 82.2% 64.9/8 5 192/2 52 .748/. 777	260/2 07 79.6% 81.1/1 03 240/3 05 .702/. 705	287/2 22 77.4% 89.6/1 10 265/3 27 .62/.6 05	308/2 31 75% 96.1/1 15 285/3 40 .554/. 525	-	-	-	-	243/1 91 78.8% 1.58/3 .30 .409/. 324	
AFR 205 Race SF600 Alum	205/7 0	2.08/1.60 4.125 1 7/8" Pipe	58	-	141/ 125 88.7 %	201/1 80 89.6% 59.2/8 9.5 175/2 65 .702/. 818	251/2 11 84.1% 73.9/1 05 219/3 11 .658/. 719	291/2 25 77.3% 85.6/1 12 254/3 32 .61/.6 13	306/2 31 75.5% 90.1/1 15 267/3 40 .535/. 525	310/2 35 75.8% 91.2/1 17 270/3 46 .464/. 457	-	-	-	250/2 01 80.5% 1.51/3 .36 .421/. 324	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
AFR 205 Race Nitrous Exhaust SF600 Alum	205/7 0	2.08/1.60 4.125 1 7/8" Pipe	58	-	141/ 121 85.8 %	201/1 73 86.1% 59.2/8 6 175/2 55 .702/. 786	251/2 08 82.9% 73.9/1 03 219/3 07 .658/. 709	291/2 31 79.4% 85.6/1 15 254/3 40 .61/.6 3	306/2 40 78.4% 90.1/1 19 267/3 54 .535/. 545	310/2 44 78.7% 91.2/1 21 270/3 60 .464/. 475	-	-	-	250/2 03 81.1% 1.51/3 .49 .421/. 324	

AFR 205 Ported ET Performa nce Alum	205/-	2.08/1.60 4.03	58	76/5 7 75%	145/ 116 80%	205/1 56 76.1% 60.3/7 7.6 179/2 30 .716/. 709	259/1 85 71.4% 76.2/9 2 226/2 73 .679/. 63	296/2 00 67.6% 87.1/9 9.5 258/2 95 .621/. 545	307/2 07 67.4% 90.3/1 03 268/3 05 .536/. 47	308/2 10 68.2% 90.6/1 04 269/3 09 .461/. 409	316/2 14 67.7% 93/10 6 276/3 15 .414/. 365	-	-	262/1 84 70.2% 1.54 .421/. 324	
AFR 205 Race SF600 Alum	205/7 0	2.08/1.60 4.06 1 3/4" Pipe	58	-	149/ 126 84.6 %	205/1 70 82.9% 60.3/8 4.6 179/2 51 .716/. 772	260/2 10 80.8% 76.5/1 04 227/3 09 .681/. 715	291/2 27 78% 85.6/1 13 254/3 35 .61/.6 19	315/2 31 73.3% 92.7/1 15 275/3 40 .55/.5 25	327/2 35 71.9% 96.2/1 17 285/3 46 .49/.4 57	-	-	-	258/2 00 77.5% 1.60/3 .36 .421/. 324	
AFR 205 Race Nitrous Exhaust SF600 Alum	205/7 3	2.08/1.60 4.06 1 3/4" Pipe	58	-	149/ 121 81.2 %	205/1 73 84.4% 60.3/8 6 179/2 55 .716/. 786	260/2 08 80% 76.5/1 03 227/3 07 .681/. 709	291/2 31 79.4% 85.6/1 15 254/3 40 .61/.6 3	315/2 40 76.2% 92.7/1 19 275/3 54 .55/.5 45	327/2 44 74.6% 96.2/1 21 285/3 60 .49/.4 75	-	-	-	258/2 03 78.7% 1.60/3 .34 .421/. 324	
AFR 220 CNC SF600	220/-	2.10/1.60 4.125 1 7/8" Pipe	58-69	-	154/ 129 83.8 %	207/1 88 90.8% 59.8/9 3.5 177/2 77 .716/. 854	267/2 30 86.1% 77.1/1 14 228/3 39 .693/. 784	302/2 45 81.1% 87.2/1 22 258/3 61 .627/. 668	321/2 51 78.2% 92.7/1 25 275/3 70 .555/. 57	333/2 55 76.6% 96.1/1 27 285/3 76 .494/. 496	340/2 58 75.9% 98.2/1 28 291/3 80 .441/. 439	-	-	275/2 22 80.9% 1.55 .425/. 324	
AFR 225 Old Race SF600	225/8 0	2.08/1.60 4.125 1 7/8" Pipe	60	-	149/ 130 87.2 %	216/1 87 86.6% 63.6/9 3 188/2 76 .755/. 849	264/2 30 87.1% 77.7/1 14 230/3 39 .692/. 784	295/2 42 82% 86.8/1 20 257/3 57 .618/. 66	312/2 50 80.1% 91.8/1 24 272/3 68 .545/. 568	320/2 55 79.7% 94.2/1 27 279/3 76 .479/. 496	-	-	-	259/2 16 83.2% 1.42/3 .19 .421/. 324	
AFR 225 Race SF600	225/8 0	2.08/1.60 4.125 1 7/8" Pipe	60	-	143/ 130 90.9 %	211/1 87 88.6% 62.1/9 3 184/2 76 .737/. 849	260/2 30 88.5% 76.5/1 14 227/3 39 .681/. 784	289/2 42 83.7% 85.1/1 20 252/3 57 .606/. 66	317/2 55 80.4% 93.3/1 27 276/3 76 .554/. 579	325/2 58 79.4% 95.6/1 28 283/3 80 .487/. 502	-	-	-	258/2 17 84.3% 1.44/3 .23 .421/. 324	
AFR 225 Out of Box	225/8 0	2.08/1.60	60	-	147/ 110 74.8 %	205/1 52 74.1% 60.3/7 5.6 179/2 24 .716/. 69	257/2 11 82.1% 75.6/1 05 224/3 11 .673/. 719	287/2 25 78.4% 84.5/1 12 250/3 32 .602/. 613	299/2 29 76.6% 88/11 4 261/3 37 .522/. 52	312/2 30 73.7% 91.8/1 14 272/3 39 .467/. 448	-	-	-	251/1 93 76.8% 1.39/2 .88 .421/. 324	

AFR 225 Ported ET Performa nce	225/-	2.08/1.60 4.03	58	74/5 6 75.7 %	146/ 115 78.8 %	207/1 57 75.8% 60.9/7 8.1 181/2 31 .723/. 713	262/1 95 74.4% 77.1/9 7 228/2 87 .687/. 664	299/2 10 70.2% 88/10 4 261/3 09 .627/. 572	312/2 19 70.2% 91.8/1 09 272/3 23 .545/. 497	323/2 23 69% 95.1/1 11 282/3 29 .484/. 434	327/- 96.2 285 .428	-	-	268/1 87 - 1.45 .421/. 324			
Avenger Alum	N/A	2.02/1.60	58	-	-	-	-	-	270/2 05 75.9% 84.3/1 02 250/3 02 .486/. 466	-	-	-	-	-	-	.409/. 324	
Avenger 185 CNC Alum	185/8 0	2.02/1.60	60/70	69/5 9 85.5 %	129/ 118 91.5 %	188/1 53 81.4% 58.7/7 6.1 174/2 25 .676/. 695	234/1 78 76.1% 73/88. 5 216/2 62 .631/. 606	269/1 89 70.3% 83.9/9 4 249/2 79 .581/. 515	278/1 95 70.1% 86.7/9 7 257/2 87 .50/.4 43	281/2 10 74.7% 87.7/1 04 260/3 09 .433/. 409	288/2 28 79.2% 89.9/1 13 266/3 36 .389/. 388	-	-	238/1 82 76.2% 1.56/2 .85 .409/. 324			
Avenger 205 CNC Alum	205/8 0	2.05/1.60	60/70	70/6 1 87.1 %	142/ 124 87.3 %	190/1 62 85.3% 57.6/8 0.6 171/2 39 .674/. 736	252/2 00 79.4% 76.3/9 9.5 226/2 95 .67/.6 81	284/2 18 76.8% 86/10 8 255/3 21 .604/. 594	299/2 25 75.3% 90.6/1 12 268/3 32 .53/.5 11	305/2 30 75.4% 92.4/1 14 274/3 39 .463/. 448	309/2 35 76.1% 93.6/1 17 277/3 46 .411/. 40	-	-	254/1 99 78.3% 1.51/2 .94 .415/. 324			
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e			
Avenger 215 CNC Alum	215/8 0	2.05/1.60	60/70	75/6 1 81.3 %	146/ 106 72.6 %	194/1 62 83.5% 58.8/8 0.6 174/2 39 .688/. 736	254/2 00 78.7% 77/99. 5 228/2 95 .675/. 681	287/2 16 75.3% 87/10 7 258/3 18 .61/.5 89	300/2 26 75.3% 90.9/1 12 269/3 33 .532/. 513	310/2 35 75.8% 93.9/1 17 278/3 46 .471/. 457	310/2 35 75.8% 93.9/1 17 278/3 46 .412/. 40	-	-	257/1 97 76.6% 1.44/2 .94 .415/. 324			
Avenger 230 CNC 20 Deg Alum	230/8 2	2.08/1.60	60/70	74/6 8 91.9 %	147/ 125 85%	205/1 78 86.8% 60.3/8 8.5 179/2 62 .716/. 808	258/2 15 83.3% 75.9/1 07 225/3 17 .676/. 732	289/2 27 78.5% 85.1/1 13 252/3 35 .606/. 619	308/2 35 76.3% 90.6/1 17 269/3 46 .538/. 534	318/2 45 77% 93.6/1 22 277/3 61 .476/. 477	322/2 45 76.1% 94.8/1 22 281/3 61 .422/. 417	-	-	264/2 10 79.6% 1.40/2 .99 .421/. 324			
Avenger 230 R CNC 20 Deg Alum	230/8 2	2.08/1.60	60/70	78/6 8 87.2 %	150/ 125 83.3 %	212/1 78 84% 62.4/8 8.5 185/2 62 .741/. 808	260/2 15 82.7% 76.5/1 07 227/3 17 .681/. 732	291/2 27 78% 85.6/1 13 254/3 35 .61/.6 19	315/2 35 74.6% 92.7/1 17 275/3 46 .55/.5 34	329/2 45 74.5% 96.8/1 22 287/3 61 .493/. 477	339/2 45 72.3% 99.8/1 22 296/3 61 .444/. 417	-	-	271/2 10 77.5% 1.47/2 .99 .421/. 324			

Avenger AK-400 CNC Alum	270/-	2.15/1.60	47/52	79/57 72.2%	154/112 72.7%	212/147 69.3% 58.4/73.1 173/217 .717/.668	275/197 71.6% 75.7/98.8 224/290 .697/.671	325/227 69.8% 89.5/113 265/335 .659/.619	371/242 65.2% 102/120 303/357 .627/.55	409/257 62.8% 113/128 334/379 .592/.50	417/266 63.8% 115/132 340/392 .529/.453	-	-	309/207 66.9% 1.54 .435/.324	
Avenger SX1-SC1 CNC Alum	260/105	2.15/1.60	46/68	76/56 73.7%	144/110 76.4%	212/145 68.4% 58.4/72.1 173/214 .717/.659	279/197 70.6% 76.8/98.1 228/290 .707/.671	326/222 68.1% 89.8/110 266/327 .661/.605	372/238 64% 102/118 304/351 .629/.541	391/252 64.5% 108/125 319/371 .566/.491	412/266 64.6% 113/132 336/392 .522/.453	-	-	305/204 66.9% 1.58/2.53 .435/.324	
Blue Thunder Alum	220/-	-	N/A	-	-	-	-	-	-	360/270 75% -	-	-	-	- 1.64	
Blue Thunder Out of Box Alum	N/A	2.15/1.625	N/A	84/71 84.5%	160/130 81.3%	236/168 71.2% 65/81 193/240 .798/.751	293/193 65.9% 80.7/93.1 239/276 .743/.647	332/214 64.5% 91.4/103 271/306 .673/.574	361/224 62% 99.4/108 295/320 .61/.501	-	-	-	-	276/186 67.2% - .435/.329	
Blue Thunder Ported Flatlander s Stage 3 Alum	220/	2.20/1.71	N/A	-	-	-	-	-	-	400/300 75% 105/131 312/387 .566/.546	-	-	-	- 1.82 .446/.346	
Blue Thunder Ported Flatlander s Comp Alum	N/A	2.225/1.70 4.155	N/A	-	-	-	-	-	-	423/311 73.5% 109/137 322/406 .592/.57	-	-	-	- - - .451/.344	
Blue Thunder 4.3 Ported ET Performa nce Alum	270/-	2.18/1.60 4.155	66	66/52 78.8%	145/116 80%	221/155 70.1% 59.2/77.1 175/228 .737/.704	302/180 59.6% 80.9/95 240/265 .755/.613	350/225 64.3% 93.8/112 278/332 .70/.613	400/245 61.3% 107/122 318/361 .667/.556	408/258 63.2% 109/128 324/380 .583/.502	410/265 64.6% 110/132 325/391 .513/.451	414/274 66.2% 111/136 329/404 .46/.415	416/280 67.3% 111/139 330/413 .416/.382	341/222 65.2% 1.54 .441/.324	
Blue Thunder 4.3 Ported ET Performa nce Alum	290/-	2.20/1.60 4.125	66	67/52 77.6%	147/116 78.9%	227/155 68.3% 59.7/77.1 177/228 .75/.704	313/180 57.5% 82.3/95 244/265 .775/.613	368/225 61.1% 96.8/112 287/332 .729/.613	411/245 59.6% 108/122 320/361 .679/.556	422/258 61.1% 111/128 329/380 .597/.502	427/265 62.1% 112/132 333/391 .529/.451	435/274 63% 114/136 339/404 .479/.415	440/280 63.6% 116/139 343/413 .436/.382	354/222 62.6% 1.52 .446/.324	

Blue Thunder 4.3 Ported ET Performance Alum	300/-	2.25/1.60 4.125	66	67/52 77.6%	144/104 72.2%	239/138 57.7% 60.1/68.6 178/203 .772/.627	314/165 52.5% 79/82.1 234/243 .761/.562	367/186 50.7% 92.3/92.5 273/274 .711/.507	408/234 57.4% 103/116 304/345 .659/.531	434/250 57.6% 109/124 323/368 .601/.487	437/260 59.5% 110/129 326/383 .529/.443	436/274 62.8% 110/136 325/404 .469/.415	440/280 63.6% 111/139 328/413 .426/.382	358/210 58.7% 1.47 .456/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Blue Thunder 3.6 Ported ET Performance Alum	255/-	2.20/1.625 4.155	55	74/62 83.8%	145/110 75.9%	209/148 70.8% 55/71.4 163/211 .69/.62	271/181 66.8% 71.3/87.3 211/259 .671/.607	321/209 65.1% 84.4/101 250/299 .636/.561	351/231 65.8% 92.3/111 274/330 .58/.517	362/243 67.1% 95.2/117 282/347 .512/.466	370/252 68.1% 97.3/122 288/360 .458/.423	-	-	290/196 67.7% 1.45 .446/.329	
Blue Thunder Ported CPF SF600 Alum	N/A	2.26/- 4.125	N/A	62/-	139/-	224/- 55.8 165 .72	317/- 79 234 .765	381/- 95 281 .735	425/- 106 314 .683	439/- 109 324 .605	450/- 112 332 .543	453/- 113 335 .486	458/- 114 338 .442	365 - - .458	
Blue Thunder Ported SF600 Alum	N/A	- 4.155	N/A	59/-	133/-	220/- - -	305/- - -	358/- - -	413/- - -	426/- - -	426/- - -	431/- - -	431/- - -	349	
Brodix SP FO Alum	195/-	2.08/1.60	67	-	120/103 85.8%	180/130 72.2% 53/64.7 157/192 .629/.59	224/153 68.3% 65.9/76.1 195/225 .587/.521	241/166 68.9% 70.9/82.6 210/245 .505/.452	255/179 70.2% 75/89 222/264 .445/.407	267/191 71.5% 78.6/95 233/281 .40/.372	270/202 74.8% 79.5/100 235/298 .354/.344	-	-	222/161 72.2% 1.38 .421/.324	
Brodix Track 1 53/119 Alum	195/-	2.08/1.60	68	-	124/100 80.6%	172/129 75% 50.6/64.2 150/190 .601/.586	212/153 72.2% 62.4/76.1 185/225 .556/.521	241/166 68.9% 70.9/82.6 210/245 .505/.452	255/176 69% 75/87.5 222/259 .445/.40	261/180 69% 76.8/95 228/265 .391/.35	-	-	-	211/151 71.5% 1.34 .421/.324	
Brodix T1 F Std X SUPR Alum	195/-	2.08/1.60	67	-	120/103 85.8%	180/130 72.2% 53/64.7 157/192 .629/.59	224/159 71% 65.9/79.1 195/234 .587/.542	255/179 70.2% 75/89 222/264 .535/.488	267/191 71.5% 78.6/95 233/281 .466/.434	270/202 74.8% 79.5/100 235/298 .404/.393	-	-	-	219/161 73.3% 1.38 .421/.324	
Brodix Track 1 X 53/119 Alum	195/-	2.08/1.60	68	-	124/100 80.6%	172/134 77.9% 50.6/66.6 150/197 .601/.609	212/164 77.4% 62.4/81.6 185/242 .556/.559	241/184 76.3% 70.9/91.5 210/271 .505/.501	255/195 76.5% 75/97 222/287 .445/.443	261/203 77.8% 76.8/101 228/299 .391/.395	-	-	-	211/163 77.5% 1.34 .421/.324	

Brodix Track 1 CNC M2 Race Systems 53/119 Alum	211/-	2.08/1.60 4.03	76	-	136/ 115 84.6 %	194/1 56 80.4% 57.1/7 7.6 169/2 30 .678/. 709	247/1 98 80.2% 72.7/9 8.5 215/2 92 .647/. 675	287/2 14 74.6% 84.5/1 06 250/3 15 .602/. 583	312/2 20 70.5% 91.8/1 09 272/3 24 .545/. 50	315/2 25 71.4% 92.7/1 12 275/3 32 .472/. 438	-	-	-	249/1 88 75.7% 1.49 .421/. 324	
Brodix T1 Std 20 Deg CNC M2 Race Systems 53/119 Alum	211/-	2.08/1.60	68	-	150/ 124 82.7 %	216/1 64 75.9% 63.6/8 1.6 188/2 42 .755/. 745	263/1 96 74.5% 77.4/9 7.5 229/2 89 .689/. 668	300/2 11 70.3% 88.3/1 05 262/3 11 .629/. 575	316/2 17 68.7% 93/10 8 276/3 20 .552/. 493	317/2 24 70.7% 93.3/1 11 276/3 30 .475/. 436	-	-	-	260/1 89 72.7% 1.50 .421/. 324	
Brodix T1 STS Std 214 20 Deg CNC 53/119 Alum	214/-	2.08/1.60	68	-	140/ 119 85%	210/1 61 76.7% 61.8/8 0.1 183/2 37 .734/. 731	265/1 90 71.7% 78/94. 5 231/2 80 .694/. 647	298/2 03 68.1% 87.7/1 01 260/2 99 .625/. 553	320/2 12 66.3% 94.2/1 05 279/3 12 .559/. 481	326/2 20 67.5% 95.9/1 09 284/3 24 .488/. 428	-	-	-	260/1 84 70.9% 1.52 .421/. 324	
Brodix T1 STS Std 225 20 Deg CNC 53/119 Alum	225/-	2.08/1.60	68	-	147/ 119 81%	215/1 61 74.9% 63.3/8 0.1 187/2 37 .751/. 731	262/1 90 72.5% 77.1/9 4.5 228/2 80 .687/. 647	303/2 03 67% 89.2/1 01 264/2 99 .635/. 553	324/2 12 65.4% 95.4/1 05 283/3 12 .566/. 481	334/2 20 65.9% 98.3/1 09 291/3 24 .50/.4 28	-	-	-	264/1 84 69.7% 1.48 .421/. 324	
Brodix ST 5.0 & ST 5.0 R 20 Deg 53/119 Alum	171/-	1.94/1.60	60	-	130/ 100 76.9 %	186/1 32 71% 62.9/6 5.7 186/1 95 .697/. 60	225/1 56 69.3% 76.1/7 7.6 226/2 30 .632/. 531	237/1 72 72.6% 80.2/8 5.5 238/2 53 .533/. 469	241/1 84 76.3% 81.5/9 1.5 242/2 71 .451/. 418	-	-	-	204/1 49 73% 1.41 .393/. 324		
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Brodix ST 5.0 R 20 Deg CNC M2 Race Systems 53/119 Alum	185/-	2.02/1.60 4.03	66	-	145/ 119 82.1 %	208/1 50 72.1% 64.9/7 4.6 192/2 21 .748/. 681	245/1 79 73.1% 76.4/8 9 227/2 64 .661/. 61	272/1 98 72.8% 84.9/9 8.5 251/2 92 .587/. 54	277/2 09 75.5% 86.4/1 04 256/3 08 .498/. 475	281/2 16 76.9% 87.7/1 07 260/3 18 .433/. 42	-	-	-	238/1 79 75% 1.52 .409/. 324	
Brodix ST 5.0 R Ported Chad Speiers V2.50 SF600 53/119 Alum	N/A	2.08/1.60 4.06 1 7/8" Pipe	68	-	134/ 111 82.8 %	194/1 47 75.8% 57.1/7 3.1 169/2 17 .678/. 668	240/1 80 75% 70.6/8 9.5 209/2 65 .629/. 613	272/2 03 74.6% 80/10 1 237/2 99 .57/.5 53	294/2 17 73.8% 86.5/1 08 256/3 20 .514/. 493	310/2 29 73.9% 91.2/1 14 270/3 37 .464/. 446	322/2 33 72.4% 94.8/1 16 281/3 43 .422/. 397	327/2 38 72.8% 96.2/1 18 285/3 51 .381/. 36	328/2 42 73.8% 96.5/1 20 286/3 57 .344/. 33	269/2 00 74.3% - .421/. 324	

Brodix ST 5.0 R Ported Chad Speiers 53/119 Alum	225/-	2.10/1.60 4.06	68	-	138/ 113 81.9 %	199/1 48 74.4% 57.5/7 3.6 170/2 18 .689/ 672	238/1 80 75.6% 68.7/8 9.5 204/2 65 .618/ 613	276/2 03 73.6% 79.7/1 01 236/2 99 .573/ 553	303/2 17 71.6% 87.5/1 08 259/3 20 .524/ 493	321/2 27 70.7% 92.7/1 13 275/3 35 .476/ 442	327/2 35 71.9% 94.4/1 17 280/3 46 .424/ 40	333/2 39 71.8% 96.1/1 19 285/3 52 .384/ 362	337/2 41 71.5% 97.3/1 20 288/3 55 .35/.3 28	275/2 00 72.9% 1.50 .425/ 324	
Brodix ST 5.0 Ported Fox Lake 53/119 Alum	187/8 0	2.02/1.60 4.03	62	-	-	201/1 47 73.1% 62.7/7 3.1 186/2 17 .723/ 668	243/1 92 79% 75.8/9 5.5 225/2 83 .656/ 654	269/2 11 78.4% 83.9/1 05 249/3 11 .581/ 575	285/2 19 76.8% 88.9/1 09 263/3 23 .513/ 497	-	-	-	-	250/1 92 77.1% 1.52/2 .74 .409/ 324	
Brodix KC LH F 17 Deg 195 CNC 53/119 Alum	195/-	2.02/1.60	60	-	154/ 119 77.3 %	219/1 69 77.2% 68.3/8 4.1 202/2 49 .788/ 768	260/2 00 76.9% 81.1/9 9.5 240/2 95 .702/ 681	287/2 09 72.8% 89.6/1 04 265/3 08 .62/.5 7	294/2 14 72.8% 91.7/1 06 272/3 15 .529/ 486	300/2 14 71.3% 93.6/1 06 277/3 15 .463/ 417	-	-	-	252/1 88 74.3% 1.54 .409/ 324	
Brodix KC LH F 17 Deg 210 CNC 53/119 Alum	210/-	2.08/1.60	59	-	151/ 113 74.8 %	223/1 66 74.4% 65.6/8 2.6 194/2 45 .779/ 754	269/2 00 74.3% 79.2/9 9.5 235/2 95 .705/ 681	300/2 17 72.3% 88.3/1 08 262/3 20 .629/ 591	319/2 22 69.6% 93.9/1 10 278/3 27 .557/ 504	323/2 22 68.7% 95.1/1 10 282/3 27 .484/ 432	-	-	-	264/1 90 71.9% 1.54 .421/ 324	
Brodix KC 195 S 17 Deg Keith Craft 53/119 Alum	195/-	2.02/1.60 2" Pipe	59	-	155/ 114 73.5 %	217/1 62 74.7% 67.7/8 0.6 201/2 39 .781/ 736	266/2 02 75.9% 83/10 0 246/2 98 .718/ 688	293/2 23 76.1% 91.4/1 11 271/3 29 .632/ 608	300/2 34 78% 93.6/1 16 277/3 45 .54/.5 31	305/2 35 77% 95.2/1 17 282/3 46 .47/.4 57	-	-	-	256/1 95 76.2% 1.56 .409/ 324	
Brodix KC 210 S 17 Deg Keith Craft 53/119 Alum	210/-	2.08/1.60 2" Pipe	59	-	146/ 117 80.1 %	211/1 71 81% 62.1/8 5 184/2 52 .737/ 777	261/2 16 82.8% 76.8/1 07 228/3 18 .684/ 736	297/2 37 79.8% 87.4/1 18 259/3 49 .623/ 646	322/2 47 76.7% 94.8/1 23 281/3 64 .563/ 561	328/2 52 76.8% 96.5/1 25 286/3 71 .491/ 491	325/2 54 78.2% 95.6/1 26 283/3 74 .426/ 433	-	-	270/2 13 79% 1.56 .421/ 324	
Brodix Neal BF200 Ported Alum	248/-	2.125/1.6 0	46	-	165/ 110 66.7 %	224/1 51 67.4% 63.2/7 5.1 187/2 23 .766/ 686	279/2 01 72% 78.7/1 00 233/2 96 .716/ 685	325/2 31 71.1% 91.6/1 15 272/3 40 .667/ 63	355/2 44 68.7% 100/1 21 297/3 60 .607/ 554	364/2 53 69.5% 103/1 26 304/3 73 .534/ 492	-	-	-	285/1 98 69.5% 1.47 .430/ 324	

Brodix Neal BF200 Ported Al Neal Alum	293/-	2.125/1.60	46	-	177/ 109 61.6 %	245/1 48 60.4% 69.1/7 3.6 205/2 18 .838/. 672	309/2 06 66.7% 87.1/1 02 258/3 04 .793/. 702	333/2 34 70.3% 93.9/1 16 278/3 45 .683/. 638	365/2 45 67.1% 103/1 22 305/3 61 .624/. 556	388/2 67 68.8% 109/1 33 324/3 93 .569/. 52	-	-	-	303/2 02 66.5% 1.32 .430/. 324	
Brodix Neal BF200 Ported TEA Alum	318/-	2.225/1.60 4.155 Pipe	40-47	63/5 8 92.1 %	137/ 119 86.9 %	227/1 61 70.9% 58.4/8 0.1 173/2 37 .741/. 731	299/2 28 76.3% 76.9/1 13 228/3 36 .732/. 777	359/2 71 75.5% 92.3/1 35 274/3 99 .704/. 739	393/2 92 74.3% 101/1 45 299/4 30 .642/. 663	414/3 03 73.2% 106/1 51 315/4 47 .58/.5 9	421/3 10 73.6% 108/1 54 321/4 57 .516/. 528	428/3 16 73.8% 110/1 57 326/4 66 .466/. 478	435/3 20 73.6% 112/1 59 331/4 72 .426/. 436	346/2 58 74.5% 1.37 .451/. 324	
Brodix Neal BF201-20 2 Ported Alum	255/-	2.18/1.60	46	-	153/ 105 68.6 %	218/1 43 65.6% 58.4/7 1.1 173/2 11 .727/. 65	277/2 00 72.2% 74.2/9 9.5 220/2 95 .693/. 681	333/2 36 70.9% 89.2/1 17 264/3 48 .666/. 643	370/2 49 67.3% 99.1/1 24 294/3 67 .617/. 565	388/2 58 66.5% 104/1 28 308/3 80 .554/. 502	391/2 63 67.3% 105/1 31 310/3 88 .489/. 448	-	-	304/2 08 68.3% 1.53 .441/. 324	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Brodix Neal BF201 Ported Chapman Alum	287/1 57	2.18/1.62 5 - No Pipe	44.5	64/5 2 81.3 %	142/ 107 75.4 %	221/1 64 74.2% 59.2/7 9.1 175/2 34 .737/. 733	284/2 08 73.2% 76.1/1 00 225/2 97 .71/.6 98	339/2 36 69.6% 90.8/1 14 269/3 37 .678/. 633	379/2 42 63.9% 102/1 17 301/3 46 .632/. 541	385/2 51 65.2% 103/1 21 306/3 59 .55/.4 81	387/2 54 65.6% 104/1 22 307/3 63 .484/. 426	-	-	305/2 09 68.4% 1.35/1 .62 .441/. 329	
Brodix Neal BF202 Alum	277/-	2.18/1.60	49	-	136/ 109 80.1 %	221/1 65 74.7% 59.2/8 2.1 175/2 43 .737/. 749	276/2 07 75% 73.9/1 03 219/3 05 .69/.7 05	327/2 35 71.9% 87.6/1 17 260/3 46 .654/. 64	368/2 45 66.6% 98.6/1 22 292/3 61 .613/. 556	391/2 53 64.7% 105/1 26 310/3 73 .559/. 492	-	-	-	287/2 02 70.6% 1.41 .441/. 324	
Brodix Neal BF202 used CHW Alum	280/1 56	2.18/1.60 - No Pipe	57	66/5 7 86.4 %	139/ 100 71.9 %	193/1 28 66.3% 51.7/6 3.7 153/1 89 .643/. 581	245/1 77 72.2% 65.6/8 8 194/2 61 .613/. 603	290/1 96 67.6% 77.7/9 7.5 230/2 89 .58/.5 34	311/2 11 67.8% 83.3/1 05 247/3 11 .518/. 479	331/2 28 68.9% 88.7/1 13 263/3 36 .473/. 444	352/2 44 69.3% 94.3/1 21 279/3 60 .44/.4 16	-	-	266/1 83 69% 1.26/1 .56 .441/. 324	
Brodix Neal BF202 Ported Bennett Alum	N/A	-	N/A	-	-	-	-	-	-	-	425/3 00 70.6% -	-	-	-	
Brodix Neal BF202 Ported TEA Alum	260/-	2.125/-	N/A	-	-	-	-	-	-	-	380/- 107 317 .487	-	-	- - 1.46 .430	

Brodirx Neal BF202 Ported TEA Alum	295/-	-	N/A	-	-	-	-	-	-	-	400/-	-	-	-	-
											-			1.36	
Brodirx Neal BF202 Ported TEA Alum	311/-	-	N/A	70/6 1 87.1 %	145/ 116 80%	227/1 63 71.8% -	304/2 26 74.3% -	365/2 64 72.3% -	398/2 84 71.4% -	420/2 96 70.5% -	432/3 06 70.8% -	-	-	327/2 36 72.2% 1.39	
Brodirx Neal BF202 Ported TEA Alum	311/-	2.20/1.60	56-58	64/6 1 95.3 %	137/ 116 84.7 %	230/1 63 70.9% 60.5/8 1.1 179/2 40 .76/.7 4	300/2 26 75.3% 78.9/1 12 234/3 33 .743/ 77	360/2 64 73.3% 94.7/1 31 281/3 89 .714/ 719	389/2 84 73% 102/1 41 303/4 19 .642/ 645	411/2 96 72% 108/1 47 320/4 36 .582/ 576	424/3 06 72.2% 112/1 52 330/4 51 .525/ 521	-	-	322/2 36 73.5% 1.36 .446/ 324	
Brodirx Neal Bennett Ported	N/A	-	N/A	-	-	-	-	-	-	-	420/2 80 66.7% -	-	-	-	
Brodirx Neal BF300-30 1 Ported Alum	196/-	2.125/1.6 0	65	-	152/ 122 80.3 %	214/1 66 77.6% 60.3/8 2.6 179/2 45 .732/ 754	265/1 95 73.6% 74.7/9 7 221/2 87 .68/.6 64	300/2 13 71% 84.6/1 06 251/3 14 .616/ 58	325/2 20 67.7% 91.6/1 09 272/3 24 .556/ 50	331/2 25 68% 93.3/1 12 277/3 32 .485/ 438	334/2 28 68.3% 94.2/1 13 279/3 36 .428/ 388	-	-	274/1 96 71.3% 1.70 .430/ 324	
Brodirx BF301 HRD Ported Alum	N/A	2.125/1.6 0	65	-	143/ 128 89.5 %	218/1 72 78.9% 61.5/8 5.5 182/2 53 .746/ 781	290/2 21 76.2% 81.8/1 10 242/3 26 .744/ 753	321/2 30 71.7% 90.5/1 14 268/3 39 .659/ 627	354/2 59 73.2% 99.8/1 29 296/3 82 .605/ 588	362/2 66 73.5% 102/1 32 302/3 92 .531/ 518	-	-	281/2 13 75.6% - .430/ 324		
Brodirx Neal Ported ET Performance Alum	N/A	2.10/1.60 4.125	N/A	70/5 3 75.7 %	147/ 110 74.8 %	230/1 64 71.3% 66.4/8 1.6 197/2 42 .796/ 745	291/2 05 70.4% 84/10 2 249/3 02 .755/ 698	344/2 32 67.4% 99.3/1 15 294/3 42 .714/ 632	380/2 50 65.8% 110/1 24 325/3 68 .658/ 568	406/2 61 64.3% 117/1 30 347/3 85 .602/ 508	406/2 69 66.3% 117/1 34 347/3 96 .527/ 458	410/2 75 67.1% 118/1 37 351/4 05 .473/ 416	-	327/2 21 67.6% - .425/ 324	
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Canfield 170 Alum	170/-	2.02/1.60 - No Pipe	61	-	123/ 89 72.4 %	166/1 23 74.1% 51.8/6 1.2 153/1 81 .597/ 559	207/1 48 71.5% 64.6/7 3.6 191/2 18 .559/ 504	237/1 74 73.4% 74/86. 5 219/2 56 .512/ 474	-	-	-	-	-	183/1 34 72.9% 1.39 .409/ 324	

Canfield 192 SF600 Alum	192/-	2.02/1.60 - No Pipe	54/58 /65	70/54 77.1 %	150/102 68%	204/132 64.7% 63.7/65.7 189/195 .734/.60	242/171 70.7% 75.5/85 224/252 .653/.583	262/190 72.5% 81.8/94.5 242/280 .566/.518	272/201 73.9% 84.9/100 251/296 .489/.456	274/207 75.5% 85.5/103 253/305 .422/.403	-	-	-	234/167 71.4% 1.43 .409/.324		
Canfield 193 Out of Box plus VJ SF600 Alum	193.7 /-	2.02/1.60 - 1 3/4" Pipe	N/A	78/63 80.8 %	157/108 68.8 %	209/140 67% 65.2/69.6 193/206 .752/.636	251/178 70.9% 78.3/88.5 232/262 .677/.606	268/193 72% 83.6/96 248/284 .579/.526	280/203 72.5% 87.4/101 259/299 .504/.461	283/210 74.2% 88.3/104 262/309 .436/.409	-	-	-	241/172 71.3% - .409/.324		
Canfield 195 VJ SF600 Alum	195/-	2.02/1.60 4.03 1 3/4" Pipe	54/58 /65	-	150/107 71.3 %	203/131 64.5% 63.3/65.2 188/193 .73/.735	243/171 70.4% 75.8/85 225/252 .656/.583	263/183 69.6% 82.1/94 243/270 .568/.499	272/190 69.9% 84.9/94.5 251/280 .489/.431	276/201 72.8% 86.1/100 255/296 .426/.391	281/209 74.4% 87.7/104 260/308 .379/.356	-	-	-	241/170 70.6% 1.44 .409/.324	
Canfield 215 Ported TEA Alum	215/-	-	N/A	66/54 81.8 %	144/116 80.6 %	219/165 75.3% -	261/211 80.8% -	281/237 84.3% -	300/253 84.3% -	310/264 85.2% -	-	-	-	253/208 82.2% 1.44		
Canfield Ported Fox Lake Alum	N/A	2.02/1.60	70	-	-	-	277/217 78.3% 86.4/108 256/320 .747/.739	-	-	300/230 76.7% 93.6/114 277/339 .463/.448	-	-	-	289/224 77.5% - .409/.324		
Canfield Ported Alum	N/A	2.02/1.60	N/A	-	133/102 76.7 %	191/152 79.6% 59.6/75.6 177/224 .687/.69	243/185 76.1% 75.8/92 225/273 .656/.63	276/206 74.6% 86.1/102 255/304 .596/.561	288/216 75% 89.9/107 266/318 .518/.491	300/221 73.7% 93.6/110 277/326 .463/.43	-	-	-	239/180 75.6% - .409/.324		
Canfield Ported Doug Alum	N/A	2.02/1.60	N/A	68/61 89.7 %	138/118 85.5 %	208/167 80.3% 64.9/83.1 192/246 .748/.759	255/198 77.6% 79.6/98.5 236/292 .688/.675	282/211 74.8% 88/105 261/311 .609/.575	296/224 75.7% 92.4/111 274/330 .532/.509	-	-	-	-	236/184 77.9% - .409/.324		
CFE ProKing 10 Deg Alum	N/A	-	N/A	-	-	-	-	-	-	-	-/255	410/-	-	-		
Dart '98 Flowtech - Steven Magnotti 3 Angle VJ SF110 Alum	197/-	2.02/1.60 4.00 No Pipe	N/A	61/49 80.3 %	120/101 84.2 %	164/125 76.2% 51.2/62.2 152/184 .59/.595	199/146 73.4% 62.1/72.6 184/215 .537/.497	218/156 71.6% 68/77.6 202/230 .471/.425	242/160 66.1% 75.5/99.6 224/236 .435/.363	254/-79.3 235 .392	-	-	-	200/138 - 1.29 .409/.324		

Dart Windsor Kendrick Auto	N/A	2.02/1.60	N/A	75/58 77.3%	127/115 90.6%	175/122 69.7% 54.6/60.7 162/180 .63/.54	214/154 72% 66.8/76.6 198/227 .577/.525	235/168 71.5% 73.3/83.6 217/248 .507/.458	247/171 69.2% 77.1/85 228/252 .444/.388	250/171 68.4% 78/85 231/252 .385/.333	-	-	-	208/150 72.2% - .409/.324	
Dart Windsor Ported Kendrick Auto	N/A	2.02/1.60	N/A	79/59 74.7%	149/120 80.5%	184/144 78.3% 57.4/71.6 170/212 .662/.654	238/179 75.2% 74.3/89 220/264 .642/.61	267/195 73% 83.3/97 247/287 .576/.531	295/202 68.5% 92.1/100 273/298 .531/.459	301/205 68.1% 93.9/102 278/302 .464/.399	-	-	-	239/174 72.9% - .409/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Dart 180 Iron Eagle	180/73	1.94/1.60 4.03 No Pipe	62	-	125/112 89.6%	178/139 78.1% 60.2/69.1 178/205 .667/.631	226/152 67.3% 76.5/75.6 227/224 .635/.518	247/159 64.4% 83.6/79.1 248/234 .555/.433	256/161 62.9% 86.6/80.1 257/237 .479/.366	260/163 62.7% 88/81.1 261/240 .417/.317	-	-	-	215/148 68.6% 1.44/2.23 .393/.324	
Dart 200 Iron Eagle	200/73	2.02/1.60 - No Pipe	58/62	-	154/112 72.7%	208/139 66.8% 64.9/69.1 192/205 .748/.631	254/152 59.8% 79.3/75.6 235/224 .685/.518	271/159 58.7% 84.6/79.1 251/234 .585/.433	274/161 58.8% 85.5/80.1 253/237 .493/.366	276/163 59.1% 86.1/81.1 255/240 .426/.317	-	-	-	240/148 61.7% 1.38/2.23 .409/.324	
Dart PRO1 170 No Back Cut Alum	170/65	1.94/1.60 4.03 No Pipe	62	-	137/112 81.8%	200/151 75.5% 67.7/75.1 200/223 .749/.686	240/171 71.3% 81.2/85 241/252 .674/.583	251/173 68.9% 84.9/86 252/255 .564/.471	261/172 65.9% 88.3/85.5 262/253 .489/.391	-	-	-	-	218/156 71.5% 1.54/2.66 .393/.324	
Dart PRO1 195 No Back Cut Alum	195/75	2.02/1.60 4.155 No Pipe	62	-	145/116 80%	205/150 73.2% 64/74.6 190/221 .738/.681	246/172 69.9% 76.8/85.5 227/253 .664/.586	272/180 66.2% 84.9/89.5 251/265 .587/.491	283/184 65% 88.3/91.5 262/271 .509/.418	288/185 64.2% 89.9/92 266/273 .444/.36	-	-	-	240/165 68.6% 1.48/2.47 .409/.324	
Dart PRO1 210 CNC 20 Deg SF600 Alum	210/76	2.05/1.60 4.03 No Pipe	62	-	132/108 81.8%	195/151 77.4% 59.1/75.1 175/223 .691/.686	252/187 74.2% 76.3/93 226/276 .67/.637	287/203 70.7% 87/101 258/299 .61/.53	305/208 68.2% 92.4/103 274/307 .541/.472	304/212 69.7% 92.1/105 273/312 .462/.413	-	-	-	246/178 72.5% 1.45/2.79 .415/.324	

Dart PRO1 225 CNC 20 Deg SF600 Alum	225/85	2.08/1.60 4.155 No Pipe	62	-	136/115 84.6 %	201/164 81.6% 59.2/81.6 1.6 175/242 .702/.745	259/205 79.2% 76.2/175 02 226/302 .679/.698	300/225 75% 88.3/112 262/332 .629/.613	323/231 71.5% 95.1/115 282/340 .564/.525	325/238 73.2% 95.6/118 283/351 .487/.463	-	-	-	257/196 76.3% 1.44/2.80 .421/.324	
Dart PRO1 225 CNC 20 Deg Alum	225/87	2.08/1.60 4.155 No Pipe	62	-	136/115 84.6 %	201/164 81.6% 59.2/81.6 1.6 175/242 .702/.745	259/205 79.2% 76.2/175 02 226/302 .679/.698	300/225 75% 88.3/112 262/332 .629/.613	323/230 71.2% 95.1/114 282/339 .564/.522	325/235 72.3% 95.6/117 283/346 .487/.457	-	-	-	257/196 76% 1.44/2.70 .421/.324	
Edelbrock E-Street 5023, 5025 SF1020 Alum	170/60	1.90/1.60	60	65/42 64.6 %	121/92 76%	174/130 74.7% 61.4/64.7 182/192 .666/.59	216/150 69.4% 76.2/74.6 226/221 .62/.511	242/162 66.9% 85.4/80.6 253/239 .555/.441	249/168 67.5% 87.8/83.6 260/248 .476/.382	-	-	-	-	200/140 70.1% 1.46/2.80 .385/.324	
Edelbrock E-Street 5023, 5025 SF1020 Alum	170/60	2.02/1.60	60	65/42 64.6 %	121/92 76%	174/130 74.7% 54.3/64.7 161/192 .626/.59	216/150 69.4% 67.4/74.6 200/221 .583/.511	242/162 66.9% 75.5/80.6 224/239 .522/.441	249/168 67.5% 77.7/83.6 230/248 .448/.382	-	-	-	-	200/140 70.1% 1.46/2.80 .409/.324	
Edelbrock 6022, 6032 OLD Alum	170/60	1.90/1.60	60	72/57 79.2 %	132/104 78.8 %	183/142 77.6% 64.5/70.6 191/209 .70/.45	214/163 76.2% 75.5/81.1 224/240 .614/.555	225/170 75.6% 79.4/84.6 235/251 .516/.463	224/174 77.7% 79/86.5 234/256 .428/.395	-	-	-	-	196/151 77% 1.32/2.90 .385/.324	
Edelbrock 6025, 6035 OLD Alum	170/60	2.02/1.60	60	70/57 81.4 %	128/104 81.3 %	183/142 77.6% 57.1/70.6 169/209 .658/.645	219/163 74.4% 68.3/81.1 202/240 .591/.555	229/172 75.1% 71.5/85.5 212/253 .494/.469	226/174 77% 70.5/86.5 209/256 .407/.395	-	-	-	-	197/151 76.6% 1.35/2.90 .409/.324	
Edelbrock Performer 60329, RPM 60299 SF1020 Alum	170/60	1.90/1.60	N/A	72/57 79.2 %	132/104 78.8 %	183/142 77.6% 64.5/70.6 191/209 .70/.45	216/159 73.6% 76.2/89.1 226/234 .62/.542	245/170 69.4% 86.4/84.6 256/251 .562/.463	249/174 69.9% 87.8/86.5 260/256 .476/.395	244/175 71.7% 86.1/87 255/258 .40/.341	-	-	-	212/154 72.8% 1.46/2.92 .385/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	

Edelbrock Performer 60359, RPM 60259, 60399 Alum	170/60	2.02/1.60	N/A	70/57 81.4%	128/104 81.3%	183/42 77.6% 57.1/70.6 169/209 .658/.645	219/63 74.4% 68.3/81.1 202/240 .591/.555	251/70 67.7% 78.3/84.6 232/251 .542/.463	255/74 68.2% 79.6/86.5 236/256 .459/.395	246/75 71.1% 76.8/87 .379/.341	-	-	-	214/55 72.4% 1.50/2.92 .409/.324
Edelbrock Performer 5.0/5.8l 60289, 60379 SF1020 Alum	170/60	1.90/1.60	60	72/57 79.2%	131/105 80.2%	185/31 70.8% 65.2/65.2 193/93 .708/.595	214/56 72.9% 75.5/77.6 224/230 .614/.531	223/68 75.3% 78.7/83.6 233/248 .512/.458	226/75 77.4% 79.7/87 .432/.397	-	-	-	-	196/47 75.1% 1.33/2.92 .385/.324
Edelbrock Performer 5.0/5.8l 60299, 60399 SF1020 Alum	170/60	2.02/1.60	60	70/57 81.4%	130/104 80%	185/42 76.8% 57.7/70.6 171/209 .666/.645	219/63 74.4% 68.3/81.1 202/240 .591/.555	229/72 75.1% 71.5/85.5 212/253 .494/.469	226/75 77.4% 70.5/87 .407/.397	-	-	-	-	198/51 76.4% 1.35/2.92 .409/.324
Edelbrock / Glidden 51319 CNC Alum	169/68	1.94/1.57	60	72/60 83.3%	140/115 82.1%	203/65 81.3% 68.7/85.2 203/253 .76/.64	247/92 77.7% 83.6/99.2 248/294 .694/.667	260/203 78.1% 88/105 261/311 .584/.564	261/207 79.3% 88.3/107 262/317 .489/.479	-	-	-	-	222/76 79.4% 1.54/3.04 .393/.318
Edelbrock / Glidden 51309 CNC Alum	188/68	2.02/1.57	60	77/60 77.9%	147/115 78.2%	212/65 77.8% 66.2/85.2 196/253 .763/.764	259/92 74.1% 80.8/99.2 239/294 .699/.667	284/203 71.5% 88.6/105 263/311 .613/.564	293/207 70.6% 91.4/107 271/317 .527/.479	285/209 73.3% 88.9/108 263/320 .439/.415	-	-	-	247/82 73.7% 1.56/3.07 .409/.318
Edelbrock / Glidden Victor Ported ET Performance Alum	300/-	2.16/1.57 4.125	59	66/50 75.8%	140/114 81.4%	212/53 72.2% 57.9/79 171/34 .713/.708	281/86 66.2% 76.7/96.1 227/285 .709/.646	323/20 68.1% 88.1/114 261/337 .652/.611	355/44 68.7% 96.9/126 287/373 .597/.565	372/56 68.8% 102/132 301/392 .536/.508	378/67 70.6% 103/138 306/409 .477/.463	383/73 71.3% 105/141 310/418 .43/.421	-	306/214 70.1% 1.28 .437/.318
Edelbrock / Glidden Victor Ported Jim Kuntz Alum	312/97	2.18/1.58	45	-	-	-	-	-	-	-	-	394/253 64.2% 106/129 313/382 .438/.388	-	1.26/2.61 .441/.320

Edelbrock / Glidden Victor 15 Deg CNC 61099 Alum	280/94	2.15/1.56 - No Pipe	61	78/55 70.5%	152/110 72.4%	230/182 79.1% 63.4/95.2 188/282 .777/.848	275/216 78.5% 75.7/113 224/335 .697/.755	330/230 69.7% 90.9/120 269/357 .669/.643	355/238 67% 97.8/125 290/369 .60/.5529/.54	365/242 66.3% 101/127 298/375 .529/.483	-	-	-	285/203 71.4% 1.30/2.57 .435/.316	
Edelbrock / Glidden Victor 15 Deg CNC Chapman 6109 Alum	280/95	2.15/1.56 - No Pipe	61	72/57 79.2%	144/98 68.1%	211/130 61.6% 58.1/68 172/202 .713/.606	266/163 61.3% 73.3/85.3 217/253 .674/.57	313/206 65.8% 86.2/108 255/319 .635/.576	343/225 65.6% 94.5/118 280/349 .58/.527/.24	364/234 64.3% 100/122 297/363 .527/.466/.425	368/243 66% 101/127 300/377 .466/.425	-	-	287/186 64.7% 1.31/2.56 .435/.316	
Edelbrock / Chapman Victor 15 Deg CNC 61299 Alum	276/95	2.10/1.65	61	70/53 75.7%	141/105 74.5%	212/182 85.8% 61.2/85.1 181/252 .734/.802	273/204 74.7% 78.8/95.4 234/283 .709/.674	315/227 72.1% 90.9/106 269/315 .654/.60	343/237 69.1% 99/111 293/328 .594/.527/.457	355/242 68.2% 102/113 304/335 .527/.457	-	-	-	273/200 73% 1.29/2.55 .425/.334	
Edelbrock / Chapman Victor 15 Deg CNC 6129 Chapman Alum	277/95	2.15/1.625	61	70/53 75.7%	141/105 74.5%	212/166 78.3% 58.4/80 173/237 .717/.742	273/204 74.7% 75.2/98.4 223/291 .692/.684	315/227 72.1% 86.8/109 257/324 .639/.609	343/237 69.1% 94.5/114 280/339 .58/.552/.481	355/242 68.2% 97.8/117 290/346 .514/.464	357/251 70.3% 98.3/121 291/359 .453/.421	-	-	285/205 71.7% 1.29/2.64 .435/.329	
Edelbrock Victor 15 Deg 612969 SF1020 Alum	240/80	2.125/1.625	47	76/67 88.2%	141/110 78%	203/152 74.9% 57.2/73.3 170/217 .694/.68	256/187 73% 72.2/90.2 214/267 .657/.627	298/210 70.5% 84/101 249/300 .611/.563	323/215 66.6% 91.1/104 270/307 .552/.481	339/220 64.9% 95.6/106 283/314 .497/.422	-	-	-	260/182 70.1% 1.41/2.75 .430/.329	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Edelbrock Victor 15 Deg 77219 Alum	240/80	2.125/1.625	47	76/67 88.2%	141/110 78%	203/152 74.9% 57.2/73.3 170/217 .694/.68	256/187 73% 72.2/90.2 214/267 .657/.627	298/210 70.5% 84/101 249/300 .611/.563	323/215 66.6% 91.1/104 270/307 .552/.481	339/220 64.9% 95.6/106 283/314 .497/.422	-	-	-	260/182 70.1% 1.41/2.75 .430/.329	
Edelbrock Victor 15 Deg 7721 Ported Chad Speier Alum	N/A	2.18/-4.155	N/A	-	145/-	217/-58.1 172 .723	275/-73.7 218 .688	329/-88.1 261 .658	366/-98.1 291 .61	384/-103 305 .549	390/-104 310 .488	394/-106 313 .438	-	313 - .441	
Edelbrock Victor 15 Deg 7721 Ported Chad		2.18/1.60			151/	229/164 71.6% 61.4/81.6 182/2	285/207 72.6% 76.4/1	337/237 70.3% 90.3/1	367/255 69.5% 70.9/1	375/266 70.9% 70.5/1	386/272 70.5% 70.7/1	389/275 70.7% 70.7/1	393/278 70.7% 70.7/1	324/229	

Speier Alum						.763/.745	05.713/.705	49.674/.646	76.612/.579	92.536/.518	01.483/.463	05.432/.416	10.393/.379	11.324		
Edelbrock Victor Ported Fox Lake Stage 1 Alum	281/-	2.125/1.625	38-62	-	-	-	-	-	-	366/281 76.8% 103/135 306/401 .536/.539	-	-	-	-	1.30 .430/.329	
Edelbrock Victor Ported Fox Lake Stage 2 Alum	301/-	2.20/1.625	38-62	-	-	-	-	-	-	-	381/281 73.8% 100/135 297/401 .472/.471	-	-	-	1.27 .446/.329	
Edelbrock Victor Ported Bennett Alum	N/A	-	40/60	-	-	-	-	-	-	-	410/285 69.5% -	-	-	-	-	
Edelbrock Victor -13 Ported Bennett Alum	266/-	2.18/1.56	N/A	70/52 74.3%	148/97 65.5%	225/140 62.2% 60.3/73.2 179/217 .75/.652	277/174 62.8% 74.2/91 220/270 .693/.608	324/12 65.4% 86.8/111 257/329 .648/.593	366/38 65% 98.1/125 291/369 .61/.554	378/58 68.3% 101/135 300/400 .54/.515	388/64 68% 104/138 308/409 .485/.461	392/71 69.1% 105/142 311/420 .436/.421	-	312/207 66.2% 1.47 .441/.316		
Edelbrock Victor -13 Ported Bennett Alum	N/A	2.18/1.58	42	-	-	-	-	-	-	-	-	400/272 68% 107/139 318/411 .444/.417	-	-	-	.441/.320
Edelbrock Victor -15 Ported Bennett Alum	272/-	2.18/1.60	N/A	68/50 73.5%	144/95 66%	210/140 66.7% 56.3/69.6 167/206 .70/.636	262/80 68.7% 70.2/89.5 208/265 .655/.613	305/15 70.5% 81.7/107 242/317 .61/.586	344/40 69.8% 92.2/119 273/354 .573/.545	374/62 70.1% 100/130 297/386 .534/.51	400/74 68.5% 107/136 318/404 .50/.467	409/76 67.5% 110/137 325/407 .454/.418	-	306/210 68.7% 1.50 .441/.324		
Edelbrock Victor Ported Fox Lake Stage 1 Alum	251/-	2.125/1.625	38/56	-	-	-	-	-	-	351/255 72.6% 99/123 293/364 .514/.489	-	-	-	-	-	1.40 .430/.329
Edelbrock Victor Ported Fox Lake Stage 2 Alum	293/-	2.205/1.625	38/56	-	-	-	-	-	-	-	376/274 72.9% 98.5/132 292/391 .465/.46	-	-	-	-	1.28 .447/.329

Edelbrock Victor 7721 Ported Gamrace Alum	290/-	2.18/1.625	58	-	-	210/165 78.6% 56.3/79.6 167/236 .70/.738	276/215 77.9% 73.9/104 219/307 .69/.721	331/240 72.5% 88.7/116 263/343 .662/.644	368/255 69.3% 98.6/123 292/364 .613/.57	391/265 67.8% 105/128 310/379 .559/.508	391/270 69.1% 105/130 310/386 .489/.453	-	-	328/235 71.7% 1.35 .441/.329	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Edelbrock Victor 7708 Ported Gamrace Alum	310/-	2.20/1.60	36	-	-	223/152 68.2% 58.7/75.6 174/224 .737/.69	288/204 70.8% 75.8/101 224/301 .714/.695	337/236 70% 88.7/117 263/348 .668/.643	365/254 69.6% 96/126 285/374 .603/.577	382/260 68.1% 100/129 298/383 .541/.506	397/265 66.8% 104/132 309/391 .492/.451	400/270 67.5% 105/134 312/398 .44/.409	-	342/234 68.6% 1.29 .446/.324	
Edelbrock Victor Ported TEA Alum	N/A	2.12/1.62	N/A	75/61 81.3%	149/125 83.9%	231/180 77.9% 65.4/87.3 194/259 .792/.807	274/230 83.9% 77.6/112 230/331 .704/.774	313/263 84% 88.7/128 263/378 .644/.708	345/280 81.2% 97.7/136 290/402 .591/.628	359/295 82.2% 102/143 301/424 .527/.567	-	-	-	279/229 82.2% - .429/.328	
Edelbrock Victor Ported TEA Alum	280/-	2.15/1.625	N/A	71/61 85.9%	147/117 79.6%	224/173 77.2% 61.7/83.4 183/247 .757/.774	278/218 78.4% 76.6/105 227/311 .705/.731	320/252 78.8% 88.1/122 261/360 .649/.676	358/274 76.5% 98.6/132 292/391 .605/.613	365/287 78.6% 101/138 298/410 .529/.55	-	-	-	282/220 78.1% 1.30 .435/.329	
Edelbrock Victor Ported TEA Alum	295/-	2.18/1.60	N/A	66/61 92.4%	136/108 79.4%	216/163 75.5% 57.9/81.1 171/240 .72/.74	278/224 80.6% 74.5/111 221/330 .695/.763	333/264 79.3% 89.2/131 264/389 .666/.719	380/280 73.7% 102/139 302/413 .633/.636	390/285 73.1% 104/142 310/420 .557/.555	-	-	-	289/221 76.4% 1.32 .441/.324	
Edelbrock Victor Ported TEA Alum	305/-	-	N/A	66/57 86.4%	136/108 79.4%	214/154 72% - - -	278/228 82% - - -	339/260 76.7% - - -	379/282 74.4% - - -	395/286 72.4% - - -	399/294 73.7% - - -	-	-	306/230 75.3% 1.31	
Edelbrock Victor Ported ET Performance Alum	N/A	2.20/1.604.155	57	66/49 74.2%	144/100 69.4%	208/161 77.4% 54.7/80.1 162/237 .687/.731	279/212 76% 73.4/105 217/312 .691/.722	325/243 74.8% 85.5/121 253/358 .644/.662	350/265 75.7% 92.1/132 273/391 .578/.602	370/271 73.2% 97.3/135 288/399 .524/.528	384/273 71.1% 101/136 299/402 .476/.465	391/275 70.3% 103/137 305/405 .431/.416	-	306/225 73.4% - .446/.324	
Edelbrock Victor Jr. 20 Deg 77169, 77179, 77189, 77199, SF1020 Alum	210/75	2.05/1.60	60/70	64/54 84.4%	127/108 85%	186/140 75.3% 56.4/9.6 167/206 .659/.636	234/167 71.4% 70.9/83.1 210/246 .622/.569	268/189 70.5% 81.2/94 241/279 .57/.515	291/195 67% 88.2/97 261/287 .516/.443	285/199 69.8% 86.3/99 256/293 .433/.387	-	-	-	232/166 71.7% 1.39/2.65 .415/.324	

Edelbrock Victor Jr. Alum CCM	N/A	2.05/1.60	N/A	66/53 80.3%	127/109 85.8%	186/150 80.6% 56.4/74.6 167/221 .659/.681	233/179 76.8% 70.6/89 209/264 .619/.61	266/193 72.6% 80.6/96 239/284 .566/.526	276/201 72.8% 83.6/100 248/296 .489/.456	276/204 73.9% 83.6/101 248/301 .419/.397	-	-	-	227/173 76% - .415/.324	
Edelbrock Victor Jr. Ported Fox Lake Stage 1 Alum	210/-	2.055/1.60	60/70	-	-	-	-	-	280/220 78.6% 84.4/109 250/324 .495/.50	-	-	-	-	- - 1.33 .416/.324	
Edelbrock Victor Jr. Ported Fox Lake Stage 2 Alum	215/-	2.055/1.60	65	-	-	-	-	-	-	308/230 74.7% 92.9/114 275/339 .467/.448	-	-	-	- - 1.43 .416/.324	
Edelbrock Victor Jr. Ported Fox Lake Stage 3 OLD Alum	223/-	2.055/1.60	N/A	-	-	-	-	-	-	320/240 75% 96.5/119 286/354 .485/.467	-	-	-	- - 1.43 .416/.324	
Edelbrock Victor Jr. Ported Fox Lake Stage 3 Alum	230/-	2.08/1.625	65/75	-	-	-	-	-	-	332/255 76.8% 97.7/123 289/364 .497/.489	-	-	-	- - 1.44 .421/.329	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Edelbrock Victor Jr. Gamrace Alum	N/A	2.05/1.60	N/A	-	-	182/145 79.7% 55.1/72.1 163/214 .645/.659	225/166 73.8% 68.2/82.6 202/245 .598/.565	258/182 70.5% 78.2/90.5 232/268 .549/.496	274/189 69% 83/94 246/279 .486/.429	270/103 38.1% 81.8/51.2 242/152 .41/.201	-	-	-	242/157 64.9% - .415/.324	
Edelbrock Victor Jr. CNC Chambers Gamrace Stage 1 Alum	217/-	2.08/1.60	64	-	-	198/165 83.3% 58.3/82.1 173/243 .692/.749	253/190 75.1% 74.5/94.5 221/280 .663/.647	290/210 72.4% 85.3/104 253/309 .608/.572	306/220 71.9% 90.1/109 267/324 .535/.50	306/225 73.5% 90.1/112 267/332 .458/.438	-	-	-	271/202 74.6% 1.41 .421/.324	

Edelbrock Victor Jr. CNC Race Gamrace Stage 1 Alum	232/-	2.08/1.60	66	-	-	208/160 76.9% 61.2/79.6 181/236 .727/.727	263/195 74.1% 77.4/97 229/287 .689/.664	300/224 74.7% 88.3/111 262/330 .629/.61	321/238 74.1% 94.5/118 280/351 .561/.541	327/244 74.6% 96.2/121 285/360 .49/.475	332/247 74.4% 97.7/123 289/364 .435/.421	-	-	292/218 74.7% 1.43 .421/.324	
Edelbrock Victor Jr. Ported Modern Cylinder Heads Alum	N/A	2.055/1.600	N/A	-	-	-	-	-	-	329/249 75.7% 99.2/124 294/367 .499/.485	-	-	-	-	.416/.324
Edelbrock Victor Jr. Ported Bullet Cylinder Heads Alum	224/83	2.05/1.60	70	71/68 95.8%	134/114 85.1%	194/150 77.3% 58.8/74.6 174/221 .688/.681	250/171 68.4% 75.7/85 224/252 .665/.583	285/190 66.7% 86.3/94.5 256/280 .606/.518	307/203 66.1% 93/101 276/299 .544/.461	311/218 70.1% 94.2/108 279/321 .473/.424	-	-	-	247/174 70.6% 1.39/2.63 .415/.324	
Edelbrock Victor Jr. 20 Deg 61269 Pro-Port CNC SF1020 Alum	230/80	2.10/1.604.00	60	67/51 76.1%	141/110 78%	209/174 83.3% 60.3/86.5 179/256 .723/.79	254/207 81.5% 73.3/103 217/305 .659/.705	287/218 76% 82.9/108 246/321 .596/.594	309/218 70.6% 89.2/108 264/321 .535/.495	321/224 69.8% 92.7/111 275/330 .476/.436	-	-	-	254/192 75.7% 1.40/2.80 .425/.324	
Edelbrock Victor Jr. 20 Deg 61279 Pro-Port CNC SF1020 Alum	230/80	2.10/1.604.00	60	67/52 77.6%	141/110 78%	209/173 82.8% 60.3/86 179/255 .723/.786	254/210 82.7% 73.3/104 217/309 .659/.715	287/221 77% 82.9/110 246/326 .596/.602	309/224 72.5% 89.2/111 264/330 .535/.509	321/227 70.7% 92.7/113 275/335 .476/.442	-	-	-	254/194 76.6% 1.40/2.84 .425/.324	
Edelbrock Victor Jr. Ported TEA Alum	225/-	2.05/1.60	N/A	76/66 86.8%	143/125 87.4%	204/174 85.3% 61.8/86.5 183/256 .723/.79	260/215 82.7% 78.8/107 233/317 .691/.732	298/244 81.9% 90.3/121 268/360 .634/.665	314/261 83.1% 95.1/130 282/385 .557/.593	320/270 84.4% 97/134 287/398 .486/.526	-	-	-	257/215 83.8% 1.42 .415/.324	
Edelbrock Victor Jr. Ported TEA Alum	225/-	2.05/1.604.03 Pipe 1 7/8	N/A	76/57 75%	143/125 87.4%	210/174 82.9% 63.6/86.5 189/256 .744/.79	265/215 81.1% 80.3/107 238/317 .705/.732	305/244 80% 92.4/121 274/360 .649/.665	311/250 80.4% 94.2/124 279/368 .551/.568	320/261 81.6% 97/130 287/385 .486/.508	-	-	-	259/212 81.7% 1.42 .415/.324	

Edelbrock Victor Jr. Ported TEA Renegade Alum	225/-	2.05/1.60	N/A	64/52 81.3%	133/122 91.7%	202/175 86.6% 61.2/87 181/258 .716/.795	253/219 86.6% 76.7/109 227/323 .673/.746	297/247 83.2% 90/123 267/364 .632/.673	312/266 85.3% 94.5/132 280/392 .553/.604	320/278 86.9% 97/138 287/410 .486/.541	-	-	-	253/218 86.2% 1.42/.415/.324	
Edelbrock / Glidden Victor Jr. 18 Deg 61309 CNC SF1020 Alum	225/78	2.08/1.60	60	65/56 86.2%	142/112 78.9%	207/176 85% 60.9/87.5 181/259 .723/.799	260/207 79.6% 76.5/103 227/305 .681/.705	296/221 74.7% 87.1/110 258/326 .621/.602	312/226 72.4% 91.8/112 272/333 .545/.513	318/228 71.7% 93.6/113 277/336 .476/.444	-	-	-	256/195 76.2% 1.41/2.92 .421/.324	
Edelbrock / Glidden 6130 CNC Chapman Alum	212/80	2.08/1.60 - No Pipe	62	65/56 86.2%	142/112 78.9%	207/176 85% 60.9/87.5 181/259 .723/.799	260/207 79.6% 76.5/103 227/305 .681/.705	296/221 74.7% 87.1/110 258/326 .621/.602	312/226 72.4% 91.8/112 272/333 .545/.513	318/228 71.7% 93.6/113 277/336 .476/.444	-	-	-	256/195 76.2% 1.50/2.85 .421/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	
Edelbrock Victor 15 Deg 77289, 77299 Alum	255/90	2.10/1.625	48/58	68/54 79.4%	145/112 77.2%	215/167 77.7% 62.1/80.5 184/239 .744/.747	266/198 74.4% 76.8/95.5 228/283 .69/.664	303/206 68% 87.5/99.3 259/294 .629/.553	323/207 64.1% 93.3/99.8 276/296 .559/.463	327/209 63.9% 94.4/101 280/299 .485/.401	-	-	-	263/183 69.6% 1.28/2.32 .425/.329	
Edelbrock / Glidden II GV2 77319 Ported Chad Speier Alum	N/A	- 4.155 2" Pipe	N/A	-	140/108 77.1%	216/154 71.3% -	281/208 74% -	336/242 72% -	380/260 68.4% -	405/274 67.7% -	417/278 66.7% -	420/282 67.1% -	429/284 66.2% -	336/232 69.1%	
Edelbrock RPM Xtreme CNC SF1020 Alum	185/75	2.02/1.57	59	78/63 80.8%	146/119 81.5%	213/173 81.2% 66.5/89.4 197/265 .766/.801	257/197 76.7% 80.2/102 238/302 .693/.684	281/205 73% 87.7/106 260/314 .607/.569	292/209 71.6% 91.1/108 270/320 .525/.484	-	-	-	-	238/181 75.9% 1.58/2.79 .409/.318	
Edelbrock Performer RPM Clevor 61629, 61699 SF1020 Alum	190/90	2.05/1.60	60	68/54 79.4%	128/105 82%	180/138 76.7% 54.5/68.6 162/203 .638/.627	227/151 66.5% 68.8/75.1 204/223 .604/.514	260/161 61.9% 78.8/80.1 233/237 .553/.439	265/165 62.3% 80.3/82.1 238/243 .47/.375	-	-	-	-	212/144 67.9% 1.39/1.83 .415/.324	

Edelbrock / Glidden SC-1 Port BES Alum	N/A	2.25/1.60	35-49	-	143/106 74.1 %	226/160 70.8% 56.8/79.6 168/236 .73/.727	295/202 68.5% 74.2/100 220/298 .715/.688	354/233 65.8% 89/116 264/343 .686/.635	405/253 62.5% 102/126 302/373 .654/.575	423/265 62.6% 106/132 315/391 .586/.516	439/275 62.6% 110/137 327/405 .532/.468	448/278 62.1% 113/138 334/410 .482/.421	457/281 61.5% 115/140 341/414 .443/.383	354/228 64.4% - .456/.324	
Edelbrock SC-1 Ported TEA Alum	380/-	2.225/1.60 4.185	N/A	63/53 84.1 %	135/113 83.7 %	225/170 75.6% 57.9/84.6 171/251 .735/.772	297/232 78.1% 76.4/115 226/342 .728/.779	362/270 74.6% 93.1/134 276/398 .709/.736	410/294 71.7% 105/146 312/433 .67/.668	431/312 72.4% 111/155 328/460 .603/.607	445/321 72.1% 114/160 339/473 .545/.547	462/28 71% 119/163 352/483 .503/.497	470/33 70.9% 121/166 358/491 .461/.454	360/264 73.3% 1.24 .451/.324	
Flo-o-tek Alum	180/62	1.94/1.54	58	61/57 93.4 %	124/98 79%	178/119 66.9% 60.2/63.9 178/189 .667/.562	209/137 65.6% 70.7/73.6 209/218 .587/.485	223/161 72.2% 75.4/86.4 224/256 .501/.456	248/191 77% 83.9/103 249/304 .465/.451	-	-	-	-	196/141 71.9% 1.38/3.08 .393/.312	
Holley 5.0 Systemax	175.5/71	1.94/1.60	61	63/56 88.9 %	124/100 80.6 %	174/130 74.7% 58.9/64.7 174/192 .652/.59	206/155 75.2% 69.7/71 206/228 .579/.528	221/167 75.6% 74.8/83.1 222/246 .497/.455	233/176 75.5% 78.8/87.5 234/259 .436/.40	-	-	-	-	192/146 76% - .393/.324	
Holley 5.0 Systemax Weingartner Racing	N/A	1.94/1.60 4.155	N/A	62/59 95.2 %	122/98 80.3 %	173/124 71.7% 58.5/61.7 173/183 .648/.563	207/143 69.1% 70/71.1 207/211 .582/.487	215/156 72.6% 72.7/77.6 216/230 .483/.425	213/163 76.5% 72.1/81.1 214/240 .399/.37	212/167 78.8% 71.7/83.1 213/246 .34/.325	-	-	-	190/142 74.5% - .393/.324	
Holley 5.0 Systemax Ported	N/A	2.02/1.60	63	67/54 80.6 %	142/106 74.6 %	200/152 76% 62.4/75.6 185/224 .72/.69	236/190 80.5% 73.6/94.5 218/280 .637/.647	273/225 82.4% 85.2/112 252/332 .589/.613	292/225 77.1% 91.1/112 270/332 .525/.511	-	-	-	-	229/180 78.6% - .409/.324	
Jegs Kaase Bullet Cylinder Heads Alum	248/83	2.10/1.60	66	77/64 83.1 %	150/109 72.7 %	216/160 74.1% 62.4/79.6 185/236 .747/.727	270/209 77.4% 78/104 231/308 .701/.712	312/222 71.2% 90.1/110 267/327 .648/.605	332/229 69% 95.9/114 284/337 .574/.52	346/235 67.9% 99.9/117 296/346 .513/.457	-	-	-	271/194 71.6% 1.40/2.83 .425/.324	

Patriot Freedom 185 Alum	185/72	2.02/1.60	60	83/68 81.9%	152/120 78.9%	210/61 76.7% 65.5/80.1 194/37 .756/.731	238/86 78.2% 74.3/92.5 220/74 .642/.634	256/98 77.3% 79.9/98.5 237/92 .553/.54	268/04 76.1% 83.6/101 248/01 .482/.463	-	-	-	-	225/74 77.3% 1.45/2.83 .409/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average
Pro Comp SF600 Alum	N/A	2.02/1.60 4.00 Pipe	N/A	-	103/101 98.1%	140/36 97.1% 43.7/67.6 129/200 .504/.618	179/69 94.4% 55.9/84.1 165/249 .483/.576	218/72 78.9% 68/85.5 202/53 .471/.469	244/70 69.7% 76.1/84.6 226/51 .439/.386	-	-	-	-	177/50 84.6% - .409/.324
Pro Comp MMFF Alum	190/-	2.02/1.60	60	59/47 79.7%	116/85 73.3%	167/26 75.4% 52.1/62.7 154/86 .601/.572	213/57 73.7% 66.5/78.1 197/31 .575/.535	241/71 71% 75.2/85 223/52 .52/.466	251/76 70.1% 78.3/87.5 232/59 .452/.40	258/80 69.8% 80.5/89.5 239/65 .398/.35	-	-	-	208/49 71.8% 1.36 .409/.324
Pro Comp MMFF Alum	210/-	2.02/1.60	N/A	57/55 96.5%	102/91 89.2%	147/31 89.1% 45.9/65.2 136/93 .529/.595	194/60 82.5% 60.5/79.6 179/36 .523/.545	233/70 73% 72.7/84.6 215/51 .503/.463	256/74 68% 79.9/86.5 237/56 .461/.395	262/77 67.6% 81.8/88 242/61 .404/.345	-	-	-	199/51 75.6% 1.25 .409/.324
Pro Comp CNC Alum	210/80	2.02/1.60 - 1 7/8" Pipe	64	-	135/115 85.2%	193/85 95.9% 60.2/92 178/73 .694/.84	232/03 87.5% 72.4/101 214/99 .626/.692	258/14 82.9% 80.5/106 239/15 .557/.583	277/24 80.9% 86.4/111 256/30 .498/.509	-	-	-	-	219/88 85.9% 1.32/2.80 .409/.324
Pro Comp CNC MMFF Alum	215/-	2.05/1.60	N/A	63/53 84.1%	130/102 78.5%	182/39 76.4% 55.1/69.1 163/205 .645/.631	230/66 72.2% 69.7/82.6 206/45 .612/.565	264/86 70.5% 80/92.5 237/74 .562/.507	291/98 68% 88.2/98.5 261/92 .516/.45	303/05 67.7% 91.8/102 272/02 .46/.399	-	-	-	233/66 71.1% 1.41 .415/.324
Pro Comp CNC Alum	225/80	2.05/1.60 - 1 7/8" Pipe	64	-	147/120 81.6%	205/65 80.5% 62.1/82.1 184/43 .727/.749	258/85 71.7% 78.2/92 232/73 .686/.63	289/22 76.8% 87.6/110 259/27 .615/.605	306/32 75.8% 92.7/115 275/42 .542/.527	314/40 76.4% 95.1/119 282/54 .477/.467	-	-	-	253/94 76.6% 1.40/3.00 .415/.324

Pro Topline CNC MMFF	N/A	2.10/1.60	63	69/5 1 73.9 %	123/ 102 82.9 %	171/1 40 81.9% 49.4/6 9.6 146/2 06 .592/. 636	221/1 75 79.2% 63.8/8 7 189/2 58 .574/. 596	264/2 07 78.4% 76.2/1 03 226/3 05 .548/. 564	292/2 16 74% 84.3/1 07 250/3 18 .505/. 491	305/2 21 72.5% 88.1/1 10 261/3 26 .452/. 43	-	-	-	229/1 77 77.1% - .425/. 324		
Pro Topline Cyclone CNC Gamrace Alum	215/-	-	61	-	156/-	204/- -	248/- -	275/- -	294/- -	304/- -	306/- -	-	-	-	255 - 1.42	
Pro Topline Gerald Alum	215/-	2.08/1.60 4.03	N/A	-	129/-	186/- 54.7 162 .65	232/- 68.3 202 .608	265/- 78 231 .556	284/- 83.6 248 .496	292/- 85.9 255 .437	299/- 88 261 .392	-	-	-	241 - 1.39 .421/. 324	
Pro Topline Out of Box Weingart ner Racing Alum	215/-	2.08/1.60 4.155 No Pipe	N/A	60/5 1 85%	118/ 95 80.5 %	155/1 16 74.8% 45.6/5 7.7 135/1 71 .542/. 527	210/1 43 68.1% 61.8/7 1.1 183/2 11 .55/.4 87	258/1 68 65.1% 75.9/8 3.6 225/2 48 .541/. 458	287/1 82 63.4% 84.5/9 0.5 250/2 68 .501/. 413	291/1 90 65.3% 85.6/9 4.5 254/2 80 .436/. 37	290/1 94 66.9% 85.3/9 6.5 253/2 86 .38/.3 3	294/- 86.5 256 .342	-	-	238/1 55 - 1.37 .421/. 324	
RHS CCM Alum	180/-	2.02/1.60 4.03 No Pipe	N/A	63/4 4 69.8 %	118/ 97 82.2 %	172/1 33 77.3% 53.7/6 6.1 159/1 96 .619/. 604	223/1 59 71.3% 69.6/7 9.1 206/2 34 .602/. 542	249/1 69 67.9% 77.7/8 4.1 230/2 49 .537/. 461	255/1 74 68.2% 79.6/8 6.5 236/2 56 .459/. 395	266/1 77 66.5% 83/88 246/2 61 .41/.3 45	-	-	-	214/1 52 70.8% 1.48 .409/. 324		
RHS Pro Action / Pro Topline SF600 Alum 180	180/-	2.02/1.60	58/64	72/6 0 83.3 %	154/ 121 78.6 %	208/1 59 76.4% 64.9/7 9.1 192/2 34 .748/. 722	254/1 84 72.4% 79.3/9 1.5 235/2 71 .685/. 627	271/1 93 71.2% 84.6/9 6 251/2 84 .585/. 526	274/1 99 72.6% 85.5/9 9 253/2 93 .493/. 452	276/2 02 73.2% 86.1/1 00 255/2 98 .426/. 393	-	-	-	240/1 76 73.6% 1.53 .409/. 324		
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e		
RHS Pro Action / Pro Topline 180 CNC Livernois Motorspor ts SF600 Alum	195/-	2.02/1.60 4.03 No Pipe	64	66/5 6 84.8 %	141/ 108 76.6 %	215/1 40 65.1% 67.1/6 9.6 199/2 06 .774/. 636	252/1 77 70.2% 78.6/8 8 233/2 61 .68/.6 03	278/2 04 73.4% 86.7/1 01 257/3 01 .60/.5 56	298/2 11 70.8% 93/10 5 276/3 11 .536/. 479	-	-	-	-	237/1 68 70.9% 1.53 .409/. 324		
RHS Pro Action / Pro Topline 180 CNC Livernois Motorspor ts Alum	210/-	2.02/1.60 - 1 3/4" Pipe	N/A	68/5 2 76.5 %	151/ 113 74.8 %	216/1 42 65.7% 67.4/7 0.6 200/2 09 .777/. 645	252/1 76 69.8% 78.6/8 7.5 233/2 59 .68/.6 0	283/1 91 67.5% 88.3/9 5 262/2 81 .611/. 521	313/2 13 68.1% 97.7/1 06 289/3 14 .563/. 484	-	-	-	-	243/1 67 68.7% 1.49 .409/. 324		

RHS Westech Alum 200	200/-	2.02/1.60	58	65/50 76.9%	118/96 81.4%	167/130 77.8% 52.1/64.7 154/192 .601/.59	216/157 72.7% 67.4/78.1 200/231 .583/.535	254/175 68.9% 79.3/87 .548/.477	271/181 66.8% 84.6/90 251/267 .487/.411	277/-86.4 256.427	-	-	-	217/148 - 1.39 .409/.324	
RHS Pro Action / Pro Topline SF600 Alum 200	200/-	2.02/1.60	58/64	68/60 88.2%	143/121 84.6%	212/159 75% 66.2/79.1 196/234 .763/.722	259/184 71% 80.8/91.5 239/271 .699/.627	277/193 69.7% 86.4/96 256/284 .598/.526	283/199 70.3% 88.3/99 262/293 .509/.452	286/202 70.6% 89.2/100 264/298 .441/.393	-	-	-	243/176 72.5% 1.43 .409/.324	
RHS Pro Action / Pro Topline SF600 Alum 215	215/-	2.08/1.60	58/64	75/60 80%	151/121 80.1%	217/159 73.3% 63.9/79.1 189/234 .758/.722	267/184 68.9% 78.6/91.5 233/271 .70/.627	302/193 63.9% 88.9/96 263/284 .633/.526	310/199 64.2% 91.2/99 270/293 .542/.452	314/202 64.3% 92.4/100 274/298 .47/.393	-	-	-	260/176 67.8% 1.46 .421/.324	
RHS Pro Action / Pro Topline Alum 215 Shawn	215/-	2.08/1.60 4.125 No Pipe	N/A	75/70 93.3%	132/112 84.8%	186/135 72.6% 54.7/67.1 162/199 .65/.613 13	234/178 76.1% 68.9/88.5 204/262 .613/.606	270/193 71.5% 79.5/96 235/284 .566/.526	285/195 68.4% 83.9/97 249/287 .498/.443	294/199 67.7% 86.5/99 256/293 .44/.387	-	-	-	234/169 72.2% 1.37 .421/.324	
RHS 215 Out of Box Weingartner Racing	215/-	2.08/1.60 4.155 No Pipe	N/A	70/57 81.4%	141/107 75.9%	200/140 70% 58.9/69.6 174/206 .699/.636	238/157 66% 70/78.1 208/231 .624/.535	271/164 60.5% 79.8/81.6 236/242 .568/.447	287/165 57.5% 84.5/82.1 250/243 .501/.375	290/166 57.2% 85.3/82.6 253/245 .434/.323	294/164 55.8% 86.5/81.6 256/242 .385/.279	291/163 56% 85.6/81.1 254/240 .339/.247	-	252/153 60.9% 1.37 .421/.324	
RHS 215 Ported Weingartner Racing I-50 E-45	N/A	2.08/1.60 4.155 No Pipe	N/A	65/54 83.1%	146/104 71.2%	217/137 63.1% 63.9/68.1 189/202 .758/.622	263/166 63.1% 77.4/82.6 229/245 .689/.565	301/185 61.5% 88.6/92 262/273 .631/.504	330/202 61.2% 97.1/100 288/298 .576/.459	342/215 62.9% 101/107 298/317 .512/.419	342/219 64% 101/109 298/323 .448/.373	344/220 64% 101/109 300/324 .401/.333	-	286/181 63.4% - .421/.324	
RHS Ported Chad Speiers I-45 E-45 Iron	216/-	2.055/1.60 4.00 1 3/4" Pipe	N/A	-	141/110 78%	215/157 73% 64.8/78.1 192/231 .76/.713	262/193 73.7% 79/96 234/284 .695/.657	295/211 71.5% 88.9/105 264/311 .626/.575	312/219 70.2% 94.1/109 279/323 .552/.497	318/228 71.7% 95.9/113 284/336 .482/.444	327/233 71.3% 98.6/116 292/343 .434/.397	330/236 71.5% 99.5/117 295/348 .389/.357	333/238 71.5% 100/118 297/351 .353/.324	281/203 72% 1.54 .416/.324	

RHS Ported Revolutio nary	227/-	2.08/1.60 4.155 No Pipe	62	73/6 6 90.4 %	138/ 130 94.2 %	205/1 67 81.5% 60.3/8 3.1 179/2 46 .716/ 759	258/1 94 75.2% 75.9/9 6.5 225/2 86 .676/ 661	296/2 13 72% 87.1/1 06 258/3 14 .621/ 58	319/2 29 71.8% 93.9/1 14 278/3 37 .557/ 52	333/2 33 70% 98/11 6 290/3 43 .499/ 454	339/2 39 70.5% 99.8/1 19 296/3 52 .444/ 407	342/2 39 69.9% 101/1 19 298/3 52 .398/ 362	-	279/2 06 73.7% 1.51 .421/ 324	
SuperBos s 351 PowerHea ds SF600	205/1 05	2.19/1.71	67	76/6 3 82.9 %	136/ 105 77.2 %	186/1 51 81.2% 49.4/6 5.7 146/1 95 .617/ 642	235/1 79 76.2% 62.4/7 7.9 185/2 31 .585/ 571	284/2 00 70.4% 75.4/8 7.1 223/2 58 .565/ 51	312/2 15 68.9% 82.8/9 3.6 245/2 77 .518/ 457	-	-	-	-	231/1 70 73.7% 1.52/2 .05 .443/ 346	
SuperBos s 351 Ported PowerHea ds SF600	230/1 25	2.19/1.71	67	90/8 7 96.7 %	149/ 120 80.5 %	210/1 73 82.4% 55.7/7 5.3 165/2 23 .697/ 735	257/2 05 79.8% 68.2/8 9.3 202/2 64 .64/ 53	305/2 31 75.7% 81.1/0 1 240/2 98 .607/ 589	341/2 41 70.7% 90.5/1 05 268/3 11 .566/ 512	-	-	-	-	252/1 94 76.9% 1.48/1 .93 .443/ 346	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
TFS Street Heat SF600	192/-	2.02/1.60	64	-	-	-	-	-	255/1 90 74.5% 79.6/9 4.5 236/2 80 .459/ 431	-	-	-	-	-	-
TFS Street Heat SF600	N/A	2.08/1.60	64	-	-	-	-	-	-	-	340/- 100 296 .445	-	-	-	-
Trick Flow 170 Ported Smithber g Racing Alum	185/-	2.02/1.60 4.03 No Pipe	N/A	80/4 7 58.8 %	146/ 102 69.9 %	208/1 35 64.9% 64.9/6 7.1 192/1 99 .748/ 613	258/1 66 64.3% 80.5/8 2.6 239/2 45 .696/ 565	285/1 97 69.1% 88.9/9 8 263/2 90 .615/ 537	302/2 12 70.2% 94.2/1 05 279/3 12 .543/ 481	305/2 18 71.5% 95.2/1 08 282/3 21 .47/.4 24	-	-	-	251/1 72 68.5% 1.65 .409/ 324	
Trick Flow HP SF600 Alum	192/8 7	2.02/1.60 4.03 1 3/4" Pipe	64	67/5 5 82.1 %	133/ 103 77.4 %	186/1 38 74.2% 58/68. 6 172/2 03 .669/ 627	230/1 66 72.2% 71.8/8 2.6 213/2 45 .621/ 565	257/1 83 71.2% 80.2/9 1 238/2 70 .555/ 499	267/1 93 72.3% 83.3/9 6 247/2 84 .48/.4 38	-	-	-	-	215/1 57 73% 1.39/2 .22 .409/ 324	

Trick Flow HP TEA SF600 Alum	192/8 7	2.02/1.60 4.03 1 3/4" Pipe	64	67/5 5 82.1 %	137/ 103 75.2 %	194/1 38 71.1% 60.5/6 8.6 179/2 03 .698/ 627	244/1 66 68% 76.1/8 2.6 226/2 45 .658/ 565	270/1 83 67.8% 84.3/9 1 250/2 70 .583/ 499	283/1 93 68.2% 88.3/9 6 262/2 84 .509/ 438	-	-	-	-	226/1 57 69.4% 1.47/2 .22 .409/ 324		
Trick Flow HP CNC Chamber SF600 Alum	192/8 7	2.02/1.60 4.03 1 3/4" Pipe	64	67/5 5 82.1 %	137/ 103 75.2 %	194/1 38 71.1% 60.5/6 8.6 179/2 03 .698/ 627	244/1 66 68% 76.1/8 2.6 226/2 45 .658/ 565	270/1 83 67.8% 84.3/9 1 250/2 70 .583/ 499	283/1 93 68.2% 88.3/9 6 262/2 84 .509/ 438	-	-	-	-	226/1 57 69.4% 1.47/2 .22 .409/ 324		
Trick Flow HP CNC SF600 Alum	225/9 5	2.08/1.60 4.03 2" Pipe	58	-	-	-	-	-	-	333/2 55 76.6% 98/12 7 290/3 76 .499/ 496	-	-	-	-	- - 1.48/2 .68 .421/ 324	
Trick Flow HP CNC SF600 Alum	225/9 5	2.08/1.60 4.03 2" Pipe	70	72/5 8 80.6 %	146/ 117 80.1 %	216/1 62 75% 63.6/8 0.6 188/2 39 .755/ 736	268/2 10 78.4% 78.9/1 04 234/3 09 .702/ 715	305/2 34 76.7% 89.8/1 16 266/3 45 .639/ 638	322/2 47 76.7% 94.8/1 23 281/3 64 .563/ 561	335/2 57 76.7% 98.6/1 28 292/3 79 .502/ 50	-	-	-	265/2 05 77.1% 1.49/2 .71 .421/ 324		
Trick Flow HP / Street Heat Ported Fox Lake Stage 1 Alum	208/-	2.02/1.60	70	-	-	-	-	-	285/2 15 75.4% 88.9/1 07 263/3 17 .513/ 488	-	-	-	-	- - 1.37 .409/ 324		
Trick Flow HP / Street Heat Ported Fox Lake Stage 2 Alum	215/-	2.055/1.6 0	70	-	-	-	-	-	-	311/2 30 74% 93.8/1 14 278/3 39 .471/ 448	-	-	-	- - 1.45 .416/ 324		
Trick Flow HP / Street Heat Ported Fox Lake Stage 3 Alum	227/-	2.08/1.60	72	-	-	-	-	-	-	331/2 50 75.5% 97.4/1 24 289/3 68 .496/ 487	-	-	-	- - 1.46 .421/ 324		

Trick Flow HP / Street Heat Ported Fox Lake Stage 5 Alum	240/-	2.08/1.62 5	73	-	-	-	-	-	-	352/2 51 71.3% 104/1 21 307/3 59 .527/. 481	-	-	-	-	
Manu factu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Trick Flow HP / Street Heat Gamrace Alum	N/A	2.02/1.60	N/A	-	117/ 102 87.2 %	170/1 38 81.2% 53/68. 6 157/2 03 .612/. 627	213/1 66 77.9% 66.5/8 2.6 197/2 45 .575/. 565	238/1 83 76.9% 74.3/9 1 220/2 70 .514/. 499	252/1 93 76.6% 78.6/9 6 233/2 84 .453/. 438	259/- 80.8 239 .399	-	-	-	208/1 56 - - .409/. 324	
Trick Flow HP / Street Heat CNC Chamber Gamrace Alum	N/A	2.02/1.60	N/A	-	136/ 113 83.1 %	198/1 65 83.3% 61.8/8 2.1 183/2 43 .712/. 749	233/1 87 80.3% 72.7/9 3 215/2 76 .629/. 637	264/2 01 76.1% 82.4/1 00 244/2 96 .57/.5 48	272/2 06 75.7% 84.9/1 02 251/3 04 .489/. 468	279/2 09 74.9% 87.1/1 04 258/3 08 .43/.4 07	-	-	-	230/1 80 78.2% - .409/. 324	
Trick Flow HP / Street Heat Ported Gamrace Alum	205/-	2.08/1.62 5	74	-	-	214/1 73 80.8% 63/83. 4 187/2 47 .748/. 774	254/2 02 79.5% 74.8/9 7.4 221/2 89 .666/. 678	288/2 15 74.7% 84.8/1 04 251/3 07 .604/. 577	296/2 22 75% 87.1/1 07 258/3 17 .517/. 496	307/2 27 73.9% 90.3/1 09 268/3 24 .46/.4 35	307/2 32 75.6% 90.3/1 12 268/3 31 .402/. 389	-	-	278/2 12 76.3% 1.50 .421/. 329	
Trick Flow HP Ported Bennett Alum	227/-	2.10/1.60	56-74	-	-	-	-	-	-	-	332/2 60 78.3% 95.9/1 29 284/3 83 .431/. 443	-	-	-	-
Trick Flow HP Ported TEA Alum	N/A	2.08/-	N/A	-	-	-	281/- 82.7 245 .736	306/- 90.1 267 .641	324/- 95.4 283 .566	333/- 98 290 .499	340/2 60 76.5% 100 296 .445	-	-	317 - - .421	
Trick Flow HP Ported TEA 218 Alum	218/-	2.08/1.60	N/A	72/5 8 80.6 %	144/ 117 81.3 %	205/1 62 79% 60.3/8 0.6 179/2 39 .716/. 736	261/2 03 77.8% 76.8/1 01 228/2 99 .684/. 692	295/2 29 77.6% 86.8/1 14 257/3 37 .618/. 624	316/2 36 74.7% 93/11 7 276/3 48 .552/. 536	332/2 41 72.6% 97.7/1 20 289/3 55 .497/. 469	-	-	-	259/1 98 76.5% 1.52 .421/. 324	

Trick Flow HP Ported TEA 225 Alum	225/-	2.08/1.60 4.03 2" Pipe	N/A	68/5 8 85.3 %	146/ 112 76.7 %	213/1 63 76.5% 62.7/8 1.1 186/2 40 .744/. 74	271/2 10 77.5% 79.8/1 04 236/3 09 .71/.7 15	313/2 39 76.4% 92.1/1 19 273/3 52 .656/. 651	332/2 51 75.6% 97.7/1 25 289/3 70 .58/.5 7	341/2 58 75.7% 100/1 28 297/3 80 .511/. 502	347/2 59 74.6% 102/1 29 303/3 82 .455/. 441	-	-	280/2 13 76% 1.54 .421/. 324	
Trick Flow HP Ported TEA 245 Alum	245/-	2.10/1.60 4.125 2" Pipe	N/A	69/5 1 73.9 %	146/ 112 76.7 %	229/1 68 73.4% 66.1/8 3.6 196/2 48 .792/. 763	292/2 09 71.6% 84.3/1 04 250/3 08 .758/. 712	318/2 38 74.8% 91.8/1 18 272/3 51 .66/.6 49	341/2 58 75.7% 98.5/1 28 292/3 80 .59/.5 86	351/2 69 76.6% 101/1 34 300/3 96 .521/. 524	355/2 70 76.1% 102/1 34 304/3 98 .461/. 46	-	-	290/2 18 75% 1.45 .425/. 324	
Trick Flow HP Ported TEA 250 I-50 Alum	250/-	2.125/1.6 0 4.155 2" Pipe	70	65/5 6 86.2 %	142/ 121 85.2 %	214/1 82 85% 60.3/9 0.5 179/2 68 .732/. 827	270/2 25 83.3% 76.1/1 12 226/3 32 .693/. 766	322/2 50 77.6% 90.8/1 24 269/3 68 .661/. 681	346/2 63 76% 97.6/1 31 289/3 88 .592/. 597	360/2 72 75.6% 102/1 35 301/4 01 .528/. 529	369/2 77 75.1% 104/1 38 308/4 08 .473/. 472	373/2 81 75.3% 105/1 40 312/4 14 .425/. 425	377/2 82 74.8% 106/1 40 315/4 16 .387/. 384	308/2 39 77.6% 1.51 .430/. 324	
Trick Flow HP Ported TEA 255 Alum	255/-	2.125/1.5 8	N/A	61/5 1 83.6 %	136/ 121 89%	220/1 75 79.5% 62/89. 3 184/2 64 .752/. 805	281/2 21 78.6% 79.2/1 13 235/3 34 .721/. 762	325/2 50 76.9% 91.6/1 28 272/3 78 .667/. 69	353/2 67 75.6% 99.5/1 36 295/4 03 .604/. 614	370/2 74 74.1% 104/1 40 309/4 14 .542/. 54	380/2 81 73.9% 107/1 43 317/4 25 .487/. 485	385/2 84 73.8% 109/1 45 322/4 29 .439/. 435	391/2 85 72.9% 110/1 45 327/4 31 .401/. 393	316/2 40 76% 1.53 .430/. 320	
Trick Flow HP Ported TEA 255 I-55 Alum	255/-	2.125/1.6 0 4.125 2" Pipe	68	62/5 8 93.5 %	133/ 125 94%	214/1 77 82.7% 60.3/8 8 179/2 61 .732/. 804	278/2 22 79.9% 78.4/1 10 232/3 27 .713/. 756	323/2 51 77.7% 91.1/1 25 270/3 70 .663/. 684	355/2 65 74.6% 100/1 32 297/3 91 .607/. 602	368/2 76 75% 104/1 37 307/4 07 .539/. 537	378/2 83 74.9% 107/1 41 316/4 17 .485/. 482	384/2 87 74.7% 108/1 43 321/4 23 .438/. 435	387/2 90 74.9% 109/1 44 323/4 27 .397/. 395	313/2 42 77.2% 1.52 .430/. 324	
Trick Flow HP Ported TEA Stage 3 Denny Alum	N/A	2.10/1.60	53	-	148/ 95 64.2 %	216/1 24 57.4% 62.4/6 1.7 185/1 83 .747/. 563	265/1 56 58.9% 76.5/7 7.6 227/2 30 .688/. 531	294/1 75 59.5% 84.9/8 7 252/2 58 .61/.4 77	309/1 86 60.2% 89.2/9 2.5 264/2 74 .535/. 422	309/1 94 62.8% 89.2/9 6.5 264/2 86 .458/. 378	313/1 97 62.9% 90.4/9 8 268/2 90 .406/. 336	-	-	265/1 61 60.8% - .425/. 324	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Trick Flow HP Ported ET Performa nce 230 Alum	230/-	2.055/1.6 0 4.06	68	72/5 8 80.6 %	144/ 115 79.9 %	215/1 50 69.8% 64.8/7 4.6 192/2 21 .76/.6 81	262/1 90 72.5% 79/94. 5 234/2 80 .695/. 647	293/2 15 73.4% 88.3/1 07 262/3 17 .622/. 586	314/2 22 70.7% 94.7/1 10 281/3 27 .555/. 504	325/2 36 72.6% 98/11 7 290/3 48 .493/. 459	-	-	-	259/1 88 72.6% 1.41 .416/. 324	

Trick Flow HP Ported ET Performa nce 240 Alum	240/-	2.125/1.6 25 4.155	68	70/5 4 77.1 %	142/ 107 75.4 %	196/1 54 78.6% 55.3/7 4.3 164/2 20 .67/.6 89	258/1 94 75.2% 72.7/9 3.5 216/2 77 .662/. 651	304/2 20 72.4% 85.7/1 06 254/3 14 .624/. 59	333/2 32 69.7% 93.9/1 12 278/3 31 .569/. 519	334/2 45 73.4% 94.2/1 18 279/3 50 .49/.4 7	-	-	-	261/1 92 73.5% 1.39 .430/. 329	
Trick Flow HP Ported M2 Race Systems Alum	238/-	2.12/1.58 4.155	72	-	-	-	275/1 60 58.2% 77.9/8 1.6 231/2 42 .707/. 552	320/2 10 65.6% 90.7/1 07 269/3 17 .658/. 58	350/2 40 68.6% 99.2/1 22 294/3 63 .60/.5 52	370/2 52 68.1% 105/1 29 311/3 81 .544/. 497	-	-	-	329/2 16 65.6% 1.55 .429/. 320	
Trick Flow TW - CARB SF600 Alum	170/6 6	2.02/1.60	61	63/5 3 84.1 %	141/ 107 75.9 %	205/1 44 70.2% 64/71. 6 190/2 12 .738/. 654	233/1 71 73.4% 72.7/8 5 215/2 52 .629/. 583	251/1 87 74.5% 78.3/9 3 232/2 76 .542/. 51	251/1 93 76.9% 78.3/9 6 232/2 84 .452/. 438	-	-	-	-	216/1 60 74.2% 1.48/2 .92 .409/. 324	
Trick Flow TW CNC 185 SF600 Alum	185/6 6	2.02/1.60 4.03 2" Pipe	64	72/5 8 80.6 %	142/ 112 78.9 %	216/1 50 69.4% 67.4/7 4.6 200/2 21 .777/. 681	258/1 92 74.4% 80.5/9 5.5 239/2 83 .696/. 654	287/2 20 76.7% 89.6/1 09 265/3 24 .62/.6 0	301/2 31 76.7% 93.9/1 15 278/3 40 .541/. 525	-	-	-	-	241/1 81 75.2% 1.63/3 .50 .409/. 324	
Trick Flow TW CNC 205 SF600 Alum	205/6 6	2.02/1.60 4.03 2" Pipe	64	71/5 6 78.9 %	144/ 112 77.8 %	220/1 50 68.2% 68.6/7 4.6 203/2 21 .791/. 681	270/1 92 71.1% 84.3/9 5.5 250/2 83 .729/. 654	299/2 20 73.6% 93.3/1 09 276/3 24 .645/. 60	316/2 31 73.1% 98.6/1 15 292/3 40 .568/. 525	-	-	-	-	250/1 81 72.5% 1.54/3 .50 .409/. 324	
Trick Flow TW TEA 205 SF600 Alum	205/6 6	2.02/1.60 4.03 2" Pipe	64	71/5 8 81.7 %	143/ 114 79.7 %	221/1 52 68.8% 69/75. 6 204/2 24 .795/. 69	271/1 89 69.7% 84.6/9 4 251/2 79 .731/. 644	301/2 20 73.1% 93.9/1 09 278/3 24 .65/.6 0	315/2 34 74.3% 98.3/1 16 291/3 45 .567/. 531	-	-	-	-	250/1 82 72.7% 1.54/3 .55 .409/. 324	
Trick Flow TW 190 TFS-5140 0015 SF600 Alum	190/6 6	2.02/1.60 4.03 1 7/8" Pipe	64	69/5 3 76.8 %	144/ 111 77.1 %	210/1 44 68.6% 65.5/7 1.6 194/2 12 .756/. 654	252/1 82 72.2% 78.6/9 0.5 233/2 68 .68/.6 2	268/1 93 72% 83.6/9 6 248/2 84 .579/. 526	268/1 94 72.4% 83.6/9 6.5 248/2 86 .482/. 441	-	-	-	-	228/1 65 72.2% 1.41/2 .94 .409/. 324	

Trick Flow TW 190 TH SF600 Alum	190/6 6	2.02/1.60 4.03 1 7/8" Pipe	N/A	71/5 7 80.3 %	145/ 115 79.3 %	214/1 50 70.1% 66.8/7 4.6 198/2 21 .77/.6 81	257/1 87 72.8% 80.2/9 3 238/2 76 .693/ 637	268/1 94 72.4% 83.6/9 6.5 248/2 86 .579/ 529	273/1 97 72.2% 85.2/9 8 252/2 90 .491/ 447	-	-	-	-	231/1 69 72.9% 1.44/2 .98 .409/ 324	
Trick Flow TW 195 Weingart ner Racing Back Cut I Alum	195/-	2.02/1.60 4.155	N/A	69/4 8 69.6 %	143/ 92 64.3 %	200/1 29 64.5% 62.4/6 4.2 185/1 90 .72/.5 86	242/1 53 63.2% 75.5/7 6.1 224/2 25 .653/ 521	276/1 69 61.2% 86.1/8 4.1 255/2 49 .596/ 461	277/1 79 64.6% 86.4/8 9 256/2 64 .498/ 407	266/1 86 69.9% 83/92. 5 246/2 74 .41/.3 62	-	-	-	234/1 51 64.7% 1.42 .409/ 324	
Trick Flow TW Ported Ford Performa nve Solution Stage I Alum	N/A	-	N/A	-	-	-	-	-	295/2 20 74.6% -	-	-	-	-	-	
Trick Flow TW Ported Ford Performa nve Solution Stage II Alum	N/A	-	N/A	-	-	-	-	-	305/2 25 73.8% -	-	-	-	-	-	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Trick Flow TW Ported Ford Performa nve Solution Stage III Alum	N/A	-	N/A	-	-	-	-	-	315/2 35 74.6% -	-	-	-	-	-	
Trick Flow TW Ported Fox Lake Stage 1 Alum	175/-	2.02/1.60	62	-	-	-	-	-	281/2 10 74.7% 87.7/1 04 260/3 09 .505/ 477	-	-	-	-	- - 1.61 .409/ 324	
Trick Flow TW Ported Fox Lake Stage 2 Alum	185/-	2.02/1.60	65	-	-	-	-	-	300/2 20 73.3% 93.6/1 09 277/3 24 .54/.5 0	-	-	-	-	- - 1.62 .409/ 324	

Trick Flow TW Ported Fox Lake Stage 3 Alum	195/-	2.02/1.60	65	-	-	-	-	-	310/2 20 71% 96.7/1 09 287/3 24 .558/. 50	-	-	-	-	-	-
Trick Flow TW Ported Fox Lake Stage 4 Alum	207/-	2.055/1.6 0	65	-	-	-	-	-	320/2 30 71.9% 96.5/1 14 286/3 39 .566/. 522	-	-	-	-	-	-
Trick Flow TW Ported ET Performa nce Alum	215/-	2.08/1.60 4.03	68	64/5 7 89.1 %	137/ 103 75.2 %	203/1 43 70.4% 59.7/7 1.1 177/2 11 .709/. 65	261/1 78 68.2% 76.8/8 8.5 228/2 62 .684/. 606	291/2 03 69.8% 85.6/1 01 254/2 99 .61/.5 53	310/2 14 69% 91.2/1 06 270/3 15 .542/. 486	316/2 21 69.9% 93/11 0 276/3 26 .473/. 43	-	-	-	253/1 77 70% 1.47 .421/. 324	-
Trick Flow TW Ported Bennett Stage 2 Alum	N/A	-	N/A	-	-	-	-	-	-	300/2 15 71.7% -	-	-	-	-	-
Trick Flow TW Ported Bennett Stage 3 Alum	N/A	-	N/A	-	-	-	-	-	-	320/2 30 71.9% -	-	-	-	-	-
Trick Flow TW Ported TEA Alum	185/-	2.02/1.60	N/A	72/5 8 80.6 %	142/ 114 80.3 %	215/1 52 70.7% 67.1/7 5.6 199/2 24 .774/. 69	259/1 89 73% 80.8/9 4 239/2 79 .699/. 644	287/2 20 76.7% 89.6/1 09 265/3 24 .62/.6 0	300/2 34 78% 93.6/1 16 277/3 45 .54/.5 31	-	-	-	-	241/1 82 75.6% 1.62 .409/. 324	-
Trick Flow TW Ported TEA Alum	205/-	2.02/1.60	N/A	71/5 8 81.7 %	143/ 114 79.7 %	221/1 52 68.8% 69/75. 6 204/2 24 .795/. 69	271/1 89 69.7% 84.6/9 4 251/2 79 .731/. 644	301/2 20 73.1% 93.9/1 09 278/3 24 .65/.6 0	315/2 34 74.3% 98.3/1 16 291/3 45 .567/. 531	-	-	-	-	250/1 82 72.7% 1.54 .409/. 324	-
Trick Flow TW Ported TEA Eric Alum	205/-	2.02/1.60	N/A	71/5 2 73.2 %	145/ 105 72.4 %	219/1 46 66.7% 68.3/7 2.6 202/2 15 .788/. 663	273/1 80 65.9% 85.2/8 9.5 252/2 65 .737/. 613	305/2 09 68.5% 95.2/1 04 282/3 08 .658/. 57	315/2 28 72.4% 98.3/1 13 291/3 36 .567/. 518	-	-	-	-	251/1 74 69.1% 1.54 .409/. 324	-

Trick Flow TW Ported TEA Renegade Alum	205/-	2.04/1.60	N/A	57/5 3 93%	149/ 111 74.5 %	228/1 55 68% 69.8/7 7.1 207/2 28 .812/. 704	283/2 03 71.7% 86.6/1 01 257/2 99 .756/. 692	314/2 28 72.6% 96.1/1 13 285/3 36 .671/. 621	325/2 40 73.8% 99.4/1 19 295/3 54 .579/. 545	-	-	-	-	260/1 87 72.1% 1.59 .413/. 324		
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e		
Trick Flow TW R SF600 Alum	206/9 2	2.08/1.60	61	-	-	-	-	-	-	305/2 35 77% 89.8/1 17 266/3 46 .457/. 457	-	-	-	-	1.48/2 .55 .421/. 324	
Trick Flow TW R CNC SF600 Alum	225/1 00	2.08/1.60 4.03 2" Pipe	65	67/5 9 88.1 %	141/ 116 82.3 %	213/1 59 74.6% 62.7/7 9.1 186/2 34 .744/. 722	270/2 05 75.9% 79.5/1 02 235/3 02 .708/. 698	308/2 44 79.2% 90.6/1 21 269/3 60 .646/. 665	331/2 59 78.2% 97.4/1 29 289/3 82 .578/. 588	341/2 71 79.5% 100/1 35 297/3 99 .511/. 528	-	-	-	267/2 09 78.2% 1.52/2 .71 .421/. 324		
Trick Flow TW R Ported Ford Performa nve Solution Stage I Alum	N/A	-	N/A	-	-	-	-	-	-	330/2 50 75.8% -	-	-	-	-		
Trick Flow TW R Ported Ford Performa nve Solution Stage II Alum	N/A	-	N/A	-	-	-	-	-	-	345/2 60 75.4% -	-	-	-	-		
Trick Flow TW R Ported Ford Performa nve Solution Stage III Alum	N/A	-	N/A	-	-	-	-	-	-	360/2 70 75% -	-	-	-	-		
Trick Flow TW R Ported Fox Lake Stage 1 Alum	208/-	2.08/1.60	62	-	-	-	-	-	-	325/2 45 75.4% 95.6/1 22 283/3 61 .487/. 477	-	-	-	-	1.56 .421/. 324	

Trick Flow TW R Ported Fox Lake Stage 2 Alum	216/-	2.08/1.60	64	-	-	-	-	-	-	335/2 60 77.6% 98.6/1 29 292/3 83 .502/. 506	-	-	-	- - 1.55 .421/. 324	
Trick Flow TW R Ported Fox Lake Stage 3 Alum	233/1 07	2.125/1.6 25	61	-	-	-	-	-	-	358/2 68 74.9% 101/1 29 299/3 83 .525/. 514	-	-	-	- - 1.54/2 .50 .430/. 329	
Trick Flow TW R Ported Fox Lake Stage 3 Old Alum	240/-	2.15/1.62 5	68	-	-	-	-	-	-	362/2 73 75.4% 99.7/1 32 295/3 90 .524/. 523	-	-	-	- - 1.51 .435/. 329	
Trick Flow TW R Ported Bennett Stage 1 Alum	N/A	-	N/A	-	-	-	-	-	-	325/2 40 73.8% -	-	-	-	-	
Trick Flow TW R Ported Bennett Stage 2 Alum	N/A	-	N/A	-	-	-	-	-	-	340/2 70 79.4% -	-	-	-	-	
Trick Flow TW R Ported Bennett Stage 3 Alum	N/A	-	N/A	-	-	-	-	-	-	360/2 75 76.4% -	-	-	-	-	
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
Trick Flow TW R Ported TEA 225 Alum	225/8 0	2.08/1.60	N/A	67/5 9 88.1 %	141/ 121 85.8 %	215/1 61 74.9% 63.3/8 0.1 187/2 37 .751/. 731	271/2 04 75.3% 79.8/1 01 236/3 01 .71/.6 95	306/2 43 79.4% 90.1/1 21 267/3 58 .641/. 662	332/2 58 77.7% 97.7/1 28 289/3 80 .58/.5 86	345/2 70 78.3% 102/1 34 301/3 98 .517/. 526	-	-	-	268/2 10 78.1% 1.53/3 .38 .421/. 324	
Trick Flow TW R Ported TEA 235 Alum	235/8 0	2.125/1.6 0	N/A	70/5 4 77.1 %	143/ 106 74.1 %	215/1 55 72.1% 60.6/7 7.1 180/2 28 .735/. 704	271/2 08 76.8% 76.4/1 03 226/3 07 .695/. 709	310/2 50 80.6% 87.4/1 24 259/3 68 .636/. 681	339/2 59 76.4% 95.6/1 29 283/3 82 .58/.5 88	358/2 70 75.4% 101/1 34 299/3 98 .525/. 526	-	-	-	273/2 08 76.3% 1.52/3 .38 .430/. 324	

Trick Flow TW R Ported TEA 235 Outlaw Alum	235/80	2.125/1.60	N/A	67/59 88.1%	143/121 84.6%	220/164 74.5% 62/81.6 184/242 .752/.745	277/209 75.5% 78.1/104 231/308 .71/.712	316/246 77.8% 89.1/122 264/363 .648/.67	344/259 75.3% 97/129 287/382 .588/.588	370/280 75.7% 104/139 309/413 .542/.545	-	-	-	278/213 76.6% 1.57/3.50 .430/.324	
Trick Flow TW R Ported TEA 245 Alum	245/100	2.125/1.60 4.125	N/A	82/64 78%	153/115 75.2%	213/163 76.5% 60.1/81.1 178/240 .728/.74	267/214 80.1% 75.3/106 223/315 .685/.729	315/255 81% 88.8/127 263/376 .646/.695	346/281 81.2% 97.6/140 289/414 .592/.638	370/300 81.1% 104/149 309/442 .542/.584	385/305 79.2% 109/152 322/449 .494/.52	-	-	293/233 79.7% 1.57/3.05 .430/.324	
Trick Flow R Ported Alum	215/-	2.08/1.60	N/A	61/56 91.8%	130/103 79.2%	197/141 71.6% 58/70.1 172/208 .688/.64	257/178 69.3% 75.6/88.3/105 224/262 .673/.606	300/211 70.3% 88.3/105 262/311 .629/.575	330/230 69.7% 97.1/114 288/339 .576/.522	347/238 68.6% 102/118 303/351 .52/.463	-	-	-	260/184 70.5% 1.61/.421 .324	
Trick Flow 524002xx - R Series SF600 Alum	206/92	2.08/1.60	61	68/50 73.5%	147/102 69.4%	205/146 71.2% 60.3/72.6 179/215 .716/.663	242/178 73.6% 71.2/88.5 211/262 .634/.606	275/200 72.7% 80.9/99.5 240/295 .576/.545	296/212 71.6% 87.1/105 258/312 .517/.481	305/222 72.8% 89.8/110 266/327 .457/.432	-	-	-	245/177 72.1% 1.48/2.41 .421/.324	
Trick Flow 52400001 /2 - R Series Blend & Polish	N/A	-	61	66/55 83.3%	146/111 76%	208/157 75.5% -	254/200 78.7% -	287/225 78.4% -	307/244 79.5% -	325/254 78.2% -	-	-	-	255/199 78%	
World Windsor Sr SF600 Iron	N/A	2.02/1.60 - No Pipe	N/A	66/59 89.4%	129/106 82.2%	184/148 80.4% 57.4/73.6 170/218 .662/.672	226/174 77% 70.5/86.5 209/256 .61/.593	257/181 70.4% 80.2/90 238/267 .555/.493	264/183 69.3% 82.4/91 244/270 .475/.416	268/185 69% 83.6/92 248/273 .413/.36	248/186 75% 77.4/92.5 229/274 .335/.317	-	-	225/166 73.8% - .409/.324	
Windsor Sr	197/-	2.02/1.60	65	-	-	162/121 74.7% 50.6/60.2 150/178 .583/.55	196/137 69.9% 61.2/68.1 181/202 .529/.467	218/149 68.3% 68/74.1 202/220 .471/.406	225/160 71.1% 70.2/79.6 208/236 .405/.363	-	-	-	-	200/142 70.8% 1.14/.409 .324	
Windsor Sr	N/A	2.05/1.60	65	-	-	162/121 74.7% 49.1/60.2 145/178 .574/.55	196/137 69.9% 59.4/68.1 176/202 .521/.467	218/149 68.3% 66/74.1 196/220 .464/.406	-	315/- 95.4 283 .479	-	-	-	223/136 - - .415/.324	

Windsor Sr Ported Iron	N/A	2.08/1.60	64	79/6 3 79.7 %	149/ 121 81.2 %	205/1 60 78% 60.3/7 9.6 179/2 36 .716/. 727	257/1 90 73.9% 75.6/9 4.5 224/2 80 .673/. 647	293/2 07 70.6% 86.2/1 03 255/3 05 .614/. 564	310/2 16 69.7% 91.2/1 07 270/3 18 .542/. 491	-	-	-	-	243/1 79 73.6% - .421/. 324	
World Windsor Jr SF600 Iron	N/A	1.94/1.60 - No Pipe	N/A	76/5 3 69.7 %	127/ 83 65.4 %	167/1 17 70.1% 56.5/5 8.2 167/1 72 .626/. 531	203/1 41 69.5% 68.7/7 0.1 203/2 08 .57/.4 8	231/1 57 68% 78.1/7 8.1 232/2 31 .519/. 428	246/1 68 68.3% 83.2/8 3.6 247/2 48 .461/. 382	248/1 75 70.6% 83.9/8 7 249/2 58 .398/. 341	248/1 78 71.8% 83.9/8 8.5 249/2 62 .348/. 303	-	-	210/1 46 69.3% - .393/. 324	
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Averag e	
World Windsor Jr	171/-	1.94/1.60	58	-	116/ 84 72.4 %	159/9 6 60.4% 53.8/4 7.7 159/1 41 .596/. 436	189/1 20 63.5% 63.9/5 9.7 189/1 77 .531/. 409	204/1 26 61.8% 69/62. 7 204/1 86 .459/. 343	216/1 29 59.7% 73.1/6 4.2 217/1 90 .405/. 293	222/1 32 59.5% 75.1/6 5.7 223/1 95 .356/. 257	-	-	-	184/1 15 62.1% 1.30 .393/. 324	
World Windsor Jr Iron	180/8 4	1.94/1.60	58	-	120/ 81 67.5 %	165/1 08 65.5% 55.8/5 3.7 165/1 59 .618/. 491	195/1 23 63.1% 66/61. 2 195/1 81 .548/. 419	214/1 30 60.7% 72.4/6 4.7 215/1 92 .481/. 354	226/1 34 59.3% 76.5/6 6.6 227/1 97 .423/. 304	234/1 35 57.7% 79.2/6 7.1 235/1 99 .376/. 263	-	-	-	192/1 19 61.6% 1.30/1 .61 .393/. 324	
World Windsor Jr Ported Bullet Cylinder Heads Iron	195/-	1.94/1.50	64	62/5 3 85.5 %	132/ 103 78%	185/1 44 77.8% 62.6/8 1.5 185/2 41 .693/. 698	231/1 70 73.6% 78.1/9 6.2 232/2 85 .649/. 618	257/1 92 74.7% 86.9/1 09 258/3 22 .578/. 558	273/1 97 72.2% 92.4/1 11 274/3 30 .511/. 477	-	-	-	-	216/1 61 74.8% 1.40 .393/. 304	
World Roush 200	N/A	2.02/1.60	N/A	-	129/ 117 90.7 %	187/1 39 74.3% 58.4/6 9.1 173/2 05 .673/. 631	232/1 45 62.5% 72.4/7 2.1 214/2 14 .626/. 494	257/1 40 54.5% 80.2/6 9.6 238/2 06 .555/. 382	260/1 52 58.5% 81.1/7 5.6 240/2 24 .468/. 345	264/1 54 58.3% 82.4/7 6.6 244/2 27 .407/. 30	-	-	-	222/1 41 63.7% - .409/. 324	
World Roush 200 Andrew Iron	N/A	2.02/1.60	64	61/5 4 88.5 %	121/ 108 89.3 %	175/1 28 73.1% 54.6/6 3.7 162/1 89 .63/.5 81	219/1 38 63% 68.3/6 8.6 202/2 03 .591/. 47	241/1 45 60.2% 75.2/7 2.1 223/2 14 .52/.3 95	248/1 48 59.7% 77.4/7 3.6 229/2 18 .446/. 336	-	-	-	-	201/1 33 66.4% - .409/. 324	

World Roush 200 Exhaust Bowl and Chamber Blended Andrew Iron	N/A	2.02/1.60	65	61/52 85.2 %	121/107 88.4 %	175/156 89.1% 54.6/77.6 162/230 .63/.09	219/175 79.9% 68.3/87 202/258 .591/.596	241/183 75.9% 75.2/91 223/270 .52/.499	248/188 75.8% 77.4/93.5 229/277 .446/.427	-	-	-	-	201/162 80.6% - .409/.324	
World Roush 200 Ported Bullet Cylinder Heads Iron	217/83	2.05/1.60	68	70/58 82.9 %	142/105 73.9 %	201/163 81.1% 60.9/81.1 180/240 .713/.74	259/198 76.4% 78.5/98.5 233/292 .689/.675	273/209 76.6% 82.7/104 245/308 .581/.57	300/211 70.3% 90.9/105 269/311 .532/.479	308/210 68.2% 93.3/104 276/309 .468/.409	-	-	-	247/183 73.9% 1.42/2.54 .415/.324	
World 180p.v. Ported Bullet Cylinder Heads Iron	202/79	2.05/1.60	70	70/54 77.1 %	135/107 79.3 %	193/139 72% 58.5/69.1 173/205 .684/.631	250/172 68.8% 75.7/85.5 224/253 .665/.586	272/198 72.8% 82.4/98.5 244/292 .579/.54	293/209 71.3% 88.8/104 263/308 .519/.475	294/211 71.8% 89.1/105 264/311 .447/.411	-	-	-	240/173 72.1% 1.46/2.67 .415/.324	
World / Kuntz 18 Deg 200 Manowar SF600 Alum	200/-	2.02/1.60 - No Pipe	N/A	67/54 80.6 %	129/107 82.9 %	185/141 76.2% 57.7/70.1 171/208 .666/.64	227/168 74% 70.8/83.6 210/248 .613/.572	258/184 71.3% 80.5/91.5 239/271 .557/.501	283/193 68.2% 88.3/96 262/284 .509/.438	299/198 66.2% 93.3/98.5 276/292 .461/.385	306/200 65.4% 95.5/99.5 283/295 .413/.341	-	-	241/170 70.6% 1.53 .409/.324	
World / Kuntz 18 Deg CNC 228 SF600 Alum	228/73	2.08/1.60 - No Pipe	72	68/59 86.8 %	135/107 79.3 %	195/144 73.8% 57.4/71.6 170/212 .681/.654	238/178 74.8% 70/88.5 208/262 .624/.606	268/201 75% 78.9/100 234/296 .562/.548	296/217 73.3% 87.1/108 258/320 .517/.493	308/225 73.1% 90.6/112 269/332 .461/.438	318/228 71.7% 93.6/113 277/336 .417/.388	-	-	251/186 73.9% 1.39/3.12 .421/.324	
World / Kuntz 18 Deg 225 Manowar SF600 Alum	225/-	2.08/1.60 - No Pipe	72	62/51 82.3 %	118/101 85.6 %	174/141 81% 51.2/70.1 152/208 .608/.64	219/169 77.2% 64.5/84.1 191/249 .574/.576	253/186 73.5% 74.5/92.5 221/274 .53/.507	282/193 68.4% 83/96 246/284 .493/.438	299/198 66.2% 88/98 261/292 .448/.385	313/200 63.9% 92.1/99.5 273/295 .41/.341	-	-	237/170 71.7% 1.39 .421/.324	
World / Kuntz 18 Deg CNC 242 Manowar SF600 Alum	242/75	2.10/1.60 - No Pipe	72	64/61 95.3 %	124/109 87.9 %	182/149 81.9% 52.5/74.1 156/220 .63/.677	231/179 77.5% 66.7/89 198/264 .60/.61	266/193 72.6% 76.8/96 228/284 .552/.526	298/199 66.8% 86/99 255/293 .516/.452	319/203 63.6% 92.1/101 273/299 .473/.395	326/205 62.9% 94.1/102 279/302 .423/.349	-	-	249/177 70.8% 1.35/2.73 .425/.324	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	Average	

World / Kuntz 18 Deg Alum	230/-	2.12/1.60	N/A	-	-	-	-	-	-	-	340/2 30 67.6% 96.3/1 14 285/3 39 .437/. 392	-	-	-	-
World / Kuntz 10 Deg 275 Manowar SF600 Alum	275/1 02	2.20/1.60 - No Pipe	64	73/6 3 86.3 %	148/ 122 82.4 %	220/1 66 75.5% 57.9/8 2.6 171/2 45 .727/. 754	283/2 04 72.1% 74.4/1 01 221/3 01 .701/. 695	327/2 22 67.9% 86/11 0 255/3 27 .648/. 605	352/2 37 67.3% 92.6/1 18 274/3 49 .581/. 538	365/2 43 66.6% 96/12 1 285/3 58 .517/. 473	347/2 46 70.9% 91.3/1 22 270/3 63 .43/.4 19	-	-	292/2 06 70.5% 1.33/2 .41 .446/. 324	
World / Kuntz 10 Deg 285 Manowar SF600 Alum	285/1 02	2.20/1.60 - No Pipe	72	65/5 2 80%	117/ 97 82.9 %	182/1 38 75.8% 47.9/6 8.6 142/2 03 .601/. 627	249/1 73 69.5% 65.5/8 6 194/2 55 .617/. 589	308/2 02 65.6% 81/10 0 240/2 98 .61/.5 51	348/2 31 66.4% 91.5/1 15 271/3 40 .575/. 525	372/2 44 65.6% 97.9/1 21 290/3 60 .527/. 475	352/2 51 71.3% 92.6/1 25 274/3 70 .436/. 428	-	-	275/1 91 69.3% 1.31/2 .46 .446/. 324	
World / Kuntz 10 Deg CNC 310 Manowar SF600 Alum	310/1 06	2.20/1.60 - No Pipe	72	65/5 3 81.5 %	140/ 106 75.7 %	212/1 44 67.9% 55.8/7 1.6 165/2 12 .70/.6 54	274/1 73 63.1% 72.1/8 6 214/2 55 .679/. 589	326/1 95 59.8% 85.8/9 7 254/2 87 .646/. 531	363/2 18 60.1% 95.5/1 08 283/3 21 .60/.4 95	381/2 33 61.2% 100/1 16 297/3 43 .539/. 454	391/2 40 61.4% 103/1 19 305/3 54 .484/. 409	-	-	298/1 87 62.7% 1.26/2 .26 .446/. 324	

Ford_Big_Block																	COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises	
FE																	COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Averag e		
Ford C1AE Bill Ballinger Iron	144/ 104	2.03/1. 56	N/A	66/5 2 78.8 %	133/ 98 73.7 %	193/1 25 64.8% 59.6/6 5.4 177/1 94 .691/. 582	220/1 38 62.7% 68/72. 2 201/2 14 .591/. 482	-	230/1 44 62.6 % 71.1/ 75.3 211/2 23 .494/. 402	-	237/1 46 61.6% 73.2/7 6.4 217/2 26 .424/. 34	241/1 47 61% 74.5/7 6.9 221/2 28 .37/.2 93	-	-	-	209/1 33 63.6% 1.67/1 .41 .411/. 316		
Ford C1AE Bowl Ported Scott Vincent Iron	N/A	2.09/1. 65	N/A	74/4 9 66.2 %	149/ 91 61.1 %	202/1 24 61.4% 58.9/5 8 174/1 72 .702/. 546	241/1 62 67.2% 70.2/7 5.8 208/2 24 .629/. 535	-	249/1 98 79.5 % 72.6/ 92.6 215/2 74 .519/. 523	-	259/2 05 79.2% 75.5/9 5.9 224/2 84 .45/.4 51	263/2 12 80.6% 76.7/9 9.1 227/2 94 .392/. 40	-	-	-	227/1 65 72.8% - .423/. 334		

Ford C1AE Bowl + Blend Ported Scott Vincent Iron	N/A	2.09/1.65	N/A	66/49 74.2%	141/91 64.5%	218/124 56.9% 63.5/58 188/172 .758/.546	256/162 63.3% 74.6/75.8 221/224 .668/.535	-	269/198 73.6% 78.4/92.6 232/274 .561/.523	-	282/205 72.7% 82.2/95.9 244/284 .49/.51	286/212 74.1% 83.4/99.1 247/294 .426/.40	-	-	-	242/165 68.3% - .423/.334
Ford C4AE 6090G Iron	150/108	2.03/1.56	N/A	-	130/111 85.4%	180/135 75% 55.6/70.6 165/209 .644/.629	220/155 70.5% 68/81.1 201/240 .591/.542	-	236/165 69.9% 72.9/86.3 216/256 .507/.461	-	246/165 67.1% 76/86.3 225/256 .44/.384	-	-	-	-	202/146 72.2% 1.64/1.53 .411/.316
Ford C4AE 6090G Ported Les Schmad er Iron	N/A	2.09/1.653 - 2" Pipe	74	70/55 78.6%	156/109 69.9%	222/151 68% 64.7/70.4 192/208 .772/.664	257/180 70% 74.9/83.9 222/249 .67/.594	-	272/195 71.7% 79.3/90.9 235/269 .567/.514	-	281/197 70.1% 81.9/91.8 243/272 .489/.433	291/200 68.7% 84.8/93.2 251/276 .434/.377	-	-	-	247/172 69.8% - .423/.335
Ford C4AE-G Ported Scott Vincent Iron	170/125	2.09/1.66 - 2" Pipe	N/A	80/56 70%	149/104 69.8%	207/149 72% 60.3/68.8 179/204 .72/.652 52	250/186 74.4% 72.9/85.9 216/255 .652/.611	-	250/197 78.8% 72.9/91 216/270 .522/.517	-	253/200 79.1% 73.7/92.4 219/274 .44/.438	260/199 76.5% 75.8/91.9 225/272 .387/.373	-	-	-	228/173 75.6% 1.53/1.60 .423/.336
Ford C6FE-A Flowtec h - Steven Magnotti 3 Angle VJ SF110 Alum	N/A	1.94/1.60 4.00 No Pipe	N/A	65/43 66.2%	118/91 77.1%	153/120 78.4% 51.8/59.7 153/177 .573/.545	181/142 78.5% 61.2/70.6 181/209 .509/.484	190/152 80% 64.3/75.6 190/224 .475/.46	194/- 65.6 194 .436	200/- 67.7 200 .409	206/- 69.7 206 .386	-	-	-	-	177/126 - - .393/.324
Ford C6FE-A Flowtec h - Steven Magnotti Mild Intake Port Ported Exhaust and Chambe r Work SF110 Alum	N/A	1.94/1.60 4.00 No Pipe	N/A	67/45 67.2%	121/96 79.3%	161/139 86.3% 54.5/69.1 161/205 .603/.631	195/161 82.6% 66/80.1 195/237 .548/.548	208/164 78.8% 70.4/81.6 208/242 .519/.497	225/166 73.8% 76.1/82.6 226/245 .506/.452	233/166 71.2% 78.8/82.6 234/245 .476/.411	235/- 79.5 236 .44	245/- 82.9 246 .393	-	-	-	203/149 - - .393/.324

Ford C8AE-H Iron	N/A	2.03/1.56	68-71	-	115/88 76.5%	168/122 72.6% 51.9/63.8 154/189 .601/.568	198/133 67.2% 61.2/69.6 181/206 .532/.465	-	202/139 68.8% 62.4/72.7 185/215 .434/.389	-	-	-	-	-	-	171/121 70.6% - .411/.316
Ford C8AE-H Low Riser Flowtech - Steven Magnotti SF110 Iron	N/A	2.055/1.558 - No Pipe	N/A	56/43 76.8%	109/84 77.1%	167/123 73.7% 50.4/64.5 149/191 .591/.574	196/136 69.4% 59.1/71.3 175/211 .52/.476	200/140 70% 60.3/73.4 179/218 .472/.435	204/143 70.1% 61.5/75 182/222 .433/.40	208/149 71.6% 62.7/78.2 186/232 .401/.379	211/152 72% 63.6/79.7 188/236 .373/.355	215/-64.8 192.326	-	-	-	189/132 - - .416/.315
Ford C8AE-H Low Raiser Flowtech - Steven Magnotti Ported Exhaust Valve Back Cut 30 SF110 Iron	N/A	2.055/1.558 - No Pipe	N/A	62/46 74.2%	130/95 73.1%	190/141 74.2% 57.3/74 170/219 .672/.658	233/154 66.1% 70.2/80.8 208/239 .618/.539	253/157 62.1% 76.3/82.4 226/244 .596/.488	260/162 62.3% 78.4/85 232/252 .552/.453	263/166 63.1% 79.3/87.1 235/258 .507/.422	266/174 65.4% 80.2/91.3 238/270 .47/.406	-/182	-	-	-	228/150 65.8% - .416/.315
Ford 428 COAE Med Riser Flowtech - Steven Magnotti SF110 Iron	N/A	2.09/1.65 - No Pipe	N/A	61/44 72.1%	111/86 77.5%	156/132 84.6% 45.5/61.7 135/183 .542/.581	196/158 80.6% 57.1/73.9 169/219 .511/.522	206/175 85% 60/81.1 178/242 .478/.514	211/178 84.4% 61.5/83.2 182/247 .44/.47	215/202 94% 62.7/94.5 186/280 .408/.485	218/204 93.6% 63.5/95.4 188/283 .379/.449	-	-	-	-	188/162 86.4% - .423/.334
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Averag e
Ford 427 Med Riser Iron	N/A	2.19/1.73	67	-	-	-	-	-	240/-63.7 189.478	-	250/-66.4 197.415	-	-	-	-	245- - .443/.350
Ford 427 Med Riser Ported Keith Craft Iron	N/A	-	67	-	-	-	-	-	-	-	300/-	-	-	-	-	-
Ford 427 Med? Riser Iron	N/A	-	67	-	-	-	-	-	-	-	296/177 59.8% -	-	-	-	-	-

											284/177 62.3% 76.1/76.2 225/226 .473/.374					
Ford 427 Hi? Riser Iron	N/A	2.18/1.72	67	-	-	-	-	-	-	-		-	-	-	-	.441/.348
Ford 427 Hi Riser John Iron	N/A	2.19/-	N/A	83/-	140/-	193/-51.2 152.64	239/-63.4 188.595	-	267/-70.9 210.532	-	268/-71.1 211.445	275/-73 216.391	278/-73.8 219.346	-	-	237 - - .443
Ford 427 Hi Riser C4AE 6090F Iron	193/125	2.19/1.73	67	-	-	-	-	-	-	-	-	-	-	-	-	.443/.350
Ford 427 Hi Riser Ported Iron	-	-	N/A	-	-	-	-	-	-	-	-	370/- -	-/290	-	-	-
Ford 427 Tunnel Port Monty Iron	N/A	2.19/1.73	N/A	97/53 54.6%	173/105 60.7%	237/154 65% 62.9/65.5 186/194 .786/.647	273/180 65.9% 72.5/76.6 215/227 .679/.567	-	296/190 64.2% 78.6/80.8 233/239 .589/.479	-	285/194 68.1% 75.7/82.5 224/245 .473/.407	283/194 68.6% 75.1/82.5 223/245 .402/.349	291/196 67.4% 77.3/83.4 229/247 .362/.309	-	-	263/173 66% - .443/.350
Ford 427 Tunnel Port Jim Milled Smoothed Exhaust Bowl Iron	N/A	2.19/1.75	67	84/50 59.5%	156/105 67.3%	202/158 78.2% 53.6/65.7 159/195 .67/.56	242/191 78.9% 64.2/79.4 190/235 .602/.595	267/205 76.8% 70.9/85.2 210/253 .591/.568	287/213 74.2% 76.2/88.6 226/262 .571/.531	301/216 71.8% 79.9/89.8 237/266 .545/.489	298/217 72.8% 79.1/90.2 234/267 .494/.451	289/217 75.1% 76.7/90.2 227/267 .411/.386	-	-	-	255/190 74.5% - .443/.354
Ford 427 Tunnel Port	N/A	2.25/1.73	88-90	-	-	-	-	-	-	-	308/166 53.9% 77.5/70.6 230/209 .497/.349	-	-	-	-	- - - .456/.350
Ford 427 Tunnel Port John	N/A	2.25/-	N/A	81/-	155/-	212/-53.3 158.685	255/-64.1 190.618	-	288/-72.4 215.558	-	305/-76.7 227.493	315/-79.2 235.436	322/-81 240.39	-	-	265 - - .456
Ford 427 Tunnel Port C7OE	N/A	2.25/1.73	N/A	-	161/101 62.7%	216/141 65.3% 54.3/60 161/178 .698/.592	251/173 68.9% 63.1/73.6 187/218 .608/.545	-	269/182 67.7% 67.7/77.4 200/229 .521/.459	-	294/184 62.6% 73.9/78.3 219/232 .475/.386	307/186 60.6% 77.2/79.1 229/234 .425/.335	314/186 59.2% 79/79.1 234/234 .38/.293	-	-	259/165 63.6% - .456/.350

Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Averag e
Ford 427 Tunnel Port Mild Port Jim Iron	N/A	2.25/1. 75 - No Pipe	N/A	-	177/ 115 65%	240/1 53 63.8% 60.4/6 3.6 179/1 88 .775/. 635	279/1 79 64.2% 70.2/7 4.4 208/2 21 .676/. 558	-	306/1 90 62.1 % 77/79 228/2 34 .593/. 473	-	326/1 97 60.4% 82/81. 9 243/2 43 .526/. 409	342/2 01 58.8% 86/83. 6 255/2 48 .473/. 358	-	-	-	278/1 73 62% - .456/. 354
Ford 427 Tunnel Port Ported Iron	N/A	2.25/1. 75 - No Pipe	N/A	-	-	-	-	-	-	-	383/2 56 66.8% 96.3/1 06 285/3 15 .619/. 532	-	-	-	-	- - - .456/. 354
Ford 427 SOHC HRM Iron	N/A	2.25/1. 90	N/A	86/6 0 69.8 %	170/ 129 75.9 %	244/1 86 76.2% 61.4/6 5.6 182/1 94 .788/. 711	281/2 20 78.3% 70.7/7 7.6 209/2 30 .681/. 631	-	302/2 46 81.5 % 76/86 .8 225/2 57 .585/. 565	-	324/2 60 80.2% 81.5/9 1.7 241/2 72 .523/. 497	336/2 64 78.6% 84.5/9 3.1 250/2 76 .465/. 433	340/2 66 78.2 % 85.5/ 93.8 253/2 78 .412/. 382	-	-	285/2 24 78.7% - .456/. 385
Ford 427 SOHC Iron	N/A	2.25/1. 90	N/A	-	-	-	-	-	-	-	355/2 48 69.9% 89.3/8 7.5 265/2 59 .573/. 474	-	-	-	-	- - - .456/. 385
Ford 427 SOHC Ported	N/A	2.30/1. 90	N/A	-	185/ 130 70.3 %	262/1 90 72.5% 63.1/6 7 187/1 99 .828/. 727	340/2 24 65.9% 81.8/7 9 242/2 34 .806/. 643	-	389/2 53 65% 93.6/ 89.2 277/2 64 .737/. 581	-	403/2 73 67.7% 97/96. 3 287/2 85 .637/. 522	405/2 86 70.6% 97.5/1 01 289/2 99 .548/. 469	-/295	-	-	331/2 26 68.3% - .466/. 385
Ford 427 SOHC Ported R&R HRM Tulip Intake 30 Deg Seat Alum	N/A	2.30/1. 90	N/A	92/5 8 63%	173/ 130 75.1 %	226/1 90 84.1% 54.4/6 7 161/1 99 .714/. 727	283/2 24 79.2% 68.1/7 9 202/2 34 .671/. 643	-	332/2 53 76.2 % 79.9/ 89.2 237/2 64 .629/. 581	-	364/2 73 75% 87.6/9 6.3 260/2 85 .575/. 522	380/2 86 75.3% 91.5/1 01 271/2 99 .515/. 469	394/2 95 74.9 % 94.8/ 104 281/3 08 .467/. 423	-	-	307/2 36 76.7% - .466/. 385
Ford 427 SOHC Ported R&R HRM Nailhead Intake 45 Deg	N/A	2.30/1. 90	N/A	87/5 8 66.7 %	175/ 130 74.3 %	270/1 90 70.4% 65/67 193/1 88	337/2 24 66.5% 81.1/7 9 240/2 88	-	375/2 53 67.5 % 90.3/ 89.2	-	400/2 73 68.3% 96.3/9 6.3 285/2	400/2 86 71.5% 96.3/1 01 285/2	401/2 95 73.6 % 96.5/ 104	-	-	337/2 36 70% - .456/. 385

Seat Alum																
Ford 428 CJ Iron	152/122	2.09/1.66 4.18	N/A	76/46 60.5%	150/85 56.7%	202/118 58.4% 58.9/54.5 174/162 .702/.517	228/145 63.6% 66.5/67 197/199 .595/.476	-	236/163 69.1% 68.8/75.3 204/223 .492/.428	-	243/174 71.6% 70.8/80.4 210/238 .422/.381	244/181 74.2% 71.1/83.6 211/248 .364/.34	-	-	-	217/144 66.5% 1.61/1.48 .423/.336
Ford 428 CJ Iron	152/122	2.09/1.66 4.18	N/A	-	-	-	-	-	-	-	243/181 74.5% 70.8/83.6 210/248 .422/.396	-	-	-	-	- - 1.60/1.48 .423/.336
Ford 428 CJ C80E-N Bill Ballinger Iron	N/A	2.09/1.66	N/A	61/51 83.6%	135/91 67.4%	204/121 59.3% 59.5/55.9 176/166 .709/.53	230/149 64.8% 67/68.8 199/204 .60/.489	-	-	-	248/175 70.6% 72.3/80.9 214/240 .431/.383	252/179 71% 73.5/82.7 218/245 .376/.336	-	-	-	214/143 66.9% - .423/.336
Ford 428 CJ NHRA Keith Craft Iron	155/123	2.09/1.66-	N/A	-	-	-	-	-	275/210 76.4% 80.2/97 238/288 .574/.552	-	-	-	-	-	-	- - 1.77/1.71 .423/.336
Ford 428 CJ Ported Keith Craft Iron	N/A	2.15/1.66	N/A	-	-	224/151 67.4% 61.7/69.8 183/207 .757/.661	271/186 68.6% 74.6/85.9 221/255 .687/.611	-	292/204 69.9% 80.4/94.3 238/279 .592/.536	-	300/224 74.7% 82.6/104 245/307 .507/.49	302/228 75.5% 83.2/105 246/312 .437/.428	-	-	-	278/199 71.5% - .435/.336
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Averag e
Ford 428 CJ Canadian Iron	170/123	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-
Blue Thunder M/R Ported Keith Craft Alum	N/A	-	N/A	-	-	-	-	-	-	-	-	350/260 74.3% -	-	-	-	-

Blue Thunder M/R Ported ET Perform ance Alum	N/A	2.25/1.65 4.350	87	76/63 82.9 %	156/119 76.3 %	215/161 74.9% 54.1/75.3 160/223 .694/.709	276/191 69.2% 69.4/89.3 206/265 .669/.631	-	318/215 67.6 % 80/101 237/298 .616/.568	-	341/229 67.2% 85.8/107 254/317 .551/.504	358/237 66.2% 90/111 267/328 .496/.447	-	-	-	277/192 69.2% - .456/.334
Blue Thunder H/R Ported Keith Craft Alum	N/A	-	N/A	-	-	-	-	-	-	-	-	-	405/280 69.1% -	-	-	-
Blue Thunder H/R Ported Alum	N/A	2.30/1.75 4.350 Pipe	65	-	-	-	-	-	-	-	-	-	385/280 72.7 % 92.7/116 275/345 .456/.436	-	-	- - - .466/.354
Blue Thunder Ported Shanons Enginee ring Alum	N/A	-	N/A	-	-	-	-	-	-	-	-	350/- -	-	-	-	-
Coon 427 SOHC Ported R&R HRM Nailhead Intake 45 Deg Seat Alum	N/A	2.30/1.90	N/A	81/58 71.6 %	179/133 74.3 %	263/202 76.8% 63.3/71.2 188/211 .831/.773	340/248 72.9% 81.8/87.5 242/259 .806/.711	-	402/280 69.7 % 96.8/98.8 287/293 .762/.643	-	422/295 69.9% 102/104 301/308 .667/.564	429/298 69.5% 103/105 306/311 .581/.488	415/300 72.3 % 99.9/106 296/314 .492/.43	-	-	350/251 71.7% - .466/.385
Dove 427 Tunnel Port Alum	N/A	2.25/1.73	N/A	-	-	-	-	-	-	-	-	370/230 62.2% 93.1/97.8 276/290 .512/.414	-	-	-	- - - .456/.350
Dove 428 CJ Canadia n Alum	N/A	2.09/1.65	58/72	-	-	-	-	-	-	-	-	320/210 65.6% 93.3/98.2 276/291 .477/.396	-	-	-	- - - .423/.334
Dove 428 Hi Velocity Alum	N/A	2.09/1.65	58/72	-	-	-	290/- 84.5 250 .756	-	290/- 84.5 250 .605	-	-	-	-	-	-	290 - - .423/.334

Edelbrock 6006 Alum	170/125	2.09/1.66	N/A	-	149/112 75.2%	185/148 80% 53.9/68.4 160/203 .643/.648	222/171 77% 64.7/79 192/234 .579/.561	-	252/183 72.6% 73.5/84.6 218/251 .526/.481	-	-	-	-	-	-	202/154 76% 1.48/1.46 .423/.336
Edelbrock 6006 Alum	170/125	2.09/1.66	N/A	77/51 66.2%	140/100 71.4%	183/138 75.4% 53.3/63.8 158/189 .636/.604	214/157 73.4% 62.4/72.5 185/215 .558/.516	-	238/174 73.1% 69.4/80.4 206/238 .497/.457	-	248/185 74.6% 72.3/85.5 214/253 .431/.405	256/185 72.3% 74.6/85.5 221/253 .381/.347	-	-	-	213/157 73.4% 1.51/1.48 .423/.336
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Comb. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Average
Edelbrock Performer RPM 390-428 CJ 60069, 61699 SF1020 Alum	170/125	2.09/1.66	72/76	88/64 72.7%	153/113 73.9%	195/148 75.9% 56.8/68.4 168/203 .678/.648	233/171 73.4% 67.9/79 201/234 .608/.561	-	265/183 69.1% 77.2/84.6 229/251 .553/.481	-	270/200 74.1% 78.7/92.4 233/274 .469/.438	-	-	-	-	223/163 73% 1.59/1.60 .423/.336
Edelbrock Performer RPM 390-428 CJ 60059 Joe Sherman Alum	N/A	2.09/1.66	N/A	75/55 73.3%	146/108 74%	182/138 75.8% 53.1/63.8 157/189 .633/.604	217/159 73.3% 63.3/73.5 187/218 .566/.522	-	243/168 69.1% 70.8/77.6 210/230 .507/.441	-	258/191 74% 75.2/83.1 223/261 .449/.418	266/197 74.1% 77.5/91 230/270 .396/.37	-	-	-	219/160 73.2% - .423/.336
Edelbrock Performer RPM 390-428 CJ 60059 Mild Port Joe Sherman Alum	N/A	2.15/1.66	77	75/60 80%	142/120 84.5%	201/158 78.6% 55.4/73 164/216 .679/.692	251/177 70.5% 69.1/81.8 205/242 .636/.581	-	280/188 67.1% 77.1/86.9 229/257 .568/.494	-	293/206 70.3% 80.7/95.2 239/282 .495/.451	302/217 71.9% 83.2/100 246/297 .437/.407	-	-	-	245/178 72.6% - .435/.336
Edelbrock Performer RPM 390-428 CJ 60059 John Alum	N/A	2.09/-	N/A	68/-	125/-	172/- 50.1 149 .598	218/- 63.5 188 .569	-	237/- 69.1 205 .494	-	250/- 72.9 216 .435	260/- 75.8 225 .387	262/- 76.4 226 .342	-	-	218 - - .423
Edelbrock Performer RPM 390-428 CJ						208/-	261/-		285/-		310/-	320/-	339/-			267 -

60059 Ported John Alum																
Edelbrock Chad Speier Out of Box SF600 Alum	N/A	2.09/-4.155	N/A	-	144/-	183/-53.3158.636	216/-63187.563	-	240/-70207.501	-	249/-72.6215.433	253/-73.7219.377	257/-74.9222.335	-	-	220- - - .423
Edelbrock Chad Speier Ported SF600 Alum	N/A	2.09/-4.155	N/A	-	152/-	217/-63.3187.755	262/-76.4226.683	-	284/-82.8245.593	-	297/-86.6257.516	298/-86.9257.444	300/-87.4259.391	-	-	259- - - .423
Edelbrock 390 Stock BH Performance Alum	N/A	2.09/1.66 - No Pipe	N/A	70/-	137/-	179/-52.2155.622	224/-65.3193.584	-	248/-72.3214.517	-	247/-72213.429	253/-73.7219.377	-	-	-	215- - - .423/ .336
Edelbrock 390 Bowl Port BH Performance Alum	N/A	2.09/1.66 - No Pipe	N/A	69/64 92.8%	137/111 81%	194/42 73.2% 56.5/65.6 168/194 .675/.622	247/66 67.2% 72/76.7 213/227 .644/.545	-	284/93 68% 82.8/89.2 245/264 .593/.507	-	298/203 68.1% 86.9/93.8 257/278 .518/.444	291/208 71.5% 84.8/96.1 251/285 .434/.39	-	-	-	242/171 70.5% - .423/ .336
Edelbrock Performer RPM FE NPS Alum	N/A	2.09/1.66 4.252 No Pipe	N/A	75/52 69.3%	138/98 71%	177/32 74.6% 51.6/61 153/181 .615/.578	220/60 72.7% 64.1/73.9 190/219 .574/.525	-	244/80 73.8% 71.1/83.2 211/246 .509/.473	-	248/91 77% 72.3/88.3 214/261 .431/.418	257/94 75.5% 74.9/89.6 222/266 .383/.364	-	-	-	214/159 74.4% - .423/ .336
Edelbrock Performer RPM FE 60079 Alum	170/125	2.09/1.66	76	88/64 72.7%	153/113 73.9%	195/48 75.9% 56.8/68.4 168/203 .678/.648	233/71 73.4% 67.9/79 201/234 .608/.561	-	265/83 69.1% 77.2/84.6 229/251 .553/.481	-	270/200 74.1% 78.7/92.4 233/274 .469/.438	-	-	-	-	223/163 73% 1.59/1.60 .423/ .336
Edelbrock Street/Strip Port CCM Alum	N/A	2.19/1.71	72	76/61 80.3%	141/118 83.7%	200/68 84% 53.1/73.2 157/217 .664/.714	248/202 81.5% 65.8/88 195/261 .617/.644	-	285/21 77.5% 75.7/96.2 224/285 .567/.564	-	299/236 78.9% 79.4/103 235/304 .496/.501	304/244 80.3% 80.7/106 239/315 .432/.444	-	-	-	246/198 80.5% - .443/ .346
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Averag e

Edelbrock Ported Alum	N/A	2.09/1.66 4.18	N/A	-	-	-	-	-	-	-	303/206 68% 88.3/95.2 262/282 .527/.451	-	330/250 75.8% 96.2/116 285/342 .43/.41	-	-	317/228 72% - .423/.336
Edelbrock Ported Alum	N/A	2.25/1.78	N/A	-	-	-	-	-	-	-	340/275 80.9% 85.5/111 253/327 .549/.561	-	-	-	-	- - - .456/.360
Edelbrock Stage II Ported Keith Craft Alum	N/A	2.09/1.66	N/A	-	-	-	-	-	-	-	-	-	330/250 75.8% 96.2/116 285/342 .43/.41	-	-	- - - .423/.336
Edelbrock Stage II Ported Keith Craft Alum	165/130	2.15/1.66 - 2" Pipe	N/A	-	-	-	-	-	-	-	324/235 72.5% 89.2/109 264/322 .548/.514	-	-	-	-	- - 1.96/1.81 .435/.336
Edelbrock Stage II Ported Keith Craft Alum	165/130	2.19/1.75 4.165 2" Pipe	N/A	-	-	-	-	-	-	-	324/235 72.5% 86/97.7 255/289 .538/.488	-	-	-	-	- - 1.96/1.81 .443/.354
Edelbrock Stage III Ported Keith Craft Alum	185/140	2.25/1.75	N/A	-	-	-	270/-67.9 201 .654	-	318/-80 237 .616	-	338/-85 252 .546	355/-89.3 265 .491	375/280 74.7% 94.3/116 279/345 .454/.436	-	-	331 - 2.03/2.00 .456/.354
Edelbrock Stage III Ported Keith Craft Alum	185/140	2.25/1.75	N/A	-	-	-	-	-	-	-	-	-	370/270 73% 93.1/112 276/333 .448/.42	380/280 73.7% 95.6/116 283/345 .409/.388	-	375/275 73.3% 2.05/2.00 .456/.354

Edelbrock Performer FE Ported ET Performance Alum	N/A	2.19/1.65 4.18	N/A	73/63 86.3%	148/119 80.4%	211/158 74.9% 56/73.9 166/219 .70/.696	269/185 68.8% 71.4/86.5 212/256 .669/.611	-	305/202 66.2% 81/94.5 240/280 .607/.534	-	309/217 70.2% 82/101 243/301 .513/.478	319/228 71.5% 84.7/107 251/316 .454/.43	-	-	-	260/185 71% - .443/.334
Edelbrock Ported Kuntz Alum	N/A	2.15/1.625	N/A	-	-	235/159 67.7% 64.7/76.7 192/227 .794/.711	284/192 67.6% 78.2/92.6 232/274 .72/.644	-	319/221 69.3% 87.9/107 260/316 .647/.593	-	335/243 72.5% 92.3/117 273/347 .566/.543	355/254 71.5% 97.8/122 290/363 .514/.487	356/259 72.8% 98.1/125 291/370 .451/.434	359/262 73% 98.9/126 293/374 .404/.391	-	320/227 70.9% - .435/.329
Edelbrock Ported Kuntz Alum	N/A	2.25/1.75	N/A	-	-	232/172 74.1% 58.3/71.5 173/212 .749/.714	281/203 72.2% 70.7/84.4 209/250 .681/.632	-	313/228 72.8% 78.7/94.8 233/281 .607/.568	-	333/250 75.1% 83.8/104 248/308 .538/.519	353/261 73.9% 88.8/109 263/322 .489/.465	362/262 72.4% 91/109 270/323 .438/.408	-	-	312/229 73.4% - .456/.354
Edelbrock Ported Kuntz Alum	N/A	2.30/1.70 - No Pipe	79	-	-	-	-	-	-	-	-	-	-	-	400/275 68.8% 96.3/121 285/359 .379/.353	- - - .466/.344
Shelby 427 Alum	N/A	2.25/1.75	N/A	-	-	-	241/156 64.7% 60.6/64.9 180/192 .584/.486	-	264/175 66.3% 66.4/72.8 197/216 .512/.436	-	275/180 65.5% 69.2/74.8 205/222 .444/.374	279/-70.2 208 .386	-	-	-	265/170 - - .456/.354
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.450	.500	.550	.600	.700	.800	.900	1.000	Averag e
Shelby 427 Alum Stage II Porting	N/A	2.25/1.75	N/A	-	-	-	265/185 69.8% 66.6/76.9 197/228 .642/.576	-	294/200 68% 73.9/83.2 219/246 .57/.498	-	309/209 67.6% 77.7/86.9 230/257 .499/.434	314/214 68.2% 79/89 234/264 .435/.381	-	-	-	296/202 68.4% - .456/.354

Shelby 427 Alum	163/128	2.25/1.75	82	-	-	-	-	-	-	-	280/185 66.1% 70.4/76.9 209/228 .452/.384	-	-	-	-	-	1.72/1.45 .456/.354
Shelby 427 Alum Stage II Porting	N/A	-	82	-	-	-	-	-	-	-	320/235 73.4% -	-	-	-	-	-	-
Ultra Pro Machining Billet Canted Valve I-50 E-50 Alum	N/A	2.30/1.75	N/A	77/53 68.8%	165/103 62.4%	250/145 58% 60.2/60.3 178/179 .79/.602	328/184 56.1% 78.9/76.5 234/227 .777/.573	-	381/222 58.3% 91.7/92.3 272/273 .722/.553	-	413/264 63.9% 99.4/110 295/325 .652/.548	436/281 64.4% 105/117 311/346 .59/.50	455/291 64% 110/121 324/358 .539/.453	465/299 64.3% 112/124 332/368 .49/.414	471/302 64.1% 113/126 336/372 .446/.376	374/232 62.2% - .466/.354	
385 Series COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average		
Ford 429 Iron	N/A	2.08/1.656	N/A	-	-	-	184/119 64.7% 54.2/55.3 160/164 .482/.392	217/129 59.4% 63.9/59.9 189/177 .455/.34	239/130 54.4% 70.3/60.4 208/179 .418/.285	260/-76.5 227 .389	-	-	-	-	225/126 - - .421/.335		
Ford 429 Iron	N/A	-	N/A	-	-	-	229/174 76% -	254/177 69.7% -	272/177 65.1% -	-	-	-	-	-	252/176 69.9%		
Ford 429 CJ Iron	N/A	2.24/1.72	N/A	-	-	-	-	300/189 63% 76.1/81.3 226/241 .584/.479	331/201 60.7% 84/86.5 249/256 .537/.425	-	-	-	-	-	316/195 61.8% - .454/.348		
Ford D00E-R CJ Scott Johnston Iron	N/A	2.24/1.72	N/A	67/50 74.6%	133/94 70.7%	186/122 65.6% 47.2/52.5 140/156 .603/.515	235/140 59.6% 59.6/60.3 177/179 .572/.444	275/151 54.9% 69.8/65 207/193 .535/.383	302/158 52.3% 76.6/68 227/201 .49/.334	322/159 49.4% 81.7/68.4 242/203 .448/.288	-	-	-	-	242/137 56.7% - .454/.348		

Ford D00E-R CJ Bret Iron	N/A	2.25/1.75	N/A	72/55 76.4%	137/109 79.6%	200/134 67% 50.3/55.7 149/165 .646/.556	266/149 56% 66.9/61.9 198/184 .644/.464	289/157 54.3% 72.7/65.3 215/193 .56/.391	317/161 50.8% 79.7/66.9 236/198 .512/.334	337/163 48.4% 84.8/67.8 251/201 .466/.29	350/-88 261.424	-	-	-	271/146 - - .456/.354	
Ford D00E-R CJ Ported Mike R Iron	N/A	2.24/1.72	N/A	81/57 70.4%	156/112 71.8%	227/151 66.5% 57.6/65 171/193 .736/.638	277/175 63.2% 70.3/75.3 208/223 .674/.555	310/192 61.9% 78.7/82.6 233/245 .603/.487	343/203 59.2% 87/87.4 258/259 .556/.429	362/209 57.7% 91.9/89.9 272/267 .503/.378	375/211 56.3% 95.2/90.8 282/269 .456/.334	-	-	-	293/179 61.1% - .454/.348	
Ford D00E-R CJ Ported Charlie Evans Iron	N/A	2.24/1.72 - No Pipe	N/A	71/59 83.1%	138/102 73.9%	206/129 62.6% 52.3/55.5 155/165 .668/.545	265/156 58.9% 67.2/67.1 199/199 .645/.494	310/175 56.5% 78.7/75.3 233/223 .603/.444	342/184 53.8% 86.8/79.2 257/235 .555/.389	364/188 51.6% 92.4/80.9 274/240 .506/.34	375/211 56.3% 95.2/90.8 282/269 .456/.334	-	-	-	286/164 57.3% - .454/.348	
Ford SCJ Ported Stuska1 Iron	N/A	- 4.40	N/A	76/-	143/-	213/- -	261/- -	302/- -	340/- -	367/- -	383/- -	-	-	-	287	
Ford A429	N/A	-	N/A	-	152/115 75.7%	216/149 69% -	253/177 70% -	280/190 67.9% -	290/197 67.9% -	290/199 68.6% -	-	-	-	-	247/171 69.3%	
Ford A429 Charlie Evans	N/A	-	N/A	69/60 87%	136/104 76.5%	205/148 72.2% -	261/172 65.9% -	283/180 63.6% -	292/183 62.7% -	298/184 61.7% -	-	-	-	-	246/162 65.8%	
Ford A429 Charlie Evans	N/A	2.245/1.76	N/A	72/57 79.2%	154/121 78.6%	230/148 64.3% 58.1/60.8 172/180 .745/.611	298/172 57.7% 75.3/70.7 223/209 .723/.533	332/213 64.2% 83.9/87.6 249/259 .645/.528	345/225 65.2% 87.2/92.5 258/274 .558/.465	357/230 64.4% 90.2/94.5 267/280 .495/.407	-	-	-	-	286/185 64.6% - .455/.356	
Ford A429 CJ Ported Jon Kaase	N/A	-	N/A	-	-	-	-	-	-	-	420/295 70.2% -	-	-	-	-	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	

Ford 429 DOVE Iron	N/A	2.08/1.65 - 2 1/8" Pipe	N/A	68/56 82.4 %	138/105 76.1 %	207/128 61.8% 60.9/59.9 181/177 .723/.564	246/41 57.3% 72.4/65.9 215/195 .645/.466	268/44 53.7% 78.9/67.3 234/200 .562/.381	281/46 52% 82.7/68.3 245/202 .491/.322	-	-	-	-	-	228/133 58.2% - .421/.334	
Ford 429 DOVE Ported Iron	N/A	2.19/1.735 - 2 1/8" Pipe	N/A	70/59 84.3 %	146/119 81.5 %	217/149 68.7% 57.6/63 171/187 .72/.624	269/67 62.1% 71.4/70.6 212/209 .669/.525	299/74 58.2% 79.4/73.6 235/218 .595/.437	308/80 58.4 % 81.8/76.1 242/226 .511/.377	310/- 82.3 244 .441	-	-	-	-	258/158 - - .443/.351	
Ford DOVE Ported chd600 SF600 Iron	N/A	2.19/1.80 - No Pipe	N/A	68/57 83.8 %	147/110 74.8 %	216/51 69.9% 57.3/59.3 170/176 .717/.61	273/74 63.7% 72.5/68.4 215/203 .679/.527	297/88 63.3% 78.8/73.9 234/219 .591/.455	304/92 63.2 % 80.7/75.5 239/224 .504/.388	-	-	-	-	-	247/63 65.9% - .443/.365	
Ford 429 DOVE-C CCM Iron	N/A	2.06/1.76	75	65/47 72.3 %	119/88 73.9 %	178/15 64.6% 53.4/47.3 158/140 .628/.475	216/24 57.4% 64.8/51 192/151 .572/.384	248/26 50.8% 74.4/51.8 220/153 .525/.312	270/26 46.7 % 81/51.8 240/153 .476/.26	286/- 85.8 254 .432	-	-	-	-	220/16 - - .417/.356	
Ford 429 DOVE-C Iron	N/A	2.06/1.76	N/A	-	122/87 71.3 %	178/15 64.6% 53.4/47.3 158/140 .628/.475	226/30 57.5% 67.8/53.4 201/158 .598/.403	250/40 56% 75/57.5 222/171 .529/.347	264/43 54.2 % 79.2/58.8 235/174 .466/.295	274/44 52.6% 82.2/59.2 244/175 .414/.255	-	-	-	-	219/27 57.8% - .417/.356	
Ford 429 DOVE-C Ported Scott Johnsto n Iron	N/A	2.19/1.745 - No Pipe	N/A	86/60 69.8 %	144/107 74.3 %	204/40 68.6% 54.2/58.5 160/173 .677/.583	270/68 62.2% 71.7/70.2 212/208 .672/.525	306/95 63.7% 81.2/81.5 241/242 .609/.487	325/12 65.2 % 86.3/88.6 256/263 .539/.441	342/22 64.9% 90.8/92.8 269/275 .486/.396	360/30 63.9% 95.6/96.2 283/285 .448/.359	-	-	-	279/82 65.3% - .443/.353	
Ford 429 DOVE-C Ported Charlie Evans Iron	N/A	2.20/- 4.35	N/A	70/-	150/-	223/- 58.7 174 .737	280/- 73.7 218 .694	306/- 80.5 239 .606	317/- 83.4 247 .524	327/- 86 255 .463	-	-	-	-	267 - - .446	

Ford 429 '73 D2VE-AA FORD Muscle Iron	N/A	2.09/1.66 4.50	N/A	81/69 85.2%	144/112 77.8%	202/140 69.3% 58.9/64.7 174/192 .702/.613	240/150 62.5% 70/69.3 207/205 .626/.493	271/154 56.8% 79/71.2 234/211 .565/.405	290/156 53.8% 84.5/72.1 250/214 .504/.341	-	-	-	-	-	229/142 62.1% - .423/.336	
Ford D2VE Ported Blake Iron	N/A	2.25/-	N/A	76/-	164/-	227/-57.1 169 .733	273/-68.7 203 .661	298/-74.9 222 .578	307/-77.2 229 .496	312/-78.5 233 .432	318/-80 237 .385	-	-	-	271- - .456	
Ford 460 Jim Grubbs CCM Iron	N/A	2.08/1.65 - No Pipe	N/A	66/47 71.2%	125/89 71.2%	185/117 63.2% 54.4/54.7 161/162 .646/.515	225/127 56.4% 66.2/59.4 196/176 .59/.42	253/129 51% 74.5/60.3 221/179 .53/.341	271/129 47.6% 79.8/60.3 236/179 .473/.284	-	-	-	-	-	212/118 55.8% - .421/.334	
Ford 460 DOVE-A2A Dr Js Perform ance Iron	N/A	-	N/A	69/48 69.6%	132/97 73.5%	203/123 60.6% -	240/129 53.8% -	266/129 48.5% -	275/129 46.9% -	282/129 45.7% -	-	-	-	-	233/123 52.6%	
Ford 460 DOVE-A2A Ported Dr Js Perform ance Iron	N/A	-	N/A	71/50 70.4%	136/97 71.3%	206/126 61.2% -	251/148 59% -	288/165 57.3% -	317/179 56.5% -	331/190 57.4% -	-	-	-	-	255/151 59.2%	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Averag e	
Ford D20E PI Ported Brian Eyler 45 Deg / Back Cut Intake Tulip Exhaust SF600 Iron	310/-	2.25/1.76 - No Pipe	N/A	84/65 77.4%	176/100 56.8%	246/142 57.7% 61.9/58.4 183/173 .795/.586	298/174 58.4% 74.9/71.5 222/212 .722/.539	314/182 58% 79/74.8 234/222 .609/.451	329/194 59% 82.7/79.7 245/236 .531/.401	339/199 58.7% 85.3/81.8 253/242 .469/.352	348/199 57.2% 87.5/81.8 259/242 .422/.308	-	-	-	293/170 58% 1.12 .456/.356	
Ford 460 D3VE-C Scott Johnsto n Iron	N/A	2.08/1.65	N/A	62/47 75.8%	119/87 73.1%	189/119 63% 55.6/55.7 165/165 .66/.524	236/125 53% 69.5/58.5 206/173 .618/.413	263/129 49% 77.4/60.3 229/179 .551/.341	270/129 47.8% 79.5/60.3 235/179 .472/.284	-	-	-	-	-	215/118 54.7% - .421/.334	

Ford 460 D3VE-C Ported Stage 2 Scott Johnsto n Iron	N/A	2.19/1.76	N/A	95/60 63.2 %	163/107 65.6 %	223/140 62.8% 59.2/57.5 175/171 .74/.578	268/168 62.7% 71.1/69.1 211/205 .667/.52	301/195 64.8% 79.9/80.2 237/237 .599/.483	325/202 62.2 % 86.3/83 256/246 .539/.417	342/202 59.1% 90.8/83 269/246 .486/.357	355/202 56.9% 94.2/83 279/246 .442/.313	-	-	-	282/174 61.5% - .443/.356		
Ford 460 D3VE-C Iron	244/89	2.08/1.65	N/A	-	-	-	-	-	270/128 47.4 % 79.5/59.9 235/177 .472/.282	-	-	-	-	-	1.11/1.44 .421/.334		
Ford 460 D3VE-C Ported Iron	N/A	2.19/1.76	N/A	-	-	218/148 67.9% 57.9/60.8 171/180 .723/.611	266/185 69.5% 70.6/70.6 209/225 .662/.573	291/193 66.3% 77.3/79.3 229/235 .579/.478	314/205 65.3 % 83.4/84.3 247/250 .521/.423	323/207 64.1% 85.7/85.1 254/252 .459/.366	-	-	-	-	282/188 66.4% - .443/.356		
Ford F3TE Ported Scott Johnsto n Iron	N/A	2.19/1.76	N/A	87/82 94.3 %	163/116 71.2 %	227/150 66.1% 60.3/61.7 179/183 .753/.619	275/175 63.6% 73/71.9 216/213 .684/.542	305/199 65.2% 81/81.8 240/242 .607/.493	316/215 68% 83.9/88.4 249/262 .524/.444	326/222 68.1% 86.5/91.3 256/270 .464/.393	-	-	-	-	269/180 66.8% - .443/.356		
Ford 429 New SCJ Alum	290/148	2.20/1.76	72	-	-	-	-	-	-	-	330/225 68.2% 86.8/92.5 257/274 .409/.348	-	-	-	-	- 1.14/1.52 .446/.356	
Ford 429 New SCJ Alum	290/148	2.20/1.76	72	-	154/103 66.9 %	202/139 68.8% 53.1/57.1 157/169 .667/.574	248/185 74.6% 65.2/70.6 193/225 .614/.573	274/200 73% 72.1/82.2 214/244 .543/.496	298/208 69.8 % 78.4/85.5 232/253 .492/.429	309/212 68.6% 81.3/87.1 241/258 .437/.375	318/214 67.3% 83.7/88.8 248/261 .394/.331	-	-	-	258/180 69.9% 1.10/1.45 .446/.356		
Ford 429 New SCJ CCM Alum	N/A	2.20/1.76	72	73/60 82.2 %	155/106 68.4 %	222/141 63.5% 58.4/58.8 173/172 .733/.582	275/177 64.4% 72.3/72.8 214/216 .681/.548	314/191 60.8% 82.6/82.6 245/233 .622/.473	317/203 64% 83.4/83.4 247/247 .524/.419	316/211 66.8% 83.1/83.1 246/257 .447/.373	321/213 66.4% 84.4/87.6 250/259 .398/.33	-	-	-	274/177 64.7% - .446/.356		

Ford 429 New SCJ Hand Blending Alum	N/A	2.20/1.76 - No Pipe	72	81/72 88.9%	155/104 67.1%	250/146 58.4% 65.8/60 195/178 .826/.603	313/175 55.9% 82.3/71.9 244/213 .775/.542	359/195 54.3% 94.4/80.2 280/237 .712/.483	345/206 59.7% 90.8/84.7 269/251 .57/.25	340/213 62.6% 89.4/87.6 265/259 .481/.377	331/217 65.6% 87.1/89.2 258/264 .41/.36	-	-	-	299/179 60% - .446/.356	
Ford 429 New SCJ Ported Scott Johnsto n Alum	315/-	2.20/1.76 - No Pipe	N/A	95/59 62.1%	166/104 62.7%	256/153 59.8% 67.3/62.9 200/186 .846/.632	330/182 55.2% 86.8/74.8 257/222 .818/.564	356/200 56.2% 93.7/82.2 277/244 .706/.496	370/213 57.6% 97.3/87.6 288/259 .611/.44	380/238 62.6% 100/97.8 296/290 .538/.421	370/250 67.6% 97.3/103 288/304 .458/.387	-	-	-	318/191 60.1% 1.21 .446/.356	
Ford SCJ Ported Smithbe rg Racing Alum	N/A	2.20/1.76 4.31 No Pipe	N/A	77/63 81.8%	187/114 61%	274/156 56.9% 72.1/64.1 214/190 .905/.644	333/190 57.1% 87.6/78.1 260/231 .825/.588	377/205 54.4% 99.2/84.3 294/250 .747/.508	399/219 54.9% 105/90 311/267 .659/.452	403/229 56.8% 106/94.1 314/279 .571/.405	411/240 58.4% 108/98.6 320/292 .509/.372	-	-	-	341/193 56.8% - .446/.356	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Ford 460 CJ SVO	N/A	2.25/1.75	N/A	-	-	-	240/165 68.8% 60.4/68.6 179/203 .581/.514	274/176 64.2% 68.9/73.4 204/217 .531/.439	292/181 62% 73.4/75.3 218/223 .472/.376	-	-	-	-	-	269/174 64.8% - .456/.354	
Ford 460 CJ Kendrick Auto Alum	N/A	2.25/1.76	N/A	-	144/116 80.6%	199/159 79.9% 50/65.4 148/194 .643/.657	254/166 65.4% 63.9/68.2 189/202 .615/.514	291/189 64.9% 73.2/77.7 217/230 .564/.468	308/194 63% 77.5/79.7 230/236 .497/.401	322/195 60.6% 81/80.2 240/237 .446/.345	-	-	-	-	253/170 67.1% - .456/.356	
Ford 460 CJ Ported Kendrick Auto Alum	N/A	2.25/1.76	N/A	-	143/123 86%	202/176 87.1% 50.8/72.3 151/214 .652/.727	264/202 76.5% 66.4/83 197/246 .64/.26	317/230 72.6% 79.7/94.5 236/280 .614/.57	348/253 72.7% 87.5/104 259/308 .562/.522	371/256 69% 93.3/105 276/312 .514/.453	-	-	-	-	274/207 75.4% - .456/.356	
Ford A460 Ported	350/180	2.35/1.88	94	80/63 78.8%	160/131 81.9%	244/179 73.4% 56.3/64.5 167/135 .677/.525	314/227 72.3% 72.4/81.8 235/205 .675/.542	380/271 71.3% 87.6/97.6 266/236 .606/.483	415/311 74.9% 95.7/112 283/332 .677/.525	435/339 77.9% 100/122 307/267 .627/.483	457/361 79% 105/130 318/278 .643/.483	-	-	-	344/260 75.6% 1.31/2.01 .456/.356	

									.642/.601								
Ford A460 Ported dfree383	N/A	2.40/1.90 4.625 No Pipe	78	76/59 77.6%	152/120 78.9%	235/158 67.2% 51.9/55.7 154/165 .712/.604	310/197 63.5% 68.5/69.5 203/206 .704/.565	368/235 63.9% 81.3/82.9 241/246 .669/.539	413/267 64.6% 91.3/94.2 270/279 .625/.511	437/292 66.8% 96.6/103 286/305 .567/.479	445/314 70.6% 98.4/111 291/328 .505/.45	-	-	-	337/226 67.1% - .486/.385		
Ford A460 Ported Charlie Evans	N/A	2.30/1.88 - No Pipe	N/A	73/62 84.9%	157/118 75.2%	237/164 69.2% 57/59.1 169/175 .749/.634	303/212 70% 72.9/76.4 216/226 .718/.615	362/252 69.6% 87.1/90.8 258/269 .686/.584	399/283 70.9% 96/102 285/302 .63/.547	410/301 73.4% 98.7/108 292/321 .555/.499	421/310 73.6% 101/112 300/331 .499/.449	-	-	-	327/234 71.6% - .466/.381		
Ford A460 Ported Charlie Evans	N/A	2.35/1.88 - No Pipe	N/A	75/57 76%	158/110 69.6%	233/156 67% 53.7/56.2 159/167 .721/.603	297/204 68.7% 68.5/73.5 203/218 .689/.591	356/244 68.5% 82.1/87.9 243/260 .661/.566	400/277 69.3% 92.2/99.8 273/296 .618/.535	430/300 69.8% 99.1/108 294/320 .57/.497	423/311 73.5% 97.5/112 289/332 .491/.451	-	-	-	328/229 69.7% - .476/.381		
Ford A460 Ported Charlie Evans	N/A	2.40/1.90 - No Pipe	N/A	71/57 80.3%	152/111 73%	239/158 66.1% 52.8/55.7 157/165 .724/.604	309/206 66.7% 68.3/72.7 202/215 .702/.591	362/256 70.7% 80/90.3 237/268 .658/.588	405/285 70.4% 89.5/101 265/298 .613/.545	437/300 68.6% 96.6/106 286/314 .567/.492	458/306 66.8% 101/108 300/320 .52/.439	-	-	-	337/232 68.7% - .486/.385		
Ford B-460 Charlie Evans	N/A	2.38/1.88 - No Pipe	N/A	-	159/130 81.8%	250/178 71.2% 56.2/64.1 167/190 .763/.688	335/226 67.5% 75.3/81.4 223/241 .767/.655	405/272 67.2% 91/98 270/290 .742/.631	447/313 70% 100/113 298/334 .682/.605	473/338 71.5% 106/122 315/361 .619/.56	484/353 72.9% 109/127 322/377 .554/.512	490/363 74.1% 110/131 326/387 .499/.468	-	-	-	380/272 71.4% - .482/.381	
Ford C-460 Charlie Evans	N/A	2.45/1.90 4.625 No Pipe	N/A	-	159/111 69.8%	227/150 66.1% 48.2/52.9 143/157 .673/.574	285/183 64.2% 60.5/64.5 179/191 .634/.525	327/201 61.5% 69.4/70.9 206/210 .582/.461	351/214 61% 74.5/75.5 221/224 .521/.409	367/221 60.2% 77.8/79.9 231/231 .467/.362	380/225 59.2% 80.6/79.4 239/235 .423/.323	-	-	-	299/186 62.3% - .496/.385		
Ford C-460 Bowl Blend Charlie Evans I-45 E-45	N/A	2.45/1.90 4.625 No Pipe	N/A	-	154/111 72.1%	230/166 72.2% 48.8/58.5 145/173 .682/.635	306/217 70.9% 64.9/76.5 192/227 .681/.623	380/260 68.4% 80.6/91.7 239/272 .676/.597	425/270 63.5% 90.2/95.2 267/282 .63/.516	427/293 68.6% 90.6/103 268/306 .543/.48	413/302 73.1% 87.6/107 260/316 .459/.433	-	-	-	334/231 69.3% - .496/.385		

Ford C-460 SuperBowl Blend Charlie Evans Tulip Exh	N/A	2.425/1.88 - No Pipe	N/A	-	166/129 77.7%	254/200 78.7% 55/72 163/213 .761/.773	319/260 81.5% 69.1/93.7 205/278 .717/.754	386/292 75.6% 83.6/105 248/312 .694/.677	445/317 71.2% 96.3/114 285/338 .667/.613	456/333 73% 98.7/120 293/355 .586/.552	447/345 77.2% 96.8/124 287/368 .502/.50	-	-	-	353/268 75.9% - .491/.381	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Ford C-460 Ported Charlie Evans I-45 E-45	N/A	2.45/1.90 4.625 No Pipe	N/A	-	158/125 79.1%	238/164 68.9% 50.5/57.8 150/171 .706/.627	316/212 67.1% 67/74.8 199/222 .703/.608	384/270 70.3% 81.5/95.2 241/282 .683/.62	431/295 68.4% 91.4/104 271/308 .639/.564	464/315 67.9% 98.4/111 292/329 .59/.516	480/325 67.7% 102/115 302/340 .534/.466	-	-	-	353/244 69% - .496/.385	
Ford C-460 CNC Charlie Evans	N/A	2.45/1.90 4.625 No Pipe	N/A	-	160/130 81.3%	245/170 69.4% 52/60 154/178 .727/.65	327/210 64.2% 69.4/74.1 206/219 .727/.602	400/280 70% 84.8/98.8 251/293 .712/.643	450/315 70% 95.5/111 283/329 .667/.602	478/340 71.1% 101/120 300/355 .608/.557	500/355 71% 106/125 314/371 .556/.509	-	-	-	366/257 70.3% - .496/.385	
Ford C-460 Bowl Blend - Short Turn	N/A	2.40/1.80	N/A	-	-	246/161 65.4% 54.4/63.3 161/187 .745/.65	323/194 60.1% 71.4/76.2 212/226 .734/.587	384/230 59.9% 84.9/90.4 252/268 .698/.557	423/290 68.6% 93.5/114 277/338 .64/.585	451/310 68.7% 99.7/122 295/361 .585/.536	469/318 67.8% 104/125 307/370 .533/.481	-	-	-	383/251 65.5% - .486/.365	
Ford C-460	N/A	-	N/A	-	-	-	-	-	-	440/-	-	-	-	-	-	
Ford C-460 Ported	N/A	2.45/1.88	N/A	-	-	-	-	456/330 72.4% 96.7/119 287/352 .812/.765	480/365 76% 102/131 302/390 .712/.705	496/379 76.4% 105/137 312/405 .631/.628	505/385 76.2% 107/139 317/411 .562/.558	-	-	-	484/365 75.3% - .496/.381	
Ford C-460 Ported Jon Kaase	N/A	2.45/1.88 4.60	N/A	-	-	-	-	-	-	-	500/385 77% 106/139 314/411 .556/.558	-	-	-	- - - .496/.381	

Ford C-460 Ported M2 Race Systems	N/A	2.45/1.85 4.60	N/A	73/65 89%	139/127 91.4%	208/176 84.6% 44.1/65.5 131/194 .617/.691	281/214 76.2% 59.6/79.6 177/236 .625/.63	345/245 71% 73.2/91.1 217/270 .614/.577	389/276 71% 82.5/103 244/304 .577/.542	428/316 73.8% 90.8/118 269/348 .544/.532	457/354 77.5% 96.9/132 287/390 .508/.521	473/363 76.7% 100/135 297/400 .468/.475	-	-	340/259 76.1% - .496/.375	
Ford C-460 Ported MBE I-55 E-55 SF600	N/A	2.55/1.80 4.52 No Pipe	50-90	-	144/115 79.9%	211/171 81% 41.3/67.2 122/199 .601/.69	286/218 76.2% 56/85.7 166/254 .611/.66	360/255 70.8% 70.5/100 209/297 .616/.618	416/286 68.8% 81.5/112 241/333 .593/.577	460/306 66.5% 90.1/120 267/356 .562/.529	498/320 64.3% 97.5/126 289/373 .532/.484	517/330 63.8% 101/130 300/384 .491/.444	530/340 64.2% 104/134 307/396 .453/.412	542/342 63.1% 106/134 314/398 .421/.377	396/268 67.7% - .516/.365	
Ford C-460 Ported TEA	385/-	2.45/1.90 4.625	N/A	83/63 75.9%	160/125 78.1%	257/175 68.1% 54.5/61.7 162/183 .762/.669	334/260 77.8% 70.8/91.7 210/272 .743/.746	394/294 74.6% 83.6/104 248/307 .701/.675	442/320 72.4% 93.8/113 278/334 .656/.612	471/339 72% 99.9/120 296/354 .599/.556	484/350 72.3% 103/123 304/366 .538/.502	490/357 72.9% 104/126 308/373 .484/.455	-	-	379/278 73.2% 1.27 .496/.385	
Ford C-460 Ported ET Performance	N/A	2.45/1.88 4.60	N/A	90/58 64.4%	158/120 75.9%	256/168 65.6% 54.3/60.5 161/179 .759/.649	330/252 76.4% 70/90.8 207/269 .734/.731	393/272 69.2% 83.4/98 247/290 .699/.631	436/311 71.3% 92.5/112 274/332 .647/.601	468/322 68.8% 99.3/116 294/344 .595/.533	481/340 70.7% 102/122 302/363 .535/.493	485/348 71.8% 103/125 305/371 .48/.448	-	-	376/267 70.9% - .496/.381	
Ford C-460 Meaux Racing Ported C460/ Larry	N/A	2.40/1.90 4.50 No Pipe	N/A	-	154/126 81.8%	227/177 78% 50.2/62.4 149/185 .687/.677	305/217 71.1% 67.4/76.5 200/227 .693/.623	369/246 66.7% 81.6/86.8 242/257 .67/.65	414/265 64% 91.5/93.5 271/277 .627/.507	431/284 65.9% 95.3/100 282/297 .559/.466	450/294 65.3% 99.5/104 295/307 .511/.422	-	-	336/230 68.5% - .486/.385		
Ford C-460 Meaux Racing Ported C460/ Larry	N/A	2.40/1.90 4.60 No Pipe	N/A	-	153/126 82.4%	226/177 78.3% 50/62.4 148/185 .684/.677	307/217 70.7% 67.9/76.5 201/227 .697/.623	402/246 61.2% 88.9/86.8 263/257 .73/.65	430/265 61.6% 95.1/93.5 282/277 .651/.507	452/284 62.8% 99.9/100 296/297 .587/.466	460/294 63.9% 102/104 301/307 .522/.422	-	-	347/230 66.2% - .486/.385		
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Ford E-460 Ported ET Performance	N/A	- 4.50	N/A	80/56 70%	158/113 71.5%	258/159 61.6% -	345/198 57.4% -	414/232 56% -	460/265 57.6% -	485/285 58.8% -	504/303 60.1% -	513/314 61.2% -	-	-	392/234 59.6%	

Ford E-460 Ported Charlie Evans	N/A	2.52/-4.625	N/A	-	-	248/-49.7 147 .715	340/-68.2 202 .735	417/-83.6 248 .722	483/-96.8 287 .696	521/-104 310 .644	540/-108 321 .584	550/-110 327 .529	557/-112 331 .482	-	457 - .510	
Ford E-460 Ported Charlie Evans	N/A	2.52/-4.625	N/A	-	-	240/-48.1 143 .692	325/-65.2 193 .703	408/-81.8 242 .706	481/-96.4 286 .694	525/-105 312 .649	555/-111 330 .60	571/-114 339 .549	571/-114 339 .494	-	460 - .510	
Ford E-460 Meaux Racing Ported Glidden SF600	N/A	2.42/1.82 4.50	N/A	-	137/-	210/-45.7 135 .631	278/-60.4 179 .626	345/275 79.7% 75/106 222/313 .622/.659	400/312 78% 87/120 258/355 .601/.623	439/329 74.9% 95.4/126 283/375 .565/.563	457/-99.4 294 .515	476/-103 307 .476	482/-105 310 .434	-	358/305 - .490/.369	
Ford Boss 429 Hemi	N/A	2.40/1.90	N/A	-	-	-	-	-	379/225 59.4% 83.8/79.4 248/235 .574/.43	-	-	-	-	-	- - - .486/.385	
Ford Boss 429 Hemi Dr Js Performance	N/A	2.40/1.94 - Pipe	N/A	83/60 72.3%	152/125 82.2%	243/175 72% 53.7/59.2 159/175 .736/.656	327/217 66.4% 72.3/73.4 214/218 .743/.61	363/248 68.3% 80.2/83.9 238/249 .66/.57	361/271 75.1% 79.8/91.7 236/272 .547/.508	362/287 79.3% 80/97.1 237/288 .47/.61	364/300 82.4% 80.5/101 238/301 .413/.421	-	-	-	310/232 74.7% - .486/.393	
Ford Boss 429 Hemi Ported Dr Js Performance	N/A	2.40/1.94 - Pipe	N/A	81/61 75.3%	175/140 80%	277/186 67.1% 61.2/62.9 181/186 .839/.697	360/31 64.2% 79.6/78.1 236/232 .818/.649	415/269 64.8% 91.7/91.1 272/270 .754/.605	439/300 68.3% 97/101 288/301 .665/.562	444/316 71.2% 98.1/107 291/317 .576/.507	445/327 73.5% 98.4/111 291/328 .505/.459	-	-	-	365/253 69.2% - .486/.393	
Ford Hemi Charlie Evans I-30 E-45	N/A	2.282/1.90	N/A	87/56 64.4%	154/110 71.4%	201/158 78.6% 49.1/55.7 146/165 .64/.604	252/190 75.4% 61.6/67.7 183/199 .602/.545	297/212 71.4% 72.6/74.8 215/222 .568/.487	330/226 68.5% 80.7/79.7 239/236 .525/.432	348/237 68.1% 85.1/83.6 252/248 .475/.389	351/246 70.1% 85.8/86.8 254/257 .419/.353	-	-	-	276/197 71.3% - .462/.385	
Ford New SCJ Scott Johnsto n Out of Box Alum	N/A	2.20/1.76	N/A	73/60 82.2%	155/106 68.4%	222/141 63.5% 58.4/58.8 173/172 .733/.582	275/177 64.4% 72.3/72.8 214/216 .681/.548	314/191 60.8% 82.6/78.5 245/233 .622/.473	317/203 64% 83.4/83.4 247/247 .524/.419	316/211 66.8% 83.1/86.7 246/257 .447/.373	321/213 66.4% 84.4/87.6 250/259 .398/.33	-	-	-	274/177 64.7% - .446/.356	

Ford New SCJ Charlie Evans Out of Box Alum	N/A	2.20/1.76 - No Pipe	N/A	73/57 78.1%	167/102 61.1%	250/144 57.6% 65.8/59.2 195/175 .826/.595	318/175 55% 83.7/71.9 248/213 .788/.542	340/186 54.7% 89.4/76.5 265/227 .674/.461	328/196 59.8% 86.3/80.6 256/239 .542/.405	328/202 61.6% 86.3/83 256/246 .464/.357	-	-	-	-	289/168 58.1% - .446/.356	
Ford New SCJ Bowl blend Charlie Evans Alum	N/A	2.20/1.76 - No Pipe	N/A	73/58 79.5%	167/103 61.7%	252/145 57.5% 66.3/59.6 196/177 .832/.599	323/177 54.8% 85/72.8 252/216 .80/.548	371/190 51.2% 97.6/78.1 289/231 .735/.471	349/207 59.3% 91.8/85.1 272/252 .576/.427	344/218 63.4% 90.5/89.6 268/266 .487/.386	-	-	-	-	301/173 57.6% - .446/.356	
Ford New SCJ Ported Charlie Evans Alum	N/A	2.20/1.76 - No Pipe	N/A	72/61 84.7%	154/114 74%	252/157 62.3% 66.3/64.5 196/191 .832/.648	336/185 55.1% 88.4/76 262/225 .832/.573	393/204 51.9% 103/83.9 306/248 .779/.505	366/225 61.5% 96.3/92.5 285/274 .605/.465	362/233 64.4% 95.2/95.8 282/284 .512/.412	-	-	-	-	311/186 60% - .446/.356	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Ford New SCJ Jon Kaase	N/A	2.20/1.76	N/A	84/73 86.9%	181/119 65.7%	264/164 62.1% 69.4/67.4 206/200 .872/.677	330/183 55.5% 86.8/75.2 257/223 .818/.567	357/199 55.7% 93.9/81.8 278/242 .708/.493	345/218 63.2% 90.8/89.6 269/266 .57/.45	345/227 65.8% 90.8/93.3 269/276 .488/.402	-	-	-	-	304/185 60.9% - .446/.356	
Ford New SCJ Ported	N/A	2.20/1.76	N/A	-	-	-	330/182 55.2% 86.8/74.8 257/222 .818/.564	380/200 52.6% 100/82.2 296/244 .753/.496	390/217 55.6% 103/89.2 304/264 .644/.448	-	-	-	-	-	367/200 54.5% - .446/.356	
Ford New SCJ Ported Active Racing SF600	N/A	2.25/1.76	N/A	89/79 88.8%	173/134 77.5%	247/171 69.2% 62.1/70.3 184/208 .798/.706	308/198 64.3% 77.5/71.4 230/241 .746/.613	337/225 66.8% 84.8/92.5 251/274 .653/.557	323/242 74.9% 81.2/99.5 241/295 .522/.50	-	-	-	-	-	278/194 69.9% - .456/.356	
Ford New SCJ Jon Kaase Stage 1 Ported	N/A	-	N/A	-	-	-	-	-	-	352/249 70.7% -	-	-	-	-	-	

Ford New SCJ Jon Kaase Stage 2 Ported	N/A	-	N/A	-	-	-	-	-	-	-	419/266 63.5% -	-	-	-	-	
Ford Pro Stock RCV (Canted Valve) Ported Darin Morgan SF600 Alum	N/A	2.575/1.865 - No Pipe	N/A	-	175/103 58.9%	273/154 56.4% 52.4/56.4 155/167 .77/.60	369/200 54.2% 70.9/73.2 210/217 .781/.585	457/243 53.2% 87.8/89.9 260/264 .774/.568	530/286 54% 102/105 302/310 .748/.557	583/327 56.1% 112/120 332/355 .705/.546	614/344 56% 118/126 349/373 .65/.503	637/351 55.1% 122/128 362/381 .599/.456	644/360 55.9% 124/132 366/390 .545/.421	-	476/263 55.3% - .521/.378	
Hemi 747jetm ech Ported	N/A	2.36/1.96	N/A	122/73 59.8%	220/159 72.3%	285/196 68.8% 65.2/68.8 193/192 .878/.727	360/230 63.9% 82.3/76.2 244/226 .831/.64	405/257 63.5% 92.6/85.2 274/252 .748/.572	436/270 61.9% 99.7/89.5 295/265 .671/.501	433/282 65.1% 99/93.5 293/277 .571/.448	419/291 69.5% 95.8/96.4 284/286 .484/.405	-	-	-	365/241 65.9% - .478/.397	
Avenger CJ Ported Alum	355/155	2.20/1.76	74/80	79/75 94.9%	149/138 92.6%	218/176 80.7% 57.3/72.3 170/214 .72/.727	278/200 71.9% 73.1/82.2 217/244 .689/.619	337/226 67.1% 88.7/92.9 263/275 .668/.56	367/262 71.4% 96.5/108 286/319 .606/.541	381/282 74% 100/116 297/343 .539/.499	392/293 74.7% 103/120 306/357 .486/.454	-	-	-	303/225 74.3% 1.10/1.89 .446/.356	
Bennett Ported C-460	N/A	-	N/A	-	-	-	-	-	-	-	500/375 75% -	-	-	-	-	
Blue Thunder "B" Chevy Exhaust VJ Charlie Evans SF600 Alum	N/A	2.30/1.82 4.625	N/A	67/60 89.6%	129/114 88.4%	188/148 78.7% 45.2/50.3 6.9 134/169 .594/.591	251/176 70.1% 60.4/67.7 4.6 179/200 .595/.527	301/194 64.5% 72.4/74.6 215/221 .571/.465	322/207 64.3% 77.5/79.6 230/236 36 .509/.413	331/215 65% 79.7/82.6 2.6 236/245 .448/.368	-	-	-	-	254/176 69.3% - .466/.369	
Blue Thunder "B" Chevy Exhaust Bowl Work Charlie Evans SF600 Alum	N/A	2.30/1.82 4.625	N/A	71/61 85.9%	150/118 78.7%	209/158 75.6% 50.3/60.7 149/180 .66/.631	273/188 68.9% 65.7/72.3 195/214 .647/.563	329/213 64.7% 79.2/81.9 235/243 .624/.51	340/237 69.7% 81.8/91.1 242/270 .537/.473	343/258 75.2% 82.6/92.2 245/294 .464/.442	-	-	-	-	274/195 71.3% - .466/.369	
Blue Thunder "B" Chevy Exhaust Ported Street/ Strip Charlie Evans	N/A	2.30/1.82 4.625	N/A	72/67 93.1%	148/122 82.4%	213/163 76.5% 51.3/62.7 152/182	277/191 69% 66.7/73.4 198/222	331/215 65% 79.7/82.6 236/257	351/241 68.7% 84.5/92.6 250/282	356/265 74.4% 85.7/102 254/322	-	-	-	-	279/200 71.4% - .466/.369	

SF600 Alum																
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Averag e	
Blue Thunder "B" Chevy Exhaust Ported Race Charlie Evans SF600 Alum	N/A	2.30/1. 82 4.625	N/A	73/6 7 91.8 %	152/ 122 80.3 %	216/1 63 75.5% 52/62. 7 154/1 86 .682/. 651	281/1 98 70.5% 67.6/7 6.1 200/2 26 .666/. 593	335/2 27 67.8% 80.6/8 7.3 239/2 59 .635/. 544	361/2 51 69.5 % 86.9/ 96.5 257/2 86 .57/.5 01	377/2 71 71.9% 90.7/1 04 269/3 09 .511/. 464	-	-	-	-	287/2 05 71.5% - .466/. 369	
Blue Thunder "B" Chevy Exhaust Ported Gerry Cooper Alum	N/A	-	N/A	-	163/ 129 79.1 %	229/1 71 74.7% -	294/2 10 71.4% -	343/2 56 74.6% -	373/2 85 76.4 % -	391/3 07 78.5% -	410/3 12 76.1% -	-	-	-	315/2 39 75.8%	
Blue Thunder "B" Ford Exhaust Charlie Evans Alum	N/A	2.30/1. 82 4.625	N/A	67/6 5 97%	129/ 107 82.9 %	188/1 44 76.6% 45.2/5 5.4 134/1 64 .594/. 575	251/1 72 68.5% 60.4/6 6.1 179/1 96 .595/. 515	301/1 89 62.8% 72.4/7 2.6 215/2 15 .571/. 453	322/1 94 60.2 % 77.5/ 74.6 230/2 21 .509/. 387	331/1 94 58.6% 79.7/7 4.6 236/2 21 .448/. 332	-	-	-	-	254/1 67 65.7% - .466/. 369	
Blue Thunder "B" Ford Exhaust Bowl Work VJ Charlie Evans Alum	N/A	2.30/1. 82 4.625	N/A	71/6 3 88.7 %	150/ 112 74.7 %	209/1 45 69.4% 50.3/5 5.7 149/1 65 .66/.5 79	273/1 74 63.7% 65.7/6 6.9 195/1 98 .647/. 521	329/2 00 60.8% 79.2/7 6.9 235/2 28 .624/. 479	340/2 25 66.2 % 81.8/ 86.5 242/2 56 .537/. 449	343/2 44 71.1% 82.6/9 3.8 245/2 78 .464/. 418	-	-	-	-	274/1 83 66.9% - .466/. 369	
Blue Thunder CJ 460 CNC Chambe r Alum	N/A	2.25/1. 88	86	78/6 2 79.5 %	167/ 114 68.3 %	219/1 47 67.1% 55.1/5 3 163/1 57 .707/. 568	280/1 75 62.5% 70.4/6 3 209/1 87 .678/. 507	322/1 95 60.6% 81/70. 2 240/2 08 .624/. 452	335/2 11 63% 84.3/ 76 250/2 25 .541/. 408	354/2 25 63.6% 89/81. 1 264/2 40 .49/.3 73	364/2 42 66.5% 91.5/8 7.2 271/2 58 .441/. 351	-	-	-	292/1 87 64.1% - .456/. 381	
Blue Thunder CJ 460 Bowl and Port Alum	N/A	2.25/1. 88	N/A	77/-	155/-	223/- 56.1 166 .72	285/- 71.7 212 .69	340/- 85.5 253 .659	363/- 91.3 271 .586	380/- 95.6 283 .526	389/- 97.8 290 .471	397/- 99.8 296 .427	-	-	317 - - .456/. 381	
Blue Thunder Ported Flatland ers Stage 3 Ford Exhaust Alum	N/A	2.25/1. 88	65	-	-	-	-	-	-	365/2 34 64.1% 91.8/8 4.3 272/2 50 .505/. 388	-	-	-	-	- - - .456/. 381	

Blue Thunder Ported Flatlanders Stage 3 Chevy Exhaust Alum	N/A	2.25/1.88	65	-	-	-	-	-	-	365/245 67.1% 91.8/88.3 272/262 .505/.406	-	-	-	-	-	.456/.381	
Blue Thunder Ported Flatlanders Comp Ford Exhaust Alum	N/A	2.25/1.88	65	-	-	-	-	-	-	412/295 71.6% 104/106 307/315 .57/.489	-	-	-	-	-	.456/.381	
Blue Thunder Ported Ford Exhaust Alum	N/A	2.25/1.88 4.50	N/A	75/63 84%	142/113 79.6%	210/151 71.9% 52.8/54.4 156/161 .678/.584	275/184 66.9% 69.2/66.3 205/196 .666/.533	307/214 69.7% 77.2/77.1 229/228 .595/.496	341/239 70.1% 85.8/86.1 254/255 .551/.462	367/256 69.8% 92.3/92.2 273/273 .508/.424	380/270 71.1% 95.6/97.3 283/288 .46/.391	-	-	-	-	289/204 70.6% - .456/.381	
Blue Thunder Ported Coast High Performance Comp Ford Exhaust Alum	N/A	2.25/1.88	74	-	-	-	-	-	-	405/295 72.8% 102/106 302/315 .561/.489	-	-	-	-	-	.456/.381	
Blue Thunder Ported Flatlanders Comp Chevy Exhaust Alum	N/A	2.25/1.88	65	-	-	-	-	-	-	412/322 78.2% 104/116 307/344 .57/.533	-	-	-	-	-	.456/.381	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average		
Blue Thunder THOR Ported ET Performanc Alum	408/-	2.425/1.84 4.50	74	86/52 60.5%	162/118 72.8%	243/180 74.1% 52.6/67.7 156/201 .728/.711	319/227 71.2% 69.1/85.4 205/253 .717/.672	393/275 70% 85.1/103 252/306 .707/.652	460/320 69.6% 99.6/120 295/357 .689/.632	482/347 72% 104/130 309/387 .619/.587	500/357 71.4% 108/134 321/398 .562/.529	498/360 72.3% 108/135 319/401 .497/.474	498/368 73.9% 108/138 319/410 .448/.436	-	395/284 71.8% 1.23 .491/.373		
Blue Thunder THOR Ported ET Perform	440/-	2.475/1.84 4.60	82	74/52 70.3%	168/118 70.2%	245/180 73.5% 50.9/67.7 151/205 .711/.672	320/227 70.9% 66.5/83.1 107/146 246/320 70.8% 94/120 278/357	400/275 68.8% 83.1/103 246/320 70.8% 94/120 278/357	452/320 70.8% 94/120 278/357	493/347 70.4% 102/130	513/357 69.6% 107/134	525/360 68.6% 109/135	534/368 68.9% 111/138	-	406/284 69.9% 1.21		

Blue Thunder THOR Ported ET Performanc Alum	470/-	2.52/1.82 4.60	85	74/54 73%	168/125 74.4%	251/74 69.3% 50.3/66.9 149/198 .724/.695	330/25 68.2% 66.2/86.5 196/256 .714/.674	406/67 65.8% 81.4/103 241/304 .703/.64	472/305 64.6% 94.6/117 280/347 .681/.609	521/46 66.4% 104/133 310/394 .644/.592	555/67 66.1% 111/141 330/418 .60/.55	577/95 68.5% 116/152 343/450 .555/.526	583/02 69% 117/155 346/458 .504/.482	-	429/290 67.5% 1.24 .510/.369	
Blue Thunder THOR Ported Keith Craft Alum	N/A	-	N/A	-	-	-	-	-	-	-	-	-	580/400 69% -	-	-	
Blue Thunder THOR Gen 2 Ported Charlie Evans Alum	N/A	- No Pipe	N/A	-	161/125 77.6%	240/76 73.3% -	321/33 72.6% -	399/00 75.2% -	460/35 72.8% -	495/52 71.1% -	519/61 69.6% -	530/68 69.4% -	540/72 68.9% -	-	407/291 71.5%	
Blue Thunder THOR Gen II Ported Meaux Racing SF600 Alum	N/A	2.48/1.85 No Pipe	N/A	-	136/122 89.7%	220/76 80% 45.5/65.5 135/194 94/45 .645/.691	317/22 70% 65.6/82.6 194/236 45/91 .697/.677 654/622	385/64 68.6% 79.7/98.2 236/277 91/38 .677/.661 622/603	451/307 68.1% 93.4/114 277/338 .661/.603	497/27 65.8% 103/122 305/360 .624/.551	522/41 65.3% 108/127 320/376 .574/.502	540/50 64.8% 112/130 331/386 .527/.458	546/55 65% 113/132 335/391 .48/.418	-	402/274 68.2% - .502/.375	
Edelbrock Performer RPM Ported ET Performanc Alum	N/A	2.19/1.76 4.390	N/A	74/61 82.4%	157/126 80.3%	227/63 71.8% 60.3/67 179/199 .753/.673	292/95 66.8% 77.5/80.2 230/237 .727/.604	339/15 63.4% 90/88.4 267/262 .675/.533	370/30 62.2% 98.2/94.5 291/280 .614/.475	383/47 64.5% 102/102 301/301 .545/.437	395/53 64.1% 105/104 311/308 .492/.392	-	-	-	309/204 66.1% - .443/.356	
Edelbrock Performer RPM 460 60669 FORD Muscle Alum	292/100	2.19/1.76 4.50	95/75	75/68 90.7%	141/116 82.3%	208/54 74% 55.2/63.3 164/188 .69/.636	260/81 69.6% 69/74.4 205/220 .647/.561	297/00 67.3% 78.8/82.2 234/244 .591/.496	309/12 68.6% 82/87.1 243/258 .513/.438	-	-	-	-	-	243/173 71% 1.06/2.12 .443/.356	
Edelbrock Performer RPM 460 Charlie Evans Out of Box Alum	N/A	2.19/1.75 No Pipe	N/A	66/58 87.9%	135/106 78.5%	202/44 71.3% 53.6/59.9 159/177 .67/.598	253/71 67.6% 67.2/71.1 199/211 .63/.533	296/87 63.2% 78.6/77.7 233/230 .589/.466	316/200 63.3% 83.9/83.2 249/246 .524/.415	327/05 62.7% 86.8/85.2 257/253 .465/.365	-	-	-	-	255/169 66.3% - .443/.354	

Edelbrock Performer RPM 460 Ported Charlie Evans Alum	N/A	2.19/1.75 - No Pipe	N/A	67/57 85.1%	138/114 82.6%	204/158 77.5% 54.2/65.7 160/195 .677/.656	260/189 72.7% 69/78.6 205/233 .647/.589	309/216 69.9% 82/89.8 243/266 .615/.538	334/230 68.9% 88.7/95.6 263/283 .554/.478	347/241 69.5% 92.1/100 273/297 .493/.429	-	-	-	-	265/191 72.1% - .443/.354	
Edelbrock Performer RPM 460 60669, 60679 SF1020 Alum	292/100	2.19/1.76	95/75	76/67 88.2%	140/118 84.3%	207/153 73.9% 55/62.9 163/186 .687/.632	260/180 69.2% 69/74.2 205/219 .647/.557	300/200 66.7% 79.6/82.2 236/244 .597/.496	319/207 64.9% 84.7/85.1 251/252 .529/.427	326/207 63.5% 86.5/85.1 256/252 .464/.366	-	-	-	-	259/178 68.6% 1.12/2.07 .443/.356	
Edelbrock Performer RPM 6066, 6067 Ported Alum	N/A	-	N/A	-	160/125 78.1%	230/164 71.3% - -	289/201 69.6% - -	330/221 67% - -	360/242 67.2% - -	379/251 66.2% - -	392/262 66.8% - -	-	-	-	306/209 68.5%	
Manufac. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Edelbrock Performer RPM 460 61649,61659 Victor Jr. 460 CJ 61669 Alum	310/100	2.19/1.76	75	76/67 88.2%	140/118 84.3%	207/153 73.9% 55/62.9 163/186 .687/.632	260/180 69.2% 69/74.2 205/219 .647/.557	300/200 66.7% 79.6/82.2 236/244 .597/.496	319/207 64.9% 84.7/85.1 251/252 .529/.427	326/207 63.5% 86.5/85.1 256/252 .464/.366	-	-	-	-	259/178 68.6% 1.05/2.07 .443/.356	
Edelbrock Performer RPM 460 CJ 61649, 61659 SF1020 Alum	310/100	2.19/1.76	75	76/67 88.2%	140/118 84.3%	207/153 73.9% 55/62.9 163/186 .687/.632	260/180 69.2% 69/74.2 205/219 .647/.557	300/200 66.7% 79.6/82.2 236/244 .597/.496	319/207 64.9% 84.7/85.1 251/252 .529/.427	326/207 63.5% 86.5/85.1 256/252 .464/.366	-	-	-	-	259/178 68.6% 1.05/2.07 .443/.356	
Edelbrock Performer RPM 460 CJ 61649, 61659 Jim Grubbs CCM Alum	N/A	2.19/1.76 - Pipe	N/A	68/61 89.7%	136/109 80.1%	201/148 73.6% 53.4/60.8 158/180 .667/.611	253/174 68.8% 67.2/71.5 199/212 .63/.539	300/191 63.7% 79.6/78.5 236/233 .597/.473	305/202 66.2% 81/83.46 240/246 .506/.417	-	-	-	-	-	239/165 69% - .443/.356	

Edelbrock Performer RPM 460 CJ Out of Box Scott Johnson Alum	N/A	2.19/1.76	N/A	82/64 78%	156/110 70.5%	225/155 68.9% 59.7/63.7 177/189 .747/.64	279/182 65.2% 74.1/74.8 219/222 .694/.564	323/200 61.9% 85.7/82.2 254/244 .643/.496	341/214 62.8% 90.5/88 268/261 .566/.442	347/212 61.1% 92.1/87.1 273/258 .493/.375	350/212 60.6% 92.9/87.1 275/258 .436/.328	-	-	-	289/184 63.6% - .443/.356	
Edelbrock Performer RPM 460 CJ Ported Scott Johnson Alum	N/A	2.19/1.76	N/A	79/64 81%	153/114 74.5%	225/161 71.6% 59.7/66.2 177/196 .747/.665	278/192 69.1% 73.8/78.9 219/234 .692/.595	324/215 66.4% 86/88.4 255/262 .645/.533	353/240 68% 93.7/98.6 278/292 .586/.496	365/248 67.9% 96.9/102 287/302 .519/.439	380/250 65.8% 101/103 299/304 .473/.387	-	-	-	297/203 68.3% - .443/.356	
Edelbrock Performer RPM Ported Keith Craft Alum	N/A	2.245/1.745	75/95	-	-	-	-	-	-	-	390/260 66.7% 98.5/109 292/322 .473/.406	-	-	-	- - - .455/.353	
Edelbrock Ported Alum	N/A	2.25/1.76	N/A	-	160/125 78.1%	230/164 71.3% 57.8/67.4 171/200 .743/.677	289/201 69.6% 72.7/82.6 215/245 .70/.622	330/221 67% 83/90.8 246/269 .64/.548	360/242 67.2% 90.5/99.5 268/295 .581/.50	379/251 66.2% 95.3/103 282/306 .525/.444	392/262 66.8% 98.6/108 292/319 .475/.406	-	-	-	306/209 68.5% - .456/.356	
Edelbrock Ported Nick Alum	N/A	2.19/1.76 - No Pipe	N/A	-	151/112 74.2%	225/150 66.7% 59.7/61.7 177/183 .747/.619	277/179 64.6% 73.5/73.6 218/218 .689/.554	315/200 63.5% 83.6/82.2 248/244 .627/.496	347/215 62% 92.1/88.4 273/262 .576/.444	364/223 61.3% 96.6/91.7 286/272 .518/.395	380/228 60% 101/93.7 299/278 .473/.353	-	-	-	294/187 63.5% - .443/.356	
Edelbrock Victor Jr 460 CJ 61669 SF1020 Alum	310/100	2.19/1.76	75	76/67 88.2%	140/118 84.3%	207/153 73.9% 55/62.9 163/186 .687/.632	260/180 69.2% 69/74.2 205/19 .647/.557	300/200 66.7% 79.6/82.2 236/244 .597/.496	319/207 64.9% 84.7/85.1 251/252 .529/.427	326/207 63.5% 86.5/85.1 256/252 .464/.366	-	-	-	-	259/178 68.6% 1.05/2.07 .443/.356	
Eliminator Alum	N/A	-	N/A	65/63 96.9%	134/135 100%	203/188 92.6% -	271/233 86% -	333/265 79.6% -	380/286 75.3% -	393/297 75.6% -	415/305 73.5% -	431/313 72.6% -	-	-	320/253 79%	
Eliminator 385-902 Ported Alum	371/179	2.425/1.88	82	-	-	-	-	-	-	-	450/320 71.1% 97.4/115 289/342 .506/.464	-	-	-	- - 1.21/1.79 .491/.381	

Eliminator 385-903 Ported Alum	371/ 179	2.425/1 .88	82	-	-	-	-	-	-	-	-	-	480/3 50 72.9 % 104/1 26 308/3 74 .432/ 406	-	- - 1.29/1 .96 .491/ 381	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Flow Technol ogies - EX-514 Ported Iron	N/A	2.35/1. 88	N/A	75/5 6 74.7 %	150/ 118 78.7 %	227/1 50 66.1% 52.3/5 4 155/1 60 .702/ 58	300/1 91 63.7% 69.2/6 8.8 205/2 04 .696/ 554	367/2 70 73.6% 84.6/9 7.3 251/2 88 .681/ 626	407/2 70 66.3 % 93.8/ 97.3 278/2 88 .629/ 522	429/2 93 68.3% 98.9/1 06 293/3 13 .569/ 485	414/3 08 74.4% 95.4/1 11 283/3 29 .48/.4 46	419/3 01 71.8% 96.6/1 08 286/3 21 .432/ 388	-	-	339/2 38 70.1% - .476/ 381	
Flow Technol ogies - EX-514 Dave McLain Alum	N/A	2.35/1. 88	N/A	73/6 6 90.4 %	145/ 128 88.3 %	217/1 76 81.1% 50/63. 4 148/1 88 .671/ 68	283/2 10 74.2% 65.2/7 5.7 193/2 24 .656/ 609	334/2 39 71.6% 77/86. 1 228/2 55 .62/.5 54	377/2 61 69.2 % 86.9/ 94 258/2 79 .583/ 504	404/2 78 68.8% 93.1/1 00 276/2 97 .535/ 461	420/2 93 69.8% 96.8/1 06 287/3 13 .487/ 425	419/3 01 71.8% 96.6/1 08 286/3 21 .432/ 388	-	-	325/2 36 72.6% - .476/ 381	
Flow Technol ogies - EX-514 CNC Dave McLain Alum	N/A	2.35/1. 88	N/A	74/6 4 86.5 %	146/ 128 87.7 %	219/1 70 77.6% 50.5/6 1.2 150/1 81 .677/ 657	287/2 12 73.9% 66.2/7 6.4 196/2 26 .666/ 615	347/2 47 71.2% 80/89 237/2 64 .644/ 573	388/2 82 72.7 % 89.5/ 102 265/3 01 .60/.5 45	412/3 02 73.3% 95/10 9 281/3 22 .546/ 50	434/3 17 73% 100/1 14 296/3 38 .503/ 46	436/3 30 75.7% 101/1 19 298/3 52 .449/ 425	-	-	334/2 49 74.5% - .476/ 381	
Flow Technol ogies - EX-514 Stage I Ported Alum	N/A	2.35/1. 88	65- 84	-	-	-	-	-	-	-	-	410/3 15 76.8% 94.5/1 13 280/3 36 .475/ 457	-	-	- - - .476/ 381	
Flow Technol ogies - EX-514 Ported Charlie Evans Alum	N/A	2.35/1. 88 - No Pipe	N/A	70/6 7 95.7 %	148/ 116 78.4 %	225/1 54 68.4% 51.9/5 5.5 154/1 64 .696/ 595	296/1 90 64.2% 68.2/6 8.4 202/2 03 .687/ 551	359/2 29 63.8% 82.8/8 2.5 245/2 44 .666/ 531	405/2 68 66.2 % 93.4/ 96.5 277/2 86 .626/ 518	435/2 98 68.5% 100/1 07 297/3 18 .577/ 494	447/3 17 70.9% 103/1 14 305/3 38 .518/ 46	-	-	331/2 25 67.9% - .476/ 381		
Flow Technol ogies - EX-514 Stage III	N/A	2.40/1. 88	65- 84	-	-	-	-	-	-	-	-	485/3 45 71.1% 107/1 24 318/3 68	-	-	- - -	

Ported Alum											50					
Jon Kaase P51 Charlie Evans Out of Box Alum	N/A	2.25/1.76 - No Pipe	N/A	74/58 78.4 %	172/106 61.6 %	260/144 55.4% 65.4/59.2 194/175 .84/.95	335/181 54% 84.3/74.4 250/220 .812/.561	376/210 55.9% 94.6/86.3 280/256 .729/.52	384/227 59.1 % 96.6/93.3 286/276 .62/.469	368/240 65.2% 92.6/98.6 274/292 .509/.425	368/246 66.8% 92.6/101 274/300 .446/.381	-	-	-	323/193 59.8% - .456/.356	
Jon Kaase P51 Intake Bowls Ported Charlie Evans Alum	N/A	2.25/1.76 - No Pipe	N/A	74/58 78.4 %	171/106 62%	260/144 55.4% 65.4/59.2 194/175 .84/.95	337/181 53.7% 84.8/74.4 251/220 .816/.561	384/210 54.7% 96.6/86.3 286/256 .744/.52	399/227 56.9 % 100/93.3 297/276 .644/.469	403/240 59.6% 101/98.6 300/292 .558/.425	407/246 60.4% 102/101 303/300 .493/.381	-	-	-	337/193 57.3% - .456/.356	
Jon Kaase P51 Ported Charlie Evans Alum	N/A	2.30/1.76 - No Pipe	N/A	72/57 79.2 %	155/112 72.3 %	253/151 59.7% 60.9/62.1 180/184 .799/.624	336/187 55.7% 80.9/76.9 240/228 .796/.579	392/219 55.9% 94.3/90 280/267 .743/.543	423/242 57.2 % 102/99.5 302/295 .668/.50	421/255 60.6% 101/105 300/311 .57/.451	418/264 63.2% 101/109 298/322 .495/.409	-	-	-	343/204 59.6% - .466/.356	
Jon Kaase P51 Alum	310/145	2.25/1.76	N/A	72/52 72.2 %	152/107 70.4 %	234/151 64.5% 58.9/62.1 174/184 .756/.624	306/183 59.8% 77/75.2 228/223 .741/.567	350/202 57.7% 88/83 261/246 .678/.50	368/215 58.4 % 92.6/88.4 274/262 .594/.444	388/229 59% 97.6/94.1 289/279 .537/.405	395/239 60.5% 99.3/98.2 294/291 .478/.37	-	-	-	313/189 60.5% 1.27/1.65 .456/.356	
Jon Kaase P51 SF600 Alum	310/145	2.25/1.76	72	105/103 98.1 %	175/137 78.3 %	258/170 65.9% 64.9/69.9 192/207 .833/.702	330/199 60.3% 83/81.8 246/242 .799/.616	375/223 59.5% 94.3/91.7 279/272 .727/.552	395/242 61.3 % 99.3/99.5 294/295 .638/.50	401/251 62.6% 101/103 299/306 .555/.444	-	-	-	-	322/204 63.2% 1.29/1.73 .456/.356	
Jon Kaase P51 Ported Stuska1 Alum	315/-	- 4.40	N/A	78/-	170/-	261/- -	332/- -	383/- -	398/- -	422/- -	430/- -	433/- -	-	-	354 - 1.37	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Averag e	

Jon Kaase Boss Nine CCM Alum	N/A	2.30/1.90	N/A	79/65 82.3%	161/128 79.5%	244/186 76.2% 58.7/65.6 174/194 .771/.711	308/244 79.2% 74.1/86.1 220/255 .73/.70	366/272 74.3% 88.1/95.9 261/284 .694/.624	409/287 70.2% 98.4/101 292/300 .646/.549	406/299 73.6% 97.7/105 290/312 .55/.49	396/306 77.3% 95.3/108 282/320 .469/.439	-	-	-	327/246 75.2% - .466/.385		
Jon Kaase Boss Nine Ported Wells Alum	N/A	2.30/1.90 - No Pipe	N/A	75/52 69.3%	158/123 77.8%	248/172 69.4% 59.7/60.7 177/180 .784/.658	328/223 68% 78.9/78.7 234/233 .777/.64	388/261 67.3% 93.4/92.1 277/273 .736/.599	422/290 68.7% 102/102 301/303 .667/.555	430/308 71.6% 103/109 307/322 .582/.505	432/314 72.7% 104/111 308/328 .512/.45	-	-	-	344/242 70.3% - .466/.385		
Jon Kaase Boss Nine Ported Wells Alum	N/A	2.30/1.90 - No Pipe	N/A	74/53 71.6%	163/127 77.9%	276/182 65.9% 66.4/64.2 197/190 .872/.696	356/246 69.1% 85.7/86.8 254/257 .844/.706	409/282 68.9% 98.4/99.5 292/295 .775/.647	432/308 71.3% 104/109 308/322 .682/.589	430/313 72.8% 103/110 307/327 .582/.513	428/315 73.6% 103/111 305/329 .507/.452	-	-	-	356/253 71.1% - .466/.385		
Pro Comp 300 Alum	300/130	2.19/1.71	84	73/61 83.6%	153/110 71.9%	219/145 66.2% 58.1/63.1 172/187 .727/.616	241/160 66.4% 64/69.7 190/206 .60/.51	260/174 66.9% 69/75.8 205/224 .518/.444	291/196 67.4% 77.3/85.3 229/253 .483/.416	306/205 67% 81.2/89.3 241/264 .435/.373	-	-	-	-	245/165 67.3% 1.02/1.58 .443/.346		
Pro-FilerP/N 205 BBF C Alum	420/-	2.45/1.85	60	-	165/135 81.8%	257/179 69.6% 54.5/66.6 162/197 .762/.703	331/218 65.9% 70.2/81.1 208/240 .736/.642	395/262 66.3% 83.8/97.5 248/289 .703/.618	-	484/308 63.6% 103/115 304/340 .615/.519	512/322 62.9% 109/120 322/355 .57/.474	524/329 62.8% 111/122 329/363 .518/.431	521/334 64.1% 111/124 327/368 .464/.394	-	-	399/261 65.4% 1.25 .496/.375	
Pro-Filer Ported Bennett I-52 E-55 Alum	N/A	2.40/1.90 - No Pipe	N/A	-	166/115 69.3%	243/164 67.5% 53.7/57.8 159/171 .736/.627	304/210 69.1% 67.2/74.1 199/219 .69/.602	356/244 68.5% 78.7/86.1 233/255 .647/.56	410/272 66.3% 90.6/95.9 269/284 .621/.52	462/289 62.6% 102/102 303/302 .60/.474	486/305 62.8% 107/108 318/319 .552/.437	504/319 63.3% 111/113 330/333 .509/.407	-	-	-	366/240 65.4% - .486/.385	
Pro-Filer 550 Ported Bennett Alum	N/A	2.45/1.85	66	-	-	-	-	-	-	-	-	550/-117 346 .544	-	-	-	- - - .496/.375	

Pro-Filer BBF C-460 CNC Darin Morgan SF600 Alum	N/A	2.45/1. 85 - No Pipe	N/A	-	150/ 125 83.3 %	237/1 78 75.1% 50.3/6 6.2 149/1 96 .703/. 699	312/2 33 74.7% 66.2/8 6.7 196/2 57 .694/. 686	390/2 79 71.5% 82.7/1 04 245/3 08 .694/. 658	456/3 15 69.1 % 96.7/ 117 287/3 47 .676/. 619	498/3 42 68.7% 106/1 27 313/3 77 .633/. 576	525/3 59 68.4% 111/1 34 330/3 96 .584/. 529	540/3 71 68.7% 115/1 38 339/4 09 .534/. 486	540/3 76 69.6 % 115/1 40 339/4 14 .481/. 443	-	405/2 86 70.7% - .496/. 375	
Shanons Enginee ring - EX 514 Bowl Blend	N/A	2.35/1. 94	63- 78	-	-	-	-	-	-	392/2 88 73.5% 90.4/9 7.4 268/2 89 .52/.4 62	-	-	-	-	- - - .476/. 393	
Shanons Enginee ring - EX 514 Mod. Ported	N/A	2.35/1. 94	63- 78	-	-	-	-	-	-	418/3 10 74.2% 96.4/1 05 286/3 11 .554/. 498	-	-	-	-	- - - .476/. 393	
Shanons Enginee ring - EX 514 Pro Ported	N/A	2.40/1. 90	63- 78	-	-	-	-	-	-	-	458/3 43 74.9% 101/1 21 300/3 58 .52/.4 92	-	-	-	- - - .486/. 385	
Shanons Enginee ring - A- series Ported	N/A	-	N/A	-	-	-	-	-	-	-	481/- -	-	-	-	-	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Averag e	
Sonny's Ported C-460	N/A	-	65	-	-	-	-	-	-	-	507/- -	-	-	-	-	
Trick Flow Street SF600	N/A	2.20/1. 76	N/A	72/6 0 83.3 %	152/ 110 72.4 %	219/1 45 66.2% 57.6/5 9.6 171/1 77 .723/. 599	273/1 80 65.9% 71.8/7 4 213/2 19 .676/. 557	312/2 04 65.4% 82.1/8 3.9 243/2 48 .618/. 505	334/2 23 66.8 % 87.9/ 91.7 260/2 72 .552/. 46	-	-	-	-	-	258/1 72 66.8% - .446/. 356	
Trick Flow 429/460 SF600 Alum	290/ 130	2.20/1. 76 4.38 2" Pipe	74	72/6 0 83.3 %	152/ 110 72.4 %	219/1 45 66.2% 57.6/5 9.6 171/1 77 .723/. 599	280/1 80 64.3% 73.7/7 4 218/2 19 .694/. 557	331/2 04 61.6% 87.1/8 3.9 258/2 48 .656/. 505	344/2 25 65.4 % 90.5/ 92.5 268/2 74 .568/. 465	350/2 40 68.6% 92.1/9 8.6 273/2 92 .496/. 425	-	-	-	-	279/1 84 65.9% 1.21/1 .85 .446/. 356	

Trick Flow 429/460 Charlie Evans Out of Box Alum	290/130	2.20/1.76 - No Pipe	74	66/50 75.8%	144/100 69.4%	211/138 65.4% 55.5/56.7 164/168 .697/.57	275/168 61.1% 72.3/69.1 214/205 .681/.52	325/193 59.4% 85.5/79.3 253/235 .644/.478	351/211 60.1% 92.3/86.7 274/257 .58/.436	351/222 63.2% 92.3/91.3 274/270 .497/.393	-	-	-	-	276/172 62.3% 1.21/1.71 .446/.356	
Trick Flow 429/460 Bowl Work Charlie Evans Alum	N/A	2.20/1.76	N/A	68/54 79.4%	146/104 71.2%	214/143 66.8% 56.3/58.8 167/174 .707/.59	279/178 63.8% 73.4/73.2 217/217 .691/.551	328/206 62.8% 86.3/84.7 256/251 .65/.51	356/227 63.8% 93.7/93.3 277/276 .588/.469	354/235 66.4% 93.1/96.6 276/286 .501/.416	-	-	-	-	280/182 65.2% - .446/.356	
Trick Flow 429/460 Ported Charlie Evans Alum	N/A	2.20/1.76	N/A	69/64 92.8%	148/116 78.4%	233/147 63.1% 61.3/60.4 182/179 .77/.607	301/208 69.1% 79.2/75.5 235/253 .746/.644	335/208 62.1% 88.1/85.5 261/253 .664/.515	357/228 63.9% 93.9/93.7 278/278 .59/.471	373/240 64.3% 98.1/98.6 291/292 .528/.425	-	-	-	-	291/191 65.7% - .446/.356	
Trick Flow 429/460 Ported Smithberg Racing Alum	305/-	2.20/1.76 4.31 No Pipe	74	77/56 72.7%	156/115 73.7%	235/154 65.5% 61.8/63.3 183/188 .776/.636	294/188 63.9% 77.3/77.3 229/229 .728/.582	335/218 65.1% 88.1/89.6 261/266 .664/.54	365/241 66% 96/99.1 285/294 .603/.498	385/264 68.6% 101/109 300/322 .545/.467	408/279 68.4% 107/115 318/340 .505/.432	-	-	-	311/208 67% 1.34 .446/.356	
Trick Flow 429 CJ Ported Kaase Alum	N/A	2.25/1.75	N/A	-	-	245/172 70.2% 61.6/71.5 183/212 .791/.714	308/203 65.9% 77.5/84.4 230/250 .746/.632	350/228 65.1% 88/94.8 261/281 .678/.568	375/241 64.3% 94.3/100 279/297 .606/.50	395/244 61.8% 99.3/101 294/301 .547/.434	401/246 61.3% 101/102 299/303 .486/.383	-	-	-	346/222 64.3% - .456/.354	
Trick Flow (A460 Style) Ported Fox Lake Stage 1 Alum	N/A	2.30/1.88	90	-	-	-	-	-	-	-	411/300 73% 98.9/108 293/320 .487/.435	-	-	-	- - - .466/.381	
Trick Flow (A460 Style) Ported Fox Lake Stage 2 Alum	N/A	2.35/1.88	90	-	-	-	-	-	-	-	442/335 75.8% 102/121 302/358 .513/.486	-	-	-	- - - .476/.381	

Trick Flow (A460 Style) Ported Fox Lake Stage 3 Alum	N/A	2.35/1.88	92	-	-	238/183 76.9% 54.9/65.9 163/195 .736/.707	292/225 77.1% 67.3/81.1 199/240 .677/.652	353/258 73.1% 81.4/92.9 241/275 .655/.598	396/288 72.7% 91.3/104 271/307 .612/.557	433/311 71.8% 99.8/112 296/332 .574/.515	463/346 74.7% 107/125 316/369 .537/.502	465/354 76.1% 107/128 318/378 .479/.456	-	-	377/281 74.4% - .476/.381	
Trick Flow A460 SF600 Alum	340/-	2.30/1.88	83	-	-	-	-	-	-	-	423/300 70.9% 102/108 302/320 .501/.435	-	-	-	- - 1.24 .466/.381	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Averag e	
Trick Flow A460 SF600 Alum	340/ 172	2.30/1.88 4.50 2" Pipe	91	72/68 94.4%	142/ 121 85.2%	213/164 77% 51.3/59.1 152/175 .673/.634	271/202 74.5% 65.2/72.8 193/216 .642/.586	325/235 72.3% 78.2/84.7 232/251 .616/.545	365/262 71.8% 87.9/94.4 260/280 .577/.506	395/284 71.9% 95.1/102 282/303 .535/.471	412/300 72.8% 99.2/108 294/320 .488/.435	-	-	-	303/224 73.9% 1.21/1.74 .466/.381	
Trick Flow A460 Alum	340/ 172	2.30/1.88	91	72/57 79.2%	142/ 106 74.6%	213/145 68.1% 51.3/52.2 152/155 .673/.561	271/179 66.1% 65.2/64.5 193/191 .642/.519	325/209 64.3% 78.2/75.3 232/223 .616/.485	365/238 65.2% 87.9/85.7 260/254 .577/.46	395/260 65.8% 95.1/93.7 282/278 .535/.431	412/274 66.5% 99.2/98.7 294/292 .488/.397	-	-	-	303/202 66.5% 1.21/1.59 .466/.381	
Trick Flow A460 Alum	340/ 172	2.30/1.88	91	72/64 88.9%	142/ 132 93%	213/156 73.2% 51.3/56.2 152/167 .673/.603	271/190 70.1% 65.2/68.4 193/203 .642/.551	325/222 68.3% 78.2/80 232/237 .616/.515	365/250 68.5% 87.9/90.1 260/267 .577/.483	395/268 67.8% 95.1/96.5 282/286 .535/.444	412/280 68% 99.2/101 294/299 .488/.406	-	-	-	303/214 70.6% 1.21/1.63 .466/.381	
Trick Flow A460 CNC Chamber SF600 Alum	340/ 172	2.35/1.88 4.50 2" Pipe	N/A	76/67 88.2%	160/ 120 75%	246/162 65.9% 56.7/58.4 168/173 .761/.626	312/204 65.4% 71.9/73.5 213/218 .724/.591	357/237 66.4% 82.3/85.4 244/253 .662/.55	392/264 67.3% 90.4/95.1 268/282 .606/.51	418/286 68.4% 96.4/103 286/305 .554/.474	428/303 70.8% 98.7/109 292/323 .496/.439	-	-	-	330/225 68.1% 1.26/1.76 .476/.381	

Trick Flow A460 CNC SF600 Alum	360/180	2.40/1.88 4.60 2" Pipe	N/A	79/71 89.9 %	162/129 79.6 %	244/175 71.7% 53.9/63 160/187 .739/.676	308/216 70.1% 68.1/77 202/231 .699/.626	369/251 68% 81.6/90.4 242/268 .67/.582	410/280 68.3% 90.6/101 269/299 .621/.541	478/304 63.6% 106/110 313/324 .62/.504	458/321 70.1% 101/116 300/343 .52/.465	-	-	-	347/239 69% 1.33/1.78 .486/.381	
Trick Flow A460 Dave McLain Out of Box Alum	N/A	2.30/1.88	N/A	72/61 84.7 %	154/126 81.8 %	225/175 77.8% 54.2/63 160/187 .711/.676	279/211 75.6% 67.2/76 199/225 .661/.612	322/243 75.5% 77.5/87.5 230/259 .61/.564	358/269 75.1% 86.2/96.9 255/287 .566/.52	372/281 75.5% 89.5/101 265/300 .504/.466	383/292 76.2% 92.2/105 273/312 .454/.423	393/-94.6 .414	-	-	311/228 - - .466/.381	
Trick Flow A460 Charlie Evans Out of Box Alum	N/A	2.35/1.88	N/A	-	157/112 71.3 %	233/157 67.4% 53.7/56.6 159/168 .721/.607	293/190 64.8% 67.6/68.4 200/203 .68/.551	345/218 63.2% 79.5/78.5 236/233 .64/.506	380/240 63.2% 87.6/86.5 260/256 .588/.464	390/255 65.4% 89.9/91.9 266/272 .517/.422	393/262 66.7% 90.6/94.4 268/280 .456/.38	-	-	-	313/205 65.4% - .476/.381	
Trick Flow A460 Ported Charlie Evans SF600 Alum	N/A	2.35/1.88 4.625 No Pipe	N/A	74/58 78.4 %	161/118 73.3 %	245/165 67.3% 56.5/59.4 167/176 .758/.638	315/200 63.5% 72.6/72 215/213 .731/.58	375/235 62.7% 86.5/84.7 256/251 .696/.545	408/267 65.4% 94.1/96.2 279/285 .631/.516	439/294 67% 101/106 300/314 .582/.487	465/312 67.1% 107/112 318/333 .539/.452	-	-	-	344/227 66.1% - .476/.381	
Trick Flow A460 Ported BJs Cylinder Head Alum	N/A	2.392/1.92 4.625 No Pipe	N/A	74/69 93.2 %	153/140 91.5 %	237/180 75.9% 52.7/62.2 156/184 .72/.681	311/224 72% 69.2/77.4 205/229 .709/.636	368/265 72% 81.9/91.5 243/271 .671/.602	416/296 71.2% 92.6/102 274/303 .632/.56	450/314 69.8% 100/108 297/321 .586/.509	452/27 72.3% 101/113 298/335 .515/.464	-	-	-	341/249 73.1% - .484/.389	
Trick Flow A460 350 Ported TEA Alum	N/A	2.35/1.88	N/A	80/63 78.8 %	160/131 81.9 %	244/179 73.4% 56.3/64.5 167/191 .755/.692	314/227 72.3% 72.4/81.8 215/242 .728/.658	380/271 71.3% 87.6/97.6 260/289 .705/.629	424/311 73.3% 97.8/112 290/332 .656/.601	448/339 75.7% 103/122 306/362 .594/.562	460/361 78.5% 106/130 314/385 .533/.523	-	-	-	347/260 74.9% - .476/.381	
Trick Flow A460 350 Ported TEA Alum	350/180	2.35/1.88	N/A	80/63 78.8 %	160/131 81.9 %	244/179 73.4% 56.3/64.5 167/191 .755/.692	314/227 72.3% 72.4/81.8 215/242 .728/.658	380/271 71.3% 87.6/97.6 260/289 .705/.629	415/311 74.9% 95.7/112 283/332 .642/.601	435/339 77.9% 100/122 297/362 .577/.562	457/361 79% 105/130 312/385 .53/.523	-	-	-	344/260 75.6% 1.31/2.01 .476/.381	

Trick Flow A460 Ported BES Alum	N/A	-	84	-	164/ 123 75%	268/1 72 64.2%	344/2 18 63.4%	403/2 67 66.3%	450/3 11 69.1 %	475/3 38 71.2%	485/3 54 73%	491/3 67 74.7%	501/3 75 74.9 %	-	398/2 81 70.5%	
Manufac t. Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Com b. Cha m. Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average	
Trick Flow A460 Alum	360/ 180	2.40/1. 88 4.60 2" Pipe	85/ 87	79/7 1 89.9 %	162/ 129 79.6 %	244/1 75 71.7% 53.9/6 3 160/1 87 .739/. 676	308/2 16 70.1% 68.1/7 7.8 202/2 31 .699/. 626	369/2 51 68% 81.6/9 0.4 242/2 68 .67/.5 82	410/2 80 68.3 % 90.6/ 101 269/2 99 .621/. 541	437/3 04 69.6% 96.6/1 10 286/3 24 .567/. 504	453/3 21 70.9% 100/1 16 297/3 43 .514/. 465	-	-	-	340/2 39 70.3% 1.26/1 .78 .486/. 381	

GMC - V6 COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufactur er Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust t. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.80 0	.90 0	1.00 0	Average	
'68 478 Magnum Andrew Harman	N/A	2.25/1.8 8	N/A	86/60 69.8 %	142/11 5 81%	189/156 82.5% 47.5/56. 2	227/179 78.9% 57.1/64. 5	257/198 77% 64.6/71. 3	279/210 75.3% 70.2/75. 7	290/224 77.2% 72.9/80. 7	-	-	-	231/180 78.2% - .456/.38 1	
'68 478 Magnum Ported Andrew Harman	N/A	2.35/2.0 0	N/A	85/75 88.2 %	183/15 8 86.3%	220/191 86.8% 50.7/60. 8	254/225 88.6% 58.6/71. 6	283/243 85.9% 65.2/77. 3	318/256 80.5% 73.3/81. 5	336/275 81.8% 77.5/87. 5	-	-	-	266/225 84.6% - .476/.40 5	

GM Duramax Diesel COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufactur er Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combust Chamber Vol	.100	.200	.25 0	.300	.350	.400	.450	.50 0	.60 0	.70 0	Average	
'04 1/2 Stock Bill Jones Alum	N/A	1.30/1.2 2	N/A	79/68 86.1 %	143/12 7 88.8%	-	178/138 77.5% 67.1/59 199/175 .498/.41 1	181/140 77.3% 68.2/59. 9	180/140 77.8% 67.8/59. 9	180/140 77.8% 67.8/59. 9	-	-	-	172/137 79.5% - .263/.24 7	
'04 1/2 Minor Porting Bill Jones Alum	N/A	1.30/1.2 2	N/A	79/67 84.8 %	140/12 9 92.1%	-	181/163 90.1% 68.2/69. 7	194/169 87.1% 73.1/72. 3	197/172 87.3% 74.2/73. 6	197/173 87.8% 74.2/74 220/219 .367/.34 4	-	-	-	182/161 88.7% - .263/.24 7	

'04 1/2 Pretty Seriuos Porting Bill Jones Alum	N/A	1.30/1.2 2	N/A	85/79 92.9 %	147/14 7 100%	-	193/188 97.4% 72.7/80. 4 215/238 .539/.56	210/195 92.9% 79.1/83. 4 234/247 .503/.49 8	222/199 89.6% 83.6/85. 1 248/252 .465/.44 5	229/201 87.8% 86.3/86 256/255 .427/.39 9	-	-	-	200/186 92.9% - .263/.24 7

Holden COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises														
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combust. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	1.00 0	Average
186 Red 12 Port Ported Stage I Iron	N/A	-	N/A	48/4 9 102 %	88/76 86.4%	120/91 75.8% -	147/10 7 72.8% -	163/12 3 75.5% -	-	-	-	-	-	130/99. 3 76.6%
HQ Ported Knight Engines	N/A	1.94/-	N/A	66/-	132/-	187/- 63.3 187 .701	223/- 75.4 224 .627	244/- 82.5 245 .548	250/- 84.6 251 .468	-	-	-	-	207 - - .393
HQ Ported Knight Engines	N/A	-	N/A	71/5 2 73.2 %	136/1 03 75.7%	191/13 8 72.3% -	234/15 7 67.1% -	245/16 5 67.3% -	256/16 9 66% -	-	-	-	-	212/14 6 68.9%
VN 5.0I Stock	N/A	Stock	N/A	63/5 4 85.7 %	127/1 04 81.9%	173/13 4 77.5% -	204/15 5 76% -	216/16 7 77.3% -	-	-	237/17 3 73% -	-	-	191/14 7 76.6%
VN 5.0I Ported Stage I	N/A	-	N/A	65/-	133/-	182/- -	214/- -	237/- -	-	-	237/17 3 73% -	-	-	201
VN EFI Rams Head Service Alum	N/A	2.02/1.6 0	64	69/4 6 66.7 %	127/9 9 78%	177/13 1 74% 55.2/65 .2	210/14 9 71% 65.5/74 .1	226/16 1 71.2% 70.5/80 .1	232/16 7 72% 72.4/83 .1	236/17 2 72.9% 73.6/85 .5	237/17 3 73% 74/86 219/25 5 .32/.2 95	-	-	206/15 0 72.8% - .409/.3 24
VN - VT EFI Stage II CNC Bullet Cylinder Heads Alum	182/8 5	2.05/1.6 25	62/65	69/5 3 76.8 %	137/1 05 76.6%	188/14 2 75.5% 57/68.5 169/20 3 .666/.6 35	226/16 9 74.8% 68.5/81 .5 203/24 1 .601/.5 67	257/17 8 69.3% 77.9/85 .8 231/25 4 .547/.4 78	271/18 8 69.4% 82.1/90 .6 243/26 9 .48/.42	280/19 4 69.3% 84.8/93 .5 251/27 7 .425/.3 72	-	-	-	227/16 3 71.8% 1.54/2. 28 .415/.3 29
VN - VS EFI Stage III CNC Bullet Cylinder Heads Alum	192/8 7	2.05/1.6 25	65	69/5 5 79.7 %	139/1 08 77.7%	190/14 6 76.8% 57.6/70 .4 171/20 9 .674/.6 53	230/17 3 75.2% 69.7/83 .4 206/24 7 .612/.5 8	264/18 2 68.9% 80/87.8 237/26 0 .562/.4 88	288/19 2 66.7% 87.3/92 .6 259/27 4 .51/.42 9	295/20 0 67.8% 89.4/96 .4 265/28 6 .448/.3 83	-	-	-	234/16 7 71.2% 1.54/2. 30 .415/.3 29

New 2009 CNC Bullet Cylinder Heads Alum	N/A	2.10/1.6 0	N/A	75/6 2 82.7 %	146/1 10 75.3%	201/15 0 74.6% 58/74.6 172/22 1 .696/.6 81	240/18 5 77.1% 69.3/92 205/27 3 .623/.6 3	283/20 2 71.4% 81.7/10 0 242/29 8 .588/.5 51	305/21 4 70.2% 88.1/10 6 261/31 5 .528/.4 86	315/22 2 70.5% 90.9/11 0 269/32 7 .467/.4 32	-	-	-	248/18 1 72.7% - .425/.3 24
Torque- Power 230 CNC Bullet Cylinder Heads Alum	230/9 1	2.15/1.6 25 4.00	60	71/5 8 81.7 %	144/1 03 71.5%	219/14 4 65.8% 60.3/69 .4 179/20 6 .74/.64 4	276/18 5 67% 76/89.2 225/26 4 .70/.62 1	312/22 0 70.5% 85.9/10 6 255/31 4 .633/.5 9	337/22 9 68% 92.8/11 0 275/32 7 .57/.51 2	350/23 7 67.7% 96.4/11 4 286/33 9 .507/.4 54	-	-	-	273/18 6 68.3% 1.52/2. 60 .435/.3 29
Torque- Power 230 CNC Bullet Cylinder Heads Alum	230/9 1	2.15/1.6 25 4.125	60	71/5 8 81.7 %	141/1 03 73%	218/14 4 66.1% 60/69.4 178/20 6 .737/.6 44	279/18 5 66.3% 76.8/89 .2 228/26 4 .707/.6 21	319/22 0 69% 87.9/10 6 260/31 4 .647/.5 9	346/22 9 66.2% 95.3/11 0 282/32 7 .585/.5 12	355/23 7 66.8% 97.8/11 4 290/33 9 .514/.4 54	-	-	-	276/18 6 67.4% 1.54/2. 60 .435/.3 29
Torque- Power 260 CNC Bullet Cylinder Heads Alum	260/-	2.20/1.6 25 4.125	N/A	-	-	-	-	-	-	380/- 100 296 .538	-	-	-	- - 1.46 .446/.3 29
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combus t. Chambe r Vol	.100	.200	.300	.400	.500	.600	.700	.800	.90 0	1.00 0	Average
Yella Terra -3 CNC Bullet Cylinder Heads Alum	182/7 4	2.055/1. 60	60	67/6 5 97%	137/1 11 81%	196/14 8 75.5% 59.1/73 .6 175/21 8 .693/.6 72	234/17 4 74.4% 70.6/86 .5 209/25 6 .621/.5 93	259/19 3 74.5% 78.1/96 231/28 4 .55/.52 6	272/20 2 74.3% 82/100 243/29 8 .481/.4 59	275/20 4 74.2% 82.9/10 1 246/30 1 .417/.3 97	-	-	-	229/17 2 75.2% 1.51/2. 76 .416/.3 24
Yella Terra -9 CNC Bullet Cylinder Heads Alum	N/A	2.10/1.6 0	57/61	75/6 2 82.7 %	140/1 10 78.6%	212/15 0 70.8% 61.2/74 .6 181/22 1 .734/.6 81	265/18 5 69.8% 76.5/92 227/27 3 .688/.6 3	302/20 2 66.9% 87.2/10 0 258/29 8 .627/.5 51	326/21 4 65.6% 94.1/10 6 279/31 5 .564/.4 86	330/22 2 67.3% 95.3/11 0 282/32 7 .489/.4 32	-	-	-	263/18 1 68.8% - .425/.3 24
Yella Terra 12 Port (Black / Blue) Iron	N/A	1.74/1.5 5	56/68	-	-	-	-	-	-	-	-	-	-	- - .352/.3 14

Honda

COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e

Honda B16 2nd Gen CCH	N/A	33mm/28mm	N/A	-	-	-	-	-	-	-	229/183 79.9% 86.4/95.9 256/284 .427/.402	-	-	-	-	.263/.223
Honda B16 2nd Gen Ported CCH	N/A	33mm/28mm	N/A	-	-	-	-	-	-	-	273/228 83.5% 103/119 305/354 .509/.501	-	-	-	-	.263/.223
Honda B16 Alaniz Cyl Heads	N/A	33mm/28mm	N/A	75/64 85.3%	117/104 88.9%	152/128 84.2% 57.3/67.1 170/199 .638/.633	179/149 83.2% 67.5/78.1 200/231 .601/.589	197/165 83.8% 74.3/86.4 220/256 .551/.544	216/176 81.5% 81.5/92.2 241/273 .518/.497	233/181 77.7% 87.9/94.8 260/281 .489/.447	245/185 75.5% 92.4/96.9 274/287 .457/.407	253/186 73.5% 95.4/97.4 283/289 .425/.368	-	-	-	199/159 80% - .263/.223
Honda B16 Ported Perfmanace CNC	N/A	33mm/28mm - No Pipe	N/A	102/78 76.5%	-	185/147 79.5% 69.8/77 207/228 .776/.727	-	250/197 78.8% 94.3/103 279/306 .699/.649	-	278/220 79.1% 105/115 311/341 .583/.544	285/226 79.3% 107/118 318/351 .531/.497	299/231 77.3% 113/121 334/359 .502/.457	306/233 76.1% 115/122 342/362 .467/.419	-	-	244/190 78.1% - .263/.223
Honda B16 A	N/A	1.30/1.18	N/A	89/88 98.9%	-	154/136 88.3% 58/62.2 172/184 .646/.628	-	199/163 81.9% 75/74.5 222/221 .556/.502	-	233/173 74.2% 87.8/91 260/234 .488/.40	-	256/177 69.1% 96.4/80.9 286/240 .429/.327	262/179 68.3% 98.7/81.8 292/242 .399/.301	-	-	199/153 76.8% - .263/.239
Honda B16 A Ported Todd	N/A	1.30/1.18	N/A	82/87 106%	-	153/163 106% 57.6/74.5 171/221 .641/.753	-	215/192 89.3% 81/87.8 240/260 .601/.591	-	263/198 75.3% 99.1/90.5 294/268 .551/.457	-	294/203 69% 111/92.8 328/275 .493/.375	305/205 67.2% 115/93.7 340/278 .465/.344	-	-	219/175 79.9% - .263/.239
Honda B16 A Ported Kelford Cams	N/A	-	N/A	-	-	-	-	-	-	-	-	-	-	319/-	-	-
Honda B16 A/18 C25 CNC M2 Race Systems	123/-	33mm/28mm 3.285	46	84/76 90.5%	125/120 96%	164/147 89.6% 61.9/77 183/228 .688/.727	195/166 85.1% 73.5/87 218/258 .654/.657	220/179 81.4% 83/93.8 246/278 .615/.59	242/190 78.5% 91.3/99.5 270/295 .58/.537	256/203 79.3% 96.6/106 286/315 .537/.502	269/209 77.7% 101/109 301/324 .502/.459	280/214 76.4% 106/112 313/332 .47/.423	-	-	-	219/179 81.6% 2.28 .263/.223

						158/144 91.1% 59.6/75.4 177/224 .663/.712	190/167 87.9% 71.7/87.5 212/259 .638/.661	211/180 85.3% 79.6/94.3 236/279 .59/.593	227/180 79.3% 85.6/94.3 254/279 .544/.509	240/191 79.6% 90.5/100 268/296 .503/.472	251/193 76.9% 94.7/101 280/300 .468/.424	259/194 74.9% 97.7/102 289/301 .435/.384	-	-	207/171 82.2% - .263/.223
Honda B16 R	N/A	33mm/28 mm	N/A	88/78 88.6%	123/115 93.5%	167/148 88.6% 63/77.5 187/230 .701/.732	198/176 88.9% 74.7/92.2 221/273 .665/.696	229/198 86.5% 86.4/104 256/307 .64/.653	258/211 81.8% 97.3/111 288/328 .618/.596	280/219 78.2% 106/115 313/40 .587/.541	294/224 76.2% 111/117 329/48 .548/.492	301/-114 336.505	-	-	233/186 - - .263/.223
						158/135 85.4% 59.6/70.7 177/210 .663/.667	-	211/161 76.3% 79.6/84.3 236/250 .59/.531	-	240/165 68.8% 90.5/86.4 268/256 .503/.408	259/166 64.1% 97.7/87 289/258 .435/.328	-	-	191/142 74.1% - .263/.223	
Honda B18 C	N/A	33mm/28 mm	N/A	88/81 92%	-	159/152 95.6% 60/79.6 178/236 .667/.752	-	221/194 87.8% 83.4/102 247/301 .618/.639	-	269/203 75.5% 101/106 301/315 .564/.502	288/217 75.3% 109/114 322/37 .483/.429	-	-	205/170 82.7% - .263/.223	
Honda B18 C Ported	N/A	33mm/28 mm	N/A	89/83 93.3%	-	159/152 95.6% 60/79.6 178/236 .667/.752	-	221/194 87.8% 83.4/102 247/301 .618/.639	-	269/203 75.5% 101/106 301/315 .564/.502	288/217 75.3% 109/114 322/37 .483/.429	-	-	205/170 82.7% - .263/.223	
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
Honda B18 C1 CNC M2 Race Systems	N/A	33mm/28mm 3.285	45	85/72 84.7%	126/109 86.5%	164/152 92.7% 61.9/79.6 183/236 .688/.752	191/179 93.7% 72/93.8 213/278 .641/.708	218/194 89% 82.2/102 244/301 .61/.639	241/206 85.5% 90.9/108 269/320 .578/.582	259/214 82.6% 97.7/112 289/332 .543/.529	273/220 80.6% 103/115 305/41 .509/.483	283/225 79.5% 107/118 316/49 .475/.445	-	-	219/187 85.4% - .263/.223
Honda D16 Open Chamber CCH	N/A	30mm/26 mm	N/A	-	-	-	-	-	-	-	229/170 74.2% 105/103 310/306 .47/.402	-	-	-	- - - .239/.207
Honda D16 Open Chamber Ported CCH	N/A	30mm/26 mm	N/A	-	-	-	-	-	-	-	259/210 81.1% 118/128 350/378 .531/.497	-	-	-	- - - .239/.207

Honda D16 Closed Chamber CCH	N/A	30mm/26 mm	N/A	-	-	-	-	-	-	-	221/162 73.3% 101/98.4 299/292 .453/.383	-	-	-	-
Honda D16 Closed Chamber Ported CCH	N/A	30mm/26 mm	N/A	-	-	-	-	-	-	-	255/211 82.7% 116/128 345/380 .523/.499	-	-	-	-
Honda F22a Turbowater Ported	N/A	-	N/A	87/83 95.4%	127/121 95.3%	163/150 92%	191/172 90.1%	218/186 85.3%	241/198 82.2%	261/211 80.8%	276/215 77.9%	288/218 75.7%	296/221 74.7%	-	229/188 82.1%
Honda F22a1 McFred	N/A	34mm/29mm	N/A	82/44 53.7%	125/75 60%	165/108 65.5% 58.6/52.7 174/156 .672/.516	200/130 65% 71.1/63.5 211/188 .651/.496	219/143 65.3% 77.8/69.8 231/207 .594/.455	234/151 64.5% 83.1/73.7 246/219 .544/.412	251/156 62.2% 89.2/76.2 264/226 .511/.372	264/160 60.6% 93.8/78.1 278/232 .478/.339	275/163 59.3% 97.7/79.6 290/236 .448/.311	-	-	217/136 62.7% - .271/.231
Honda F22a1 McFred Ported	N/A	34mm/29mm	N/A	78/66 84.6%	128/104 81.3%	163/137 84% 57.9/66.9 172/198 .664/.654	194/161 83% 68.9/78.6 204/233 .632/.615	229/178 77.7% 81.4/86.9 241/258 .622/.57/.5	245/187 76.3% 87/91.3 258/271 .57/.51	252/194 77% 89.5/94.7 265/281 .513/.463	277/198 71.5% 98.4/96.7 292/287 .501/.456/.386	280/202 72.1% 99.5/98.7 295/292 .456/.386	-	-	221/170 77% - .271/.231
Honda F22b2 4 Intake Mike	N/A	32mm/29mm	N/A	80/63 78.8%	-	149/125 83.9% 59.8/61 177/181 .645/.597	-	179/152 84.9% 71.8/74.2 213/220 .516/.484	-	198/160 80.8% 79.4/78.1 235/232 .428/.382	-	207/163 78.7% 83/79.6 246/236 .358/.311	208/169 81.3% 83.4/82.5 247/245 .327/.293	-	170/139 81.5% - .255/.231
Honda F22b2 Ported Mike	N/A	32mm/29mm	N/A	73/64 87.7%	-	139/124 89.2% 55.8/60.6 165/179 .601/.592	-	174/166 95.4% 69.8/81.1 207/240 .502/.528	-	210/188 89.5% 84.2/91.8 250/272 .454/.449	-	240/200 83.3% 96.3/97.7 285/289 .415/.382	-/205	-	167/148 88.8% - .255/.231
Honda F22 '90-93 SOHC CHR Motorsports Home Made Bench	N/A	34mm/29mm - Radius on Exhaust	N/A	82/44 53.7%	125/75 60%	165/108 65.5% 58.6/52.7 174/156 .672/.516	200/130 65% 71.1/63.5 211/188 .651/.496	219/143 65.3% 77.8/69.8 231/207 .594/.455	234/151 64.5% 83.1/73.7 246/219 .544/.412	251/156 62.2% 89.2/76.2 264/226 .511/.372	264/160 60.6% 93.8/78.1 278/232 .478/.339	275/163 59.3% 97.7/79.6 290/236 .448/.311	-	-	217/136 62.7% - .271/.231

Honda F22 '90-93 SOHC Ported CHR Motorsports 28 Deg Back Cut on Intake Home Made Bench	N/A	34mm/29mm - Radius on Exhaust	N/A	94/81 86.2%	137/110 80.3%	171/142 83% 60.8/69.3 180/205 .696/.678	197/172 87.3% 70/84 207/249 .642/.657	219/193 88.1% 77.8/94.3 231/279 .594/.614	238/207 87% 84.6/101 251/300 .554/.565	256/215 84% 91/105 269/311 .521/.513	268/221 82.5% 95.2/108 282/320 .485/.469	277/229 82.7% 98.4/112 292/331 .451/.437	286/234 81.8% 102/114 301/339 .423/.406	-	228/191 84.1% - .271/.231
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
Honda F22 '90-93 SOHC Ported CHR Motorsports 30 Deg Back Cut on Intake Home Made Bench	N/A	34mm/29mm - Radius on Exhaust	N/A	103/91 88.3%	146/110 75.3%	180/142 78.9% 64/69.3 189/205 .733/.678	206/172 83.5% 73.2/84 217/249 .671/.657	228/193 84.6% 81/94.3 240/279 .619/.614	248/207 83.5% 88.1/101 261/300 .577/.565	273/215 78.8% 97/105 287/311 .556/.513	285/221 77.5% 101/108 300/320 .516/.469	290/229 79% 103/112 305/331 .472/.437	300/234 78% 107/114 316/339 .444/.406	-	240/191 79.9% - .271/.231
Honda F23 Ported Galto Racing	N/A	33.9mm/28.9mm	48	85/77 90.6%	133/116 87.2%	172/141 82% 61.5/69.3 182/205 .702/.675	209/163 78% 74.7/80.2 221/238 .683/.625	232/176 75.9% 82.9/86.5 246/256 .632/.562	244/184 75.4% 87.2/90.5 258/268 .569/.504	258/190 73.6% 92.2/93.4 273/277 .527/.455	269/195 72.5% 96.1/95.9 285/284 .488/.415	273/196 71.8% 97.6/96.4 289/286 .446/.376	-	-	224/170 76% - .270/.230
Honda GSR Ported WAT Portflow	N/A	33mm/28mm 81mm	N/A	84/70 83.3%	119/111 93.3%	150/150 100% 56.6/78.6 168/233 .629/.742	183/176 96.2% 69/92.2 205/273 .614/.696	213/188 88.3% 80.3/98.5 238/292 .596/.62	237/195 82.3% 89.4/102 265/303 .568/.551	255/197 77.3% 96.2/103 285/306 .535/.487	267/198 74.2% 101/104 298/307 .498/.435	280/203 72.5% 106/106 313/315 .47/.401	-	-	213/177 83.2% - .263/.223
Honda H22	N/A	35mm/30mm	N/A	87/-	-	166/-55.7 165 .657	-	219/-73.4 218 .578	-	251/-84.2 249 .496	-	268/-89.9 266 .424	-	-	198 - - .279/.239
Honda H22 killer VJ	N/A	35mm/30mm	N/A	105/83 79%	-	175/145 82.9% 58.7/66.2 174/196 .692/.669	-	242/186 76.9% 81.1/84.9 240/252 .638/.572	-	278/210 75.5% 93.2/95.8 276/284 .55/.485	-	293/216 73.7% 98.2/98.6 291/292 .464/.399	-	-	219/168 76.9% - .279/.239

Honda H22 Ported DH Racing	N/A	36mm/31mm	N/A	92/71 77.2%	142/113 79.6%	185/140 75.7% 58.6/59.8 174/177 .711/.625	216/160 74.1% 68.5/68.4 203/203 .665/.572	242/182 75.2% 76.7/77.8 227/230 .62/.542	265/200 75.5% 84/85.5 249/253 .582/.51	284/212 74.6% 90/90.6 267/268 .546/.473	296/220 74.3% 93.8/96.2 278/279 .506/.437	307/225 73.3% 97.3/96.2 288/285 .472/.402	316/229 72.5% 100/97.9 297/290 .442/.372	321/232 72.3% 102/99.2 301/294 .411/.345	257/191 74.3% - .287/.247
Honda H22 Civic Ported Kelford Cams	N/A	1.42/1.22	N/A	94/90 95.7%	140/139 99.3%	178/168 94.4% 56.2/71.9 167/213 .683/.751	212/193 91% 66.9/82.6 198/245 .651/.69	238/211 88.7% 75.1/90.2 223/267 .609/.628	258/220 85.3% 81.5/94.1 241/279 .566/.522	272/225 82.7% 85.9/96.2 254/285 .522/.503	283/229 80.9% 89.3/97.9 265/290 .483/.455	290/234 80.7% 91.6/100 271/297 .445/.418	-	-	234/202 86.5% - .288/.247
Honda H22A M2 Race Systems	N/A	35mm/30mm 3.285	N/A	-	-	-	-	-	246/181 73.6% 82.5/82.6 244/245 .556/.477	260/185 71.2% 87.2/87.4 258/250 .514/.427	270/187 69.3% 90.5/85.3 268/253 .475/.384	277/187 67.5% 92.9/85.3 275/253 .438/.345	281/189 67.3% 94.2/86.3 279/256 .404/.317	-	267/186 69.6% - .279/.239
Honda H22A CNC M2 Race Systems	N/A	35.5mm/30.5mm 3.285	N/A	86/82 95.3%	132/122 92.4%	176/165 93.8% 57.4/72.9 170/216 .686/.749	209/197 94.3% 68.1/87 202/258 .652/.715	239/208 87% 77.9/91.8 231/272 .621/.629	265/218 82.3% 86.4/96.3 256/285 .591/.565	283/227 80.2% 92.2/100 273/297 .552/.515	296/233 78.7% 96.5/103 286/305 .513/.47	307/236 76.9% 100/104 296/309 .479/.428	315/239 75.9% 103/106 304/313 .447/.394	321/241 75.1% 105/106 310/315 .417/.365	254/209 82% - .283/.243
Honda H22A Ported Redline Series JG Engine Dynamic s	N/A	35mm/30mm	N/A	-	-	-	-	-	-	-	-	290/250 86.2% 97.2/114 288/338 .459/.461	-	-	- - - .279/.239
Honda H22A Ported Pro Series JG Engine Dynamic s	N/A	-	N/A	-	-	-	-	-	-	-	-	318/260 81.8% -	-	-	-
Honda H22A Pro Import Ported Kelford Cams	N/A	1.46/1.20	N/A	91/85 93.4%	138/132 95.7%	172/165 95.9% 51.4/72.9 152/216 .642/.749	209/190 90.9% 62.4/84 185/249 .624/.69	237/205 86.5% 70.8/90.6 210/269 .59/.621	266/213 80.1% 79.4/94.2 235/279 .567/.553	290/220 75.9% 86.6/97.3 257/288 .541/.50	309/225 72.8% 92.3/99.5 273/295 .513/.454	325/229 70.5% 97.1/101 288/300 .485/.416	338/233 68.9% 101/103 299/305 .459/.385	347/236 68% 104/104 307/309 .432/.357	263/205 77.8% - .296/.243
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average

Honda H22A BTCC Ported Kelford Cams	N/A	1.42/1.22	N/A	90/85 94.4%	140/132 94.3%	175/165 94.3% 55.3/70.6 164/209 .672/.737	208/191 91.8% 65.7/81.7 195/242 .639/.683	233/206 88.4% 73.6/88.1 218/261 .596/.614	256/214 83.6% 80.8/91.5 239/271 .562/.546	276/218 79% 87.1/93.2 258/276 .53/.487	293/221 75.4% 92.5/94.5 274/280 .50/.439	306/223 72.9% 96.6/95.4 286/283 .47/.399	-	-	236/196 83.2% - .288/.247
Honda K20	N/A	34.9mm/30mm	N/A	-	-	-	-	-	-	-	270/-91 270 .476	-	-	-	- - .278/.239
Honda K20 Sabre Heads	N/A	34.9mm/-	N/A	85/-	132/-	175/-59 175 .694	211/-71.2 211 .67	238/-80.3 238 .629	263/-88.7 263 .596	277/-93.4 277 .549	281/-94.8 281 .495	289/-97.5 289 .459	295/-99.5 295 .426	-	240 - - .278
Honda K20 Ported Redline Series JG Engine Dynamic s	N/A	35mm/30mm	N/A	-	-	-	-	-	-	-	-	-	305/250 82% 102/114 303/338 .439/.42	-	- - - .279/.239
Honda K20 Ported Pro Series JG Engine Dynamic s	N/A	-	N/A	-	-	-	-	-	-	-	-	-	326/265 81.3% -	-	-
Honda K20A Mild Port Kelford Cams	N/A	1.38/1.18	N/A	87/78 89.7%	136/120 88.2%	176/154 87.5% 58.8/70.4 174/209 .695/.711	215/183 85.1% 71.9/83.7 213/248 .679/.676	245/199 81.2% 81.9/91 243/270 .645/.613	268/210 78.4% 89.6/96 265/284 .605/.554	282/216 76.6% 94.3/98.8 279/293 .557/.499	291/221 75.9% 97.3/101 288/299 .511/.454	298/223 74.8% 99.6/102 295/302 .471/.412	309/226 73.1% 103/103 306/306 .444/.38	-	247/195 78.9% - .279/.239
Honda K20A Race Port Kelford Cams	N/A	1.44/1.18	N/A	96/106 110%	145/155 106%	190/191 100% 58.3/73.3 173/259 .719/.882	229/212 92.6% 70.3/96.9 208/287 .693/.783	257/219 85.2% 78.9/100 234/297 .649/.674	277/226 81.6% 85/103 252/306 .599/.597	290/232 80% 89/106 264/314 .549/.536	303/236 77.9% 93/108 276/320 .51/.484	316/239 75.6% 97/109 287/324 .478/.442	325/241 74.2% 99.8/110 296/326 .447/.405	-	259/217 83.7% - .292/.239
Honda K20A-2 Mike	N/A	35mm/30mm	N/A	-	-	-	-	-	-	-	-	289/-96.9 287 .457	296/-99.2 294 .426	-	293 - - .279/.239
Honda K20A-2 Alaniz Cyl Heads	N/A	35mm/30mm	N/A	100/83 83%	146/111 76%	188/140 74.5% 63/63.9 187/189 .744/.646	217/164 75.6% 72.8/74.8 216/222 .687/.605	240/181 75.4% 80.5/82.6 238/245 .633/.557	260/192 73.8% 87.2/87.6 258/260 .588/.506	274/196 71.5% 91.9/94 272/265 .542/.452	286/200 69.9% 95.9/91.3 284/270 .503/.41	295/202 68.5% 98.9/92.2 293/273 .467/.373	295/204 69.2% 98.9/93.1 293/276 .424/.342	-	245/177 72.2% - .279/.239

Honda K20A-2 CNC Alaniz Cyl Heads	N/A	36mm/30mm	N/A	104/84 80.8%	153/118 77.1%	197/152 77.2% 62.4/69.4 185/206 .758/.701	235/194 82.6% 74.5/88.5 221/262 .723/.716	265/221 83.4% 84/101 249/299 .679/.68	288/241 83.7% 91.3/110 270/326 .633/.636	307/251 81.8% 97.3/115 288/339 .59/.579	324/258 79.6% 103/118 304/349 .554/.529	333/263 79% 106/120 313/356 .512/.485	342/268 78.4% 108/122 321/362 .478/.45	-	272/218 80.4% - .287/.239
Honda V-Tech	N/A	33mm/28mm	N/A	85/76 89.4%	-	160/143 89.4% 60.3/74.9 179/222 .671/.707	-	201/167 83.1% 75.8/87.5 225/259 .562/.55	-	240/169 70.4% 90.5/88.5 268/262 .503/.418	-	254/171 67.3% 95.8/89.6 284/265 .426/.338	-	-	188/145 77.2% - .263/.223
Honda V-Tech Ported M2 Race Systems	N/A	-	N/A	85/72 84.7%	-	163/152 93.3% -	-	218/194 89% -	-	259/214 82.6% -	-	283/225 79.5% -	-	-	202/171 85%
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
Honda V-Tech Ported Redline Series JG Engine Dynamics	N/A	33mm/28mm	N/A	-	-	-	-	-	-	-	-	285/235 82.5% 107/123 318/365 .478/.465	-	-	- - - .263/.223
Honda V-Tech Ported Pro Series JG Engine Dynamics	N/A	34mm/28.5mm	N/A	-	-	-	-	-	-	-	-	312/243 77.9% 111/123 328/364 .508/.472	-	-	- - - .271/.227
Dart Honda Fits all B-Series SF600 Alum	125/-	33mm/28mm 81.5mm No Pipe	42	99/90 90.9%	-	168/152 90.5% 63.4/79.6 188/236 .705/.752	-	215/176 81.9% 81.1/92.2 240/273 .601/.58	-	250/179 71.6% 94.3/93.8 279/278 .524/.443	-	269/178 66.2% 101/93.3 301/276 .451/.352	-	-	200/155 77.4% 2.15 .263/.223
Dart Honda CNC Fits all B-Series SF600 Alum	135/90	34mm/28mm 81.5mm No Pipe	45	100/92 92%	-	168/168 100% 59.7/88 177/261 .684/.831	-	236/207 87.7% 83.8/108 248/321 .641/.682	-	275/221 80.4% 97.7/116 290/343 .56/.546	-	320/224 70% 114/117 337/348 .521/.443	-	-	220/182 83% 2.37/2.49 .271/.223
RHS / Pro Topline Honda V-Tech Stock Alum	N/A	33mm/28mm	N/A	-	-	-	-	-	-	-	-	265/- 99.9 296 .445	-	-	- - - .263/.223

RHS / Pro Topline Honda V-Tech Cast Blended Alum	N/A	33.5mm/ 28.5mm	N/A	-	-	-	-	-	-	-	-	275/- 101 298 .455	-	-	- - - .267/ .227
RHS / Pro Topline Honda V-Tech CNC Alum	N/A	34mm/ 29mm	N/A	-	-	-	-	-	-	-	-	295/- 105 311 .48	-	-	- - - .271/ .231
RHS / Pro Topline Honda V-Tech CNC Ed SF600 Alum	N/A	33mm/-	N/A	101/ -	-	187/- 70.5 209 .785	-	242/- 91.3 270 .677	258/- 97.3 288 .618	274/- 103 306 .575	287/- 108 321 .535	298/- 112 333 .50	307/- 116 343 .468	-	244 - - .263

hrd

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.137	.201	.268	.335	.401	.468	.700	Averag e				
Honda B-18 CNC Ported by HRD	N/A	-	N/A	100/ 90 90%	163/1 44 88.3 %	200/1 90 95%	235/2 05 87.2%	255/2 18 85.5%	265/2 25 84.9%	-	224/1 96 87.8%				

chr

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.098	.201	.299	.350	.402	.500	.598	Averag e				
Honda B-16 A CHR	N/A	33mm/ 28mm	N/A	74/6 3 85.1 %	114/1 18 103%	142/1 48 104%	158/1 57 99.4%	167/1 58 94.6%	178/1 58 88.8%	198/- 74.7 221 .278	160/1 48 - - .263/ .223				
Honda B-16 A Ported CHR	N/A	-	N/A	75/6 6 88%	132/1 33 100%	156/1 73 110%	182/1 83 100%	194/1 89 97.4%	222/2 01 90.5%	242/- -	188/1 76				

Hyundai

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufactu rer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average

2.0l (BetaII) CHR	N/A	32mm/ 27.85mm	N/A	92/80 87%	130/1 04 80%	164/12 9 78.7% 65.8/68 .3 195/20 2 .71/.64 1	188/14 6 77.7% 75.4/77 .3 223/22 9 .651/.5 81	204/15 6 76.5% 81.8/82 .6 242/24 5 .588/.5 17	197/16 1 81.7% 79/85.3 234/25 3 .487/.4 57	196/16 5 84.2% 78.6/87 .4 233/25 9 .424/.4 1	-	-	180/14 4 79.8% - .255/.2 22
2.0l (BetaII) Ported CHR	N/A	-	N/A	104/8 4 80.8 %	143/1 10 76.9%	176/13 8 78.4% - -	203/15 8 77.8% - -	222/17 2 77.5% - -	224/18 3 81.7% - -	226/19 1 84.5% - -	229/19 6 85.6% -	230/2 02 87.8% -	207/16 9 81.7%
'10 2.0l (Theat) Bill Jones	N/A	1.38/1.143	N/A	91/77 84.6 %	-	165/14 0 84.8% 55.2/68 .2 163/20 2 .652/.6 68	-	225/16 9 75.1% 75.2/82 .4 223/24 4 .592/.5 37	246/17 5 71.1% 82.2/85 .3 244/25 3 .555/.4 77	259/17 8 68.7% 86.6/86 .7 257/25 7 .511/.4 24	-	-	197/14 8 74.9% - .279/.2 31
'10 2.0l (Theat) Mild Port Bill Jones	N/A	36mm/30m m3	52	90/71 78.9 %	-	164/13 9 84.8% 52/63.4 154/18 8 .631/.6 41	-	222/18 1 81.5% 70.4/82 .6 208/24 5 .569/.5 57	245/19 1 78% 77.6/87 .2 230/25 8 .538/.5 04	260/19 7 75.8% 82.4/89 .9 244/26 6 .50/.45 5	-	-	196/15 6 79.4% - .287/.2 39
Tiburon 4	N/A	32mm/ 27.85mm	N/A	81/75 92.6 %	128/9 9 77.3%	154/12 3 79.9% 61.8/65 .1 183/19 3 .666/.6 11	178/14 3 80.3% 71.4/75 .7 212/22 4 .616/.5 69	187/15 6 83.4% 75/82.6 222/24 5 .539/.5 17	192/16 1 83.9% 77/85.3 228/25 3 .475/.4 57	193/16 3 84.5% 77.4/86 .3 229/25 6 .417/.4 05	194/16 3 84% 77.8/86 .3 231/25 6 .373/.3 6	-	175/14 4 82.2% - .255/.2 22
Tiburon 4 Ported	N/A	33mm/ 28.85mm	N/A	88/80 90.9 %	121/1 05 86.8%	156/12 9 82.7% 58.8/63 .7 174/18 9 .654/.6 19	212/17 2 81.1% 80/84.9 237/25 1 .712/.6 6	225/18 6 82.7% 84.9/91 .8 251/27 2 .629/.5 95	232/19 6 84.5% 87.5/96 .7 259/28 7 .556/.5 37	238/20 3 85.3% 89.8/10 0 266/29 7 .499/.4 87	241/20 6 85.5% 90.9/10 2 269/30 1 .449/.4 39	-	204/17 1 84% - .263/.2 30
Tiburon 2.7l V6	N/A	32mm/ 27.5mm	N/A	83/71 85.5 %	113/1 02 90.3%	150/12 8 85.3% 60.2/69 .5 178/20 6 .649/.6 44	168/14 4 85.7% 67.4/78 .2 200/23 2 .581/.5 8	180/15 2 84.4% 72.2/82 .6 214/24 5 .519/.5 1	186/15 2 81.7% 74.6/82 .6 221/24 5 .46/.43 7	185/15 2 82.2% 74.2/82 .6 220/24 5 .40/.38 3	-	-	164/13 8 84.5% - .255/.2 19
Tiburon 2.7l V6 Ported NGM Stage III +1mm valve	N/A	33mm/ 28.5mm	N/A	83/80 96.4 %	121/1 23 101%	156/16 6 106% 58.8/83 .9 174/24 9 .654/.8 06	186/18 0 96.8% 70.2/91 208/27 0 .624/.7 0	207/18 5 89.4% 78.1/93 .5 231/27 3 .527/.5 25	220/18 9 85.9% 83/95.6 246/28 3 .579/.5 99	227/19 2 84.6% 85.6/97 .1 254/28 8 .476/.4 66	-	-	186/17 3 92.7% - .263/.2 27

Tiburon 2.7l V6 Ported NGM Stage IV +1mm valve	N/A	33mm/ 28.5mm	N/A	-	-	-	-	-	-	237/21 2 89.5% 89.4/10 7 265/31 8 .497/.5 15	-	-	-	.263/.2 27

Jaguar

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Averag e
4.4l DOHC Ported Kelford Cams	N/A	1.46/1. 30	N/A	46/3 9 84.8 %	92/8 7 94.6 %	142/13 5 95.1% 42.4/5 0.9 126/15 1 .707/.7 55	184/17 1 92.9% 55/64. 4 163/19 1 .687/.7 17	215/19 7 91.6% 64.2/7 4.2 190/22 0 .642/.6 61	233/20 5 88% 69.6/7 7.2 206/22 9 .58/.57 3	239/21 0 87.9% 71.4/7 9.1 211/23 4 .51/.50 3	245/21 4 87.3% 73.2/8 0.6 217/23 9 .457/.4 49	252/21 9 86.9% 75.3/8 2.5 223/24 4 .418/.4 08	258/22 2 86% 77.1/8 3.6 228/24 8 .385/.3 72	-	207/18 4 89.2% - .296/.2 63

Lotus

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact er Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust - Chambe r Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average
TC Ported CNC Heads UK	N/A	1.562/1.49 6 100mm No Pipe	N/A	23/-	49/42 85.7 %	76/- 39. 7 118 .70 7	104/96 92.3% 54.3/54. 6 161/162 .726/.70	127/ - 66.3 196 .709	143/125 87.4% 74.6/71. 1 221/211 .665/.60 7	157/ - 81.9 243 .626	168/139 82.7% 87.7/79. 1 260/234 .586/.50 6	175/ - 91.3 271 .543	178/143 80.3% 92.9/81. 4 275/241 .497/.41 7	131/109 - - .316/.30 3

Mazda

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Averag e
1.6	N/A	31mm/ 26.2mm	N/A	-	72/-	-	133/- 56.8 168 .594	-	166/- 70.9 210 .494	172/- 73.5 218 .439	177/- 75.6 224 .395	177/- 75.6 224 .351	177/- 75.6 224 .316	-	153 - - .247/.2 09
1.6 - Import Machine Service	N/A	31mm/ 26.2mm	N/A	-	68/6 4 94.1 %	-	129/11 9 92.2% 55.1/7 1.2 163/21 1 .576/.6 29	-	160/14 8 92.5% 68.4/8 8.6 203/26 2 .476/.5 21	166/15 1 91% 70.9/9 0.3 210/26 8 .424/.4 56	170/15 4 90.6% 72.7/9 2.1 215/27 3 .38/.4 07	172/15 5 90.1% 73.5/9 2.7 218/27 5 .341/.3 64	174/15 7 90.2% 74.4/9 3.9 220/27 8 .311/.3 32	-	148/13 5 91.2% - .247/.2 09
1.6 - Import Machine Service Ported	N/A	-	N/A	-	76/7 0 92.1 %	-	140/12 3 87.9% -	-	179/17 3 96.6% -	189/17 3 91.5% -	193/17 8 92.2% -	198/18 2 91.9% -	202/18 4 91.1% -	-	168/15 5 92%

1.6 MX5 MK1 Sabre Heads	N/A	31mm/ 26.2mm - No Pipe	N/A	34/2 8 82.4 %	67/5 7 85.1 %	99/83 83.8% 42.3/4 9.7 125/14 7 .589/.5 85	130/11 5 88.5% 55.6/6 8.8 165/20 4 .581/.6 08	153/13 7 89.5% 65.4/8 2 194/24 3 .547/. 579	167/14 8 88.6% 71.4/8 8.6 211/26 2 .497/.5 21	176/15 3 86.9% 75.2/9 1.5 223/27 1 .449/.4 62	183/15 5 84.7% 78.2/9 2.7 232/27 5 .409/. 41	187/15 7 84% 79.9/9 3.9 237/27 8 .371/.3 69	-	-	145/12 6 86.5% - .247/.2 09	
1.6 MX5 MK1 Ported Sabre Heads	N/A	32mm/ 27.2mm - No Pipe	N/A	38/3 1 81.6 %	75/7 0 93.3 %	113/10 4 92% 45.3/5 7.7 134/17 1 .652/.7 06	150/13 4 89.3% 60.2/7 4.4 178/22 0 .649/.6 82	181/14 9 82.3% 72.6/8 2.7 215/24 5 .626/. 607	199/15 7 78.9% 79.8/8 7.2 236/25 8 .574/.5 33	209/16 2 77.5% 83.8/8 9.9 248/26 6 .517/.4 71	215/16 4 76.3% 86.2/9 1 256/27 0 .465/. 417	220/16 8 76.4% 88.2/9 3.3 261/27 6 .423/.3 8	-	-	170/13 9 81.4% - .255/.2 17	
1.8 MX5 Late Sabre Heads	N/A	33mm/ 28mm 82mm No Pipe	N/A	36/2 8 77.8 %	72/6 1 84.7 %	112/91 81.3% 42.2/4 7.7 125/14 1 .626/.6 0	147/12 2 83% 55.4/6 3.9 164/18 9 .617/.6 03	173/14 1 81.5% 65.2/7 3.9 193/21 9 .581/. 558	189/15 4 81.5% 71.3/8 0.7 211/23 9 .529/.5 08	199/16 0 80.4% 75.1/8 3.8 222/24 8 .477/.4 52	205/16 3 79.5% 77.3/8 5.4 229/25 3 .43/.4 03	208/16 7 80.3% 78.4/8 7.5 232/25 9 .388/.3 67	-	-	163/13 2 81.1% - .263/.2 23	
1.8 MX5 Late Light Intake Porting Sabre Heads	N/A	33mm/ 28mm 82mm No Pipe	N/A	37/2 8 75.7 %	73/6 1 83.6 %	112/91 81.3% 42.2/4 7.7 125/14 1 .626/.6 0	146/12 2 83.6% 55.1/6 3.9 163/18 9 .613/.6 03	175/14 1 80.6% 66/73. 9 196/21 9 .587/. 558	198/15 4 77.8% 74.7/8 0.7 221/23 9 .554/.5 08	208/16 0 76.9% 78.4/8 3.8 232/24 8 .499/.4 52	218/16 3 74.8% 82.2/8 5.4 244/25 3 .457/. 403	225/16 7 74.2% 84.9/8 7.5 251/25 9 .42/.36 7	-	-	169/13 2 78.2% - .263/.2 23	
1.8 MX5 Late Comp Intake Porting Sabre Heads	N/A	34mm/ 28mm 82mm No Pipe	N/A	38/2 8 73.7 %	74/6 1 82.4 %	111/91 82% 39.4/4 7.7 117/14 1 .603/.6 0	149/12 2 81.9% 52.9/6 3.9 157/18 9 .607/.6 03	185/14 1 76.2% 65.7/7 3.9 195/21 9 .603/. 558	210/15 4 73.3% 74.6/8 0.7 221/23 9 .57/.50 8	226/16 0 70.8% 80.3/8 3.8 238/24 8 .526/.4 52	234/16 3 69.7% 83.1/8 5.4 246/25 3 .476/. 403	241/16 7 69.3% 85.6/8 7.5 254/25 9 .436/.3 67	-	-	179/13 2 74.1% - .271/.2 23	
1.8 MX5 Late Larger Bore Porting Sabre Heads	N/A	34mm/ 29mm 84mm No Pipe	N/A	39/3 4 87.2 %	79/8 0 101 %	119/11 9 100% 42.3/5 8.1 125/17 2 .646/.7 57	158/15 3 96.8% 56.1/7 4.7 166/22 1 .643/.7 3	192/17 2 89.6% 68.2/8 4 202/24 9 .625/. 657	215/18 6 86.5% 76.4/9 0.8 226/26 9 .584/.5 92	229/19 3 84.3% 81.4/9 4.3 241/27 9 .533/.5 26	237/19 8 83.5% 84.2/9 6.7 249/28 7 .483/. 473	240/20 1 83.8% 85.3/9 8.2 253/29 1 .434/.4 26	-	-	184/16 3 88.6% - .271/.2 31	
1.8	N/A	33mm/ 28mm	N/A	-	81/5 0 61.7 %	-	153/93 60.8% 57.7/4 8.7 171/14 4 .642/.4 6	-	195/12 0 61.5% 73.5/6 2.9 218/18 6 .545/.3 96	-	207/12 6 60.9% 78.1/6 6 231/19 6 .434/. 311	-	-	-	-	159/97 .3 61.2% - .263/.2 23

1.8 Miata Alaniz Cyl Heads	N/A	33mm/28mm	N/A	38/31 81.6%	76/64 84.2%	114/95 83.3% 43/49.8 127/147 .638/.626	149/121 81.2% 56.2/63.4 167/188 .625/.598	175/134 76.6% 66/70.2 196/208 .587/.553	188/143 76.1% 70.9/74.9 210/222 .526/.471	196/148 75.5% 73.9/77.5 219/230 .47/.418	200/155 77.5% 75.4/81.2 223/241 .42/.383	200/157 78.5% 75.4/82.2 223/244 .373/.345	202/159 78.7% 76.2/83.3 226/247 .339/.314	-	167/131 78.4% - .263/.223
1.8 Mild Port	N/A	33mm/28mm	N/A	-	83/51 61.4%	-	159/97 61% 60/50.8 178/151 .667/.48	-	208/127 61.1% 78.4/66.5 232/197 .582/.419	-	232/142 61.2% 87.5/74.4 259/220 .487/.351	-	-	-	171/104 61.1% - .263/.223
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Average
2.0 Ported Alum	127/74	33mm/27.5mm	30	-	-	-	-	-	-	-	-	-	-	-	- .263/.219
FE3	N/A	44mm/36mm - Pipe	N/A	-	-	103/106 102% 43.7/67.2 129/199 .864/1.08	136/137 100% 57.7/86.8 171/257 .856/1.05	160/169 105% 67.9/107 201/317 .805/1.04	180/186 103% 76.4/118 226/349 .755/.954	189/191 101% 80.2/21 238/359 .68/.839	226/194 85.8% 95.9/123 284/364 .711/.746	234/194 82.9% 99.3/123 294/364 .654/.663	-	-	175/168 95.8% - .351/.287
FE3 Ported Level 3 Polk	N/A	Stock - Pipe	N/A	-	-	141/104 73.8% -	175/143 81.7% -	194/177 91.2% -	211/203 96.2% -	226/219 96.9% -	241/225 93.4% -	251/230 91.6% -	255/-	-	212/186
BP1800 Mild Port Kelford Cams	N/A	1.30/1.10	N/A	39/29 74.4%	78/60 76.9%	119/94 79% 44.8/49.5 133/147 .665/.621	152/121 79.6% 57.3/63.7 170/189 .637/.60	181/142 78.5% 68.2/74.7 202/221 .607/.563	198/153 77.3% 74.6/80.5 221/239 .553/.505	206/159 77.2% 77.6/83.7 230/248 .494/.449	214/163 76.2% 80.6/85.8 239/254 .449/.404	220/165 75% 82.9/86.8 246/257 .41/.363	223/168 75.3% 84/88.4 249/262 .374/.333	-	177/136 77% - .263/.223

Mercedes COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Average
C36 AMG Twin Turbo 24v Sabre Heads	N/A	35mm/31mm - No Pipe	N/A	41/36 87.8%	82/81 98.8%	122/135 110% 40.9/57.7 121/171 .643/.804	159/167 105% 53.3/71.4 158/211 .629/.746	186/180 96.8% 62.4/76.9 185/228 .589/.643	202/188 93.1% 67.7/80.3 201/238 .533/.506	214/190 88.8% 71.8/81.2 213/241 .484/.485	220/194 88.2% 73.8/82.9 219/246 .435/.433	225/195 86.7% 75.4/83.3 224/247 .396/.387	228/196 86% 76.4/83.8 227/248 .361/.305	-	182/170 93.2% - .279/.247

C36 AMG Twin Turbo 24v Ported Sabre Heads	N/A	35mm/31 mm - No Pipe	N/A	41/3 7 90.2 %	82/8 1 98.8 %	121/13 4 110% 40.6/5 7.3 120/17 0 .638/.7 98	161/18 7 116% 54/79. 9 160/23 7 .637/.8 35	191/20 3 106% 64/86. 8 190/25 7 .604/. 725	215/21 1 98.1% 72.1/9 0.2 214/26 7 .567/.6 28	232/21 8 94% 77.8/9 3.2 230/27 6 .524/.5 56	238/22 0 92.4% 79.8/9 4 236/27 9 .471/. 491	243/22 4 92.2% 81.5/9 5.7 241/28 4 .427/.4 45	246/22 9 93.1% 82.5/9 7.9 244/29 0 .389/.4 09	-	192/19 0 98.7% - .279/.2 47
600cc Smart Car Sabre Heads	N/A	30mm/25 mm - No Pipe	N/A	13/1 1 84.6 %	26/2 3 88.5 %	39/34 87.2% 35.6/4 4.7 105/13 2 .48/.50 2	52/43 82.7% 47.5/5 6.5 141/16 7 .48/.47 6	62/51 82.3% 56.6/6 7 168/19 9 .458/. 452	67/55 82.1% 61.2/7 2.3 181/21 4 .412/.4 06	68/59 86.8% 62.1/7 7.5 184/23 0 .359/.3 73	70/61 87.1% 63.9/8 0.2 189/23 8 .323/. 338	71/63 88.7% 64.8/8 2.8 192/24 5 .291/.3 1	-	-	56.9/4 8.6 85.5% - .239/.1 99
600cc Smart Car Ported Sabre Heads	N/A	30mm/25 mm - No Pipe	N/A	13/1 1 84.6 %	26/2 3 88.5 %	39/35 89.7% 35.6/4 6 105/13 6 .48/.51 7	54/47 87% 49.3/6 1.8 146/18 3 .498/.5 21	67/58 86.6% 61.2/7 6.2 181/22 6 .495/. 514	74/64 86.5% 67.5/8 4.1 200/24 9 .455/.4 73	75/69 92% 68.5/9 0.7 203/26 9 .396/.4 37	76/70 92.1% 69.4/9 2 206/27 3 .351/. 388	78/71 91% 71.2/9 3.3 211/27 6 .32/.34 9	-	-	61.1/5 4.6 89.4% - .239/.1 99
700cc Smart Car Sabre Heads	N/A	30mm/-	N/A	14/-	27/-	42/- 38.3 114 .517	57/- 52 154 .526	63/- 57.5 170 .465	66/- 60.2 178 .406	68/- 62.1 184 .359	70/- 63.9 189 .323	72/- 65.7 195 .295	-	-	58.1 - - .239
700cc Smart Car Ported Sabre Heads	N/A	30mm/25 mm - No Pipe	N/A	14/1 1 78.6 %	28/2 2 78.6 %	42/36 85.7% 38.3/4 7.3 114/14 0 .517/.5 32	58/51 87.9% 52.9/6 7 157/19 9 .535/.5 65	71/64 90.1% 64.8/8 4.1 192/24 9 .524/. 567	71/68 95.8% 64.8/8 9.4 192/26 5 .437/.5 02	72/69 95.8% 65.7/9 0.7 195/26 9 .38/.43 7	74/69 93.2% 67.5/9 0.7 200/26 9 .341/. 382	76/68 89.5% 69.4/8 9.4 206/26 5 .312/.3 35	-	-	61.5/5 5.9 90.9% - .239/.1 99

Mercedes COPYRIGHT © 2000-2013 [Stan Weiss](#) — World Wide Enterprises

Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22m m	Averag e
200 Cdi 16v NPS	N/A	30.2mm/ 28.5mm - No Pipe	N/A	45/5 6 124 %	87/1 02 117 %	125/13 4 107% 56.3/6 7.8 167/20 1 .485/.5 51	149/15 4 103% 67.1/7 7.9 199/23 1 .434/.4 75	158/16 2 102% 71.2/8 1.9 211/24 3 .368/. 40	164/16 8 102% 73.9/8 5 219/25 2 .318/.3 45	-	-	-	-	-	137/14 4 105.% - .241/.2 27

MGB COPYRIGHT © 2000-2013 [Stan Weiss](#) — World Wide Enterprises

Manufactu rer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average
A	N/A	1.565/1.3 44	43	-	-	-	-	-	-	-	-	-	- - - .317/.2 72

B	N/A	1.565/1.344	43	-	-	-	-	-	-	-	-	-	-	-
														.317/.272
C	N/A	1.625/1.344	39	49/35 71.4%	73/50 68.5%	93/64 68.8% 44.8/45.1 133/134 .416/.346	109/74 67.9% 52.6/52.2 156/155 .418/.343	118/81 68.6% 56.9/57.1 169/169 .396/.328	124/86 69.4% 59.8/60.6 177/180 .37/.31	129/90 69.8% 62.2/63.4 184/188 .346/.292	132/91 68.9% 63.6/64.1 189/190 .221/.185	134/93 69.4% 64.6/65.6 191/194 .20/.168	114/78.6 69% - .329/.272	
C Modified Exhaust	N/A	1.625/1.344	39	49/43 87.8%	-	93/78 83.9% 44.8/55 133/163 .416/.422	-	118/90 76.3% 56.9/63.4 169/188 .396/.365	-	129/97 75.2% 62.2/68.4 184/203 .346/.315	-	134/101 75.4% 64.6/71.2 191/211 .20/.182	105/81.8 78.2% - .329/.272	
D	N/A	1.565/1.344	39	45/33 73.3%	68/50 73.5%	86/59 68.6% 44.7/41.6 132/123 .399/.319	92/73 79.3% 47.8/51.5 142/152 .366/.338	104/78 75% 54.1/55.1 160/163 .362/.316	107/81 75.7% 55.6/57.1 165/169 .331/.292	108/83 76.9% 56.1/58.5 166/173 .301/.269	110/84 76.4% 57.2/59.2 169/175 .192/.17	110/85 77.3% 57.2/59.9 169/178 .17/.153	98.1/74.1 75.5% - .317/.272	
Aluminum Replacem ent	N/A	1.625/1.344	N/A	51/36 70.6%	71/56 78.9%	90/72 80% 43.4/50.8 129/150 .402/.389	103/79 76.7% 49.7/55.7 147/165 .395/.366	111/83 74.8% 53.5/58.5 159/173 .372/.337	113/87 77% 54.5/61.3 161/182 .337/.314	116/89 76.7% 55.9/62.7 166/186 .311/.289	117/90 76.9% 56.4/63.4 167/188 .196/.182	118/93 78.8% 56.9/65.6 169/194 .176/.168	105/81.1 77.4% - .329/.272	
S	N/A	Stock	N/A	45/35 77.8%	54/43 79.6%	73/52 71.2% -	90/61 67.8% -	99/66 66.7% -	108/69 63.9% -	113/72 63.7% -	115/72 62.6% -	115/71 61.7% -	95.9/63.3 66%	

Mitsubishi																COPYRIGHT © 2000-2013 Stan Weiss	— World Wide Enterprises
Manufa cturer Part Numbe r	Por t/ Vol Int / Exh	Valve Size Int/Exh	Comb ust. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Avera ge		
Eclipse SOHC	N/ A	-	N/A	-	-	-	-	-	-	-	-	240/125 52.1% -	-	-	-		
Eclipse SOHC CNC M2 Race Syste ms	N/ A	35.25m m/ 25.7mm 3.575	N/A	-	-	-	-	-	-	-	-	275/195 70.9% 90.9/121 269/359 .432/.42	-	-	- - - .281/ .205		
4G63 Gen I	N/ A	34mm/ 30.5mm	N/A	-	-	-	229/187 81.7% 81.4/ 82.6 241/245 .746/ .679	237/188 79.3% 84.2/83 249/246 .643/.569	-	-	-	-	-	-	233/188 80.5% - .271/ .243		

4G63 Gen I '89-94 CNC M2 Race Syste ms	N/ A	35mm/ 30.5mm 3.575	N/A	-	-	-	-	251/202 80.5% 84.2/89. 2 249/264 .662/.61 1	-	283/240 84.8% 94.9/106 281/314 .56/.545	284/2 49 87.7 % 95.2/ 110 282/3 26 .499/ .502	-	286/2 60 90.9 % 95.9/ 115 284/3 40 .411/ .429	-	276/2 38 86.1 % - .279/ .243
4G63 Alaniz Cyl Heads	N/ A	34mm/ 30.5mm	N/A	77/75 97.4%	117/ 117 100 %	154/151 98.1% 54.7/66. 7 162/198 .627/.68 5	187/1 74 93% 66.4/ 76.8 197/2 28 .609/ .632	206/189 91.7% 73.2/83. 4 217/247 .559/.57 2	216/1 97 91.2 % 76.7/ 87 227/2 58 .503/ .511	220/199 90.5% 78.2/87. 9 232/260 .448/.45 2	221/2 00 90.5 % 78.5/ 88.3 233/2 62 .40/ .403	223/202 90.6% 79.2/89. 2 235/264 .363/.36 7	-	-	193/1 79 92.6 % - .271/ .243
4G63 Ported Level 4 Polk	N/ A	35mm/-	N/A	106/-	161/ -	188/- 63 187 .744	241/- 80.8 239 .763	270/- 90.5 268 .712	298/- 99.9 296 .674	309/- 104 307 .611	320/- 107 318 .563	334/- 112 332 .528	346/- 116 344 .498	357/- 120 355 .471	282 - - .279
4G63 AMS SF600	N/ A	34mm/ 30.5mm	N/A	81/67 82.7%	119/ 105 88.2 %	153/138 90.2% 54.4/60. 9 161/181 .623/.62 6	183/1 73 94.5 % 65/76 .4 193/2 26 .596/ .628	201/192 95.5% 71.4/84. 8 212/251 .546/.58 1	209/2 03 97.1 % 74.3/ 89.6 220/2 66 .486/ .527	211/208 98.6% 75/91.8 222/272 .43/.472	205/2 09 102% 72.8/ 92.3 216/2 73 .371/ .422	206/211 102% 73.2/93. 2 217/276 .336/.38 3	-	-	186/1 80 96.8 % - .271/ .243
4G63 Ported AMS SF600	N/ A	34mm/ 30.5mm	N/A	107/88 82.2%	151/ 134 88.7 %	189/193 102% 67.2/85. 2 199/252 .77/.876	222/2 29 103% 78.9/ 101 234/3 00 .723/ .832	244/245 100% 86.7/108 257/321 .662/.74 1	258/2 49 96.5 % 91.7/ 110 272/3 26 .60/ .646	269/255 94.8% 95.6/113 283/334 .548/.57 9	274/2 61 95.3 % 97.4/ 115 288/3 41 .496/ .527	277/265 95.7% 98.4/117 292/347 .451/.48 1	-	-	236/2 29 97.2 % - .271/ .243
4G63 1G Ported Fox Lake SF600	N/ A	-	N/A	-	-	-	-	-	-	280/- -	289/- -	291/- -	-	-	287
4G63 2G Ported Fox Lake SF600	N/ A	-	N/A	-	-	-	-	-	-	272-	281/- .050 % - .050 % -	287/- -	-	-	235/ .050
1G	N/ A	34mm/3 0.5mm	N/A	78/84 107%	-	150/170 113% 53.3/75. 1 158/222 .611/.77 2	-	204/205 100% 72.5/90. 5 215/268 .554/.62	218/2 06 94.5 % 77.5/ 91 229/2 69 .507/ .534	225/- 79.9 237 .458	-	-	-	-	175/1 66 - - .271/ .243
1G Mild Port	N/ A	-	N/A	83/-	-	157/- -	-	222/- -	235/- -	244/- -	-	-	-	-	188

Manufa cturer Part Numbe r	Por t/ Vol Int / Exh	Valve Size Int/Exh	Comb ust. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Avera ge
1G Ported	N/ A	-	N/A	-	-	-	-	-	-	275/- -	-	-	-	-	-
1G Ported Mike +1mm valves	N/ A	35mm/3 1.5mm	N/A	87/78 89.7%	-	169/166 98.2% 56.7/68. 7 168/204 .668/.73	-	230/208 90.4% 77.1/86. 1 228/255 .607/.60 9	-	257/227 88.3% 86.2/94 255/278 .508/.49 9	-	270/239 88.5% 90.5/98. 9 268/293 .427/.42	-	-	203/1 84 90.6 % - .279/ .251
2G	N/ A	34mm/3 0.5mm 3.37 No Pipe	N/A	80/73 91.3%	-	155/146 94.2% 55.1/64. 5 163/191 .631/.66 3	-	211/181 85.8% 75/79.9 222/237 .573/.54 8	-	227/183 80.6% 80.7/80. 8 239/239 .462/.41 5	229/1 83 79.9 % 81.4/ 80.8 241/2 39 .414/ .369	-	-	-	180/1 53 84.9 % - .271/ .243
2G Ported	N/ A	- 3.37 No Pipe	N/A	91/73 80.2%	-	173/147 85% -	-	226/210 92.9% -	-	254/234 92.1% -	269/2 40 89.2 % -	-	-	-	203/1 81 89.2 %
EVO 4G63 CHW Alum	N/ A	34mm/3 0.5mm - No Pipe	43.3	74/75 101%	-	147/142 96.6% 52.2/62. 7 155/186 .599/.64 5	-	195/176 90.3% 69.3/77. 7 205/230 .529/.53 3	-	200/179 89.5% 71.1/79 211/234 .407/.40 6	-	196/182 92.9% 69.6/80. 4 206/238 .319/.33	-	198/1 81 91.4 % 70.3/ 79.9 208/2 37 .269/ .274	168/1 56 92.6 % - .271/ .243
EVO 4G63 Ported CHW Alum	N/ A	35mm/3 1.5mm - No Pipe	45	87/85 97.7%	-	164/159 97% 55/65.8 163/195 .649/.69 9	-	215/211 98.1% 72.1/87. 3 214/259 .567/.61 8	-	239/227 95% 80.1/94 237/278 .473/.49 9	-	246/229 93.1% 82.5/94. 8 244/281 .389/.40 3	-	252/2 31 91.7 % 84.5/ 95.6 250/2 83 .332/ .338	201/1 90 94.9 % - .279/ .251
EVO Ported Fox Lake SF600	N/ A	-	N/A	-	-	-	-	-	-	265- -	276/- .050 % - .050 % -	280/- -	-	-	230/. 050
EVO 1 Sabre Heads JS	N/ A	34mm/3 0.5mm	N/A	80/72 90%	122/ 120 98.4 %	161/163 101% 57.2/72 169/213 .656/.74	197/1 89 95.9 % 70/83 .4 207/2 47 .642/ .686	225/198 88% 79.9/87. 4 237/259 .611/.59 9	238/2 02 84.9 % 84.6/ 89.2 251/2 64 .554/ .524	246/205 83.3% 87.4/90. 5 259/268 .501/.46 5	251/2 05 81.7 % 89.2/ 90.5 264/2 68 .454/ .414	252/205 81.3% 89.5/90. 5 265/268 .41/.372	-	-	212/1 86 87.9 % - .271/ .243

EVO 1 Ported Sabre Heads SF110	N/ A	34mm/3 1.5mm	N/A	78/79 101%	118/ 132 111 %	159/172 108% 56.5/71. 2 167/211 .647/.75 6	197/1 94 98.5 % 70/80 .3 207/2 38 .642/ .682	225/207 92% 79.9/85. 7 237/254 .611/.60 7	240/2 19 91.3 % 85.3/ 90.7 253/2 69 .558/ .55	251/224 89.2% 89.2/92. 7 264/275 .511/.49 2	257/2 27 88.3 % 91.3/ 94 271/2 78 .465/ .443	261/231 88.5% 92.7/95. 6 275/283 .425/.40 6	-	-	214/2 01 94% - .271/ .251
EVO 4G63 Coswor th	N/ A	34mm/ 30.5mm	N/A	-	-	-	-	-	-	-	-	282/257 91.1% 100/113 297/336 .459/.46 7	-	-	- - - .271/ .243
EVO 4G63 Ported Coswor th	N/ A	-	N/A	-	-	-	-	-	-	-	-	335/282 84.2% -	-	-	-
EVO 8 4G63 David B	N/ A	34mm/3 0.5mm	N/A	-	177/ 135 76.3 %	-	221/1 97 89.1 % 78.5/ 87 233/2 58 .72/ .715	-	224/2 18 97.3 % 79.6/ 96.3 236/2 85 .521/ .565	-	228/2 18 95.6 % 81/96 .3 240/2 85 .413/ .44	-	-	-	213/1 92 90.4 % - .271/ .243
Manufa cturer Part Numbe r	Por t/ Vol Int / Exh	Valve Size Int/Exh	Comb ust. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Avera ge
EVO 9 Kelford Cams	N/ A	34mm/ 30.5mm	N/A	81/70 86.4%	122/ 110 90.2 %	158/142 89.9% 56.1/62. 7 166/186 .643/.64 5	188/1 62 86.2 % 66.8/ 71.5 198/2 12 .612/ .588	211/175 82.9% 75/77.3 222/229 .573/.53	225/1 86 82.7 % 79.9/ 82.1 237/2 43 .524/ .482	236/192 81.4% 83.8/84. 8 248/251 .48/.436	239/1 96 82% 84.9/ 86.5 252/2 56 .433/ .395	-	-	-	197/1 66 84.3 % - .271/ .243
EVO 9 Mild Port Kelford Cams +1mm valves	N/ A	35mm/ 31.5mm	N/A	89/81 91%	131/ 121 92.4 %	169/160 94.7% 56.7/66. 2 168/196 .668/.70 3	200/1 79 89.5 % 67.1/ 74.1 199/2 20 .633/ .629	227/193 85% 76.1/79. 9 226/237 .599/.56 5	245/2 04 83.3 % 82.1/ 84.4 243/2 50 .554/ .512	257/213 82.9% 86.2/88. 2 255/261 .508/.46 8	266/2 21 83.1 % 89.2/ 91.5 264/2 71 .468/ .432	-	-	-	214/1 84 86.4 % - .279/ .251
EVO 9 CNC Heads UK	N/ A	1.377/1. 24 100mm Pipe	N/A	77/72 93.5%	115/ -	154/161 104% 51.7/66. 7 153/198 .61/.708	188/- 63.1 187 .595	211/202 95.7% 70.8/83. 6 210/248 .557/.59 2	219/- 73.5 218 .495	222/219 98.6% 74.5/90. 7 221/269 .439/.48 1	226/- 75.9 225 .398	227/226 99.6% 76.2/93. 6 226/277 .359/.39 7	-	-	195/2 02 - - .279/ .251
EVO 9 Ported CNC Heads UK	N/ A	1.377/1. 24 100mm Pipe	N/A	89/85 95.5%	133/ -	177/186 105% 59.4/77 176/228 .701/.81 8	213/- 71.5 212 .674	240/239 99.6% 80.6/99 239/293 .633/.70	263/- 88.3 262 .595	278/271 97.5% 93.3/112 277/332 .55/.596	286/- 96 285 .503	291/294 101% 97.7/122 289/361 .461/.51 7	-	-	235/2 48 - - .279/ .251

EVO IX Ported AMS +1mm valves SF600	N/ A	35mm/ 31.5mm	N/A	107/88 82.2%	151/ 134 88.7 %	189/193 102% 63.4/79. 9 188/237 .748/.84 8	222/2 29 103% 74.4/ 94.8 221/2 81 .702/ .805	244/245 100% 81.8/101 242/300 .643/.71 8	258/2 49 96.5 % 86.5/ 103 256/3 05 .583/ .625	269/255 94.8% 90.2/106 267/313 .532/.56	274/2 61 95.3 % 91.9/ 108 272/3 20 .482/ .51	277/265 95.7% 92.9/110 275/325 .438/.46 6	-	-	236/2 29 97.2 % - .279/ .251
EVO X AMS SF600	N/ A	34mm/ 30.5mm	N/A	101/74 73.3%	147/ 128 87.1 %	186/157 84.4% 66.1/69. 3 196/205 .757/.71 3	216/1 61 74.5 % 76.7/ 71.1 227/2 11 .704/ .585	235/183 77.9% 83.5/80. 8 247/239 .638/.55 4	252/1 86 73.8 % 89.5/ 82.1 265/2 43 .586/ .482	266/189 71.1% 94.5/83. 4 280/247 .542/.42 9	275/1 91 69.5 % 97.7/ 84.3 290/2 50 .498/ .385	280/193 68.9% 99.5/85. 2 295/252 .456/.35	-	-	232/1 74 74.7 % - .271/ .243
EVO X Ported AMS	N/ A	-	N/A	97/86 88.7%	139/ 141 101 %	183/199 108% -	225/2 26 100% -	251/233 92.8% -	274/2 35 85.8 % -	293/238 81.2% -	305/2 39 78.4 % -	315/240 76.2% -	-	-	248/2 19 88.2 %
EVO X 4B11 David B	N/ A	34mm/ 30.5mm	N/A	-	141/ 142 100 %	-	202/1 97 97.5 % 71.8/ 87 213/2 58 .658/ .715	-	242/2 12 87.6 % 86/93 .6 255/2 77 .563/ .55	-	256/2 19 85.5 % 91/96 .7 269/2 86 .463/ .442	-	-	210/1 93 91.6 % - .271/ .243	
EVO X 4B11	N/ A	34mm/ 30.5mm	N/A	85/71 83.5%	131/ 121 92.4 %	173/154 89% 61.5/68 182/201 .704/.69 9	208/1 70 81.7 % 73.9/ 75.1 219/2 22 .678/ .617	231/177 76.6% 82.1/78. 1 243/232 .627/.53 6	250/1 81 72.4 % 88.8/ 79.9 263/2 37 .582/ .469	265/183 69.1% 94.2/80. 8 279/239 .54/.415	273/1 85 67.8 % 97/81 .7 287/2 42 .494/ .373	277/187 67.5% 98.4/82. 6 292/245 .451/.34	-	-	226/1 70 75.1 % - .271/ .243
EVO X 4B11 Mild Ported Kelford Cams	N/ A	34mm/ 30.5mm	N/A	86/80 93%	131/ 127 96.9 %	173/157 90.8% 61.5/69. 3 182/205 .704/.71 3	209/1 78 85.2 % 74.3/ 78.6 220/2 33 .681/ .646	235/189 80.4% 83.5/83. 4 247/247 .638/.57 2	256/1 94 75.8 % 91/85 .7 269/2 54 .596/ .503	272/197 72.4% 96.6/87 286/258 .554/.44 7	283/1 98 70% 101/8 7.4 298/2 59 .512/ .399	292/200 68.5% 104/88.3 307/262 .476/.36 3	-	-	231/1 80 77.8 % - .271/ .243
G54B Ported Marnal	N/ A	1.80/1.5 0	N/A	58/51 87.9%	-	114/91 79.8% 44.8/51. 5 133/153 .69/.661	-	170/118 69.4% 66.8/66. 8 198/198 .686/.57 2	-	211/141 66.8% 82.9/79. 8 246/236 .639/.51 2	-	223/155 69.5% 87.6/87. 7 260/260 .54/.451	-	229/1 60 69.9 % 90/90 .5 267/2 68 .462/ .388	168/1 19 71.2 % - .365/ .304
NT PPE LLC	N/ A	-	N/A	84/73 86.9%	-	169/156 92.3% -	-	220/185 84.1% -	-	233/191 82% -	-	-	-	-	177/1 51 85.7 %

Manufa cturer Part Numbe r	Por t/ Vol Int / Exh	Valve Size Int/Exh	Comb ust. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Avera ge
NT Port PPE LLC	N/ A	-	N/A	91/96 105%	-	175/183 104% -	-	242/211 87.2% -	-	260/219 84.2% -	-	-	-	-	192/1 77 92.3 %
TT	N/ A	-	N/A	86-93/ 77-80 87.7%	-	165-179/ 151-164 91.6% -	-	223-230/ 191-200 86.3% -	-	246-262/ 195-216 80.9% -	-	249-256/ 196-219 82.2% -	-	-	199/1 69 84.9 %
VR4	N/ A	-	N/A	95/98 103%	-	174/168 96.6% -	-	226/201 88.9% -	240/2 09 87.1 % -	249/212 85.1% -	-	-	-	-	197/1 78 90.2 %

Nissan COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
Datsun 1600 Road Race Ported Tri-Mark	N/A	1.69/1.3 8	N/A	64/61 95.3 %	-	130/1 00 76.9% 58/66. 9 172/1 98 .839/. 79	-	171/1 28 74.9% 76.2/8 5.6 226/2 54 .735/. 674	-	196/1 47 75% 87.4/9 8.3 259/2 91 .632/. 581	-	205/1 55 75.6% 91.4/1 04 271/3 07 .529/. 49	-	207/1 59 76.8% 92.3/1 06 273/3 15 .445/. 419	162/12 5 77.1% - .342/. 279
FJ20 Ported Kelford Cams	N/A	1.38/1.2 2	N/A	88/78 88.6 %	133/1 19 89.5 %	170/1 49 87.6% 56.8/6 3.7 168/1 89 .671/. 666	209/1 86 89% 69.9/7 9.6 207/2 36 .66/.6 65	235/2 02 86% 78.6/8 6.4 233/2 56 .619/. 602	255/2 06 80.8% 85.2/8 8.1 253/2 61 .576/. 526	268/2 11 78.7% 89.6/9 0.2 265/2 67 .529/. 471	279/2 15 77.1% 93.3/9 2 276/2 72 .49/.4 27	285/2 15 75.4% 95.3/9 2 282/2 72 .45/.3 84	-	-	229/18 8 82% - .279/. 247
FJ20 Race Ported Kelford Cams	N/A	-	N/A	92/87 94.6 %	146/1 47 100%	188/1 71 91% -	225/1 89 84% -	254/2 01 79.1% -	278/2 08 74.8% -	293/2 13 72.7% -	304/2 15 70.7% -	315/2 17 68.9% -	-	-	250/19 5 77.9%
'95 KA24DE Aaron	N/A	36.6mm/ 31.3mm	N/A	99/76 76.8 %	-	171/1 44 84.2% 52.4/6 0.4 155/1 79 .647/. 637	-	223/1 74 78% 68.4/7 2.9 203/2 16 .562/. 513	-	242/1 83 75.6% 74.2/7 6.7 220/2 27 .458/. 405	-	244/1 84 75.4% 74.8/7 7.1 222/2 29 .369/. 326	-	-	196/15 2 77.7% - .292/. 250
'95 KA24DE Street Port Aaron	N/A	36.6mm/ 31.3mm	N/A	86/85 98.8 %	-	166/1 37 82.5% 50.9/5 7.4 151/1 70 .628/. 606	-	225/1 73 76.9% 69/72. 5 204/2 15 .567/. 51	-	255/1 84 72.2% 78.2/7 7.1 232/2 29 .482/. 407	-	260/1 88 72.3% 79.7/7 8.8 236/2 34 .393/. 333	-	-	198/15 3 77.3% - .292/. 250

KA24DE	N/A	36.6mm/ 31.3mm	N/A	-	-	156/1 47 94.2% 47.8/6 1.6 142/1 83 .59/.6 5	199/1 70 85.4% 61/71. 3 181/2 11 .602/. 602	225/1 82 80.9% 69/76. 3 204/2 26 .567/. 537	248/1 96 79% 76/82. 2 225/2 43 .536/. 495	248/2 01 81% 76/84. 3 225/2 50 .469/. 445	248/2 01 81% 76/84. 3 225/2 50 .417/. 395	248/2 01 81% 76/84. 3 225/2 50 .375/. 356	-	-	225/18 5 82.6% - .292/. 250
KA24DE Ported BMC	N/A	-	N/A	-	-	166/1 51 91% -	227/1 82 80.2% -	260/1 92 73.8% -	277/1 99 71.8% -	289/2 08 72% -	300/2 18 72.7% -	305/2 22 72.8% -	310/2 25 72.6% -	-	267/20 0 74.8%
KA24DE Ported Cervasa	N/A	37.6mm/ 32.3mm	N/A	122/1 06 86.9 %	-	228/1 93 84.6% 66.2/7 6 196/2 25 .839/. 827	-	316/2 53 80.1% 91.8/9 9.6 272/2 95 .776/. 723	-	332/2 78 83.7% 96.5/1 09 286/3 24 .611/. 596	-	379/2 81 74.1% 110/1 11 326/3 28 .558/. 482	-	-	275/22 2 80.7% - .300/. 258
QR25	N/A	-	N/A	-	-	-	-	-	-	-	213/1 80 84.5% -	-	-	-	-
RB25 Ported Bullet Cylinder Heads	N/A	34.12m m/ 29.6mm	N/A	91/76 83.5 %	-	172/1 36 79.1% 60.7/6 3.8 180/1 89 .698/. 636	-	228/1 76 77.2% 80.4/8 2.5 238/2 44 .617/. 549	-	261/1 88 72% 92.1/8 8.1 273/2 61 .53/.4 4	272/1 92 70.6% 96/90 284/2 67 .491/. 399	281/1 94 69% 99.1/9 0.9 294/2 69 .456/. 363	286/1 96 68.5% 101/9 1.9 299/2 72 .422/. 333	-	227/16 5 72.8% - .272/. 236
RB26 Ported Bullet Cylinder Heads	N/A	34.6mm/ 30.15m m	N/A	97/83 85.6 %	-	179/1 46 81.6% 61.4/6 6 182/1 95 .716/. 67	-	247/1 73 70% 84.7/7 8.2 251/2 32 .659/. 53	-	280/1 88 67.1% 96.1/8 4.9 285/2 52 .56/.4 32	285/1 92 67.4% 97.8/8 6.8 290/2 57 .507/. 392	-	-	-	218/15 6 71.9% - .276/. 240
RB26DET T Ported Kelford Cams	N/A	1.35/1.1 8	N/A	88/80 90.9 %	129/1 26 97.7 %	164/1 59 97% 57.3/7 2.7 170/2 15 .662/. 734	198/1 84 92.9% 69.2/8 4.1 205/2 49 .64/.6 8	228/1 96 86% 79.6/8 9.6 236/2 66 .614/. 604	252/2 05 81.3% 88/93. 7 261/2 78 .581/. 541	269/2 11 78.4% 94/96. 5 278/2 86 .543/. 487	282/2 17 77% 98.5/9 9.2 292/2 94 .506/. 445	289/2 22 76.8% 101/1 02 299/3 01 .467/. 41	-	-	226/19 0 83.9% - .273/. 239
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
RB30 Ported Bullet Cylinder Heads	N/A	Stock	N/A	53/57 107%	-	106/5 0 47.2% -	-	152/1 24 81.6% -	-	193/1 28 66.3% -	196/1 30 66.3% -	198/1 31 66.2% -	202/1 32 65.3% -	-	157/10 7 68.4%
RB30 Ported Bullet Cylinder Heads	N/A	1 mm OS	N/A	54/56 103%	-	108/5 1 47.2% 138 407 1.17	-	158/1 26 79.7% 201 596 1.14	-	199/1 31 65.8% 253 751 1.08	201/1 33 66.2% 256 758 .974	207/1 34 64.7% 264 781 .903	212/1 36 64.2% 270 800 .84	-	163/11 0 67.3% - .203

SR	N/A	34.15m m/ 30.15m m	N/A	-	-	-	-	-	-	-	210/1 60 76.2% 74/72. 3 219/2 14 .378/. 327	-	-	-	- - - .272/. 240
SR20DE Alaniz Cyl Heads	N/A	34.15m m/ 30.15m m	N/A	79/70 88.6 %	121/1 05 86.8 %	156/1 31 84% 54.9/5 9.2 163/1 75 .632/. 602	181/1 42 78.5% 63.7/6 4.2 189/1 90 .587/. 522	194/1 49 76.8% 68.3/6 7.3 202/1 99 .524/. 456	206/1 52 73.8% 72.5/6 8.7 215/2 03 .477/. 399	213/1 54 72.3% 75/69. 6 222/2 06 .432/. 354	215/1 54 71.6% 75.7/6 9.6 224/2 06 .387/. 314	217/1 54 71% 76.4/6 9.6 226/2 06 .352/. 283	-	-	188/14 3 75.9% - .272/. 240
SR20DE Ported Alaniz Cyl Heads Exhaust +.5mm	N/A	34.65m m/ 30.65m m	N/A	81/71 87.7 %	122/1 05 86.1 %	158/1 33 84.2% 54.1/5 8.1 160/1 72 .631/. 601	188/1 52 80.9% 64.3/6 6.5 191/1 97 .601/. 549	207/1 63 78.7% 70.8/7 1.3 210/2 11 .551/. 491	217/1 69 77.9% 74.2/7 3.9 220/2 19 .495/. 436	225/1 73 76.9% 77/75. 6 228/2 24 .449/. 391	231/1 76 76.2% 79/76. 9 234/2 28 .41/.3 53	234/1 77 75.6% 80/77. 4 237/2 29 .374/. 32	-	-	198/15 6 78.9% - .276/. 244
SR20VE Knight Engines	N/A	-	N/A	85/85 100%	-	158/1 46 92.4% -	-	219/1 70 77.6% -	-	253/1 75 69.2% -	-	262/1 78 67.9% -	-	-	195/15 1 77.2%
SR20VE Ported Knight Engines	N/A	-	N/A	92/88 95.7 %	-	175/1 57 89.7% -	-	246/2 09 85% -	-	283/2 32 82% -	-	302/2 38 78.8% -	-	-	220/18 5 84.2%
SR20 Ported Kelford Cams	N/A	1.42/1.1 4	N/A	77/78 101%	119/1 14 95.8 %	156/1 42 91% 49.3/6 9.6 146/2 06 .599/. 679	190/1 66 87.4% 60/81. 3 178/2 41 .583/. 635	221/1 81 81.9% 69.8/8 8.7 207/2 63 .566/. 577	246/1 91 77.6% 77.7/9 3.6 230/2 77 .54/.5 22	265/1 98 74.7% 83.7/9 7 248/2 87 .509/. 473	278/2 02 72.7% 87.8/9 9 260/2 93 .474/. 429	288/2 05 71.2% 90.9/1 00 269/2 98 .442/. 392	-	-	220/17 5 79.4% - .288/. 231
SR20 S13	N/A	34.15m m/ 30.15m m	N/A	89/82 92.1 %	-	161/1 37 85.1% 56.7/6 1.9 168/1 83 .653/. 629	-	200/1 51 75.5% 70.4/6 8.2 209/2 02 .541/. 462	-	215/1 56 72.6% 75.7/7 0.5 224/2 09 .436/. 358	216/1 56 72.2% 76.1/7 0.5 225/2 09 .389/. 318	-	-	-	176/13 6 77.4% - .272/. 240
SR20 S13 Ported	N/A	34.15m m/ 30.15m m	N/A	93/86 92.5 %	-	173/1 54 89% 60.9/6 9.6 181/2 06 .701/. 707	-	220/1 77 80.5% 77.5/8 0 230/2 37 .595/. 542	-	250/1 94 77.6% 88/87. 7 261/2 60 .507/. 445	259/1 98 76.4% 91.2/8 9.5 270/2 65 .467/. 404	-	-	-	199/16 2 81.3% - .272/. 240
SR20 S13 Ported Bullet Cylinder Heads	N/A	34.15m m/ 30.15m m	N/A	94/87 92.6 %	-	170/1 55 91.2% 59.9/7 0 177/2 08 .689/. 712	-	223/1 77 79.4% 78.5/8 0 233/2 37 .603/. 542	-	251/1 94 77.3% 88.4/8 7.7 262/2 60 .509/. 445	260/1 98 76.2% 91.6/8 9.5 271/2 65 .468/. 404	-	-	-	200/16 2 81.3% - .272/. 240

VH41 V8 Kelford Cams	N/A	1.50/1.3 0	N/A	92/83 90.2 %	139/1 23 88.5 %	183/1 60 87.4% 51.8/6 0.3 153/1 79 .665/. 671	217/1 86 85.7% 61.4/7 0.1 182/2 08 .631/. 624	234/1 99 85% 66.2/7 5 196/2 22 .567/. 556	249/2 06 82.7% 70.5/7 7.6 209/2 30 .517/. 494	257/2 11 82.1% 72.7/7 9.5 215/2 36 .467/. 442	263/2 15 81.7% 74.4/8 1 220/2 40 .425/. 401	269/2 16 80.3% 76.1/8 1.4 226/2 41 .391/. 362	-	-	226/19 0 83.7% - .304/. 263
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
VH41 V8 Ported Kelford Cams	N/A	1.50/1.3 0	N/A	97/84 86.6 %	149/1 38 92.6 %	196/1 76 89.8% 55.5/6 6.3 164/1 96 .712/. 738	225/1 99 88.4% 63.7/7 5 189/2 22 .654/. 667	249/2 08 83.5% 70.5/7 8.4 209/2 32 .603/. 581	265/2 16 81.5% 75/81. 4 222/2 41 .55/.5 17	277/2 21 79.8% 78.4/8 3.3 232/2 47 .503/. 463	285/2 22 77.9% 80.6/8 3.6 239/2 48 .46/.4 14	288/2 26 78.5% 81.5/8 5.1 241/2 52 .419/. 379	-	-	242/20 1 83% - .304/. 263
300Z VG35 Ported	N/A	-	N/A	62/53 85.5 %	-	119/9 9 83.2% -	-	163/1 15 70.6% -	-	181/1 28 70.7% -	-	186/1 32 71% -	-	194/- -	151/10 5
350Z VQ35 M2 Race Systems	N/A	37.15m m/ 31.35m m 3.575	N/A	-	144/1 06 73.6 %	189/1 38 73% 56.2/5 7.7 167/1 71 .704/. 609	223/1 52 68.2% 66.4/6 3.5 197/1 88 .665/. 537	243/1 58 65% 72.3/6 6 214/1 96 .604/. 465	254/1 61 63.4% 75.6/6 7.3 224/1 99 .541/. 406	261/1 63 62.5% 77.7/6 8.1 230/2 02 .486/. 36	266/1 63 61.3% 79.2/6 8.1 235/2 02 .441/. 32	270/1 63 60.4% 80.4/6 8.1 238/2 02 .402/. 288	271/1 64 60.5% 80.6/6 8.5 239/2 03 .367/. 263	-	236/15 2 64.5% - .296/. 250
350Z VQ35 CNC M2 Race Systems	N/A	37.15m m/ 31.35m m 3.575	N/A	96/71 74%	144/1 09 75.7 %	189/1 47 77.8% 56.2/6 1.4 167/1 82 .704/. 649	226/1 70 75.2% 67.3/7 1 199/2 10 .674/. 601	259/1 90 73.4% 77.1/7 9.4 228/2 35 .643/. 559	280/2 02 72.1% 83.3/8 4.4 247/2 50 .596/. 51	296/2 09 70.6% 88.1/8 7.3 261/2 59 .552/. 461	310/2 12 68.4% 92.3/8 8.6 273/2 63 .513/. 416	319/2 14 67.1% 94.9/8 9.4 281/2 65 .476/. 378	325/2 15 66.2% 96.7/8 9.8 287/2 66 .44/.3 45	-	261/18 5 71% - .296/. 250

Nissan

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22mm	Averag e
CA18DET T Ported / Andre' Norrback	N/A	34mm/2 8mm 85mm No Pipe	N/A	63/52 82.5 %	122/1 00 82%	178/1 33 74.7% 63.2/6 9.7 187/2 06 .614/. 557	223/1 35 60.5% 79.2/7 0.7 235/2 10 .577/. 424	251/1 36 54.2% 89.2/7 1.2 264/2 11 .519/. 342	264/1 39 52.7% 93.8/7 2.8 278/2 16 .455/. 291	269/1 39 51.7% 95.6/7 2.8 283/2 16 .397/. 249	-	-	-	-	218/13 0 59.8% - .271/. 223

Olds

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average
Olds 215 Dan Jones Alum	N/A	1.525/1.35	N/A	43/35 81.4 %	85/65 76.5%	116/77 66.4% 63.5/53 .8 188/159 .553/.4 15	128/81 63.3% 70.1/56 .6 208/168 .457/.3 27	134/84 62.7% 73.4/58 .7 217/174 .383/.2 71	136/84 61.8% 74.5/58 .7 221/174 .324/.2 26	-	-	-	120/78.2 65.3% - .309/.273
Olds 215 Dan Jones Ported Alum	N/A	1.525/1.35	N/A	48/36 75%	95/73 76.8%	124/96 77.4% 67.9/67 .1 201/199 .591/.5 17	150/110 73.3% 82.1/76 .8 243/228 .536/.4 44	165/119 72.1% 90.3/83 .1 268/246 .472/.3 84	168/122 72.6% 92/85.2 273/253 .40/.32 8	-	-	-	140/104 74.1% - .309/.273
Olds 215 Dan Jones Ported Alum	N/A	1.62/1.40	N/A	51/45 88.2 %	104/76 73.1%	146/99 67.8% 70.8/64 .3 210/191 .655/.5 14	168/114 67.9% 81.5/74 .1 241/219 .565/.4 44	170/124 72.9% 82.5/80 .6 244/239 .448/.3 86	174/127 73% 84.4/82 .5 250/244 .39/.33	-	-	-	152/108 70.9% - .328/.284
Olds 215 Ported Bill JonesAlum	N/A	1.60/1.418	N/A	54/43 79.6 %	110/81 73.6%	136/108 79.4% 67.6/68 .4 200/203 .618/.5 54	149/120 80.5% 74.1/76 .8 220/225 .508/.4 61	154/126 81.8% 76.6/79 .8 227/236 .42/.38 7	-	-	-	-	137/109 79.2% - .324/.287
Olds Iron	177/133	-	N/A	-	-	-	-	-	207/162 78.3% -	-	-	-	- - 1.17/1.22
Olds 350 5 MID-AM Performance Iron	N/A	-	N/A	-	131/92 70.2%	180/123 68.3% -	205/138 67.3% -	222/144 64.9% -	234/148 63.2% -	-	-	-	194/129 66.4%
Olds 350 6 MID-AM Performance Iron	N/A	-	N/A	-	140/95 67.9%	186/129 69.4% -	222/142 64% -	228/147 64.5% -	233/153 65.7% -	-	-	-	202/133 66%
Olds 350 7A Iron	N/A	1.875/1.562	N/A	55/40 72.7 %	105/75 71.4%	148/105 70.9% 53.6/54 .8 159/162 .574/.4 89	170/135 79.4% 61.6/70 .5 182/209 .494/.4 71	180/145 80.6% 65.2/75 .7 193/224 .419/.4 05	-	-	-	-	151/115 76.3% - .380/.316
Olds 350 7A Ported Knowlton Iron	N/A	2.00/1.625	N/A	-	-	-	-	-	-	272/180 66.2% 86.6/86 .8 257/257 .424/.3 45	-	-	- - - .405/.329
Olds 350 7&7A MID-AM Performance Iron	N/A	-	N/A	-	140/99 70.7%	186/126 67.7% -	208/139 66.8% -	222/148 66.7% -	226/152 67.3% -	-	-	-	196/133 67.6%
Olds 350 8 MID-AM Perfomance Iron	N/A	1.875/1.625	N/A	-	144/108 75%	197/114 57.9% 71.3/55 211/163 .764/.5 1	220/121 55% 79.7/58 .3 236/173 .64/.40 6	229/125 54.6% 82.9/60 .3 246/179 .533/.3 35	230/131 57% 83.3/63 .2 247/187 .446/.2 93	-	-	-	204/120 58.7% - .380/.329

Olds 350 8 Ported MID-AM Performance Iron	N/A	2.00/1.68	N/A	-	160/116 72.5%	220/142 64.5% 70/64.1 207/190 .799/.6 14	249/161 64.7% 79.3/72 .6 235/215 .679/.5 22	261/170 65.1% 83.1/76 .7 246/227 .569/.4 41	272/180 66.2% 86.6/81 .2 257/241 .494/.3 89	-	-	-	232/154 66.2% - .405/.340
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average
Olds 403 4A MID-AM Performance Iron	N/A	2.00/1.50	N/A	-	144/92 63.9%	199/111 55.8% 63.3/62 .8 188/186 .723/.5 38	218/123 56.4% 69.4/69 .6 206/206 .594/.4 47	226/128 56.6% 71.9/72 .4 213/215 .493/.3 72	228/130 57% 72.6/73 .6 215/218 .414/.3 15	-	-	-	203/117 57.5% - .405/.304
Olds 403 4A Ported MID-AM Performance Iron	N/A	2.00/1.68	N/A	-	163/112 68.7%	224/140 62.5% 71.3/63 .2 211/187 .814/.6 06	248/152 61.3% 78.9/68 .6 234/203 .676/.4 93	265/166 62.6% 84.4/74 .9 250/222 .578/.4 31	272/179 65.8% 86.6/80 .8 257/239 .494/.3 87	-	-	-	234/150 63.9% - .405/.340
Olds A MID-AM Performance Iron	N/A	2.07/1.625	N/A	84/54 64.3%	159/101 63.5%	208/135 64.9% 61.8/65 .1 183/193 .73/.60 4	233/151 64.8% 69.2/72 .8 205/216 .614/.5 06	250/160 64% 74.3/77 .1 220/229 .527/.4 29	259/169 65.3% 77/81.5 228/241 .455/.3 78	-	-	-	222/143 64.6% - .419/.329
Olds B MID-AM Performance Iron	N/A	2.07/1.625	N/A	85/50 58.8%	159/99 62.3%	209/139 66.5% 62.1/67 .4 184/199 .734/.6 22	232/146 62.9% 68.9/70 .4 204/209 .611/.4 9	250/158 63.2% 74.3/76 .2 220/226 .527/.4 24	258/163 63.2% 76.7/78 .6 227/233 .453/.3 64	-	-	-	222/141 63.6% - .419/.329
Olds C Iron	N/A	2.07/1.625	N/A	-	162/99 61.1%	211/133 63% 62.7/64 .1 186/190 .741/.5 95	233/145 62.2% 69.2/69 .9 205/207 .614/.4 86	250/158 63.2% 74.3/76 .2 220/226 .527/.4 24	259/162 62.5% 77/78.1 228/231 .455/.3 62	-	-	-	223/139 62.5% - .419/.329
Olds C Iron	N/A	2.08/1.68	N/A	-	-	-	-	-	230/162 70.4% 67.7/73 .1 201/217 .402/.3 5	-	-	-	- - - .421/.340
Olds C Ported Brazed Center Divider SF600 Iron	N/A	2.07/1.68 4.155	N/A	50/52 104%	115/97 84.3%	176/130 73.9% 52.3/58 .6 155/174 .618/.5 62	213/152 71.4% 63.3/68 .6 188/203 .561/.4 93	244/167 68.4% 72.5/75 .3 215/223 .514/.4 33	257/175 68.1% 76.4/78 .9 226/234 .451/.3 79	-	-	-	201/144 71.7% - .419/.340
Olds C Ported Iron	N/A	-	N/A	-	-	-	220/155 70.5% -	250/175 70% -	275/205 74.5% -	290/220 75.9% -	-	-	259/189 72.9%
Olds C Ported Zoltan Iron	N/A	2.072/1.71	N/A	78/61 78.2%	149/115 77.2%	199/152 76.4% 59/66.2 175/196 .698/.6 46	236/178 75.4% 70/77.5 207/230 .621/.5 67	259/209 80.7% 76.8/91 228/270 .545/.5 33	279/218 78.1% 82.7/94 .9 245/281 .489/.4 63	-	-	-	224/174 77.7% - .420/.346

Olds C Ported J S Machine Iron	N/A	2.07/1. 71 4.200 No Pipe	N/A	100/7 8 78%	157/131 83.4%	192/164 85.4% 57.1/71 .4 169/212 .674/.6 97	252/182 72.2% 74.9/79 .2 222/235 .664/.5 8	277/190 68.6% 82.3/82 .7 244/245 .583/.4 84	288/193 67% 85.6/84 254/249 .506/.4 1	-	-	-	233/1 72 73.8% - .419/. 346
Olds C Ported J S Machine Iron	N/A	2.07/1. 71 4.200 No Pipe	N/A	94/84 89.4 %	162/136 84%	216/171 79.2% 64.2/74 .5 190/221 .758/.7 27	259/191 73.7% 77/83.2 85.9/88 228/246 .682/.6 09	289/202 69.9% 254/261 .609/.5 15	307/206 67.1% 91.2/89 .7 270/266 .539/.4 38	-	-	-	247/1 81 73.5% - .419/. 346
Olds C Ported M & J Proforman ce Iron	N/A	2.07/1. 71	N/A	-	-	-	-	-	277/175 63.2% 82.3/76 .2 244/226 .486/.3 72	-	-	-	- - - .419/. 346
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Averag e
Olds C Ported Rocket Ranch Iron	N/A	-	N/A	-	172/109 63.4%	-	240/157 65.4% -	262/174 66.4% -	272/188 69.1% -	279/197 70.6% -	-	-	245/1 65 67.3%
Olds D MID-AM Performan ce Iron	N/A	2.07/1. 625	N/A	92/50 54.3 %	164/98 59.8%	207/133 64.3% 61.5/64 .1 182/190 .727/.5 95	228/147 64.5% 67.7/70 .9 201/210 .60/.49 3	239/157 65.7% 71/75.7 210/224 .503/.4 21	245/166 67.8% 72.8/80 216/237 .43/.37 1	-	-	-	217/1 40 64.7% - .419/. 329
Olds E MID-AM Performan ce Iron	N/A	2.07/1. 625	N/A	89/48 53.9 %	156/92 59%	215/127 59.1% 63.9/61 .2 189/181 .755/.5 68	243/147 60.5% 72.2/70 .9 214/210 .64/.49 3	250/158 63.2% 74.3/76 .2 220/226 .527/.4 24	253/166 65.6% 75.2/80 223/237 .444/.3 71	-	-	-	223/1 38 61.8% - .419/. 329
Olds G Iron	N/A	2.00/1. 625	N/A	-	-	-	190/140 73.7% 60.5/67 .5 179/200 .518/.4 7	200/150 75% 63.7/72 .3 189/214 .436/.4 02	205/155 75.6% 65.3/74 .7 193/221 .372/.3 47	-	-	-	198/1 48 74.8% - .405/. 329
Olds G MID-AM Performan ce Iron	N/A	2.07/1. 625	N/A	91/47 51.6 %	158/96 60.8%	205/129 62.9% 60.9/62 .2 180/184 .72/.57 7	225/145 64.4% 66.9/69 .9 198/207 .592/.4 86	236/156 66.1% 70.1/75 .2 208/223 .497/.4 19	239/161 67.4% 71/77.6 210/230 .42/.36	-	-	-	213/1 37 64.6% - .419/. 329
Olds 455 J MID-AM Performan ce Iron	N/A	2.00/1. 625	N/A	81/49 60.5 %	144/89 61.8%	205/121 59% 65.3/58 .3 193/173 .745/.5 41	222/125 56.3% 70.7/60 .3 209/179 .605/.4 19	226/126 55.8% 71.9/60 .8 213/180 .493/.3 38	226/127 56.2% 71.9/61 .2 213/181 .411/.2 84	-	-	-	205/1 18 57.5% - .405/. 329
Olds 455 J Ported MID-AM Performan ce Iron	N/A	2.071/1 .71	N/A	-	166/114 68.7%	229/148 64.6% 68/64.4 201/191 .804/.6 20	252/165 65.5% 74.8/71 .8 222/213	264/175 66.3% 78.4/76 .2 232/226	271/185 68.3% 80.4/80 .6 238/239	-	-	-	236/1 57 66.6% -

							.663/.5 26	.556/.4 46	.475/.3 93				.419/. 346
Olds Ka MID-AM Performan ce Iron	N/A	2.07/1. 625	N/A	85/47 55.3 %	157/94 59.9%	209/126 60.3% 62.1/60 .8 184/180 .734/.5 63	224/144 64.3% 66.6/69 .4 197/206 .59/.48 3	236/156 66.1% 70.1/75 .2 208/223 .497/.4 19	239/161 67.4% 71/77.6 210/230 .42/.36	-	-	-	213/1 36 63.9% - .419/. 329
Olds Iron Head - M & J Proforman ce Bowl Porting Street.Stri p	N/A	-	N/A	-	-	-	-	-	270/180 66.7% -	-	-	-	-
Olds Iron Head - M & J Proforman ce CNC Ported Race	N/A	-	N/A	-	-	-	-	-	300/195 65% -	-	-	-	-
Edelbrock Performer RPM 60519 SF1020 Alum	188/ 106	2.072/1 .68	77	67/54 80.6 %	131/102 77.9%	195/137 70.3% 57.8/61 .8 171/183 .684/.5 93	245-247 /163 66.3% 73/73.5 216/218 .647/.5 29	278-256 /179 67% 79.2/80 .8 235/239 .562/.4 65	268-259 /188 71.3% 78.1/84 .8 232/251 .462/.4 07	-	-	-	221/1 54 69.8% 1.42/1 .77 .420/. 340
Edelbrock 6051 Ported Alum	N/A	-	N/A	-	-	-	-	-	315/218 69.2% -	-	-	-	-
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Averag e
Edelbrock 60519 CCM Alum	188/-	2.072/1 .68	N/A	70/53 75.7 %	137/95 69.3%	195/132 67.7% 57.8/59 .5 171/176 .684/.5 71	234/168 71.8% 69.4/75 .8 206/225 .616/.5 45	240/185 77.1% 71.2/83 .5 211/247 .505/.4 8	245/194 79.2% 72.7/87 .5 215/259 .43/.42	-	-	-	210/1 55 73.6% 1.30 .420/. 340
Edelbrock 60519 Dick Miller Out of Box Alum	N/A	2.072/1 .68	N/A	65/53 81.5 %	136/103 75.7%	197/139 70.6% 58.4/62 .7 173/186 .691/.6 01	242/167 69% 71.8/75 .3 213/223 .637/.5 42	243/182 74.9% 72.1/82 .1 214/243 .511/.4 72	250/189 75.6% 74.1/85 .3 220/253 .438/.4 09	253/192 75.9% 75/86.6 222/257 .38/.35 6	-	-	220/1 62 73.6% - .420/. 340
Edelbrock 60519 Ported Dick Miller Alum	N/A	2.072/1 .68	N/A	79/68 86.1 %	146/115 78.8%	202/151 74.8% 59.9/68 .1 178/202 .708/.6 53	247/174 70.4% 73.3/78 .5 217/233 .65/.56 5	284/190 66.9% 84.2/85 .7 250/254 .598/.4 93	300/203 67.7% 89/91.6 264/271 .526/.4 39	315/209 66.3% 93.4/94 .3 277/279 .474/.3 87	-	-	249/1 74 69.7% - .420/. 340
Edelbrock 60519 CNC Dick Miller Alum	N/A	-	N/A	72/64 88.9 %	149/123 82.6%	212/164 77.4% -	269/195 72.5% -	304/211 69.4% -	322/219 68% -	337/224 66.5% -	-	-	266/1 89 71.3%

Edelbrock KTRE CNC Stage III Alum	N/A	2.072/1 .68	N/A	-	-	-	-	283/211 74.6% 83.9/95 .2 249/282 .596/.5 48	296/214 72.3% 87.8/96 .5 260/286 .519/.4 63	310/214 69% 91.9/96 .5 272/286 .466/.3 97	-	-	296/2 13 71.9% - .420/. 340
Edelbrock KTRE CNC Stage V Alum	244/-	2.19/1. 68	84	-	-	-	-	311/211 67.8% 82.6/95 .2 245/282 .619/.5 48	325/214 65.8% 86.3/96 .5 256/286 .539/.4 63	-	-	-	318/2 13 66.8% 1.33 .443/. 340
Edelbrock Ported Raised roof Bad Port Mondello Alum	N/A	2.15/- 4.155	N/A	78/-	146/-	224/- 61.7 183 .757	290/- 79.9 237 .735	349/- 96.1 285 .708	379/- 104 309 .641	395/- 109 322 .572	396/- 109 323 .502	390/- 107 318 .439	321 - - .435
Bulldog Performan ce Alum	212/-	2.15/1. 75 4.16	N/A	79/67 84.8 %	141/116 82.3%	204/155 76% 56.2/64 .4 166/191 .69/.64 4	244/180 73.8% 67.2/74 .8 199/222 .619/.5 61	279/204 73.1% 76.8/84 .8 228/251 .566/.5 08	287/216 75.3% 79.1/89 .8 234/266 .485/.4 48	292/226 77.4% 80.4/94 .8 238/278 .423/.4 02	-	-	241/1 83 75.8% 1.38 .435/. 354
Bulldog Performan ce Ported Creative Flow Managem ent Alum	250/ 162	2.30/1. 75 4.375 No Pipe	72	85-83 /70 83.3 %	155-158 /114 72.8%	219-220 /170 77.4% 52.8/70 .7 157/209 .694/.7 06	270-278 /202 73.7% 65.9/84 .195/249 .649/.6 29	316-325 /223 69.6% 77.1/92 .7 229/275 .608/.5 56	338-350 /243 70.6% 82.8/10 1 245/299 .543/.5 05	353-373 /258 71.1% 87.4/10 7 259/318 .492/.4 59	361-385 /270 72.4% 89.8/11 2 266/333 .442/.4 2	372-394 /275 71.8% 92.2/11 4 273/339 .403/.3 81	304/2 19 72.1% 1.53/1 .70 .466/. 354
Dick Miller / Bulldog Performan ce - Small Block	N/A	2.08/1. 690	N/A	73/57 78.1 %	133/93 69.9%	180/131 72.8% 53/58.4 157/173 .629/.5 63	221/169 76.5% 65/75.3 193/223 .579/.5 45	246/182 74% 72.4/81 .1 215/240 .516/.4 7	258/204 79.1% 75.9/90 .9 225/269 .451/.4 39	264/216 81.8% 77.7/96 .3 230/285 .395/.3 98	271/221 81.5% 79.8/98 .5 236/292 .355/.3 56	-	225/1 74 77.3% - .421/. 342
Dick Miller / Bulldog Performan ce - Street Strip Alum	240/-	2.15/1. 75	N/A	73/57 78.1 %	137/99 72.3%	193/137 71% 53.2/57 158/169 .652/.5 69	239/173 72.4% 65.8/71 .9 195/213 .606/.5 39	272/201 73.9% 74.9/83 .6 222/248 .552/.5 01	291/220 75.6% 80.2/91 .5 237/271 .492/.4 57	302/233 77.2% 83.2/96 .9 246/287 .437/.4 15	308/240 77.9% 84.8/99 .8 251/296 .39/.37 4	-	249/1 86 74.8% 1.28 .435/. 354
Dick Miller / Bulldog Performan ce Alum	255/-	-	76	-	-	-	-	-	300/- -	-	-	-	- - 1.18
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Averag e
Dick Miller / Bulldog Performan ce Alum	275/-	-	76	-	-	-	-	-	340/- -	-	-	-	- - 1.24
Dick Miller / Bulldog Performan ce (EMC) Offset	N/A	2.25/1. 75	N/A	-	-	-	-	-	-	-	385/- 96.8 287 .466	-	- - - .456/. 354

Pushrod Alum													
Mondello / Knowlton Alum	375/-	2.25/1.68	75	-	-	-	-	329/-82.7 245 .638	350/-88 261 .565	380/-95.6 283 .526	401/-101 299 .486	-	365 - 1.07 .456/.340
Rocket Racing Alum	213/123	2.15/1.625 4.25 Pipe	76	100/56 56%	156/105 67.3%	212/149 70.3% 58.4/71.8 173/213 .717/.666	272/173 63.6% 74.9/83.4 222/247 .69/.58	296/191 64.5% 81.5/92.1 242/273 .60/.513	312/200 64.1% 85.9/96.4 255/286 .527/.447	-	-	-	250/164 65.5% 1.46/1.63 .435/.329
Rocket Racing Alum	210/140	2.15/1.68 4.25 1.75" Pipe	76	100/79 79%	156/117 75%	212/158 74.5% 58.4/71.3 173/211 .717/.683	272/188 69.1% 74.9/84.8 222/251 .69/.61	296/207 69.9% 81.5/93.4 242/277 .60/.537	312/218 69.9% 85.9/98.3 255/291 .527/.472	-	-	-	250/178 71.2% 1.49/1.56 .435/.340
Rocket Racing Out of Box Alum	212/-	2.15/1.68	N/A	-	139/121 87.1%	193/163 84.5% 53.2/73.5 158/218 .652/.705	242/196 81% 66.7/88.4 198/262 .613/.636	266/210 78.9% 73.3/94.7 217/281 .539/.545	278/225 80.9% 76.6/102 227/301 .47/.487	-	-	-	224/183 81.8% 1.31 .435/.340
Rocket Racing Ported Alum	229/-	2.15/1.68	N/A	-	160/-	225/-62 184 .761	275/-75.7 224 .697	303/-83.5 247 .615	319/-87.9 260 .539	-	-	-	256 - 1.39 .435/.340
Rocket Racing Alum	N/A	2.15/1.68 4.175 No Pipe	70	-	-	192/137 71.4% 52.9/61.8 157/183 .649/.593	252/165 65.5% 69.4/74.4 206/221 .639/.535	280/184 65.7% 77.1/83.7 229/246 .568/.478	303/201 66.3% 83.5/90.7 247/269 .512/.435	328/203 61.9% 90.3/91.6 268/271 .475/.376	-	-	271/178 65.7% - .435/.340
Rocket Racing Ported RR Cylinder Heads Alum	N/A	2.19/1.71 4.18	N/A	-	-	-	-	-	-	370/287 77.6% 98.2/125 291/370 .526/.523	-	-	- - - .443/.346
Rocket Racing / Wenzler Mild Cleanup Alum	190/113	2.07/1.62 4.125	N/A	-	-	-	-	-	260/170 65.4% 77.3/82.5 229/244 .456/.381	-	-	-	- - 1.37/1.50 .419/.328
Rocket Racing / Wenzler Street / Strip Ported Alum	190/113	2.11/1.77 4.125	N/A	-	-	-	-	-	300/220 73.3% 85.8/89.4 254/265 .517/.452	-	-	-	- - 1.58/1.95 .427/.358
Rocket Racing / Wenzler Ported Alum	N/A	-	N/A	-	-	-	-	-	-	350/-	-	-	-
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average

Rocket Racing / Wenzler Ported Alum	N/A	2.15/1.77	N/A	-	134/112 83.6%	206/163 79.1% 56.7/66 .2 168/196 .696/.6 69	263/212 80.6% 72.4/86 .2 215/255 .667/.6 53	312/226 72.4% 85.9/91 .8 255/272 .633/.5 57	351/240 68.4% 96.7/97 .5 286/289 .593/.4 93	346/247 71.4% 95.3/10 0 282/297 .501/.4 35	351/250 71.2% 96.7/10 2 286/301 .445/.3 85	-	280/207 73.9% - .435/.358

Quad 4 COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.350	.400	.450	.500	.550	.600	Average
'99 2.4l	N/A	Stock	N/A	90/81 90%	156/119 76.3%	218/126 57.8% -	-	259/129 49.8% -	-	278/135 48.6% -	-	-	228/127 55.9%
'99 2.4l Ported	N/A	Stock	N/A	107/80 74.8% %	162/140 86.4%	224/173 77.2% -	-	268/180 67.2% -	-	282/183 64.9% -	-	-	234/169 72.2%
086 Peak Performance	N/A	Stock - Pipe	N/A	73/57 78.1% %	149/125 83.9%	222/168 75.7% -	251/176 70.1% -	267/180 67.4% -	274/183 66.8% -	-/206	-	-	233/166 71.5%
086 Ported Kevin Davis	N/A	- - Pipe	N/A	84/131 156%	165/140 84.8%	227/182 80.2% -	250/194 77.6% -	269/202 75.1% -	286/207 72.4% -	-/237	-	-	239/185 77.3%
456 Peak Performance	N/A	Stock - Pipe	N/A	77/68 88.3% %	156/135 86.5%	223/164 73.5% -	249/168 67.5% -	261/171 65.5% -	265/173 65.3% -	-/198	-	-	231/162 70.3%
955 Peak Performance	N/A	Stock - Pipe	N/A	97/68 70.1% %	165/128 77.6%	230/149 64.8% -	234/152 65% -	239/154 64.4% -	240/160 66.7% -	-/171	-	-	222/149 67.1%

Opel / Vauxhall COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
1.6 Bowls Blended Bob Legere	N/A	1.80/1.55	N/A	-	52/52 100% %	70/70 100% 27.5/37.1 81.5/110 .565/.656	89/86 96.6% 35/45.6 104/135 .539/.605	112/102 91.1% 44/54.1 130/160 .543/.574	131/110 84% 51.5/58.3 153/173 .529/.516	147/119 81% 57.8/63.1 171/187 .509/.478	160/125 78.1% 62.9/66.2 186/196 .484/.444	167/133 79.6% 65.6/70.5 194/209 .449/.416	171/136 79.5% 67.2/72.1 199/214 .414/.379	172/139 80.8% 67.6/73.7 200/218 .379/.355	174/140 80.5% 68.4/74.2 203/220 .351/.328	131/110 83.9% - .365/.314
1.6 Comp Ported Bob Legere	N/A	1.80/1.55	N/A	-	59/54 91.5% %	87/73 83.9% 34.2/38.7 101/115 .703/.685	109/89 81.7% 42.8/47.2 127/140 .66/.626	131/104 79.4% 51.5/55.1 153/163 .635/.585	151/121 80.1% 59.3/64.1 176/190 .61/.567	173/136 78.6% 68/72.1 201/214 .599/.547	182/151 83% 71.5/80 212/237 .551/.531	199/159 79.9% 78.2/84.3 232/250 .536/.497	207/163 78.7% 81.3/86.4 241/256 .501/.462	210/170 81% 82.5/90.1 245/267 .462/.435	-	151/122 80.9% - .365/.314

1.9 Bob Legere	N/A	1.57/1.34	N/A	-	47/38 80.9%	74/55 74.3% 38.2/39 113/116 .685/.597	99/70 70.7% 51.1/49.6 152/147 .687/.569	120/85 70.8% 62/60.3 184/179 .667/.553	136/92 67.6% 70.3/65.2 208/193 .63/.499	142/99 69.7% 73.3/70.2 217/208 .563/.46	144/104 72.2% 74.4/73.7 220/219 .50/.423	146/105 71.9% 75.4/74.5 223/221 .451/.38	147/107 72.8% 75.9/75.9 225/225 .408/.348	-	-	117/83.9 71.6% - .318/.271		
1.9 Street Ported Calvin SF600	N/A	1.84/1.50	N/A	-	-	-	98/90 91.8% 36.9/50.9 109/151 .581/.654	-	148/122 82.4% 55.7/69 165/205 .585/.591	-	184/147 79.9% 69.2/83.2 205/246 .545/.534	191/155 81.2% 71.8/87.7 213/260 .503/.501	-	-	-	155/129 82.8% - .373/.304		
1.9 Street Ported Bob Legere	N/A	1.72/1.50	N/A	-	52/52 100%	82/80 97.6% 35.3/45.3 105/134 .693/.775	107/100 93.5% 46.1/56.6 136/168 .678/.727	129/117 90.7% 55.5/66.2 165/196 .654/.68	147/129 87.8% 63.3/73 187/216 .621/.625	159/147 92.5% 68.4/83.2 203/246 .576/.61	176/154 87.5% 75.7/87.1 224/258 .558/.56	186/160 86% 80.1/90.5 237/268 .524/.517	176/162 92% 75.7/91.7 224/272 .446/.471	-	-	135/122 90.7% - .348/.304		
1.9 Comp Ported Bob Legere	N/A	1.85/1.50	N/A	-	63/52 82.5%	89/77 86.5% 33.1/43.6 98.1/129 .699/.746	119/90 75.6% 44.3/50.9 131/151 .701/.654	145/114 78.6% 53.9/64.5 160/191 .684/.663	166/127 76.5% 61.8/71.9 183/213 .652/.615	185/145 78.4% 68.8/82.1 204/243 .623/.602	201/161 80.1% 74.8/91.1 222/270 .592/.585	208/172 82.7% 77.4/97.3 229/288 .545/.556	211/177 83.9% 78.5/100 233/297 .497/.515	215/180 83.7% 80/102 237/302 .461/.476	-	-	160/130 80.8% - .375/.304	
2.2 Bob Legere	N/A	45mm/40mm	N/A	-	70/55 78.6%	95/75 78.9% 38.5/38.5 114/114 .779/.692	125/94 75.2% 50.7/48.3 150/143 .769/.651	149/109 73.2% 60.4/56 179/166 .733/.604	171/120 70.2% 69.4/61.6 206/183 .701/.554	182/125 68.7% 73.8/64.2 219/190 .64/.494	189/125 66.1% 76.7/64.2 227/190 .581/.433	197/125 63.5% 79.9/64.2 237/190 .539/.385	199/129 64.8% 80.7/66.2 239/196 .49/.357	201/129 64.2% 81.5/66.2 242/196 .45/.325	-	-	158/109 68.8% - .359/.319	
2.2 Ported Bob Legere	N/A	1.88/1.60	N/A	-	67/60 89.6%	95/86 90.5% 34.2/42.8 101/127 .734/.781	124/107 86.3% 44.7/53.2 132/158 .719/.729	149/124 83.2% 53.7/61.7 159/183 .691/.676	169/136 80.5% 60.9/67.6 180/200 .653/.618	191/147 77% 68.8/73.1 204/217 .633/.572	211/156 73.9% 76/77.6 225/230 .612/.531	227/180 79.3% 81.8/95.5 242/265 .585/.545	238/191 80.3% 85.7/95.5 254/281 .552/.521	241/191 79.3% 86.8/95.5 257/281 .508/.473	-	-	171/138 80.5% - .381/.324	
2.2 Street Ported Bob Legere	N/A	1.94/1.60	N/A	-	67/52 77.6%	95/76 80% 32.1/37.8 95.2/112 .712/.69	124/89 71.8% 41.9/44.3 124/131 .697/.606	149/110 73.8% 50.4/54.7 149/162 .67/.60	169/128 75.7% 57.2/63.7 169/189 .633/.581	193/144 74.6% 65.3/71.6 193/12 .62/.561	214/159 74.3% 72.4/79.1 215/234 .601/.542	233/169 72.5% 78.8/84.1 234/249 .582/.512	244/171 70.1% 82.5/85.5 245/252 .548/.466	244/173 70.9% 82.5/86.6 245/255 .499/.429	244/176 72.1% 82.5/87.5 245/259 .457/.40	-	-	180/132 73.2% - .393/.324

2.4 Bob Legere	N/A	45mm/40mm	N/A	-	60/47 78.3%	84/70 83.3% 34.1/35.9 101/106 .689/.646	114/91 79.8% 46.2/46.7 137/138 .701/.63	141/115 81.6% 57.2/57.9 169/175 .694/.637	166/31 78.9% 67.3/67.3 200/199 .681/.605	185/44 77.8% 75/73.9 222/219 .65/.57	182/56 85.7% 73.8/80.1 219/237 .56/.54	185/69 91.4% 75/86.8 222/257 .506/.52	-	-	-	140/115 82.6% - .359/.319
2.4 Street Ported Bob Legere	N/A	1.94/1.60	N/A	-	60/52 86.7%	87/77 88.5% 29.4/38.3 87.2/113 .652/.699	115/98 85.2% 38.9/48.7 115/144 .646/.668	141/21 85.8% 47.7/60.2 141/178 .634/.66	167/40 83.8% 56.5/69.6 167/206 .626/.636	188/51 80.3% 63.6/75.1 188/223 .604/.596	212/67 78.8% 71.7/83.1 213/246 .596/.569	228/78 78.1% 77.1/88.5 229/262 .569/.539	233/84 79% 78.8/91.5 234/271 .524/.482	236/89 80.1% 79.8/96 237/279 .482/.451	241/93 80.1% 81.5/96 242/284 .451/.438	173/41 81.2% - .393/.324
Vauxhall /Opel 1.8E Sabre Heads	N/A	41mm/35mm 85mm No Pipe	N/A	25/18 72%	48/34 70.8%	74/48 64.9% 36.2/32.2 107/95.4 .666/.506	95/60 63.2% 46.4/40.2 138/119 .642/.475	111/73 65.8% 54.2/49 161/145 .60/.62	126/82 65.1% 61.6/55 182/163 .567/.432	139/90 64.7% 67.9/60.4 201/179 .536/.407	148/96 64.9% 72.3/64.4 214/191 .50/.38	153/100 65.4% 74.8/67.1 222/199 .459/.352	-	-	-	112/72.9 65.2% - .327/.279
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
Vauxhall /Opel 1.8E Ported Sabre Heads	N/A	41mm/36mm 85mm No Pipe	N/A	24/20 83.3%	50/44 88%	74/65 87.8% 36.2/41.2 107/122 .666/.667	97/81 83.5% 47.4/51.3 140/152 .655/.623	119/95 79.8% 58.2/60.2 172/178 .643/.585	138/109 79% 67.4/69.1 200/205 .621/.559	159/16 73% 77.7/73.5 230/218 .614/.51	169/20 71% 82.6/76.1 245/225 .571/.461	171/25 73.1% 83.6/79.2 248/235 .513/.427	-	-	-	122/94.4 77.3% - .327/.287
Vauxhall /Opel XE 16V Sabre Heads	N/A	33mm/29mm 86mm No Pipe	N/A	39/34 87.2%	80/77 96.3%	121/23 101% 45.6/60.1 135/78 .677/.783	159/50 94.3% 60/73.3 178/117 .667/.716	176/54 87.5% 66.4/75.2 197/223 .591/.588	187/63 87.2% 70.5/79.6 209/236 .523/.519	192/65 85.9% 72.4/80.6 215/239 .46/.45	196/66 84.7% 73.9/81.1 219/240 .411/.396	199/67 83.9% 75.1/81.6 222/242 .371/.354	-	-	-	164/46 88.9% - .263/.231
Vauxhall /Opel XE 16V Ported Sabre Heads Stage 1	N/A	33mm/29mm 86mm No Pipe	N/A	39/35 89.7%	79/73 92.4%	120/11 92.5% 45.3/54.2 134/161 .671/.707	155/46 94.2% 58.5/71.3 173/211 .65/.697	184/63 88.6% 69.4/79.6 206/236 .618/.623	198/69 85.4% 74.7/82.5 221/245 .554/.538	206/73 84% 77.7/84.5 230/250 .494/.472	214/74 81.3% 80.7/85 239/252 .449/.415	221/76 79.6% 83.4/86.9 247/258 .412/.378	225/78 79.1% 84.9/86.9 251/258 .378/.34	-	-	178/51 85.1% - .263/.231
Vauxhall /Opel XE 16V Ported Sabre Heads Stage 2	N/A	34mm/29mm 86mm No Pipe	N/A	40/35 87.5%	83/73 88%	125/11 88.8% 44.4/54.2 132/161 .679/.707	163/46 89.6% 57.9/71.3 172/211 .664/.697	190/63 85.8% 67.5/79.6 200/236 .619/.623	210/69 80.5% 74.6/82.5 221/245 .57/.538	224/73 77.2% 79.6/84.5 236/250 .521/.472	231/74 75.3% 82.1/85 243/252 .47/.415	232/76 75.9% 82.4/86 244/255 .42/.373	-/178	-	-	182/48 81.3% - .271/.231

Vauxhall /Opel XE 16V Ported Sabre Heads Stage 3	N/A	34mm/3 1mm 88mm No Pipe	N/A	40/3 8 95%	83/8 0 96.4 %	126/1 27 100% 44.8/5 4.3 133/1 61 .684/. 756	166/1 59 95.8% 59/68 175/2 01 .676/. 71	198/1 84 92.9% 70.3/7 8.6 208/2 33 .645/. 657	219/1 91 87.2% 77.8/8 1.6 231/2 42 .594/. 569	234/1 96 83.8% 83.1/8 3.8 246/2 48 .544/. 50	241/1 98 82.2% 85.6/8 4.6 254/2 51 .491/. 442	247/1 98 80.2% 87.8/8 4.6 260/2 51 .447/. 393	252/- 89.5 265 .41	-	-	196/1 67 - - .271/. 247
Vauxhall /Opel XE 16V CNC Heads UK	N/A	33mm/ 29mm 100mm No Pipe	N/A	42/-	83/7 7 92.8 %	128/- 48.3 143 .716	159/1 61 101% 60/78. 6 178/2 33 .667/. 769	189/- 71.3 211 .634	203/1 76 86.7% 76.6/8 6 227/2 55 .568/. 56	212/- 80 237 .508	220/1 79 81.4% 83/87. 4 246/2 59 .461/. 427	227/- 85.6 254 .423	231/1 81 78.4% 87.1/8 8.4 258/2 62 .388/. 346	-	-	184/1 55 - - .263/. 231
Vauxhall /Opel XE Ported 16V CNC Heads UK	N/A	34mm/ 30mm 100mm No Pipe	N/A	43/-	87/8 6 98.9 %	131/- 46.5 138 .711	176/1 92 109% 62.5/8 7.6 185/2 60 .717/. 886	212/- 75.3 223 .691	238/2 12 89.1% 84.6/9 6.7 251/2 87 .646/. 652	252/- 89.5 265 .586	265/2 25 84.9% 94.2/1 03 279/3 04 .54/.5 19	276/- 98.1 291 .499	283/2 24 79.2% 101/1 02 298/3 03 .461/. 413	-	-	213/1 88 - - .271/. 239
Vauxhall /Opel 2.0 Ecotec Sabre Heads	N/A	32mm/2 9mm 86mm No Pipe	N/A	38/3 3 86.8 %	78/7 3 93.6 %	122/1 21 99.2% 48.9/5 9.1 145/1 75 .704/. 77	156/1 41 90.4% 62.6/6 8.9 185/2 04 .675/. 673	179/1 47 82.1% 71.8/7 1.8 213/2 13 .62/.5 61	191/1 48 77.5% 76.6/7 2.3 227/2 14 .551/. 471	200/1 49 74.5% 80.2/7 2.8 238/2 16 .494/. 406	204/1 52 74.5% 81.8/7 4.2 242/2 20 .441/. 363	209/- 83.8 248 .402	-	-	167/1 33 - - .255/. 231	
Vauxhall /Opel 2.0 Ecotec Ported Sabre Heads	N/A	32mm/2 9mm 86mm No Pipe	N/A	37/3 5 94.6 %	80/8 1 101 %	123/1 30 105% 49.3/6 3.5 146/1 88 .71/.8 27	162/1 57 96.9% 65/76. 7 193/2 27 .701/. 75	186/1 68 90.3% 74.6/8 2 221/2 43 .644/. 642	201/1 73 86.1% 80.6/8 4.5 239/2 50 .58/.5 51	212/1 77 83.5% 85/86. 4 252/2 56 .524/. 483	217/1 81 83.4% 87/88. 4 258/2 62 .469/. 432	220/1 84 83.6% 88.2/8 9.9 261/2 66 .423/. 39	-/185	-	-	175/1 56 89.3% - .255/. 231
Vauxhall /Opel VX220 CNC Heads UK	N/A	1.381/1. 104 100mm No Pipe	N/A	39/-	76/6 9 90.8 %	118/- 39.4 117 .621	159/1 39 87.4% 53.1/7 2.6 157/2 15 .628/. 686	196/- 65.4 194 .619	220/1 49 67.7% 73.4/7 7.8 218/2 31 .579/. 49	234/- 78.1 231 .528	241/1 52 63.1% 80.4/7 9.4 238/2 35 .476/. 375	243/- 81.1 240 .426	245/1 54 62.9% 81.8/8 0.4 242/2 38 .387/. 304	-	-	192/1 33 - - .280/. 224
Vauxhall /Opel VX220 Ported CNC Heads UK	N/A	1.381/1. 104 100mm No Pipe	N/A	39/-	79/6 9 87.3 %	116/- 38.7 115 .61	157/1 36 86.6% 52.4/7 1 155/2 10 .62/.6 71	197/- 65.8 195 .622	226/1 74 77% 75.4/9 0.9 224/2 69 .595/. 573	248/- 82.8 245 .559	259/1 90 73.4% 86.5/9 9.2 256/2 94 .511/. 469	263/- 87.8 260 .461	266/1 97 74.1% 88.8/1 03 263/3 05 .42/.3 89	-	-	201/1 53 - - .280/. 224

_Opel

COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	2mm	4mm	6mm	8mm	10mm	11mm	12mm	14mm	16mm	18mm	20mm	22mm	Averag e
2.4 AutoSpo rt Ported / Andre' Norrbac k	N/A	45mm/4 0mm 98mm No Pipe	N/A	45/3 2 71.1 %	89/7 2 80.9 %	126/1 03 81.7% 51.1/5 2.9 151/1 57 .656/ 604	158/1 29 81.6% 64.1/6 6.2 190/1 96 .617/ 567	186/1 44 77.4% 75.5/7 3.9 224/2 19 .581/ 506	-	203/1 50 73.9% 82.3/7 7 244/2 28 .529/ 44	211/1 52 72% 85.6/7 8 254/2 31 .471/ 382	211/1 52 72% 85.6/7 8 254/2 31 .412/ 334	-	-	-	169/1 29 76.2% - .359/ 319
Kadett 12S	N/A	32mm/2 7mm	N/A	25/1 7 68%	50/3 9 78%	66/52 78.8% 52.9/5 8.6 157/1 74 .484/ 451	74/57 77% 59.4/6 4.2 176/1 90 .407/ 371	76/60 78.9% 61/67. 6 181/2 00 .334/ 313	76/61 80.3% 61/68. 7 181/2 04 .304/ 289	-	-	-	-	-	-	68.4/5 3.8 78.7% - .255/ 215
Kadett 12S Ported Stardust	N/A	34mm/2 9mm	N/A	35/2 4 68.6 %	69/4 6 66.7 %	91/60 65.9% 64.7/5 8.6 192/1 74 .627/ 485	105/6 7 63.8% 74.6/6 5.4 221/1 94 .543/ 406	112/7 2 64.3% 79.6/7 0.3 236/2 08 .463/ 349	115/7 4 64.3% 81.7/7 2.3 242/2 14 .433/ 326	-	-	-	-	-	-	98.4/6 3.8 64.8% - .271/ 231
C20XE Coscast NPS	N/A	33mm/2 9mm - No Pipe	N/A	62/6 1 98.4 %	118/ 132 111 %	164/1 59 97% 61.9/7 7.7 183/2 30 .583/ 643	187/1 64 87.7% 70.5/8 0.1 209/2 37 .498/ 497	195/1 66 85.1% 73.5/8 1.1 218/2 40 .416/ 403	198/1 68 84.8% 74.7/8 2 221/2 43 .384/ 37	198/1 68 84.8% 74.7/8 2 221/2 43 .352/ 34	-	-	-	-	-	177/1 60 90.3% - .263/ 231

Peugeot COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufactur er Part Number	Port /Vol Int/ Exh	Valve Size Int/ Exh	Combust - Chambe r Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average	
1.4l 8v TU3HJ2 QEP Heads	N/A	-	N/A	22/-	39/-	55/- -	70/- -	80/- -	86/- -	88/- -	89/- -	90/- -	91/- -	76.4	
1.4l 8v TU3HJ2 Ported QEP Heads	N/A	-	N/A	23/-	44/-	58/- -	73/- -	87/- -	99/- -	107/ - -	109/ - -	109/ - -	111/ - -	88.6	

1.8l 8v TU5JP NPS	N/A	39.36m m/ 31.5mm	N/A	38/30 78.9 %	74/56 75.7 %	106/79 74.5% 56.2/65. 4	122/89 73% 64.7/73. 7	131/93 71% 69.5/77 206/228	136/95 69.9% 72.1/78. 6	-	-	-	-	114/82. 4 72.4% - .314/.25 1
						167/194 .631/.58 8	192/218 .545/.49 7	206/228 .468/.41 5	214/233 .405/.35 4					

Pontiac COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
Pontiac 4X-3H Ported SD Perform ance Iron HPP	N/A	2.11/ 1.77	N/A	76/ 66 86. 8%	141/ 113 80.1 %	195/1 47 75.4 %	220/1 66 75.5 %	-	241/1 84 76.3 %	-	249/1 94 77.9 %	-	-	-	-	-	-	209/1 61 76.9 % - .427/ .358
Pontiac 4X-7H Iron HPP	153/ 140	2.11/ 1.66 - Pipe	98	83/ 47 56. 6%	142/ 96 67.6 %	185/1 31 70.8 %	204/1 47 72.1 %	-	212/1 52 71.7 %	-	-	-	-	-	-	-	-	186/1 32 70.8 % 1.39/ 1.09 .427/ .336
Pontiac 4X Ported Iron	N/A	-	N/A	91/ 62 68. 1%	157/ 121 77.1 %	206/1 62 78.6 %	234/2 02 86.3 %	-	246/2 17 88.2 %	-	255/2 26 88.6 %	-	-	-	-	-	-	220/1 86 84.5 %
Pontiac 5C-8 Iron HPP	153/ 138	2.11/ 1.66 - Pipe	100	81/ 48 59. 3%	140/ 97 69.3 %	186/1 33 71.5 %	204/1 49 73% %	-	212/1 54 72.6 %	-	-	-	-	-	-	-	-	186/1 33 71.8 % 1.39/ 1.12 .427/ .336
Pontiac 5C Iron	151/ 138	2.11/ 1.66	91-9 8	-	-	-	-	-	222/1 71 77% 63.5/ 79 188/2 34 .459/ .449	-	-	-	-	-	-	-	-	- - 1.47/ 1.24 .427/ .336
Pontiac 5C SD Perform ance Ported SF600 Iron	N/A	-	N/A	-	-	-	-	-	-	-	260/- -	-	-	-	-	-	-	-

Pontiac 6H-6 Iron HPP	151/ -	2.11/ 1.66 - Pipe	124	80/ 51 63. 8%	141/ 101 71.6 %	175/1 34 76.6 % 50/61 .9 148/1 83 .603/ .587	198/1 48 74.7 % 56.6/ 68.4 168/2 03 .511/ .486	-	205/1 55 75.6 % 58.6/ 71.6 174/2 12 .424/ .407	-	-	-	-	-	-	-	-	180/1 35 74.8 % 1.36 .427/ .336
Pontiac 6X-4 Iron HPP	153/ -	2.11/ 1.66 - Pipe	93	79/ 47 59. 5%	139/ 92 66.2 %	187/1 31 70.1 % 53.5/ 60.5 158/1 79 .644/ .574	202/1 47 72.8 % 57.8/ 67.9 171/2 01 .522/ .483	-	211/1 54 73% 60.3/ 71.2 179/2 11 .436/ .405	-	-	-	-	-	-	-	-	185/1 31 70.9 % 1.38 .427/ .336
Pontiac 6X-4 Ported Iron	N/A	2.11/ 1.66	90	89/ 48 53. 9%	143/ 90 62.9 %	165/1 22 73.9 % 47.2/ 56.4 140/1 67 .568/ .534	222/1 46 65.8 % 63.5/ 67.5 188/2 00 .573/ .479	-	238/1 56 65.5 % 68.1/ 72.1 202/2 14 .492/ .41	-	244/1 63 66.8 % 69.8/ 75.3 207/2 23 .42/ .357	-	-	-	-	-	-	202/1 35 66.9 % - .427/ .336
Pontiac 6X-4 Ported Jim Hand SF600 Iron	170/ -	2.11/ 1.77	N/A	-	-	195/1 68 86.2 % 55.8/ 68.3 165/2 02 .672/ .69	-	-	267/2 19 82% 76.4/ 89 226/2 64 .502/ .49	-	-	-	-	-	-	-	-	231/1 94 83.8 % 1.57 .427/ .358
Pontiac 6X-8 Iron HPP	153/ -	2.11/ 1.66 - Pipe	99	79/ 50 63. 3%	142/ 99 69.7 %	186/1 33 71.5 % 53.2/ 61.5 158/1 82 .641/ .582	205/1 50 73.2 % 58.6/ 69.3 174/2 05 .53/ .493	-	214/1 56 72.9 % 61.2/ 72.1 181/2 14 .442/ .41	-	-	-	-	-	-	-	-	187/1 35 72% 1.40 .427/ .336
Pontiac 6X-8 NPS Iron	N/A	2.11/ 1.63 - No Pipe	N/A	72/ 46 63. 9%	129/ 94 72.9 %	171/1 29 75.4 % 48.9/ 61.8 145/1 83 .589/ .575	196/1 49 76% 56.1/ 71.4 166/2 12 .506/ .498	-	203/1 61 79.3 % 58.1/ 77.2 172/2 29 .42/ .431	-	209/1 67 79.9 % 59.8/ 80 177/2 37 .36/ .372	-	-	-	-	-	-	182/1 40 77.1 % - .427/ .330
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge

Pontiac 6X-8 Ported NPS Iron	N/A	2.11/1.77 - No Pipe	N/A	60/60 100%	128/121 94.5%	191/152 79.6% 54.6/61.8 162/183 .658/.624	229/178 77.7% 65.5/72.3 194/214 .592/.548	-	240/193 80.4% 68.6/78.4 203/232 .496/.475	-	242/201 83.1% 69.2/81.7 205/242 .417/.413	-	246/208 70.4% 208.363	-	-	-	-	213/169 - - .427/.358
Pontiac 6X-8 '77 Fully Ported Flowtech - Steven Magnotti SF110 Iron	N/A	2.11/-	N/A	78/-	145/-	198/-56.6 168 .682	229/-65.5 194 .592	241/-68.9 204 .553	253/-72.4 214 .523	258/-73.8 219 .485	263/-75.2 223 .453	267/-76.4 226 .424	271/-77.5 230 .40	-	-	-	-	236 - - .427
Pontiac 6X-8 Ported Anderson Port Development Iron	N/A	2.10/-4.155	N/A	75/-	148/-	217/-62.7 186 .751	251/-72.5 215 .651	-	274/-79.1 234 .569	-	285/-82.3 244 .493	-	290/-83.7 248 .43	292/-84.3 250 .379	-	-	-	251 - - .425
Pontiac 6X Iron	158/146	2.11/1.66	91/101	82/45 54.9%	142/93 65.5%	181/128 70.7% 51.8/59.1 153/175 .623/.56	200/142 71% 57.2/65.6 169/194 .517/.466	-	212/148 69.8% 60.6/68.4 180/203 .438/.389	-	215/149 69.3% 61.5/68.8 182/204 .37/.326	-	-	-	-	-	190/132 69.5% 1.36/1.02 .427/.336	
Pontiac 6X HPP Iron	N/A	2.11/1.77	91	88/85 96.6%	153/122 79.7%	206/164 79.6% 58.9/66.7 175/197 .71/.673	221/185 83.7% 63.2/75.2 187/223 .571/.57	-	232/196 84.5% 66.3/79.7 197/236 .479/.483	-	-	-	-	-	-	-	203/167 82.1% - .427/.358	
Pontiac 6X Ported Iron	N/A	2.11/1.66	N/A	83/57 68.7%	158/114 72.2%	205/136 66.3% 58.6/62.8 174/186 .706/.595	239/143 59.8% 68.4/66.1 203/196 .617/.47	-	244/150 61.5% 69.8/69.3 207/205 .504/.394	-	248/152 61.3% 70.9/70.2 210/208 .427/.333	-	-	-	-	-	219/139 63.5% - .427/.336	
Pontiac 6X SD Performance Ported Cyl 1 SF600 Iron	165/-	2.11/1.77	N/A	84/59 70.2%	146/117 80.1%	185/155 83.8% 52.9/63 157/187 .637/.636	221/180 81.4% 63.2/73.2 187/217 .571/.554	-	250/200 80% 71.5/81.3 212/241 .517/.493	-	260/212 81.5% 74.4/86.2 220/255 .448/.435	-	-	-	-	-	212/173 81.4% 1.58 .427/.358	

Pontiac 6X Jim Butler Ported SF600 Iron	N/A	-	N/A	-	-	-	-	-	-	-	-	-	245/-	-	-	-	-	-
Pontiac 6X Jim Butler Race Ported SF600 Iron	N/A	-	N/A	-	-	-	-	-	-	-	-	-	267/-	-	-	-	-	-
Pontiac 12 Jim Butler Ported SF600 Iron	N/A	2.11/1.77	N/A	-	153/106 69.3%	219/149 68% 62.6/60.6 186/179 .754/.612	256/177 69.1% 73.2/71.9 217/213 .661/.545	-	271/197 72.7% 77.5/80.1 230/237 .56/.485	-	293/217 74.1% 83.8/88.2 248/261 .505/.445	-	299/222 74.2% 85.5/90.2 253/267 .441/.391	-	-	-	-	249/178 71.6% - .427/.358
Pontiac 13 '70 Fully Ported Flowtech - Steven Magnotti Exhaust 30 Deg Back Cut SF110 Iron	183/-	2.11/1.77 - No Pipe	N/A	78/52 66.7%	150/105 70%	208/138 66.3% 59.5/56.1 176/166 .716/.567	253/166 65.6% 72.4/67.5 214/200 .654/.511	267/175 65.5% 76.4/71.1 226/211 .613/.479	278/194 69.8% 79.5/78.8 236/234 .574/.478	285/200 70.2% 81.5/81.3 241/241 .535/.448	291/212 72.9% 83.2/86.2 247/255 .501/.435	295/219 74.2% 84.4/89 250/264 .469/.415	-/227	-/235	-	-	-	253/176 69.5% 1.61 .427/.358
Pontiac 13 '70 Fully Ported Flowtech - Steven Magnotti Exhaust 30 Deg Back Cut SF110 Iron	183/-	2.11/1.77 - 2" Pipe	N/A	78/-	150/-	208/- 59.5/176 .716	253/- 72.4/214 .654	267/- 76.4/226 .613	278/- 79.5/236 .574	285/- 81.5/241 .535	291/- 83.2/247 .501	295/- 84.4/250 .469	-	-/243	-	-	-	253 - 1.61 .427/.358
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average
Pontiac 16 Iron	162/150	2.11/1.77	72-75	-	-	-	-	-	244/171 70.1% 69.8/69.5 207/206 .504/.421	-	-	-	-	-	-	-	-	- 1.51/1.14 .427/.358

Pontiac 16 Iron	162/ 150	2.11/ 1.77	N/A	85/ 59 69.4%	153/ 110 71.9%	186/1 34 72% 53.2/ 54.5 158/1 61 .641/ .55	208/1 48 71.2% 59.5/ 60.1 176/1 78 .537/ .456	-	224/1 54 68.8% 64.1/ 62.6 190/1 85 .463/ .379	-	232/1 57 67.7% 66.3/ 63.8 197/1 89 .40/ .322	-	-	-	-	-	-	201/1 41 70.1% 1.43/ 1.05 .427/ .358
Pontiac 16 Jim Butler SF600 Iron	165/ 152	2.11/ 1.77	N/A	-	143/ 109 76.2%	208/1 45 69.7% 59.5/ 58.9 176/1 75 .716/ .595	228/1 58 69.3% 65.2/ 64.2 193/1 90 .589/ .487	-	245/1 64 66.9% 70.1/ 66.7 208/1 97 .506/ .404	-	252/1 76 69.8% 72.1/ 71.5 214/2 12 .382/ .31	-	259/1 76 68% 74.1/ 71.5 219/2 12 .382/ .31	-	-	-	-	223/1 55 69.5% 1.57/ 1.16 .427/ .358
Pontiac 16 Jim Butler Ported SF600 Iron	N/A	2.11/ 1.77	76	-	136/ -	182/- 52 154 .627	225/- 64.3 191 .581	-	250/- 71.5 212 .517	-	253/- 72.4 214 .436	-	-	-	-	-	-	209 - - .427/ .358
Pontiac 16 Jim Butler Ported SF600 Iron	N/A	2.11/ 1.77	N/A	-	154/ 106 68.8%	220/1 49 67.7% 62.9/ 60.6 186/1 79 .758/ .612	256/1 78 69.5% 73.2/ 72.3 217/2 14 .661/ .548	-	271/1 98 73.1% 77.5/ 80.5 230/2 38 .56/ .488	-	293/2 17 74.1% 83.8/ 88.2 248/2 61 .505/ .445	-	299/2 23 74.6% 85.5/ 90.6 253/2 69 .441/ .392	-	-	-	-	249/1 79 71.7% - .427/ .358
Pontiac 48 Ported Iron	N/A	2.11/- 4.125	N/A	76/-	140/ -	194/- 55.5 164 .668	222/- 63.5 188 .573	-	247/- 70.6 209 .51	-	254/- 72.6 215 .437	-	-	-	-	-	-	211 - - .427
Pontiac 48 Ported SD SF600 Iron	N/A	2.11/ 1.77	70	-	142/ 126 88.7%	196/1 64 83.7% 56.1/ 66.7 166/1 97 .675/ .673	238/1 92 80.7% 68.1/ 78 202/2 31 .615/ .591	-	259/2 09 80.7% 74.1/ 84.9 219/2 52 .535/ .515	-	265/2 21 83.4% 75.8/ 89.8 225/2 66 .456/ .454	-	272/2 29 84.2% 77.8/ 93.1 230/2 76 .402/ .403	-	-	-	-	229/1 90 83.2% - .427/ .358
Pontiac 48 Ported Jim Roberts on Iron	N/A	2.11/ 1.77 4.21	N/A	75/ 63 84%	144/ 115 79.9%	206/1 44 69.9% 58.9/ 58.5 175/1 73 .71/ .591	263/1 68 63.9% 75.2/ 68.3 223/2 02 .679/ .517	-	282/1 79 63.5% 80.6/ 72.7 239/2 16 .583/ .441	-	286/1 87 65.4% 81.8/ 76 242/2 25 .493/ .384	-	283/1 93 68.2% 80.9/ 78.4 240/2 32 .418/ .34	284/2 02 71.1% 81.2/ 82.1 241/2 43 .367/ .311	-	-	-	250/1 70 68% - .427/ .358
Pontiac 62 Iron	162/ 150	2.11/ 1.77	72-7 5	-	-	-	-	-	212/1 75 82.5% 60.6/ 71.1 180/2 11 .438/ .431	-	-	-	-	-	-	-	-	- - 1.31/ 1.17 .427/ .358

Pontiac 62 Flowtech - Steven Magnotti SF110 Iron	N/A	2.11/1.77	N/A	77/43 55.8%	145/82 56.6%	177/120 67.8% 50.6/48.8 150/145 .61/.493	198/140 70.7% 56.6/56.9 168/169 .511/.431	202/149 73.8% 57.8/60.6 171/179 .464/.408	203/156 76.8% 58.1/63.4 172/188 .42/.384	204/159 77.9% 58.3/64.6 173/191 .383/.356	-/162	-/165	-	-	-	-	-	188/134 71.4% - .427/.358
Pontiac 62 Ported Lloyd Elliott Iron	N/A	2.11/1.77	72-75	-	-	216/141 65.3% 61.8/57.3 183/170 .744/.579	242/166 68.6% 69.2/67.5 205/200 .625/.511	-	254/184 72.4% 72.6/74.8 215/222 .525/.453	-	257/194 75.5% 73.5/78.8 218/234 .443/.398	-	-	-	-	-	-	242/171 70.7% - .427/.358
Pontiac 62 Ported Paul Carter Iron	N/A	2.11/-	N/A	86/-	148/-	188/-53.8 159 .648	240/-68.6 203 .62	-	255/-72.9 216 .527	-	-	-	-	-	-	-	-	208 - - .427
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average
Pontiac 62 Ported R R Automotive HPP Iron	N/A	2.11/1.77	N/A	-	-	-	-	-	-	-	250/165 66% 71.5/67.1 212/199 .431/.339	-	-	-	-	-	-	- - - .427/.358
Pontiac 62 Jim Butler Ported SF600 Iron	N/A	2.11/1.77	N/A	-	-	-	-	-	-	-	-	-	295/-84.4 250 .435	-	-	-	-	- - - .427/.358
Pontiac 64 HPP / Jim Butler SF600 Iron	N/A	2.11/1.77	N/A	-	140/116 82.9%	182/144 79.1% 52/58.5 154/173 .627/.591	198/149 75.3% 56.6/60.6 168/179 .511/.459	-	202/162 80.2% 57.8/65.8 171/195 .417/.399	-	202/175 86.6% 57.8/71.1 171/211 .348/.359	-	-	-	-	-	-	185/149 80.7% - .427/.358
Pontiac 64 Ported Jim Hand Iron	163/-	2.11/1.77	N/A	-	-	205/149 72.7% 58.6/60.6 174/179 .706/.612	-	-	-	254/202 79.5% 72.6/82.1 215/243 .477/.452	-	-	-	-	-	-	-	230/176 76.5% 1.56 .427/.358

Pontiac 76 '65 Flowtech - Steven Magnotti SF110 Iron	N/A	1.92/1.664.00	N/A	62/-	114/-	160/-55.3164.606	169/-58.4173.48	174/-60.1178.439	177/-61.1181.402	177/-61.1181.365	-	-	-	-	-	-	-	162- -.389/.336
Pontiac 76 '65 Bowl Ported Flowtech - Steven Magnotti 45 Deg Seat 30 Deg Back Cut SF110 Iron	N/A	1.94/1.664.00	N/A	58/-	126/-	176/-59.5176.659	197/-66.6197.553	-	-	-	-	-	-	-	-	-	-	166- -.393/.336
Pontiac 76 '65 Fully Ported Flowtech - Steven Magnotti 45 Deg Seat 30 Deg Back Cut SF110 Iron	N/A	1.94/1.664.00	N/A	61/-	129/-	196/-66.3196.734	225/-76.1226.632	237/-80.2238.592	240/-81.2241.539	249/-84.2250.509	250/-84.6251.468	253/-85.6254.437	-	-	-	-	-	222- -.393/.336
Pontiac 77 Iron	N/A	1.92/1.66	68	82/4656.1%	145/8659.3%	177/11162.7% 61.1/51.3181/152.67/.486	185/12869.2% 63.9/59.1189/175.525/.42	-	189/13873% 65.3/63.8193/189.429/.362	-	194/14373.7% 67/66.1199/196.367/.313	-	-	-	-	-	-	178/12168.1% -.389/.336
Pontiac 93 Iron	N/A	1.92/1.66	68	-	-	181/11965.7% 62.5/55185/163.685/.521	186/13069.9% 64.2/60.1190/178.528/.427	-	191/13570.7% 66/62.4195/185.434/.355	-	194/14072.2% 67/64.7199/192.367/.306	-	-	-	-	-	-	188/13169.7% -.389/.336
Pontiac 96 '71 Flowtech - Steven Magnotti Iron	N/A	2.11/1.77	N/A	76/5065.8%	135/9570.4%	177/12872.3% 50.6/52150/154.61/.526	199/14874.4% 56.9/60.1169/178.514/.456	204/15375% 58.3/62.2173/184.468/.419	206/16178.2% 58.9/65.4175/194.426/.397	208/16478.8% 59.5/66.7176/197.391/.367	210/16679% 60.1/67.5178/200.362/.341	-	-	-	-	-	-	191/14575.8% -.427/.358

Pontiac 96 '71 HRM Iron	N/A	2.11/ 1.77	N/A	-	154/ 110 71.4 %	187/1 50 80.2 % 53.5/ 61 158/1 81 .644/ .616	202/1 65 81.7 % 57.8/ 67.1 171/1 99 .522/ .508	-	205/1 82 88.8 % 58.6/ 74 174/2 19 .424/ .448	207/1 84 88.9 % 59.2/ 74.8 175/2 22 .389/ .412	-	-	-	-	-	-	-	191/1 58 82.8 % - .427/ .358
Pontiac 96 '71 Nunzi Modifie d Intake HRM Iron	N/A	2.11/ 1.77	N/A	-	141/ 110 78%	186/1 50 80.6 % 53.2/ 61 158/1 81 .641/ .616	220/1 65 75% 62.9/ 67.1 186/1 99 .568/ .508	-	238/1 82 76.5 % 68.1/ 74 202/2 19 .492/ .448	238/1 84 77.3 % 68.1/ 74.8 202/2 22 .447/ .412	-	-	-	-	-	-	-	205/1 58 77.3 % - .427/ .358
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
Pontiac 197 Iron	169/ 153	2.11/ 1.77	N/A	97/ 53 54.6%	167/ 101 60.5 %	186/1 18 63.4 % 53.2/ 48 158/1 42 .641/ .484	206/1 43 69.4 % 58.9/ 58.1 175/1 72 .532/ .44	-	216/1 54 71.3 % 61.8/ 62.6 183/1 85 .446/ .379	-	218/1 59 72.9 % 62.3/ 64.6 185/1 91 .375/ .326	-	-	-	-	-	-	199/1 35 68% 1.29/ 1.04 .427/ .358
Pontiac 670 Iron	162/ 150	2.11/ 1.77	72	87/ 41 47.1%	152/ 100 65.8 %	198/1 36 68.7 % 56.6/ 55.3 168/1 64 .682/ .558	204/1 66 81.4 % 58.3/ 67.5 173/2 00 .527/ .511	-	205/1 85 90.2 % 58.6/ 75.2 174/2 23 .424/ .456	-	205/1 94 94.6 % 58.6/ 78.8 174/2 34 .353/ .398	-	-	-	-	-	-	193/1 56 81% 1.27/ 1.29 .427/ .358
Pontiac 670 Ported Shanon s Engine ring Iron	N/A	-	N/A	75/ 55 73.3%	149/ 116 77.9 %	208/1 55 74.5 % -	236/1 85 78.4 % -	-	239/2 06 86.2 % -	-	242/2 18 90.1 % -	-	241/2 25 93.4 % -	241/2 28 94.6 % -	-	-	-	222/1 90 85.7 %
Pontiac 670 SD Perform ance Ported SF600 Iron	N/A	-	N/A	-	-	-	-	-	-	-	250/2 00 80% -	-	-	-	-	-	-	-
Pontiac 7F6 '72 HPP / Jim Butler SF600 Iron	N/A	2.11/ 1.77	N/A	-	151/ 120 79.5 %	198/1 48 74.7 % 56.6/ 60.1 168/1 78 .682/ .608	220/1 68 76.4 % 62.9/ 68.3 186/2 02 .568/ .517	-	229/1 82 79.5 % 65.5/ 74 194/2 19 .473/ .448	-	231/1 88 81.4 % 66.1/ 76.4 196/2 26 .398/ .386	-	-	-	-	-	-	206/1 61 78.3 % - .427/ .358

Pontiac 7K3 '72 CCM Iron	N/A	2.11/ 1.77	72	80/ 51 63. 8%	143/ 96 67.1 %	180/1 25 69.4 %	201/1 42 70.6 %	-	211/1 62 76.8 %	-	215/1 68 78.1 %	-	219/1 71 78.1 %	-	-	-	-	195/1 44 73.9 %
						51.5/ 50.8 153/1 51 .62/ 513	57.5/ 57.7 170/1 71 .519/ .437		60.3/ 65.8 179/1 95 .436/ .399		61.5/ 68.3 182/2 02 .37/ 345		62.6/ 69.5 186/2 06 .323/ .301					.427/ .358
Pontiac Ram Air III Iron	N/A	2.11/ 1.77	72	-	162/ 98 60.5 %	197/1 33 67.5 %	208/1 50 72.1 %	-	212/1 64 77.4 %	-	216/1 72 79.6 %							199/1 43 72.1 %
						56.3/ 54.1 167/1 60 .679/ .546	59.5/ 61 176/1 81 .537/ .462		60.6/ 66.7 180/1 97 .438/ .404		61.8/ 69.9 183/2 07 .372/ .353							.427/ .358
Pontiac Ram Air IV 722 ('69) Iron	187/ 162	2.11/ 1.77	65-7 1	-	-	-	-	-	-	-	225/1 77 78.7 %							- - 1.20/ 1.09 .427/ .358
											64.3/ 71.9 191/2 13 .387/ .363							
Pontiac Ram Air IV 722 ('69) Iron	187/ 162	2.11/ 1.77	65-7 1	-	-	-	-	-	-	-	235/1 77 75.3 %							- - 1.26/ 1.09 .427/ .358
											67.2/ 71.9 199/2 13 .405/ .363							
Pontiac Ram Air IV 722 ('69) Ported Iron	211/ -	2.11/ 1.77	65-7 1	-	-	-	-	-	-/195	-	282/- 80.6 239 .486							- - 1.34 .427/ .358
Pontiac Ram Air IV 614 ('70) Iron	187/ 162	2.11/ 1.77	65-7 1	-	-	-	-	-	-	-	240/1 77 73.8 %							- - 1.28/ 1.09 .427/ .358
											68.6/ 71.9 203/2 13 .413/ .363							
Pontiac Ram Air IV Minor Pocket Port Iron	N/A	2.11/ 1.77	N/A	-	-	-	-	-	-	-	232/1 84 79.3 %							- - - .427/ .358
											66.3/ 74.8 197/2 22 .40/ .378							
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge

Pontiac 455 SD Iron	N/A	2.11/1.77	N/A	-	-	-	-	-	-	-	249/161 64.7% 71.2/65.4 211/194 .429/.331	-	-	-	-	-	-	-	-
Pontiac 455 SD Ported Bob Wise Iron	206/186	2.11/1.77	98	82/68 82.9%	156/130 83.3%	229/171 74.7% 65.5/69.5 194/206 .789/.702	263/193 73.4% 75.2/78.4 223/232 .679/.594	-	279/208 74.6% 79.8/84.5 236/250 .577/.512	-	292/221 75.7% 83.5/89.8 247/266 .503/.454	-	-	-	-	-	-	-	244/185 75.7% 1.42/1.19 .427/.358
Pontiac D-Port KRE Ported Iron	N/A	-	N/A	-	-	-	-	-	-	-	285/240 84.2% -	-	-	-	-	-	-	-	-
Pontiac D-Port SD Performance Street Ported SF600 Iron	N/A	-	N/A	-	-	-	-	-	-	-	240/- -	-	-	-	-	-	-	-	-
Pontiac D-Port SD Performance Street/Strip Ported SF600 Iron	N/A	-	N/A	-	-	-	-	-	-	-	260/- -	-	-	-	-	-	-	-	-
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average	
Pontiac 100454 27 Alum	460/145	2.28/1.949	91	-	-	252/195 77.4% 61.7/65.4 183/194 .803/.727	324/237 73.1% 79.4/79.4 235/235 .775/.663	-	378/270 71.4% 92.6/90.5 274/268 .723/.604	-	405/285 70.4% 99.2/95.5 294/283 .645/.531	-	432/297 68.8% 106/99.6 314/295 .59/.475	-	-	-	-	-	358/257 71.7% 0.94/2.05 .462/.395
Pontiac 100454 27 Alum	N/A	N/A	N/A	-	-	-	-	-	-	-	-	-	-	439/327 74.5% -	448/332 74.1% -	-	-	444/330 74.3%	
Pontiac 100454		2.40/													470/345 73.4% 104/122 308/3			-	-

															61 .474/ .44			
AllPontiac Jon Kaase Ported Alum	N/A	2.23/ 1.71	37	-	-	-	-	-	-	-	-	-	-	-	420/275 65.5 % 108/120 319/355 .456/ .39	-	-	- - - .452/ .346
DCI Motorsport Tiger 12 Deg SF600 HPP Alum	310/ -	2.25/ 1.80 4.25	75	76/ 63 82.9%	145/ 112 77.2 %	208/161 77.4 % 52.3/ 63.3 155/187 .672/ .65	267/196 73.4 % 67.2/ 77 199/228 .647/ .594	-	316/230 72.8 % 79.5/ 90.4 235/268 .612/ .557	-	358/252 70.4 % 90/99 267/293 .578/ .509	-	388/264 68% 97.6/ 104 289/307 .537/ .457	412/269 65.3 % 104/106 307/313 .499/ .407	422/276 65.4 % 106/108 314/321 .454/ .371	-	-	315/220 70% 1.36 .456/ .365
Tiger Alum	N0/A	2.25/ 1.80 4.375	N/A	-	-	201/-50.6 150 .649	270/-67.9 201 .654	297/-74.7 221 .64	322/-81 240 .624	348/-87.5 259 .613	371/-93.3 276 .599	389/-97.8 290 .58	402/-101 300 .556	412/-104 307 .499	421/-106 314 .453	-	-	343 - - .456/ .365
Tiger / AP 12 Deg SF600 Alum	N/A	2.30/ 1.80	N/A	-	-	-	-	-	-	-	-	-	-	-	416/-100 297 .438	-	-	- - - .466/ .365
Tiger Ported Race 12 Deg SF600 Alum	310/ -	2.30/ 1.80	N/A	75/ 45 60 %	138/ 86 62.3 %	212/124 58.5 % 51/48.7 151/144 .67/ 501	282/166 58.9 % 67.9/ 65.2 201/193 .668/ .503	-	341/204 59.8 % 82.1/ 80.2 243/238 .646/ .494	-	384/233 60.7 % 92.4/ 91.6 274/271 .607/ .47	-	402/251 62.4 % 96.8/ 98.6 287/292 .544/ .434	414/253 61.1 % 99.6/ 99.4 295/295 .491/ .383	422/267 63.3 % 102/105 301/311 .444/ .359	-	-	324/198 61% 1.36 .466/ .365
Tiger Ported Fully 12 Deg SF600 Alum	N/A	2.35/ 1.90	N/A	71/ 61 85.9%	139/ 108 77.7 %	202/146 72.3 % 46.6/ 51.5 138/153 .625/ .558	274/186 67.9 % 63.2/ 65.6 187/194 .636/ .534	-	339/220 64.9 % 78.2/ 77.6 232/230 .629/ .505	-	385/252 65.5 % 88.8/ 88.9 263/263 .595/ .482	-	421/273 64.8 % 97.1/ 96.3 288/285 .558/ .448	439/285 64.9 % 101/101 300/298 .509/ .409	450/290 64.4 % 104/102 307/303 .464/ .37	-	-	331/220 66.4 % - .476/ .385
Tiger Ported Kaase (EMC - 507 ci) 12 Deg SF600 HPP Alum	N/A	2.23/ 1.72	N/A	-	161/ 110 68.3 %	248/157 63.3 % 63.5/ 67.6 188/200 .808/ .663	317/205 64.7 % 81.2/ 88.2 240/261 .775/ .65	-	366/244 66.7 % 93.7/ 105 278/311 .716/ .619	-	392/263 67.1 % 100/113 297/335 .639/ .556	-	410/275 67.1 % 105/118 311/351 .573/ .498	421/283 67.2 % 108/122 319/361 .514/ .448	-	-	331/220 66.4 % - .452/ .348	
Tiger Ported H&M Airflow Dynamics 12	N/A	2.35/ 1.90	N/A	-	-	247/191 77.3 % 56.9/ 67.4 169/200	308/249 80.8 % 71/87.8	-	358/286 79.9 % 82.5/ 101	-	399/312 78.2 % 92/110	-	439/322 73.3 % 101/114	473/332 70.2 % 109/117	475/340 71.6 % 110/120	-	-	386/290 75.3 %

Alum						.751	.714		.656		.597		.528	.476	.433			
Tiger Ported Ceralli Compet ition Engines Alum	N/A	2.35/- 4.40	N/A	67/-	134/ -	213/- 49.1 146 .659	292/- 67.3 199 .677	-	363/- 83.7 248 .674	-	417/- 96.1 285 .645	-	453/- 104 309 .60	475/- 110 324 .551	486/- 112 332 .501	494/- 114 337 .458	-	370 - - .476
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
Edelbro ck 6057 Alum CCM	215/ 175	2.11/ 1.66	87	65/ 40 61.5%	134/ 102 76.1 %	186/1 33 71.5 % 53.2/ 61.5 158/1 82 .641/ .582	228/1 61 70.6 % 65.2/ 74.4 193/2 20 .589/ .529	-	260/1 77 68.1 % 74.4/ 81.8 220/2 42 .537/ .465	-	282/1 84 65.2 % 80.6/ 85 239/2 52 .486/ .403	-	293/1 90 64.8 % 83.8/ 87.8 248/2 60 .432/ .356	-	-	-	-	231/1 58 68.5 % 1.36/ 1.09 .427/ .336
Edelbro ck Perform er 60579 SF1020 Alum	215/ 175	2.11/ 1.66	87	72/ 56 77.8%	138/ 106 76.8 %	198/1 41 71.2 % 56.6/ 65.1 168/1 93 .682/ .617	239/1 63 68.2 % 68.4/ 75.3 203/2 23 .617/ .535	-	264/1 75 66.3 % 75.5/ 80.9 224/2 40 .546/ .46	-	275/1 85 67.3 % 78.6/ 85.5 233/2 53 .474/ .405	-	-	-	-	-	-	223/1 54 69.1 % 1.28/ 1.06 .427/ .336
Edelbro ck Perform er RPM 60599 SF1020 Ram Air IV Exhaust Alum	215/ 175	2.11/ 1.66	72	71/ 69 97.2%	143/ 120 83.9 %	208/1 51 72.6 % 59.5/ 69.8 176/2 07 .716/ .661	253/1 73 68.4 % 72.4/ 79.9 214/2 37 .654/ .568	-	272/1 91 70.2 % 77.8/ 88.3 230/2 61 .562/ .502	-	286/1 99 69.6 % 81.8/ 91.9 242/2 72 .493/ .436	-	-	-	-	-	-	232/1 67 71.8 % 1.33/ 1.14 .427/ .336
Early (97) Edelbro ck Jim Butler Ported SF600 Alum	228/ -	2.11/ 1.77 4.185	N/A	58/ 51 87.9%	139/ 109 78.4 %	206/1 50 72.8 % 58.9/ 61 175/1 81 .71/ .616	262/1 83 69.8 % 74.9/ 74.4 222/2 20 .677/ .564	-	289/2 09 72.3 % 82.7/ 84.9 245/2 52 .597/ .515	-	304/2 20 72.4 % 86.9/ 89.4 258/2 65 .524/ .452	-	306/2 25 73.5 % 87.5/ 91.4 259/2 71 .452/ .396	307/2 25 73.3 % 87.8/ 91.4 260/2 71 .397/ .346	-	-	-	259/1 89 72.9 % 1.35 .427/ .358
Edelbro ck Jim Butler Ported SF600 Alum	N/A	2.11/ 1.77 4.200	87	-	152/ 120 78.9 %	212/1 59 75% 60.6/ 64.6 180/1 91 .73/ .653	262/1 97 75.2 % 74.9/ 80.1 222/2 37 .677/ .607	-	297/2 19 73.7 % 84.9/ 89 252/2 64 .614/ .54	-	310/2 26 72.9 % 88.7/ 91.8 263/2 72 .534/ .464	-	315/2 33 74% 90.1/ 94.7 267/2 81 .465/ .41	-	-	-	-	258/1 92 74.5 % - .427/ .358

Edelbrock Jim Butler Ported HPP SF600 Alum	N/A	2.11/1.77	72	72/52 72.2%	148/106 71.6%	219/158 72.1%	277/197 71.1%	-	314/23 71%	-	326/236 72.4%	328/241 73.5%	-	-	-	-	-	269/194 72% - .427/ .358
Edelbrock Chapman Ported Alum	232/-	2.20/1.77 - No Pipe	80	71/57 80.3%	148/130 87.8%	219/174 79.5%	272/114 78.7%	-	303/21 72.9%	-	321/28 71%	325/233 71.7%	-	-	-	-	-	265/200 75.6% 1.40 .446/ .358
Edelbrock S/P Ported ET Performance Alum	235/-	2.20/1.77 4.18	72	73/54 74%	149/100 67.1%	226/145 64.2%	279/179 64.2%	-	324/239 73.8%	-	347/254 73.2%	346/264 76.3%	-	-	-	-	-	279/197 70.7% 1.48 .446/ .358
Edelbrock KRE Ported Alum	N/A	2.11/1.77	N/A	-	-	-	-	-	-	-	-	328/260 79.3%	-	-	-	-	-	- - - .427/ .358
Edelbrock CNC Bruce RRE SF600 Alum	235/-	2.15/1.65	72	75/53 70.7%	150/108 72%	211/149 70.6%	264/184 69.7%	-	306/199 65%	-	323/210 65%	324/226 69.8%	327/229 70%	-	-	-	-	272/186 68.5% 1.39 .435/ .334
Edelbrock Ported Steve C SF600 Alum	227/-	2.15/1.77 4.20	90	83/82 98.8%	151/145 96%	220/195 88.6%	276/230 83.3%	-	301/248 82.4%	-	313/255 81.5%	317/260 82%	-	-	-	-	-	263/222 84.5% 1.40 .435/ .358
Edelbrock Ported Steve C SF600 Alum	234/-	2.15/1.765 4.20	72	71/52 73.2%	151/115 76.2%	228/173 75.9%	282/217 77%	-	312/237 76%	-	324/242 74.7%	329/248 75.4%	-	-	-	-	-	271/205 75.8% 1.41 .435/ .357

Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
Edelbro ck Bowls and Port Clean up Alum	N/A	2.15/ 1.77	65	78/ 64 82. 1%	149/ 118 79.2 %	212/1 52 71.7 %	258/1 82 70.5 %	-	288/2 17 75.3 %	-	302/2 23 73.8 %	-	311/2 29 73.6 %	313/- 86.2 255 .397	-	-	-	262/1 87 - - .435/ .358
Edelbro ck Ported Alum	N/A	2.15/ 1.77	N/A	-	-	-	-	-	-	-	-	-	330/2 50 75.8 %	-	-	-	-	- - - .435/ .358
Edelbro ck Ported Bischoff (BES) Alum	N/A	2.11/ 1.66	87	-	-	-	-	-	-	-	325/- 92.9 275 .56	-	325/- 92.9 275 .48	-	-	-	-	325 - - .427/ .336
Edelbro ck SD Perform ance Street Ported SF600 Alum	N/A	2.11/ 1.77	N/A	-	-	-	-	-	-	-	295/- 84.4 250 .508	-	-	-	-	-	-	- - - .427/ .358
Edelbro ck SD Perform ance Street/ Strip Ported SF600 Alum	N/A	2.19/ 1.77	N/A	-	-	-	-	-	-	-	310/- 82.3 244 .514	-	-	-	-	-	-	- - - .443/ .358
Edelbro ck SD Perform ance Race Ported SF600 Alum	235/ -	2.19/ 1.77 4.185 Pipe	72	77/ 66 85. 7%	156/ 123 78.8 %	215/1 78 82.8 % 57.1/ 72.3 169/2 14 .713/ .731	266/2 17 81.6 % 70.6/ 88.2 209/2 61 .662/ .668	-	303/2 38 78.5 % 80.4/ 96.7 238/2 87 .603/ .586	-	321/2 47 76.9 % 85.2/ 100 252/2 97 .533/ .507	-	333/2 52 75.7 % 88.4/ 102 262/3 03 .474/ .443	-	-	-	-	266/2 09 78.7 % 1.42 .443/ .358
Edelbro ck SD Perform ance Race Ported SF600 Alum	247/ -	2.20/ 1.74 4.25	N/A	-	-	-	-	-	-	-	-	-	350/- 92.1 273 .496	-	-	-	-	- - 1.42 .446/ .352

Edelbrock SD Performance Race Ported (Offset Rockers) SF600 Alum	267/-	2.25/1.74	N/A	-	-	-	-	-	-	-	-	-	370/-93.1	-	-	-	-	-
													276.512					1.39 .456/ .352
Edelbrock SD Performance SF600 Alum	N/A	2.19/1.77 4.185 Pipe	72	75/67 89.3%	147/128 87.1%	212/181 85.4% 56.3/73.6 167/218 .704/.743	262/218 83.2% 69.6/88.6 206/263 .652/.671	-	297/235 79.1% 78.8/95.5 234/283 .591/.579	-	319/244 76.5% 84.7/99.2 251/294 .529/.501	-	332/249 75% 88.1/101 261/300 .472/.438	-	-	-	-	262/209 80% - .443/.358
Edelbrock Ported DCI (EMC) Alum	N/A	-	N/A	-	-	-	280/196 70% -	-	320/224 70% -	-	350/245 70% -	-	370/259 70% -	-	-	-	-	330/231 70%
Edelbrock Ported Jim Roberts on Alum	N/A	2.19/1.77	N/A	78/-	143/-	211/-56 166 .70	280/-74.3 220 .697	-	326/-86.5 256 .649	-	349/-92.7 275 .579	-	360/-95.6 283 .512	359/-95.3 282 .447	-	-	-	290 - - .443/.358
Edelbrock Ported Anderson Port Development Alum	N/A	2.125/- 4.155	N/A	73/-	130/-	196/-55.3 164 .67	251/-70.8 210 .644	-	298/-84 249 .611	-	331/-93.3 277 .566	-	349/-98.4 292 .512	357/-101 298 .458	364/-103 304 .415	-	-	285 - - .430
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average
Edelbrock Ported Anderson Port Development Alum	N/A	2.125/- 4.31	N/A	81/-	141/-	206/-58.1 172 .705	259/-73 216 .664	-	308/-86.8 257 .632	-	342/-96.4 286 .585	-	358/-101 299 .525	370/-104 309 .475	374/-105 312 .426	-	-	295 - - .430
Edelbrock Ported Calvin Hill I-45 E-45 BC Alum	N/A	2.19/1.77 4.21	N/A	78/65 83.3%	161/117 72.7%	230/165 71.7% 61.1/67.1 181/199 .763/.677	279/219 78.5% 74.1/89 219/264 .694/.674	-	317/254 80.1% 84.2/103 249/306 .631/.626	-	344/277 80.5% 91.3/113 271/334 .571/.569	-	350/286 81.7% 92.9/116 275/344 .498/.503	359/286 79.7% 95.3/116 282/344 .447/.44	-	-	-	291/229 78.6% - .443/.358

Edelbrock D Port 61589 SF1020 Alum	195/145	2.11/1.66 4.15	72	65/52 80%	136/103 75.7%	199/130 65.3% 56.9/60.1 169/178 .685/.569	237/145 61.2% 67.8/67 201/199 .612/.476	-	255/51 59.2% 72.9/69.8 216/207 .527/.397	-	262/57 59.9% 74.9/72.5 222/215 .451/.344	-	263/59 60.5% 75.2/73.5 223/218 .388/.298	-	-	-	-	225/41 62.5% 1.35/1.10 .427/.336
Edelbrock D Port 61569 SF1020 Alum	195/145	2.11/1.66 4.15	82	64/52 81.3%	139/104 74.8%	200/131 65.5% 57.2/60.5 169/179 .689/.574	235/145 61.7% 67.2/67 199/199 .607/.476	-	249/51 60.6% 71.2/69.8 211/207 .515/.397	-	256/56 60.9% 73.2/72.1 217/214 .441/.341	-	258/57 60.9% 73.8/72.5 219/215 .381/.295	-	-	-	-	223/41 63.1% 1.32/1.08 .427/.336
Edelbrock D Port HPP Alum	185/145	2.11/1.66	N/A	-	-	-	-	-	-	-	272/81 66.5% 77.8/83.6 230/248 .468/.396	-	-	-	-	-	-	- - 1.47/1.25 .427/.336
Edelbrock D Port Jim Butler Ported SF600 Alum	N/A	2.11/1.77 4.200	65/72/87	-	-	-	-	-	-	-	290/220 75.9% 82.9/89.4 246/265 .499/.452	-	-	-	-	-	-	- - - .427/.358
Edelbrock D Port Jim Butler - R Ported I-45 E-45 Alum	N/A	2.19/1.77 4.200	71.5	-	145/121 83.4%	211/164 77.7% 56/66.7 166/197 .70/.673	267/199 74.5% 70.9/80.9 210/240 .665/.613	-	301/21 73.4% 79.9/89.8 237/266 .599/.544	-	310/29 73.9% 82.3/93.1 244/276 .514/.47	-	312/34 75% 82.8/95.1 245/282 .444/.412	-	-	-	-	258/195 75.5% - .443/.358
Edelbrock W/P SD Performance Race Ported SF600 Alum	267/-	2.25/1.74	N/A	-	-	-	-	-	-	-	-	-	370/- 93.1 276 .512	-	-	-	-	- - 1.39 .456/.352
Edelbrock W/P Ported SF1020 Alum	N/A	2.25/- 4.375	N/A	69/-	136/-	201/- 50.6 150 .649	258/- 64.9 192 .625	-	309/- 77.7 230 .599	-	348/- 87.5 259 .562	-	370/- 93.1 276 .512	381/- 95.8 284 .461	390/- 98.1 291 .42	392/- 98.6 292 .38	-	309 - - .456

Edelbrock W/P Ported ET Performance Alum	260/- -	2.20/1.77 4.350	72	76/54 71.1%	159/100 62.9%	227/145 63.9% 59.7/58.9 177/175 .75/.595	291/179 61.5% 76.6/72.7 227/216 .721/.551	-	338/239 70.7% 88.9/97.1 263/288 .67/.589	-	352/254 72.2% 92.6/103 274/306 .581/.521	-	365/264 72.3% 96/107 285/318 .517/.465	-	-	-	-	289/197 68.2% 1.40 .446/.358
Edelbrock W/P Ported Jim Butler SF600 Alum	275/- -	2.19/1.77	N/A	-	-	-	-	-	-	-	-	-	370/268 72.4% 98.2/109 291/323 .526/.472	-	-	-	-	- - 1.35 .443/.358
Edelbrock W/P Ported Alum	N/A	2.18/1.76	N/A	97/71 73.2%	169/125 74%	228/185 81.1% 61.1/76 181/225 .76/.764	278/227 81.7% 74.5/93.3 221/276 .695/.703	-	317/260 82% 84.9/107 252/317 .634/.644	-	339/280 82.6% 90.8/115 269/341 .565/.578	-	357/287 80.4% 95.6/118 283/350 .51/.508	366/290 79.2% 98.1/119 291/353 .458/.449	-	-	-	293/236 80.5% - .441/.356
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average
Edelbrock W/P Ported Ondo Performance Alum	255/- -	2.18/1.77 - 2" Pipe	71	97/71 73.2%	169/137 81.1%	228/200 87.7% 61.1/81.3 181/241 .76/.821	278/260 93.5% 74.5/106 221/313 .695/.801	-	317/282 89% 84.9/115 252/340 .634/.695	-	339/285 84.1% 90.8/116 269/343 .565/.585	-	357/292 81.8% 95.6/119 283/352 .51/.514	366/295 80.6% 98.1/120 291/355 .458/.454	375/295 78.7% 100/120 298/355 .417/.404	-	-	304/256 84.2% 1.47 .441/.358
Edelbrock W/P Ported Anderson Port Development SF1020 Alum	N/A	2.125/- 4.31	N/A	69/-	145/-	218/- 61.5 182 .746	279/- 78.7 233 .716	-	328/- 92.5 274 .673	-	360/- 102 301 .616	-	365/- 103 305 .535	374/- 105 312 .48	378/- 107 316 .431	384/- 108 321 .394	-	315 - - .430
Edelbrock W/P Ported Anderson Port Development SF1020 Alum	N/A	2.19/- 4.31	N/A	75/-	158/-	234/- 62.1 184 .777	295/- 78.3 232 .734	-	349/- 92.7 275 .695	-	377/- 100 297 .626	-	390/- 104 307 .555	393/- 104 309 .489	396/- 105 311 .438	399/- 106 314 .397	-	332 - - .443
Edelbrock Victor HP 12	N/A	2.19/1.77	N/A	-	-	-	-	-	-	-	-	-	400/270 67.5% 106/110 315/325	-	-	-	-	- - - .443

													.569/ .475					
Edelbrock PRO Port Ported John Marcella Alum	N/A	2.30/ 1.68	N/A	-	-	243/- 58.5 173 .768	318/- 76.5 227 .754	-	380/- 91.5 271 .72	-	434/- 104 310 .686	447/- 108 319 .652	460/- 111 328 .623	466/- 112 332 .552	460/- 111 328 .484	-	-	401 - - .466/ .340
KRE D-Port CCM Alum	185/ -	2.11/ 1.66	N/A	67/ 55 82.1%	148/ 100 67.6%	198/1 34 67.7%	227/1 54 67.8%	-	235/1 70 72.3%	-	236/1 80 76.3%	-	234/1 83 78.2%	-	-	-	-	213/1 54 72.1% 1.28 .427/ .336
						56.6/ 61.9 168/1 83 .682/ .587	64.9/ 71.2 192/2 11 .586/ .506		67.2/ 78.5 199/2 33 .486/ .447		67.5/ 83.2 200/2 46 .406/ .394		66.9/ 84.6 198/2 51 .345/ .343					
KRE D-Port Tom Cyl 1 Alum	N/A	2.11/ 1.66 4.18 Pipe	N/A	71/ 56 78.9%	131/ 107 81.7%	177/1 43 80.8%	215/1 67 77.7%	-	241/1 87 77.6%	-	259/2 03 78.4%	-	-	-	-	-	-	205/1 61 78.9% - .427/ .336
						50.6/ 66.1 150/1 96 .61/ 626	61.5/ 77.2 182/2 29 .555/ .548		68.9/ 86.4 204/2 56 .498/ .491		74.1/ 93.8 219/2 78 .446/ .444		-	-	-	-	-	
KRE D-Port Tom / Joe Sherman Ported SD Performance 290 Alum	N/A	2.11/ 1.66	N/A	69/ 56 81.2%	147/ 113 76.9%	203/1 46 71.9%	244/1 69 69.3%	-	272/1 81 66.5%	-	291/1 90 65.3%	-	291/1 96 67.4%	-	-	-	-	241/1 66 68.7% - .427/ .336
						58.1/ 67.5 172/2 00 .699/ .639	69.8/ 78.1 207/2 31 .63/ .555		77.8/ 83.6 230/2 48 .562/ .475		83.2/ 87.8 247/2 60 .501/ .416		83.2/ 90.6 247/2 68 .43/ .368					
KRE D-Port Westech Alum	N/A	2.11/ 1.66	N/A	63/ 57 90.5%	135/ 108 80%	187/1 37 73.3%	209/1 62 77.5%	-	220/1 71 77.7%	-	226/1 78 78.8%	-	-	-	-	-	-	195/1 51 77.4% - .427/ .336
						53.5/ 63.3 158/1 88 .644/ .60	59.8/ 74.9 177/2 22 .54/ .532		62.9/ 79 186/2 34 .455/ .449		64.6/ 82.2 192/2 44 .389/ .39		-	-	-	-	-	
KRE D-Port Out of Box VJ Paul Carter Alum	N/A	2.11/ 1.66	N/A	62/ 56 90.3%	128/ 111 86.7%	180/1 41 78.3%	220/1 63 74.1%	232/1 70 73.3%	241/1 73 71.8%	244/1 76 72.1%	247/1 78 72.1%	248/1 79 72.2%	-	-	-	-	-	218/1 61 74.2% - .427/ .336
						51.5/ 65.1 153/1 93 .62/ 617	62.9/ 75.3 186/2 23 .568/ .535	66.3/ 78.5 197/2 33 .533/ .496	68.9/ 79.9 204/2 37 .498/ .454	69.8/ 81.3 207/2 41 .458/ .42	70.6/ 82.2 209/2 44 .425/ .39	70.9/ 82.7 210/2 45 .394/ .362						
KRE D-Port Alum	180/ 157	2.11/ 1.66 - Pipe	N/A	92/ 85 92.4%	152/ 141 92.8%	201/1 82 90.5%	236/2 10 89%	-	256/2 26 88.3%	-	263/2 32 88.2%	-	-	-	-	-	-	222/1 98 89.4% 1.46/ 1.48 .427/ .336
						57.5/ 84.1 170/2 49 .692/ .797	67.5/ 97 200/2 88 .61/ .69		73.2/ 104 217/3 09 .529/ .594		75.2/ 107 223/3 18 .453/ .508		-	-	-	-	-	

KRE D-Port Ported Paul Carter Alum	N/A	2.11/ 1.66	N/A	65/ 64 98.5%	132/ 118 89.4%	187/1 51 80.7% 53.5/ 69.8 158/2 07 .644/ .661	236/1 79 75.8% 67.5/ 82.7 200/2 45 .61/ .588	258/1 89 73.3% 73.8/ 87.3 219/2 59 .592/ .552	276/1 97 71.4% 78.9/ 91 234/2 70 .57/ .517	291/2 03 69.8% 83.2/ 93.8 247/2 78 .547/ .485	298/2 08 69.8% 85.2/ 96.1 253/2 85 .513/ .455	298/2 13 71.5% 85.2/ 98.4 253/2 92 .474/ .43	-	-	-	-	-	247/1 82 73.8% - .427/ .336
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
KRE D-Port Ported Alum	N/A	2.11/ 1.66 - Pipe	N/A	89/ 68 76.4%	162/ 119 73.5%	210/1 78 84.8% 60.1/ 82.2 178/2 44 .723/ .779	266/2 08 78.2% 76.1/ 96.1 225/2 85 .687/ .683	-	278/2 26 81.3% 79.5/ 104 236/3 09 .574/ .594	-	289/2 40 83% 82.7/ 111 245/3 29 .498/ .525	-	292/2 44 83.6% 83.5/ 113 247/3 34 .431/ .458	-	-	-	-	250/2 03 81.2% - .427/ .336
KRE D-Port Ported Alum	N/A	2.11/ 1.66 - Pipe	N/A	88/ 66 75%	165/ 123 74.5%	216/1 81 83.8% 61.8/ 83.6 183/2 48 .744/ .792	278/2 10 75.5% 79.5/ 97 236/2 88 .718/ .69	-	299/2 28 76.3% 85.5/ 105 253/3 12 .618/ .599	-	308/2 42 78.6% 88.1/ 112 261/3 31 .53/ .53	-	312/2 47 79.2% 89.2/ 114 264/3 38 .461/ .463	-	-	-	-	263/2 05 78% - .427/ .336
KRE D-Port Ported 312 Bruce Out of Box SF600 Alum	N/A	2.11/ 1.66 4.25	N/A	82/-	149/ -	197/- 56.3 167 .679	239/- 68.4 203 .617	-	266/- 76.1 225 .55	-	282/- 80.6 239 .486	-	284/- 81.2 241 .419	-	-	-	-	236 - - .427/ .336
KRE D-Port Ported Alum	N/A	2.11/ 1.66 - Pipe	N/A	85/ 68 80%	164/ 126 76.8%	216/1 90 88% 61.8/ 87.8 183/2 60 .744/ .832	286/2 16 75.5% 81.8/ 99.8 242/2 96 .739/ .709	-	302/2 28 75.5% 86.4/ 105 256/3 12 .624/ .599	-	318/2 36 74.2% 90.9/ 109 269/3 23 .548/ .517	-	324/2 46 75.9% 92.7/ 114 275/3 37 .478/ .462	-	-	-	-	268/2 07 77.1% - .427/ .336
KRE D-Port Ported Alum	N/A	2.19/ 1.66 - Pipe	N/A	90/ 65 72.2%	166/ 121 72.9%	224/1 80 80.4% 59.5/ 83.2 176/2 46 .743/ .788	282/2 15 76.2% 74.9/ 99.3 222/2 94 .702/ .706	-	313/2 36 75.4% 83.1/ 109 246/3 23 .623/ .62	-	328/2 51 76.5% 87.1/ 116 258/3 44 .544/ .549	-	339/2 59 76.4% 90/12 0 267/3 55 .482/ .486	-	-	-	-	275/2 10 76.4% - .443/ .336

KRE D-Port Ported Dave/SD Out of Box SF600 Alum	N/A	2.19/1.66	N/A	77/58 75.3%	141/117 83%	193/151 78.2% 51.2/69.8 152/207 .64/.661	246/176 71.5% 65.3/81.3 194/241 .612/.578	-	288/197 68.4% 76.5/91 227/270 .573/.517	-	316/211 66.8% 83.9/97.5 249/289 .524/.462	-	326/20 67.5% 86.5/102 256/301 .464/.413	-	-	-	-	252/179 71% - .443/.336
KRE D-Port Ported Dave/SD Reworked SF600 Alum	N/A	2.19/1.66	N/A	77/63 81.8%	151/115 76.2%	205/153 74.6% 54.4/70.7 161/209 .68/.67	250/178 71.2% 66.4/82.2 197/244 .622/.584	-	288/200 69.4% 76.5/92.4 227/274 .573/.525	-	319/227 71.2% 84.7/105 251/311 .529/.497	-	337/238 70.6% 89.5/110 265/326 .479/.447	-	-	-	-	258/185 71.7% - .443/.336
KRE D-Port SD Performance Race Ported SF600 Alum	197/-	2.11/1.77	N/A	-	-	-	-	-	-	-	290/- 82.9 246 .499	-	-	-	-	-	-	- - 1.47 .427/.358
KRE D-Port Ported Pushrod offset .225" Jim Roberts on Alum	N/A	2.15/1.68 4.31	N/A	77/71 92.2%	156/123 78.8%	221/163 73.8% 60.9/73.5 180/218 .747/.705	275/199 72.4% 75.7/89.8 224/266 .697/.646	-	317/227 71.6% 87.3/102 259/303 .643/.589	-	322/244 75.8% 88.7/110 263/326 .544/.528	-	335/254 75.8% 92.3/115 273/340 .485/.471	358/265 74% 98.6/120 292/354 .454/.43	370/268 72.4% 102/121 302/358 .417/.386	-	-	294/218 74% - .435/.340
KRE High-Port Alum	N/A	2.20/1.70 - Pipe	45-56	85/71 83.5%	170/129 75.9%	234/179 76.5% 61.6/78.9 182/234 .773/.765	284/221 77.8% 74.7/97.4 221/288 .704/.709	-	316/248 78.5% 83.1/109 246/324 .626/.636	-	322/263 81.7% 84.7/116 251/343 .532/.562	-	331/270 81.6% 87.1/119 258/352 .469/.495	-	-	-	-	276/218 79.1% - .446/.344
KRE High-Port Out of Box w VJ SD Tempest Alum	N/A	2.20/1.70 4.21 No Pipe	N/A	76/66 86.8%	138/119 86.2%	197/152 77.2% 51.8/67 154/198 .651/.65	258/180 69.8% 67.9/79.3 201/235 .639/.577	-	299/190 63.5% 78.7/83.7 233/248 .593/.487	-	311/196 63% 81.8/86.4 242/256 .514/.419	-	326/202 62% 85.8/89 254/264 .462/.37	327/205 62.7% 86/90 255/268 .405/.329	330/209 63.3% 86.8/92.1 257/273 .363/.298	-	-	273/182 66.5% - .446/.344
KRE High-Port Ported 1 Alum	N/A	2.20/1.70 - Pipe	N/A	82/70 85.4%	162/126 77.8%	232/178 76.7% 61/78.4 181/232 .766/.761	286/219 76.6% 75.2/96.5 223/286 .709/.702	-	322/234 72.7% 84.7/103 251/305 .638/.60	-	342/248 72.5% 90/109 267/324 .565/.53	-	351/259 73.8% 92.3/114 274/338 .497/.475	-	-	-	-	283/211 74.6% - .446/.344

Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
KRE High- Port Ported 2 Alum	N/A	2.20/ 1.70 - Pipe	N/A	85/ 74 87.1%	168/ 130 77.4%	244/176 72.1% 64.2/77.5 190/230 .806/.752	298/220 73.8% 78.4/96.9 232/287 .738/.705	-	344/236 68.6% 90.5/104 268/308 .682/.605	-	356/245 68.8% 93.7/108 277/320 .588/.524	-	365/259 71% 96/114 285/338 .517/.475	-	-	-	-	296/211 71.3% - .446/.344
KRE High- Port Ported 3 Alum	N/A	2.25/ 1.75 - Pipe	N/A	94/ 73 77.7%	193/ 130 67.4%	256/185 72.3% 64.4/76.9 191/228 .827/.768	307/226 73.6% 77.2/94 229/278 .744/.704	-	345/229 66.4% 86.8/95.2 257/282 .669/.571	-	372/263 70.7% 93.6/109 277/324 .601/.546	-	378/271 71.7% 95.1/113 282/334 .523/.482	382/277 72.5% 96.1/115 285/341 .463/.431	-	-	-	319/226 70.8% - .456/.354
KRE High- Port Ported Calvin Hill Alum	N/A	2.20/ 1.70	N/A	-	168/ 90 53.6%	243/140 57.6% 63.9/61.7 189/183 .803/.598	295/182 61.7% 77.6/80.2 230/238 .731/.584	-	344/214 62.2% 90.5/94.3 268/279 .682/.549	-	387/239 61.8% 102/105 302/312 .639/.511	395/246 62.3% 104/108 308/321 .602/.485	392/254 64.8% 103/112 306/332 .555/.465	390/263 67.4% 103/116 304/343 .483/.422	-	-	-	327/204 62.3% - .446/.344
KRE High- Port Ported Calvin Hill Alum	N/A	2.20/ 1.70 4.35	N/A	-	155/ 79 51%	228/133 58.3% 60/58.6 178/174 .753/.569	281/175 62.3% 73.9/77.1 219/228 .696/.561	-	338/206 60.9% 88.9/90.8 263/269 .67/.528	-	389/236 60.7% 102/104 303/308 .642/.504	-	418/255 61% 110/112 326/333 .592/.467	421/274 65.1% 111/121 328/358 .522/.439	-	-	-	319/194 60.9% - .446/.344
KRE High- Port Ported 1 Alum Rocker Shafts	N/A	2.25/ 1.75 - Pipe	N/A	90/ 73 81.1%	188/ 133 70.7%	253/191 75.5% 63.6/79.4 189/235 .817/.793	308/224 72.7% 77.5/93.1 230/276 .746/.698	-	347/230 66.3% 87.3/95.6 259/283 .672/.573	-	382/262 68.6% 96.1/109 285/323 .617/.544	-	396/270 68.2% 99.6/112 295/333 .548/.481	402/278 69.2% 101/116 300/342 .487/.433	-	-	-	325/227 69.8% - .456/.354
KRE High- Port Ported 2 Alum Rocker Shafts	N/A	2.25/ 1.75 - Pipe	N/A	92/ 73 79.3%	186/ 137 73.7%	261/196 75.1% 65.6/81.5 194/241 .843/.814	316/228 72.2% 79.5/94.8 235/281 .765/.71	-	353/235 66.6% 88.8/97.7 263/289 .684/.586	-	380/264 69.5% 95.6/110 283/325 .614/.548	-	407/272 66.8% 102/113 303/335 .563/.484	420/276 65.7% 106/115 313/340 .509/.43	-	-	-	332/230 69.2% - .456/.354

KRE High-Port Ported Len Caverly (EMC) Alum	N/A	2.23/1.75	N/A	-	-	-	262/199 76% 67.1/82.7 199/245 .64/.62	-	325/228 70.2% 83.2/94.8 247/281 .635/.568	-	355/251 70.7% 90.9/104 269/309 .578/.521	-	370/265 71.6% 94.7/110 281/326 .517/.472	385/273 70.9% 98.6/114 292/336 .471/.425	-	-	-	339/243 71.7% - .452/.354
KRE High-Port Ported Mike Semche (EMC) Alum	N/A	2.25/1.75	56	88/83 94.3%	173/134 77.5%	248/176 71% 62.4/73.2 185/217 .801/.731	304/217 71.4% 76.5/90.2 227/267 .736/.676	-	322/240 74.5% 81/99.8 240/296 .624/.598	-	342/256 74.9% 86/106 255/315 .552/.532	-	359/265 73.8% 90.3/110 268/326 .497/.472	366/273 74.6% 92.1/114 273/336 .443/.425	-	-	-	302/223 73.8% - .456/.354
KRE High-Port Ported Dan Barton Alum	N/A	2.25/1.75 4.28	N/A	-	151/119 78.8%	224/158 70.5% 56.3/69.9 167/195 .724/.656	278/186 66.9% 69.9/77.3 207/229 .673/.579	300/- 75.5 224 .646	317/204 64.4% 79.7/84.8 236/251 .614/.508	328/- 82.5 244 .578	340/215 63.2% 85.5/89.4 253/265 .549/.446	352/- 88.5 262 .525	362/224 61.9% 91/93.1 270/276 .501/.399	375/233 62.1% 94.3/96.9 279/287 .454/.363	387/237 61.2% 97.3/98.5 288/292 .417/.328	407/290 71.3% 102/121 303/357 .394/.361	-	318/207 - - .456/.354
KRE High-Port Ported Dan Barton Alum	N/A	2.23/1.72 4.31	N/A	-	159/114 71.7%	216/168 77.8% 55.3/72.3 164/214 .704/.71	274/215 78.5% 70.2/92.5 208/274 .67/.681	-	321/238 74.1% 82.2/102 244/303 .628/.603	-	360/254 70.6% 92.2/109 273/324 .587/.537	-	380/267 70.3% 97.3/115 288/340 .531/.483	398/281 70.6% 102/121 302/358 .486/.445	405/285 70.4% 104/123 307/363 .44/.401	407/290 71.3% 104/125 309/370 .398/.368	-	324/235 72.3% - .452/.348
KRE High-Port Ported Dan Barton Pushrod Moved Alum	N/A	2.23/1.72 4.31	N/A	-	166/114 68.7%	227/168 74% 58.1/72.3 172/214 .74/.71	294/215 73.1% 75.3/92.5 223/274 .719/.681	-	357/238 66.7% 91.4/102 271/303 .698/.603	-	400/254 63.5% 102/109 303/324 .652/.537	-	426/267 62.7% 109/115 323/340 .595/.483	432/281 65% 111/121 328/358 .528/.445	434/285 65.7% 111/123 329/363 .471/.401	433/290 67% 111/125 328/370 .423/.368	-	352/235 66.6% - .452/.348
KRE High-Port Ported SDTemp Alum	N/A	2.20/1.70 4.21 No Pipe	N/A	82/66 80.5%	152/126 82.9%	222/168 75.7% 58.4/74 173/219 .733/.718	297/201 67.7% 78.1/88.6 231/262 .736/.644	-	350/242 69.1% 92.1/107 273/316 .694/.621	-	368/257 69.8% 96.8/113 287/335 .608/.549	374/264 70.6% 98.4/116 292/345 .57/.521	374/267 71.4% 98.4/118 292/349 .529/.489	378/271 71.7% 99.4/119 295/354 .468/.434	382/- 100 298 .421	-	-	322/225 - - .446/.344
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average

KRE High-Port Todd Ported Alum	N/A	2.20/1.70	N/A	-	143/93 65%	213/139 65.3% 56/61.2 166/181 .704/.594	269/177 65.8% 70.8/78 210/231 .666/.567	295/192 65.1% 77.6/84.6 230/251 .65/.547	315/205 65.1% 82.9/90.3 246/268 .624/.526	331/217 65.6% 87.1/95.6 258/283 .596/.506	348/234 67.2% 91.5/103 271/305 .575/.50	361/243 67.3% 95/107 281/317 .55/.479	370/247 66.8% 97.3/109 288/328 .524/.453	378/251 66.4% 99.4/111 295/328 .468/.402	-	-	-	302/200 66.1% - .446/.344
KRE High-Port Todd Ported Calvin Hill Alum	N/A	2.20/1.70	N/A	-	169/90 53.3%	243/141 58% 63.9/62.1 189/184 .803/.603	295/180 61% 77.6/79.3 230/235 .731/.577	320/199 62.2% 84.2/87.7 249/260 .705/.567	345/214 62% 90.8/94.3 269/279 .684/.549	370/228 61.6% 97.3/100 288/298 .667/.532	387/239 61.8% 102/105 302/312 .639/.511	395/246 62.3% 104/111 307/329 .602/.485	394/252 64% 104/115 307/339 .558/.462	391/260 66.5% 103/115 305/339 .484/.417	380/270 71.1% 100/119 296/352 .418/.385	-	-	335/211 62.9% - .446/.344
KRE High-Port Ported SD Perform ance Alum	N/A	2.25/1.75 4.185 Pipe	N/A	78/67 85.9%	152/125 82.2%	220/164 74.5% 55.3/68.2 164/202 .711/.681	282/199 70.6% 70.9/82.7 210/245 .683/.62	-	327/231 70.6% 82.2/96 244/285 .634/.576	-	356/255 71.6% 89.5/106 265/314 .575/.529	-	375/272 72.5% 94.3/113 279/335 .519/.484	385/286 74.3% 96.8/119 287/352 .466/.445	394/290 @ .850 99.1 294 .424	-	-	311/219 - - .456/.354
KRE High-Port Ported Anderson Port Development Alum	N/A	2.19/1.725 4.31	N/A	85/-	155/-	222/-58.9 175 .737	283/-75.1 223 .704	-	334/-88.7 263 .665	-	367/-97.4 289 .609	-	375/-99.6 295 .533	379/-101 298 .472	383/-102 301 .424	383/-102 301 .381	-	320 - - .443/.349
KRE Warp 6 Canted Valve As Cast Ken C Alum	N/A	2.25/1.75	N/A	-	-	-	-	-	-	-	420/-106 313 .678	-	-	-	450/-113 335 .484	-	-	435 - - .456/.354
KRE Warp 6 Canted Valve HPP Alum	399/-	2.25/1.75	60	71/74 104%	160/130 81.3%	221/170 76.9% 55.6/70.7 165/209 .714/.706	273/204 74.7% 68.7/84.8 203/251 .661/.635	-	316/227 71.8% 79.5/94.4 235/280 .612/.566	-	405/248 61.2% 102/103 302/306 .654/.515	-	421/269 63.9% 106/112 314/331 .583/.479	434/295 68% 109/123 323/363 .526/.459	443/308 69.5% 111/128 330/379 .477/.426	452/312 69% 114/130 337/384 .438/.389	-	347/240 69.2% 1.13 .456/.354
KRE Warp 6 Canted Valve HPP Alum	N/A	2.375/1.85	65	-	-	-	-	-	-	-	-	-	-	-	512/385 75.2% 116/143 342/424 .522/.504	-	-	- - - .481/.375

McCart y Ram Air V Street Ported Jim Roberts on / RACE flowed Joe Sherma n Alum	N/A	2.15/1.72 4.25 No Pipe	67	70/63 90 %	144/115 79.9 %	206/145 70.4 % 56.7/62.4 168/185 .696/.613	255/178 69.8 % 70.2/76.6 208/227 .646/.564	-	298/201 67.4 % 82.1/86.5 243/256 .604/.51	-	327/218 66.7 % 90.1/93.8 267/278 .553/.461	-	343/231 67.3 % 94.5/99.4 280/295 .497/.418	-	-	-	-	262/181 69.2 % - .435/.348
McCart y Ram Air V Street Ported Jim Roberts on Alum	N/A	2.15/1.72 4.50	N/A	71/-	137/-	214/-58.9 175 .723	281/-77.4 229 .712	-	345/-95 282 .70	-	386/-106 315 .652	-	395/-109 322 .572	400/-110 326 .507	403/-111 329 .454	-	-	320 - - .435/.348
McCart y Ram Air V Street Mild CNC Port Alum	N/A	2.19/1.75 4.375	N/A	-	171/118 69%	233/175 75.1 % 61.9/72.8 183/216 .773/.727	276/200 72.5 % 73.3/83.2 217/246 .687/.623	-	323/230 71.2 % 85.7/95.6 254/283 .643/.573	-	359/237 66% 95.3/98.5 282/292 .596/.492	-	377/249 66% 100/104 297/307 .536/.443	386/260 67.4 % 102/108 304/320 .48/.405	393/265 67.4 % 104/110 309/326 .435/.367	-	-	315/217 68.9 % - .443/.354
Roland Racing CV-235 Anderson Port Development SF600 Alum	235/-	2.125 /- 4.25	N/A	74/-	154/-	230/-64.9 192 .787	290/-81.8 242 .744	-	305/-86 255 .626	-	328/-92.5 274 .561	-	350/-98.7 292 .513	350/-98.7 292 .449	-	-	-	287 - 1.49 .430
Roland Racing CV-275 Alum	275/-	2.30/- 4.31	N/A	81/-	164/-	247/-59.4 176 .78	299/-72 213 .709	-	331/-79.7 236 .628	-	357/-85.9 255 .564	-	378/-91 270 .512	392/-94.3 280 .464	402/-96.8 287 .423	-	-	321 - 1.46 .466
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
Roland Racing CV-290 CNC Alum	290/-	2.30/- 4.31	N/A	82/-	170/-	240/-57.8 171 .758	283/-68.1 202 .671	-	315/-75.8 225 .597	-	345/-83 246 .545	-	362/-87.1 258 .49	378/-91 270 .448	390/-93.9 278 .411	-	-	310 - 1.34 .466
Roland Racing CV-325 Ported Anderson Port Development I-50 SF600 Alum	325/-	2.30/- 4.40	N/A	75/-	154/-	228/-54.9 163 .72	291/-70 208 .69	-	350/-84.2 250 .664	-	387/-93.1 276 .611	-	411/-98.9 293 .557	425/-102 303 .504	439/-106 313 .462	450/-108 321 .427	-	348 - 1.38 .466

Roland Racing Canted Valve Bowl Blended Alum	290/-	2.25/1.66 4.15 No Pipe	65/92	92/85 92.4%	173/128 74%	240/159 66.3% 60.4/73.5 179/218	294/193 65.6% 73.9/89.2 219/264	-	345/213 61.7% 86.8/98.4 257/292	-	366/234 63.9% 92.1/108 273/320	-	373/238 63.8% 93.8/110 278/326	384/249 64.8% 96.6/115 286/341	-	-	-	311/202 65% 1.32 .456/ .336
Roland Racing Canted Valve Bowl Blended Alum	290/-	2.25/1.66 4.15 2.25" Pipe	65/92	92/85 92.4%	173/128 74%	240/159 66.3% 60.4/73.5 179/218	294/208 70.7% 73.9/96.1 219/285	-	345/232 67.2% 86.8/107 257/318	-	366/246 67.2% 92.1/114 273/337	-	373/262 70.2% 93.8/121 278/359	384/270 70.3% 96.6/125 286/370	-	-	-	311/215 69.2% 1.32 .456/ .336
Roland Racing CV-1 Minor Intake Mild Exhaust Work Flowtech h - Steven Magnotti SF110 Alum	N/A	2.25/1.72 4.25 No Pipe	N/A	85/65 76.5%	154/121 78.6%	227/168 74% 57.1/72.3 169/214	277/198 71.5% 69.7/85.2 206/252	297/211 71% 74.7/90.8 221/269	310/218 70.3% 78/93.8 231/278	330/229 69.4% 83/98.6 246/292	343/236 68.8% 86.3/102 256/301	363/242 66.7% 91.3/104 271/309	374/247 66% 94.1/106 279/315	382/- 96.1 285 .463	-	-	-	306/208 - - .456/ .348
Roland Racing CV-1 Minor Intake More Exhaust Work Flowtech h - Steven Magnotti SF110 Alum	N/A	2.25/1.72 4.25 No Pipe	N/A	85/62 72.9%	154/122 79.2%	227/170 74.9% 57.1/73.2 169/217	277/205 74% 69.7/88.2 206/261	297/219 73.7% 74.7/94.3 221/279	310/228 73.5% 78/98.1 231/291	330/238 72.1% 83/102 246/303	343/246 71.7% 86.3/106 256/314	363/253 69.7% 91.3/109 271/323	374/259 69.3% 94.1/111 279/330	382/270 70.7% 96.1/116 285/344	-	-	-	306/221 72.3% - .456/ .348
Roland Racing CV-1 Minor Intake More Exhaust Work Flowtech h - Steven Magnotti SF110 Alum	N/A	2.25/1.72 4.25 2 1/8" Pipe	N/A	85/-	154/-	227/- 57.1 169 .733	277/- 69.7 206 .671	297/- 74.7 221 .64	310/247 79.7% 78/106 231/315	330/- 83 246 .581	343/- 86.3 256 .554	363/- 91.3 271 .541	374/- 94.1 279 .518	382/294 77% 96.1/127 285/375	-	-	-	306/271 - - .456/ .348

Roland Racing CV-1 Alum	N/A	2.25/1.73	N/A	71/56 78.9%	148/114 77%	230/150 65.2% 57.8/63.8 171/189 .743/.63	294/175 59.5% 73.9/74.4 219/221 .712/.551	-	331/196 59.2% 83.2/83.4 247/247 .641/.494	-	360/210 58.3% 90.5/89.3 268/265 .581/.441	-	378/220 58.2% 95.1/93.6 282/277 .523/.396	389/232 59.6% 97.8/98.7 290/292 .471/.365	400/233 58.3% 101/99.1 298/294 .431/.326	414/244 58.9% 104/104 309/308 .401/.307	-	327/197 60.3% - .456/.350
Roland Racing CV-1 HRM Alum	285/-	2.30/1.71 4.175 2" Pipe	N/A	72/61 84.7%	145/114 78.6%	220/142 64.5% 53/61.8 157/183 .695/.603	273/166 60.8% 65.7/72.3 195/214 .647/.529	-	303/186 61.4% 72.9/81 216/240 .574/.474	-	330/202 61.2% 79.4/88 235/261 .521/.429	-	349/211 60.5% 84/91.9 249/272 .473/.384	358/220 61.5% 86.2/95.8 255/284 .424/.351	373/230 61.7% 89.8/100 266/297 .393/.326	385/244 63.4% 92.7/106 275/315 .365/.311	-	304/191 62.7% 1.35 .466/.346
Roland Racing CV-1 HRM Alum	285/-	2.30/1.71 4.385 2" Pipe	N/A	71/56 78.9%	148/114 77%	230/150 65.2% 55.4/65.3 164/194 .727/.637	294/175 59.5% 70.8/76.2 210/226 .697/.558	-	331/193 58.3% 79.7/84 236/249 .628/.492	-	360/210 58.3% 86.6/91.4 257/271 .569/.446	-	378/220 58.2% 91/95.8 270/284 .512/.401	389/232 59.6% 93.6/101 277/299 .461/.37	400/233 58.3% 96.3/101 285/301 .421/.33	414/244 58.9% 99.6/106 295/315 .392/.311	-	327/197 60.2% 1.45 .466/.346
CV-1 Ported Anderson Port Development Alum	N/A	2.125/- 4.155	N/A	76/-	142/-	231/- 65.1 193 .79	297/- 83.7 248 .762	314/- 88.5 262 .716	329/- 92.8 275 .675	342/- 96.4 286 .638	360/- 102 301 .616	375/- 106 313 .592	380/- 107 317 .557	398/- 112 333 .51	410/- 116 343 .467	-	-	325 - - .430
CV-290 Ported Anderson Port Development Alum	291.4/-	2.30/-	N/A	73/-	160/-	230/- 55.4 164 .727	296/- 71.2 211 .701	-	353/- 85 252 .669	-	383/- 92.2 273 .605	-	413/- 99.4 295 .559	428/- 103 305 .507	-	-	-	323 - - .466
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.100	Average
CV-331 Ported Anderson Port Development Alum	331/-	2.30/-	N/A	-	167/-	232/- 55.8 165 .733	302/- 72.7 215 .716	-	365/- 87.9 260 .692	-	415/- 99.9 296 .656	430/- 103 307 .627	442/- 106 315 .599	453/- 109 323 .537	453/- 109 323 .477	456/- 110 325 .432	459/- 110 327 .396	379 - 1.39 .466
CV-345 Ported Anderson Port Development Alum	345/-	-	N/A	-	164/-	238/-	316/-	-	381/-	-	422/-	-	450/-	458/-	464/-	472/-	-	374 - 1.37
CV-355 Ported Anderson Port Development Alum	354.4/-	-	N/A	-	-	-	-	-	-	-	400/-	-	430/-	450/-	470/-	480/-	493/-	454

CV-1 Ported Darin Morgan SF600 Alum	N/A	2.30/-	N/A	-	143/-	217/- 52.2 155 .686	288/- 69.3 205 .682	-	337/- 81.1 240 .639	-	390/- 93.9 278 .616	-	417/- 100 297 .565	417/- 100 297 .494	428/- 103 305 .451	435/- 105 310 .412	-	341 - - .466
CV-1 Ported John Marcell a I-50 E-50 SF600 Alum	N/A	2.31/ 1.75 4.375	N/A	77/ 56 72. 7%	153/ 104 68%	230/1 47 63.9 % 54.9/ 61.1 163/1 81 .724/ .61	311/1 98 63.7 % 74.2/ 82.3 220/2 44 .734/ .617	-	370/2 25 60.8 % 88.3/ 93.5 262/2 77 .698/ .561	-	412/2 43 59% 98.3/ 101 291/2 99 .648/ .505	-	435/2 63 60.5 % 104/1 09 308/3 24 .587/ .468	423/2 78 65.7 % 101/1 16 299/3 42 .499/ .433	428/2 86 66.8 % 102/1 19 303/3 52 .449/ .396	-	-	345/2 18 63.1 % - .468/ .354
CV-1 Ported Calvin Hill Alum	305/-	2.30/-	N/A	99/-	177/-	237/- 57 169 .749	281/- 67.6 200 .666	-	333/- 80.1 237 .631	-	360/- 86.6 257 .569	-	411/- 98.9 293 .557	411/- 98.9 293 .487	-	-	-	316 - 1.35 .466
CV-1 Ported Calvin Hill Alum	310/-	2.30/-	N/A	-	154/-	250/- 60.2 178 .79	310/- 74.6 221 .735	-	350/- 84.2 250 .664	-	376/- 90.5 268 .594	-	399/- 96 285 .54	416/- 100 297 .493	428/- 103 305 .451	440/- 106 314 .417	-	347 - 1.42 .466
CV-1 Fusion Ported Calvin Hill SF1020 Alum	N/A	2.30/ 1.75 4.375 2.25" Pipe	N/A	65/ 47 72. 3%	132/ 93 70.5 %	213/1 41 66.2 % 51.3/ 58.6 152/1 74 .673/ .586	290/1 84 63.4 % 69.8/ 76.5 207/2 27 .687/ .573	-	347/2 25 64.8 % 83.5/ 93.5 247/2 77 .658/ .561	-	401/2 58 64.3 % 96.5/ 107 286/3 18 .634/ .536	-	432/2 81 65% 104/1 17 308/3 46 .585/ .50	425/2 96 69.6 % 102/1 23 303/3 65 .504/ .461	-	-	-	320/2 11 66% - .466/ .354
CV-1 Fusion Mike Luke Ported Calvin Hill I-45 E-45 Alum	N/A	2.30/ 1.73	72	79/ 56 70. 9%	157/ 107 68.2 %	230/1 52 66.1 % 55.4/ 64.7 164/1 92 .727/ .639	290/1 87 64.5 % 69.8/ 79.6 207/2 36 .687/ .589	318/2 04 64.2 % 76.5/ 86.8 227/2 57 .67/ .571	341/2 22 65.1 % 82.1/ 94.4 243/2 80 .646/ .56	367/2 35 64% 88.3/ 100 262/2 96 .633/ .538	381/2 46 64.6 % 91.7/ 105 272/3 10 .602/ .517	396/2 53 63.9 % 95.3/ 108 282/3 19 .577/ .491	407/2 57 63.1 % 98/10 9 290/3 24 .551/ .463	425/2 68 63.1 % 102/1 14 303/3 38 .504/ .422	430/2 72 63.3 % 103/1 16 307/3 43 .453/ .381	-	-	340/2 18 64.2 % - .466/ .350
CV-1 Ported Race Shop Alum	N/A	2.30/ 1.73 4.25	N/A	-	157/ 127 80.9 %	227/1 50 66.1 % 54.6/ 63.8 162/1 89 .717/ .63	292/1 86 63.7 % 70.3/ 79.1 208/2 34 .692/ .586	-	345/2 05 59.4 % 83/87 .2 246/2 58 .654/ .517	-	376/2 62 69.7 % 90.5/ 111 268/3 30 .594/ .55	-	435/2 78 63.9 % 105/1 18 310/3 50 .589/ .50	462/2 80 60.6 % 111/1 19 329/3 53 .547/ .441	-	-	-	328/2 13 64.9 % - .466/ .350
CV-2 Billet Alum	N/A	2.375 /- 4.375	N/A	89/-	170/-	258/- 58.2 173 .789	331/- 74.7 221 .76	-	400/- 90.3 268 .734	-	442/- 99.8 296 .676	-	465/- 105 311 .61	479/- 108 320 .55	486/- 110 325 .496	498/- 112 333 .457	514 /- @ 1.0 5 .05 0% 116 344 .42 9	404 - - .481

Wenzler Series II Alum	N/A	2.11/ 1.77	60-9 0	68/ 66 97. 1%	140/ 119 85%	207/1 58 76.3 %	257/1 93 75.1 %	-	274/2 16 78.8 %	-	288/2 24 77.8 %	-	-	-	-	-	-	233/1 82 78% - .427/ .358
						59.2/ 64.2 175/1 90 .713/ .649	73.5/ 78.4 218/2 32 .664/ .594		78.4/ 87.8 232/2 60 .566/ .532		82.4/ 91 244/2 70 .496/ .46							
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.450	.500	.550	.600	.650	.700	.800	.900	1.000	1.1 00	Avera ge
Wenzler Series II 180 Flowtec h - Steven Magnoti SF110 Alum	N/A	-	N/A	52/ 38 73. 1%	124/ 91 73.4 %	178/1 37 77% -	217/1 75 80.6 % -	240/1 80 75% -	253/1 80 71.1 % -	265/- -	-	-	-	-	-	-	-	213/1 53
Wenzler Series II Ported Flowtec h - Steven Magnoti 30 Deg Back Cut SF110 Alum	N/A	-/1.77	N/A	-/66	-/11 9	-/158	-/193	-/207	-/216	-/222	-/225	-/227	-	-	-	-	-	-
Wenzler Series II KRE Ported Alum	N/A	2.15/ 1.77	N/A	-	-	-	-	-	-	-	-	-	330/2 60 78.8 % 90.9/ 106 269/3 13 .478/ .458	-	-	-	-	- - - - .435/ .358
Wenzler Series II Ported Alum	240/ -	2.11/-	N/A	-	-	-	-	-	-	-	-	-	342/- 97.8 290 .505	-	-	-	-	- - 1.43 .427
Wenzler High Port KRE Ported Alum	N/A	2.11/ 1.65	N/A	-	-	-	-	-	-	-	-	-	345/2 65 76.8 % 98.7/ 124 292/3 67 .509/ .50	-	-	-	-	- - - - .427/ .334
Wenzler Super Chief Alum	N/A	2.25/ 1.80	N/A	-	-	-	-	-	-	-	320/- 80.5 238 .517	-	-	-	-	-	-	- - - - .456/ .365

Wenzler Super Chief Ported JC Culpep per - VJ BW Meaux Racing Alum	N/A	2.35/ 1.78 4.50 No Pipe	N/A	-	133/ 125 94%	205/1 92 93.7 % 47.3/ 77.2 140/2	272/2 50 91.9 % 62.7/ 100 186/2	-	340/2 91 85.6 % 78.4/ 117 232/3	-	394/3 17 80.5 % 90.8/ 127 269/3	-	427/3 29 77% 98.4/ 132 292/3	425/3 36 79.1 % 98/13 5 290/4	432/3 40 78.7 % 99.6/ 137 295/4	-	-	329/2 73 83% - .476/ .360

3800 V6

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.10 0	.200	.300	.400	.500	.600	.700	.800	.900	Avera ge					
GM 3800 TEP	160/ 60	1.80/ 1.52 3.800	N/A	-	112/ 102 91.1 %	155/1 34 86.5 % 60.9/ 73.8 180/2	176/1 45 82.4 % 69.2/ 79.9 205/2	187/1 49 79.7 % 73.5/ 82.1 218/2	-	-	-	-	158/1 33 84.1 % 1.17/ 2.48 .365/ .308					
GM 3800 TEP Ported	N/A	1.80/ 1.52 3.800	N/A	-	125/ 111 88.8 %	167/1 37 82% 65.6/ 75.5 194/2	195/1 49 76.4 % 76.6/ 82.1 227/2	211/1 82 86.3 % 82.9/ 100 246/2	-	-	-	-	175/1 45 83% - .365/ .308					
GM 3800 TEP Ported	N/A	1.80/ 1.57 3.800	N/A	-	127/ 110 86.6 %	167/1 59 95.2 % 65.6/ 82.1 194/2	193/1 86 96.4 % 75.8/ 96.1 225/2	207/1 94 93.7 % 81.3/ 100 241/2	-	-	-	-	174/1 62 93.5 % - .365/ .318					
GM 3800 Abbott Racing SF600	N/A	1.80/ 1.52	N/A	55/ 45 81. 8%	114/ 98 86%	156/1 32 84.6 % 61.3/ 72.7 182/2	177/1 45 81.9 % 69.6/ 79.9 206/2	185/1 48 80% 72.7/ 81.6 215/2	189/1 53 81% 74.3/ 84.3 220/2	-	-	-	164/1 35 82.3 % - .365/ .308					
GM 3800 Ported Abbott Racing Stage 3 SF600	N/A	1.84/ 1.55	N/A	62/ 52 83. 9%	128/ 108 84.4 %	186/1 55 83.3 % 69.9/ 82.1 207/2	213/1 67 78.4 % 80.1/ 88.5 237/2	226/1 73 76.5 % 85/91 .7 252/2	232/1 78 76.7 % 87.2/ 94.3 259/2	-	-	-	197/1 56 79.3 % - .373/ .314					

GM 3800 L36 L67 L72 Ported Super Six Motorsports Stage 2	N/A	1.80/1.52	N/A	-	-	-	-	228/194	-	-	-	-	-				
								85.1%					.365/.308				
								89.6/107									
								265/317									
								.552/.557									
GM 3800 L36 L67 L72 Ported Super Six Motorsports Stage 3	N/A	1.84/1.60	N/A	-	-	-	-	240/202	-	-	-	-	-				
								84.2%					-				
								90.3/100					-				
								267/298					.373/.324				
								.569/.551									
GM 3800 Ported Valako Race Heads	N/A	1.88/-	N/A	-	124/-	169/-60.9	202/-72.8	227/-81.8	248/-89.3	267/-96.2	-	-	206				
						180	216	242	265	285			-				
						.653	.586	.526	.479	.442			-				
													.381				
GM 3800 ZZ Performance	N/A	1.80/1.52 - No Pipe	N/A	-	114/103	157/130	181/144	191/151	197/152	-	-	-	168/136				
					90.4%	82.8%	79.6%	79.1%	77.2%				81%				
						61.7/71.6	71.1/79.4	75.1/83.2	77.4/83.8				-				
						183/212	211/235	222/247	229/248				.365/.308				
						.634/.622	.548/.516	.463/.433	.398/.363								
GM 3800 ZZ Performance	N/A	1.80/1.52 - Pipe	N/A	-	114/109	157/144	181/162	191/168	197/171	-	-	-	168/151				
					95.6%	91.7%	89.5%	88%	86.8%				89.8%				
						61.7/79.4	71.1/89.3	75.1/92.6	77.4/94.2				-				
						183/235	211/265	222/274	229/279				.365/.308				
						.634/.688	.548/.581	.463/.482	.398/.409								
ZZ Performance	N/A	1.88/1.55 - No Pipe	N/A	-	127/119	175/141	200/152	206/157	207/160	-	-	-	183/146				
					93.7%	80.6%	76%	76.2%	77.3%				79.7%				
						63/74	72/80	74.2/83.2	74.6/84.8				-				
						187/221	213/239	220/247	221/251				.381/.314				
						.676/.661	.58/.535	.478/.442	.40/.375								
ZZ Performance Seats Blended	N/A	1.88/1.55 - Pipe	N/A	-	132/128	179/168	210/193	217/200	217/211	-	-	-	191/180				
					97%	93.9%	91.9%	92.2%	97.2%				94.2%				
						64.5/89	75.7/102	78.2/106	78.2/112				-				
						191/264	224/303	232/314	232/331				.381/.314				
						.692/.788	.609/.679	.503/.563	.419/.495								
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average				

ZZ Perform ance Ported	N/A	1.97/ 1.55 - No Pipe	N/A	-	130/ 127 97.7 %	187/1 59 85% 61.4/ 84.3 182/2 50 .69/ 745	224/1 82 81.3 % 73.5/ 96.5 218/2 86 .62/ 64	242/1 87 77.3 % 79.4/ 99.1 235/2 94 .536/ .526	254/1 90 74.8 % 83.3/ 101 247/2 98 .469/ .445	-	-	-	207/1 69 81.5 % - .399/ .314					

Porsche COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e	
2.0I 914	N/A	42mm/ 36mm - No Pipe	N/A	65/4 0 61.5 %	-	130/5 5 42.3% 60.5/3 4.9 179/1 03 .857/ 423	-	145/6 5 44.8% 67.5/4 1.2 200/1 22 .637/ 333	-	165/6 7 40.6% 76.8/4 2.5 228/1 26 .544/ 258	-	180/- 83.8 248 .475	-	-	137/5 6.8 - - .335/ 287	
2.0I 914 Valve Guides moved Richard	N/A	50/42	N/A	60/5 4 90%	84/77 91.7 %	110/9 5 86.4% 36.1/4 4.2 107/1 31 .609/ 626	131/1 11 84.7% 43/51. 7 128/1 53 .58/.5 85	152/1 22 80.3% 49.9/5 6.8 148/1 68 .561/ 536	166/1 30 78.3% 54.5/6 0.5 162/1 79 .525/ 49	181/1 36 75.1% 59.5/6 3.3 176/1 88 .501/ 448	194/1 41 72.7% 63.7/6 5.7 189/1 95 .477/ 413	209/1 44 68.9% 68.7/6 7.1 203/1 99 .463/ 38	216/1 45 67.1% 71/67. 5 210/2 00 .435/ 348	221/1 46 66.1% 72.6/6 8 215/2 01 .408/ 321	166/1 25 74.9% - .399/ 335	
2.2T/911 T Snowma n	N/A	46mm/ 42mm	N/A	60/5 2 86.7 %	-	121/9 9 81.8% 47/46. 1 139/1 37 .728/ 653	-	174/1 29 74.1% 67.5/6 0.1 200/1 78 .698/ 567	192/1 42 74% 74.5/6 6.1 221/1 96 .66/.5 35	200/1 49 74.5% 77.6/6 9.4 230/2 06 .602/ 491	200/- 77.6 230 .535	-	-	-	158/1 14 - - .367/ 335	
2.2E 911 Thunder craft Racing	N/A	-	N/A	82/5 4 65.9 %	112/7 7 68.8 %	135/9 9 73.3% -	165/1 17 70.9% -	187/1 33 71.1% -	202/1 43 70.8% -	205/1 50 73.2% -	207/1 53 73.9% -	207/1 55 74.9% -	-	-	178/1 28 72.3%	
2.4S	N/A	46mm/-	N/A	65/-	-	120/- 46.6 138 .722	-	169/- 65.6 194 .678	-	196/- 76.1 225 .59	-	208/- 80.7 239 .501	-	-	152 - - .367	
930 3.3	N/A	48.96m m/ 41.5mm	N/A	76/5 6 73.7 %	-	139/1 07 77% 47.6/5 1 141/1 51 .786/ 714	171/1 26 73.7% 58.6/6 0.1 174/1 78 .774/ 673	198/1 39 70.2% 67.9/6 6.3 201/1 96 .747/ 618	217/1 53 70.5% 74.4/7 3 220/2 16 .701/ 583	225/1 55 68.9% 77.1/7 3.9 228/2 19 .636/ 517	228/1 57 68.9% 78.1/7 4.9 232/2 22 .573/ 466	229/- 78.5 233 .518	-	-	185/1 28 - - .390/ 331	

930 3.3 Modified	N/A	48.96m m/ 41.5mm	N/A	77/54 70.1 %	-	139/104 74.8% 47.6/49.6 141/147 .786/.694	173/124 71.7% 59.3/59.1 176/175 .783/.662	202/139 68.8% 69.2/66.3 205/196 .762/.618	217/151 69.6% 74.4/72 220/213 .701/.576	225/166 73.8% 77.1/79.2 228/235 .636/.554	239/169 70.7% 81.9/80.6 243/239 .601/.501	243/-83.3 247 .55	-	-	189/130 - - .390/.331
924 '373 R & R Performance	N/A	1.57/1.295	N/A	52/41 78.8 %	-	90/7280% 46.5/54.7 138/162 .625/.606	-	135/105 77.8% 69.7/79.7 207/236 .625/.589	-	150/12080% 77.5/91.1 230/270 .521/.505	-	152/12682.9% 78.5/95.7 233/283 .422/.424	-	153/12984.3% 79/97.9 234/290 .354/.362	122/98.8 81% - .318/.262
924 '373 Street Port R & R Performance	N/A	1.57/1.295	N/A	50/4182%	-	91/7279.1% 47/54.7 139/162 .632/.606	-	137/10778.1% 70.8/81.2 210/241 .634/.60	-	162/12677.8% 83.7/95.7 248/283 .562/.53	-	172/13679.1% 88.8/103 263/306 .478/.458	-	181/14278.5% 93.5/108 277/319 .419/.398	132/10478.7% - .318/.262
928 RL	N/A	Stock	N/A	54/4990.7 %	-	110/10696.4% -	-	160/13282.5% -	-	190/16184.7% -	-	211/17181% -	-	216/17380.1% -	157/13284.2%
928 Ported RL	N/A	2.08/1.604.00	N/A	57/5596.5 %	-	126/11087.3% 37.1/54.7 110/162 .66/.749	-	186/14578% 54.7/72.1 162/214 .65/.659	-	232/18077.6% 68.3/89.5 202/265 .608/.613	-	270/19170.7% 79.5/95 235/281 .566/.521	-	291/21072.2% 85.6/104 254/309 .508/.477	194/14976.7% - .421/.324
944/951	N/A	- 100mm	N/A	-	-	-	-	-	-	-	-	180/191106% -	-	-	-
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
944/951 Ported Lindsey Racing Level I SF600	N/A	- 100mm	N/A	-	-	-	-	-	-	-	-	186/- -	-	-	-
944/951 Ported Lindsey Racing Level II SF600	N/A	- 100mm	N/A	-	-	-	-	-	-	-	-	232/- -	-	-	-
944/951 Ported Lindsey Racing Level III SF600	N/A	1.88/- 100mm	N/A	-	-	-	-	-	-	-	-	252/- 90.8 269 .584	-	-	- - - .381
944/951 Ported Lindsey Racing						125/-		180/-		228/-		260/-	270/-		188

Level V SF600															
996 Ported McKenzie Cylinder Heads	N/A	39mm/ 34mm	N/A	109/ 94 86.2 %	162/1 73 106%	206/1 93 93.7% 55.6/6 8.6 165/2 03 .731/. 786	246/2 15 87.4% 66.4/7 6.4 197/2 26 .699/. 70	283/2 43 85.9% 76.4/8 6.3 226/2 56 .67/.6 6	304/2 67 87.8% 82.1/9 4.9 243/2 81 .617/. 621	315/2 79 88.6% 85.1/9 9.1 252/2 94 .559/. 568	320/2 87 89.7% 86.4/1 02 256/3 02 .505/. 519	324/2 96 91.4% 87.5/1 05 259/3 12 .46/.4 82	-	-	270/2 44 90.4% - .311/. 271
Xtreme Cylinder Heads 2.5	136/ 64	47mm/ 40mm	65	-	-	-	-	-	-	-	-	-	-	-	- - - .375/. 319
Xtreme Cylinder Heads 3.0	150/ 66	52mm/ 42.5mm	85	-	-	-	-	-	-	-	-	-	-	-	- - - .415/. 339

Porsche COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22mm	Averag e
2.5 Ported / Andre' Norrback	N/A	45mm/4 0mm 100mm No Pipe	N/A	43/3 9 90.7 %	89/89 100%	134/1 13 84.3% 54.4/5 8 161/1 72 .698/. 662	168/1 38 82.1% 68.1/7 0.8 202/2 10 .656/. 607	192/1 51 78.6% 77.9/7 7.5 231/2 30 .60/.5 31	206/1 63 79.1% 83.6/8 3.7 248/2 48 .537/. 478	211/1 67 79.1% 85.6/8 5.7 254/2 54 .471/. 419	211/1 67 79.1% 85.6/8 5.7 254/2 54 .412/. 367	-	-	-	173/1 41 81.6% - .359/. 319

Renault COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combus t. Chambe r Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average
1800 16v F7P-720/7 22 Sabre Heads	N/A	30.7mm / 28.4mm 83mm No Pipe	N/A	34/33 97.1 %	73/69 94.5 %	114/100 87.7% 49.7/50 .9 147/151 .685/.65	153/126 82.4% 66.7/64 .2 198/190 .69/.614	176/139 79% 76.7/70 .8 227/210 .635/.542	186/148 79.6% 81.1/75 .4 240/223 .559/.481	184/152 82.6% 80.2/77 .4 238/229 .474/.423	189/152 80.4% 82.4/77 .4 244/229 .426/.37	191/157 82.2% 83.2/79 .9 247/237 .383/.34	-	158/130 82.4% - .245/.226
1800 16v F7P-720/7 22 Ported Sabre Heads	N/A	30.7mm / 28.4mm 83mm No Pipe	N/A	36/35 97.2 %	74/75 101 %	113/121 107% 49.2/61 .6 146/183 .679/.786	151/156 103% 65.8/79 .4 195/235 .681/.76	185/178 96.2% 80.6/90 .6 239/269 .667/.694	206/188 91.3% 89.8/95 .7 266/284 0 .619/.611	220/192 87.3% 95.9/97 .8 284/290 0 .567/.535	228/192 84.2% 99.4/97 .8 294/290 0 .514/.468	230/194 84.3% 100/98.8 297/293 .461/.42	-	176/162 92.1% - .245/.226

1800 16v F7P-720/7 22 Ported Sabre Heads larger intake seat inserts	N/A	33mm/ 28.4mm 83mm No Pipe	N/A	38/3 5 92.1 %	77/7 5 97.4 %	116/12 1 104% 43.7/61 .6 130/18 3 .649/.7 86	153/15 6 102% 57.7/79 .4 171/23 5 .642/.7 6	185/17 8 96.2% 69.8/90 .6 207/26 9 .621/.6 94	213/18 8 88.3% 80.3/95 .7 238/28 4 .596/.6 11	234/19 2 82.1% 88.3/97 .8 261/29 0 .561/.5 35	248/19 2 77.4% 93.5/97 .8 277/29 0 .52/.46 8	258/19 4 75.2% 97.3/98 .8 288/29 3 .481/.4 2	-	186/16 2 87.3% - .263/.2 26
1800 16v F7P-760 Sabre Heads	N/A	33.5mm /- 83mm	N/A	36/-	76/-	111/- 40.6 120 .612	141/- 51.6 153 .583	163/- 59.7 177 .539	182/- 66.6 197 .501	194/- 71 210 .458	200/- 73.2 217 .413	202/- 73.9 219 .371	-	159 - - .267
1800 16v F7P-760 Ported Sabre Heads	N/A	33.5mm /- 83mm	N/A	38/-	75/-	111/- 40.6 120 .612	146/- 53.4 158 .603	177/- 64.8 192 .585	200/- 73.2 217 .551	215/- 78.7 233 .508	218/- 79.8 236 .45	222/- 81.2 241 .408	-	171 - - .267
Clio Williams Late Model Sabre Heads	N/A	33mm/- 83mm	N/A	37/-	80/-	120/- 45.3 134 .671	159/- 60 178 .667	189/- 71.3 211 .634	206/- 77.7 230 .576	215/- 81.1 240 .515	218/- 82.2 244 .457	220/- 83 246 .41	-	176 - - .263
Clio Williams Late Model Sabre Heads	N/A	33mm/ 28.4mm 83mm No Pipe	N/A	38/3 5 92.1 %	79/7 3 92.4 %	119/11 8 99.2% 44.9/60 .1 133/17 8 .666/.7 67	159/15 7 98.7% 60/79.9 .1 178/23 7 .667/.7 65	194/17 8 91.8% 73.2/90 .6 217/26 9 .651/.6 94	219/18 8 85.8% 82.6/95 .7 245/28 4 .613/.6 11	234/19 2 82.1% 88.3/97 .8 261/29 0 .561/.5 35	242/19 4 80.2% 91.3/98 .8 270/29 3 .508/.4 73	248/20 1 81% 93.5/10 2 .8 277/30 3 .462/.4 35	-	187/16 3 87.1% - .263/.2 26

Rover COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	Averag e
1.8 K CNC Heads UK	N/A	1.141/1.02 3 100mm No Pipe	N/A	30/-	63/4 8 76.2 %	94/- 46 136 .599	122/9 2 75.4% 59.7/5 6 177/1 66 .583/. 49	133/- 65 193 .508	135/1 09 80.7% 66/66. 3 196/1 96 .43/.3 87	139/- 68 201 .379	141/1 12 79.4% 68.9/6 8.1 204/2 02 .337/. 298	142/- 69.4 206 .301	142/1 12 78.9% 69.4/6 8.1 206/2 02 .271/. 239	-	123/94 .6 - - .231/. 207
1.8 K Ported CNC Heads UK	N/A	1.141/1.02 3 100mm No Pipe	N/A	36/-	76/6 6 86.8 %	113/- 55.3 164 .72	151/1 16 76.8% 73.8/7 0.6 219/2 09 .721/. 618	180/- 88 261 .688	189/1 36 72% 92.4/8 2.7 274/2 45 .602/. 483	192/- 93.9 278 .524	195/1 54 79% 95.4/9 3.7 283/2 78 .466/. 41	199/- 97.3 288 .422	199/1 65 82.9% 97.3/1 00 288/2 97 .38/.3 52	-	166/12 7 - - .231/. 207
1.8 VVC CNC Heads UK	N/A	31.5mm/27 .5mm	N/A	34/2 7 79.4 %	63/5 8 92.1 %	100/86 86% 41.4/4 6.7 123/13 8 .586/. 577	137/1 08 78.8% 56.7/5 8.7 168/1 74 .602/. 544	165/12 1 73.3% 68.3/6 5.7 202/19 5 .58/.4 87	181/1 26 69.6% 74.9/6 8.4 222/2 03 .53/.4 23	187/12 8 68.4% 77.4/6 9.5 229/20 6 .47/.3 68	192/1 30 67.7% 79.5/7 0.6 235/2 09 .422/. 327	194/13 0 67% 80.3/7 0.6 238/20 9 .379/. 291	196/1 30 66.3% 81.1/7 0.6 240/2 09 .345/. 262	-	157/11 3 71.9% - .251/. 219

1.8 VVC Ported CNC Heads UK	N/A	31.5mm/27 .5mm	N/A	42/3 5 83.3 %	86/7 1 82.6 %	125/10 1 80.8% 51.7/5 4.9 153/16 3 .733/. 678	162/1 24 76.5% 67.1/6 7.3 199/2 00 .712/. 624	194/13 6 70.1% 80.3/7 3.9 238/21 9 .682/. 548	219/1 47 67.1% 90.7/7 9.8 269/2 37 .642/. 493	228/15 6 68.4% 94.4/8 4.7 280/25 1 .573/. 449	237/1 65 69.6% 98.1/8 9.6 291/2 66 .521/. 415	238/17 0 71.4% 98.5/9 2.3 292/27 4 .465/. 38	239/1 72 72% 98.9/9 3.4 293/2 77 .42/.3 46	-	192/13 8 71.9% - .251/. 219
3.9l Peak Perform ance Alum	N/A	Stock	N/A	-	-	-	92/72 78.3% -	-	133/8 6 64.7% -	-	143/8 9 62.2% -	146/90 61.6% -	148/9 1 61.5% -	144/1 04 72.2 % -	134/88 .7 66%
3.9l Ported Peak Perform ance Alum	N/A	-	N/A	-	-	-	96/80 83.3% -	-	144/1 07 74.3% -	-	177/1 27 71.8% -	181/13 4 74% -	181/1 40 77.3% -	144/1 04 72.2 % -	154/11 5 75%
4.0l RL Alum	N/A	Stock	N/A	-	54/4 1 75.9 %	-	104/8 1 77.9% -	-	137/9 7 70.8% -	-	139/1 01 72.7% -	-	142/1 04 73.2% -	144/1 04 72.2 % -	120/88 .0 73.3%
4.0l Ported RL Alum	N/A	Stock	N/A	-	57/4 5 78.9 %	-	110/9 3 84.5% -	-	153/1 23 80.4% -	-	187/1 39 74.3% -	-	192/1 45 75.5% -	190/1 49 78.4 % -	148/11 6 78.1%

Saab COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises														
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combust. Chamber Vol	.100	.200	.300	.350	.400	.450	.500	.600	Average		
B202 Old 16v	N/A	32mm/ 29mm	N/A	-	-	-	-	153/160 104% 61.4/78.1 182/232 .331/.382	-	-	-	-	-	.255/.231
B202 New 16v	N/A	32mm/ 29mm	N/A	-	-	-	-	182/165 90.7% 73/80.6 216/239 .394/.394	-	-	-	-	-	.255/.231
B212/B234 Long 16v	N/A	34mm/ 31.5mm	N/A	-	-	-	-	192/170 88.5% 68.2/70.4 202/208 .391/.374	-	-	-	-	-	.271/.251
B212/B234 Short 16v	N/A	34mm/ 31.5mm	N/A	-	-	-	-	228/170 74.6% 81/70.4 240/208 .464/.374	-	-	-	-	-	.271/.251

Studebaker COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises												
Manufacture r Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust Chamber Vol	.100	.200	.300	.400	.500	.600	.70 0	.800	Average

Studebaker 53976 '57 Golden Hawk Cleaned Stock 11secAvanti Iron	N/A	1.656/1.53 3.68 1/2" Radius Plate	N/A	50/51 102%	87/84 96.6%	120/113 89.8% 94.2% 55.7/61.5 165/182 .527/.537	137/123 89.8% 63.6/66. 9 188/198 .451/.43 8	145/132 91% 67.3/71. 8 199/213 .382/.37 6	-/137	-	-	122/113 92.4% - .335/.310
Studebaker 53976 '57 Golden Hawk Ported 11secAvanti E-30 Backcut Iron	N/A	1.872/1.53 3.68 1/2" Radius Plate	N/A	56/51 91.1%	98/100 102%	136/118 86.8% 49.4/64.2 146/190 .528/.56	166/129 77.7% 60.3/70. 2 179/208 .483/.46	182/137 75.3% 66.1/74. 5 196/221 .367/.332	189/140 74.1% 68.7/76.1 203/226 .367/.332	-	-	154/125 80.9% - .379/.310
Studebaker 53976 '57 Golden Hawk Ported 11secAvanti 30/45/60/72 cuts Iron	N/A	1.872/1.60 3.68 1/2" Radius Plate	N/A	56/52 92.9%	100/10 4 104%	140/139 99.3% 50.9/69.1 151/205 .543/.631	172/146 84.9% 62.5/72. 6 185/215 .501/.49 7	189/152 80.4% 68.7/75. 6 203/224 .44/.414	194/155 79.9% 70.5/77.1 209/228 .377/.352	-	-	159/139 87.5% - .379/.324
Studebaker 1557570 Stock Bill Jones Iron	N/A	1.655/1.525 - No Pipe	N/A	52/42 80.8%	88/79 89.8%	120/103 85.8% 55.8/56.4 165/167 .527/.491	135/122 90.4% 62.8/66. 8 186/198 .445/.43 6	144/133 92.4% 66.9/72. 8 198/216 .379/.38	145/141 97.2% 67.4/77.2 200/229 .318/.336	-	-	126/116 91.5% - .335/.309
Studebaker 1557570 Stock VJ Bill Jones Iron	N/A	1.655/1.525 - No Pipe	N/A	55/50 90.9%	102/89 87.3%	133/106 79.7% 61.8/58 183/172 .584/.505	148/128 86.5% 68.8/70. 1 204/208 .487/.45 7	155/139 89.7% 72.1/76. 1 213/225 .408/.39 7	157/145 92.4% 73/79.4 216/235 .345/.345	-	-	139/121 87.3% - .335/.309
Studebaker 1557570 Mild Porting Bill Jones Iron	N/A	1.655/1.525 - No Pipe	N/A	54/50 92.6%	103/90 87.4%	135/115 85.2% 62.8/63 186/187 .593/.548	163/140 85.9% 75.8/76. 6 225/227 .537/.50	174/156 89.7% 80.9/85. 4 240/253 .458/.44 6	180/163 90.6% 83.7/89.2 248/264 .395/.388	-	-	151/133 87.9% - .335/.309
Studebaker 1557570 Decent Porting Bill Jones intake valve guide moved .045" toward exhaust Iron	N/A	1.85/1.60 - No Pipe	N/A	58/51 87.9%	113/10 4 92%	156/135 86.5% 58/67.1 172/199 .613/.613	193/156 80.8% 71.8/77. 6 213/230 .569/.53 1	212/165 77.8% 78.9/82. 1 234/243 .50/.45	216/179 82.9% 80.4/89 238/264 .424/.407	-	-	178/148 83% - .375/.324
Studebaker 1555479 Stock Bill Jones Iron	N/A	1.875/1.625	N/A	69/54 78.3%	116/99 - No Pipe 42.7%	152/130 85.5% 55/62.7 163/186 .589/.581	172/149 86.6% 62.3/71. 8 185/213 .50/.50	189/162 85.7% 68.4/78. 1 203/231 .44/.435	-	-	-	157/123 78% - .380/.329

Subaru COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Comb ust. Cham ber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.60 0	Averag e

EJ20	N/A	36mm / 32mm	N/A	-	53/46 86.8 %	-	117/86 73.5% 37.1/34 .5 110/10 2 .45/.37 2	-	144/10 3 71.5% 45.6/41 .3 135/12 2 .369/.2 97	-	151/11 1 73.5% 47.9/44 .5 142/13 2 .29/.24	-	-	-	116/8 6.5 74.4 % - .287/. 255
EJ20K JDM Version 4 ASF Machine Non-Dogleg SF110	N/A	36mm / 32mm - No Pipe	N/A	30/31 103%	87/69 79.3 %	138/10 3 74.6% 43.7/41 .3 130/12 2 .708/.5 94	179/13 2 73.7% 56.7/52 .9 168/15 7 .688/.5 71	214/15 2 71% 67.8/61 201/18 1 .633/.5 06	241/16 5 68.5% 76.4/66 .2 226/19 6 .618/.4 76	245/17 7 72.2% 77.6/71 .2 230/21 0 .538/.4 38	249/18 5 74.3% 78.9/74 .2 234/22 0 .479/.4 0	249/19 3 77.5% 78.9/77 .4 234/22 9 .426/.3 71	251/19 4 77.3% 79.5/77 .8 236/23 1 .386/.3 36	-	206/1 52 73.9 % - .287/. 255
EJ20 Ported MRT Performance	N/A	36mm / 32mm	N/A	-	65/56 86.2 %	-	124/95 76.6% 39.3/38 .1 116/11 3 .477/.4 11	-	155/11 8 76.1% 49.1/47 .3 146/14 0 .397/.3 4	-	165/12 6 76.4% 52.3/50 .5 155/15 0 .317/.2 73	-	-	-	127/9 8.8 77.6 % - .287/. 255
EJ20 Version 4 1997 Ported Kelford Cams	N/A	1.46/1.32	N/A	46/40 87%	94/97 103%	143/14 6 102% 42.7/53 .3 127/15 8 .712/.8 04	187/17 8 95.2% 55.8/65 165/19 3 .698/.7 35	224/19 7 87.9% 66.9/72 198/21 3 .643/.6 26	258/20 4 79.1% 77.1/74 .5 228/22 1 .642/.5 62	278/21 8 78.4% 83/79.7 246/23 6 .593/.5 14	296/22 3 75.3% 88.4/81 .5 262/24 1 .553/.4 6	308/22 8 74% 92/83.3 273/24 7 .511/.4 18	319/23 2 72.7% 95.3/84 .8 282/25 1 .476/.3 83	-	234/1 91 81.8 % - .296/. 267
EJ20 '99 Ported Knight Engines	N/A	-	N/A	-	97/86 88.7 %	-	194/21 0 108% -	-	271/23 0 84.9% -	-	317/25 2 79.5% -	-	332/26 1 78.6% -	-	242/2 08 85.8 %
EJ20 AUDM-USDM Small Port Ported Knight Engines 1 OS	N/A	37mm / 32mm	N/A	-	101/8 0 79.2 %	-	205/16 9 82.4% 61.5/67 .8 182/20 1 .767/.7 31	-	292/23 0 78.8% 87.6/92 .3 260/27 3 .728/.6 63	-	323/25 3 78.3% 96.9/10 1 287/30 1 .604/.5 47	-	337/26 3 78% 101/10 5 300/31 3 .504/.4 55	-	252/1 99 79.1 % - .295/. 255
EJ20 JDM Big Port Ported Knight Engines 1 OS	N/A	37mm / 32mm	N/A	-	101/8 0 79.2 %	-	205/16 9 82.4% 61.5/67 .8 182/20 1 .767/.7 31	-	293/23 0 78.5% 87.9/92 .3 260/27 3 .731/.6 63	-	324/25 3 78.1% 97.2/10 1 288/30 1 .606/.5 47	-	339/26 3 77.6% 102/10 5 301/31 3 .507/.4 55	-	252/1 99 78.8 % - .295/. 255
EJ22T	N/A	-	N/A	-	-	-	-	-	-	193/14 7 76.2% -	-	-	-	-	-
EJ25	N/A	1.42/1.24	N/A	-	-	-	-	-	-/182	-	240/- 75.8 225 .461	-	-	-	- - - .288/. 251

EJ251 SOHC ASF Machine SF110	N/A	35mm / 30.5 mm - No Pipe	N/A	48/-	84/-	143/-47.9 142 .754	188/-63 187 .744	222/-74.4 221 .675	239/-80.1 237 .63	253/-84.8 251 .572	253/-84.8 251 .50	260/-87.2 258 .457	264/-88.5 262 .418	-	212 - - .279/.243
EJ25 SOHC CHR Motorsports LLC Home Made Bench	N/A	35mm / 30.5 mm - Radius on Exhaust	N/A	-	76/58 -67 82.2 %	122/102-105 84.8% 40.9/45 .7 121/135 .643/.626	142/145-136 98.9% 47.6/62 141/184 .562/.638	162/184-154 104% 54.3/74 .6 161/221 .493/.59	224/204-161 81.5% 75.1/80 .6 223/239 .591/.552	240/209-163 77.5% 80.5/82 .1 238/243 .542/.482	250/212-164 75.2% 83.8/83 248/246 .494/.427	256/216-164 74.2% 85.8/83 254/249 .45/.383	256/216-162 73.8% 85.8/83 254/247 .405/.343	-	192/157 81.7 % - .279/.243
EJ25 SOHC Ported CHR Motorsports LLC Home Made Bench	N/A	- - Radius on Exhaust	N/A	-	78/69 -57 80.8 %	123/103-98 81.7% - -	163/147-136 86.8% - -	201/192-177 91.8% - -	234/226-192 89.3% - -	247/247-198 90.1% - -	256/259-202 90% - -	264/264-205 88.8% - -	266/267-208 89.3% - -	-	204/180 88.6 %
Manufacturer Part Number	Port / Vol Int / Exh	Valve Size Int/ Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	Average
EJ25 DOHC EJ25D Ported ASF Machine	N/A	36mm / 32mm - No Pipe	N/A	-	93/74 79.6 %	141/111 78.7% 44.7/44 .5 132/132 .723/.64	183/143 78.1% 58/57.4 172/170 .704/.619	217/159 73.3% 68.8/63 .8 204/189 .642/.529	246/167 67.9% 78/67 231/198 .631/.482	257/178 69.3% 81.4/71 .4 241/212 .565/.44	264/185 70.1% 83.7/74 .2 248/220 .508/.40	268/187 69.8% 84.9/75 .6 252/222 .458/.36	275/191 69.5% 87.2/76 .6 258/227 .423/.331	-	216/155 71.8 % - .287/.255
Impreza Gen 6 Sabre Heads SF110	N/A	36mm / 32mm - No Pipe	N/A	42/33 -33 78.6 %	87/74 -72 83.9 %	133/114-106 82.7% 42.1/44 .1 125/131 .682/.635	184/146-135 76.4% 58.3/56 .4 173/167 .708/.608	227/162-147 68.1% 71.9/62 213/184 .672/.514	252/173-155 65.1% 79.9/65 .8 237/195 .646/.473	266/176-159 63% 84.3/67 .2 250/199 .585/.414	273/183-160 62.8% 86.5/68 .8 256/204 .525/.371	278/186-160 62.2% 88.1/69 .4 261/206 .475/.333	276/188-160 63% 87.5/69 .8 259/207 .425/.301	-	220/148 67.2 % - .287/.255
Impreza Gen 6 Ported Exhaust Sabre Heads SF110	N/A	36mm / 32mm - No Pipe	N/A	42/37 -36 86.9 %	87/84 -79 93.7 %	133/131-123 95.5% 42.1/50 .9 125/151 .682/.733	184/163-160 87.8% 58.3/64 .8 173/192 .708/.699	227/188-177 80.4% 71.9/73 .2 213/217 .672/.607	252/196-187 76% 79.9/76 .8 237/228 .646/.552	266/202-194 74.4% 84.3/79 .4 250/235 .585/.489	273/207-198 74.2% 86.5/81 .2 256/241 .525/.438	278/210-199 73.6% 88.1/82 261/243 .475/.393	276/211-199 74.3% 87.5/82 .2 259/244 .425/.355	-	220/173 78.6 % - .287/.255
Impreza CNC Heads UK	N/A	36mm / 32mm 100mm Pipe	N/A	43/-	90/82 91.1 %	136/-43.1 128 .697	187/149 79.7% 59.3/59 .8 176/177 .719/.645	227/-71.9 213 .672	259/170 65.6% 82.1/68 .2 243/202 .664/.49	272/-86.2 255 .598	281/175 62.3% 89.1/70 .2 264/208 .54/.379	285/-90.3 268 .487	285/174 61.1% 90.3/69 .8 268/207 .438/.301	-	225/150 - - .287/.255

Impreza Ported CNC Heads UK	N/A	36mm / 32mm 100mm Pipe	N/A	45/-	93/85 91.4%	141/- 44.7 132 .723	187/16 9 90.4% 59.3/67 .8 176/20 1 .719/.7 31	228/- 72.3 214 .674	262/20 8 79.4% 83/83.4 246/24 7 .672/.6 0	288/- 91.3 270 .633	298/22 4 75.2% 94.4/89 .8 280/26 6 .573/.4 85	306/- 97 287 .523	309/22 8 73.8% 97.9/91 .4 290/27 1 .475/.3 95	-	235/1 83 - - .287/. 255
V7 JDM Ported +1mm Valve	N/A	-	N/A	-	99/96 97%	-	184/17 9 97.3% -	-	257/20 4 79.4% -	283/21 7 76.7% -	299/23 7 79.3% -	-	-	-	224/1 87 83.2 %
WRX	N/A	-	N/A	-	81/79 97.5%	-	177/15 3 86.4% -	-	234/18 1 77.4% -	238/18 6 78.2% -	234/18 8 80.3% -	-	-	-	193/1 57 81.6 %
WRX Ported Cobb Tuning	N/A	-	N/A	-	-	-	-	-	-	-	-	-	300/25 0 83.3% -	-	-
WRX Ported Kelford Cams	N/A	1.45/1.30	N/A	-	92/84 91.3%	142/12 7 89.4% 43/47.8 127/14 2 .712/.7 1	186/16 3 87.6% 56.3/61 .4 167/18 2 .699/.6 83	227/18 5 81.5% 68.7/69 .7 204/20 6 .656/.5 97	260/19 2 73.8% 78.7/72 .3 233/21 4 .652/.5 37	280/19 9 71.1% 84.8/75 .8 251/22 2 .601/.4 77	293/20 4 69.6% 88.7/76 .8 263/22 8 .551/.4 28	305/20 7 67.9% 92.4/78 274/23 1 .51/.38 6	308/21 0 68.2% 93.3/79 .1 276/23 4 .463/.3 52	-	233/1 75 75.1 % - .294/. 263
WRX Ported Bullet Cylinder Heads	N/A	-	N/A	-	98/92 93.9%	-	196/16 3 83.2% -	-	274/20 6 75.2% -	-	295/21 9 74.2% -	300/22 3 74.3% -	-	-	233/1 81 77.6 %
WRX STi B25	N/A	35mm / 30mm	N/A	-	81/84 -78 100%	-	166/16 6-155 96.7% 55.7/73 .2 165/21 7 .657/.7 41	-	231/18 8-174 78.4% 77.5/82 .6 229/24 5 .609/.5 57	-	248/19 5-178 75.2% 83.2/85 .1 246/25 2 .49/.43	-	-	-	182/1 52 83.9 % - .279/. 239
WRX STi Ported PNP Heads	N/A	35mm / 30mm	N/A	-	-	-	-	-	-	-	-	-	276/21 2 76.8% 92.5/96 .7 274/28 7 .437/.3 91	-	- - - .279/. 239
Manufacturer Part Number	Port / Vol Int / Exh	Valve Size Int/ Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	Average
WRX STi '04 DOHC EJ257 Non-Dogleg Exhaust Ported ASF Machine	N/A	37mm / 33mm - No Pipe	N/A	49/44 89.8%	103/93 90.3%	150/133 88.7% 45/50.2 133/149 .748/.7 44	200/183 91.5% 60/69 178/205 .748/.7 68	223/203 91% 66.9/76 .6 198/227 .642/.6 55	256/217 84.8% 76.8/81 .8 228/242 .639/.6 07	268/219 81.7% 80.4/82 .6 238/245 .573/.5 25	274/221 80.7% 82.2/83 .4 244/247 .513/.4 64	286/226 79% 85.8/85 .2 254/253 .476/.4 21	298/231 77.5% 89.4/87 .1 265/258 .446/.3 88	-	229/192 83.9 % - .295/. 263

1mmOS valves																
Subaru COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufacturer Part Number	Port / Vol Int / Exh	Valve Size Int/Exh	Combust. Chamber Vol	2mm	4mm	6mm	7mm	8mm	9mm	10mm	11mm	12mm	13mm	14mm	Average	
EG33 MORGOS	N/A	36mm / 32mm - Pipe	N/A	67/65 97%	133/122 91.7%	194/166 85.6% 61.5/66 .6 182/197 .632/.608	212/176 83% 67.2/70 .6 199/209 .592/.553	219/181 82.6% 69.4/72 .6 206/215 .535/.497	221/185 83.7% 70/74.2 0 208/220 .48/.452	221/187 84.6% 70/75 2 208/222 .432/.411	221/189 85.5% 70/75.8 5 208/225 .392/.378	221/190 86% 70/76.2 6 208/226 .36/.348	222/193 86.9% 70.4/77 .4 208/229 .334/.326	-	207/177 85.2% - .287/.255	
EG33 Ported MORGOS	N/A	36mm / 32mm - Pipe	N/A	70/71 101%	141/141 100%	206/185 89.8% 65.3/74 .2 193/220 .671/.678	231/195 84.4% 73.2/78 .2 217/232 .645/.612	248/201 81% 78.6/80 .6 233/239 .606/.552	260/206 79.2% 82.4/82 .6 244/245 .564/.503	270/208 77% 85.6/83 .4 254/247 .527/.457	275/209 76% 87.2/83 .8 258/248 .488/.418	280/212 75.7% 88.7/85 2 263/252 .456/.388	284/213 75% 90/85.4 3 267/253 .427/.366	-	244/197 80.6% - .287/.255	

Toyota COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufacturer Part Number	Port / Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average	
22 R/RE	N/A	44.5mm/ 36.5mm	N/A	-	-	-	-	-	-	130/- 53.9 160 .404	-	-	-	-	-	-
22 R/RE Stage 2 Ported	N/A	45mm/ 37mm	N/A	-	-	-	-	-	-	160/- 64.9 192 .492	-	-	-	-	-	-
22 R/RE Stage 3 Ported	N/A	45mm/ 37mm	N/A	-	-	-	-	-	-	200/- 81.1 240 .615	-	-	-	-	-	-
22 R/RE Stage 5 Ported	N/A	45mm/ 37mm	N/A	-	-	-	-	-	-	250/- 101 300 .769	-	-	-	-	-	-
2ZZ-GE Sabre Heads SF110	N/A	34mm/ 29mm 82mm No Pipe	N/A	81/67 82.7%	121/101 83.5%	158/126 79.7% 56.1/61 1.5 166/182 .643/.602	187/139 74.3% 66.4/67 7.9 197/201 .609/.531	209/153 73.2% 74.3/74 4.7 220/221 .567/.487	227/158 69.6% 80.7/77 7.2 239/229 .528/.431	237/164 69.2% 84.2/84 0.1 249/237 .483/.391	245/167 68.2% 87/81.6 6 258/242 .443/.354	252/173 68.7% 89.5/84.5 4.5 265/250 .41/.33	-	-	205/148 72.2% - .271/.231	

2ZZ-GE Ported Sabre Heads SF110	N/A	34mm/ 29mm 82mm No Pipe	N/A	81/7 0 86.4 %	121/1 03 85.1 %	157/1 30 82.8% 55.8/6 3.5 165/1 88 .639/. 621	188/1 49 79.3% 66.8/7 2.8 198/2 16 .612/. 569	209/1 58 75.6% 74.3/7 7.2 220/2 29 .567/. 503	228/1 66 72.8% 81/81. 1 240/2 40 .531/. 453	242/1 73 71.5% 86/84. 5 255/2 50 .493/. 413	254/1 85 72.8% 90.2/9 0.3 267/2 68 .46/.3 93	263/1 89 71.9% 93.4/9 2.3 277/2 73 .428/. 361	-	-	208/1 57 75.4% - .271/. 231
2ZZ-GE Ported	N/A	-	N/A	99/7 5 75.8 %	138/1 13 81.9 %	174/1 35 77.6% -	198/1 51 76.3% -	216/1 64 75.9% -	230/1 70 73.9% -	239/1 75 73.2% -	247/1 80 72.9% -	254/1 82 71.7% -	-	-	212/1 59 74.9%
3S-GTE Knight Engines	N/A	33.5mm/29 mm	N/A	92/7 5 81.5 %	-	166/1 33 80.1% 60.8/6 5 180/1 92 .686/. 635	-	219/1 63 74.4% 80.1/7 9.6 237/2 36 .603/. 519	-	256/1 77 69.1% 93.7/8 6.4 278/2 56 .529/. 422	-	265/1 89 71.3% 97/92. 3 287/2 73 .438/. 361	-	265/1 99 75.1% 97/97. 2 287/2 88 .365/. 317	211/1 56 74.1% - .267/. 231
3S-GTE Ported Knight Engines	N/A	34.5mm/30 mm	N/A	94/7 9 84%	-	177/1 45 81.9% 61.1/6 6.2 181/1 96 .71/.6 69	-	242/1 89 78.1% 83.5/8 6.3 247/2 56 .647/. 581	-	278/2 15 77.3% 95.9/9 8.1 284/2 91 .558/. 496	-	298/2 35 78.9% 103/1 07 305/3 18 .478/. 434	-	309/2 47 79.9% 107/1 13 316/3 34 .413/. 38	233/1 85 79.4% - .275/. 239
3S-GTE GEN3 Ported Kelford Cams	N/A	1.338/1.18 1	N/A	88/7 2 81.8 %	139/1 14 82%	177/1 49 84.2% 62.9/6 8 186/2 02 .721/. 688	212/1 84 86.8% 75.4/8 4 223/2 49 .691/. 679	239/1 97 82.4% 85/89. 9 252/2 66 .649/. 606	260/2 04 78.5% 92.5/9 3.1 274/2 76 .605/. 538	278/2 11 75.9% 98.9/9 6.3 293/2 85 .566/. 487	294/2 18 74.1% 105/9 9.5 310/2 95 .532/. 447	307/2 23 72.6% 109/1 02 323/3 02 .50/.4 12	-	-	238/1 88 78.7% - .271/. 239
3TC	N/A	40mm/ 35mm	N/A	-	-	-	133/9 7 72.9% 68.3/6 5 202/1 93 .737/. 614	140/1 10 78.6% 71.9/7 3.8 213/2 19 .646/. 58	145/1 20 82.8% 74.4/8 0.5 221/2 38 .574/. 542	147/1 35 91.8% 75.5/9 0.5 224/2 68 .509/. 534	-	-	-	-	141/1 16 81.8% - .319/. 279
3TC CNC M2 Race Systems	94/-	41mm/ 36mm 3.575	78	-	-	-	-	175/1 15 65.7% 85.5/7 2.9 253/2 16 .788/. 59	188/1 27 67.6% 91.9/8 0.5 272/2 39 .725/. 558	190/1 41 74.2% 92.8/8 9.4 275/2 65 .642/. 542	190/1 48 77.9% 92.8/9 3.8 275/2 78 .57/.5 06	190/1 55 81.6% 92.8/9 8.2 275/2 91 .513/. 477	-	-	187/1 37 73.5% 2.02 .327/. 287
Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
3TC Billet 6061 T-6 Alum HeadWa y	94/-	44mm/ 39mm	78	-	-	-	-	-	-	-	-	220/1 40 63.6% 93.3/7 5.6	-	-	- - 2.34

Performance															
3VZ-E Louthan Ported	N/A	-	N/A	-	-	-	-	-	171/136 79.5% -	-	-	187/144 77% -	-	-	179/140 78.2%
4AGE Early MR2 1.6 16v Sabre Heads	N/A	30.5mm /2 5.6mm - No Pipe	N/A	74/59 79.7%	111/91 82%	147/107 72.8% 64.9/67.1 192/199 .667/.579	174/113 64.9% 76.8/70.8 228/210 .632/.489	183/115 62.8% 80.8/72.1 239/214 .554/.415	187/116 62% 82.6/72.7 245/215 .485/.358	190/117 61.6% 83.9/73.3 249/217 .431/.316	190/118 62.1% 83.9/74 249/219 .383/.284	-	-	-	169/111 65.7% - .243/.204
4AGE Early MR2 1.6 16v Ported Sabre Heads	N/A	30.5mm /2 5.6mm - No Pipe	N/A	74/63 85.1%	113/98 86.7%	152/128 84.2% 67.1/80.2 199/238 .69/.692	182/148 81.3% 80.4/92.8 238/275 .661/.608	201/153 76.1% 88.7/95.9 263/284 .608/.552	211/154 73% 93.2/96.5 276/286 .547/.476	219/155 70.8% 96.7/97.1 286/288 .497/.419	223/155 69.5% 98.5/97.1 292/288 .45/.373	225/- 99.3 294 .409	-	-	191/142 - - .243/.204
4AGE 16v Ported Kelford Cams	N/A	1.26/1.07	N/A	81/79 97.5%	124/126 101%	158/147 93% 63.4/81.7 188/242 .683/.749	184/158 85.9% 73.8/87.9 219/260 .637/.644	199/163 81.9% 79.8/90.6 236/269 .574/.554	212/165 77.8% 85/91.7 252/272 .524/.48	221/166 75.1% 88.6/92.3 263/273 .478/.423	227/168 74% 91/93.4 270/277 .436/.38	-	-	-	189/156 82.5% - .255/.217
4AGE 20v Kelford Cams	N/A	26.5mm /2 6mm	N/A	101/61 60.4%	146/89 61%	172/111 64.5% 67.1/67.4 199/200 .599/.591	193/125 64.8% 75.3/75.9 223/225 .538/.532	202/133 65.8% 78.8/80.8 233/239 .469/.469	210/138 65.7% 81.9/83.8 243/248 .418/.374	215/142 66% 83.8/86.3 248/256 .374/.341	220/146 66.4% 85.8/88.7 254/263 .341/.346	-	-	-	194/126 65.1% - .211/.207
4AGE 20v Kelford Cams 1mm OS	N/A	27.5mm/ 27mm	N/A	104/61 58.7%	149/90 60.4%	178/117 65.7% 64.4/65.9 191/195 .597/.60	199/132 66.3% 72.1/74.4 213/220 .534/.541	217/141 65% 78.6/79.4 233/235 .486/.482	231/147 63.6% 83.6/82.8 248/245 .443/.431	241/150 62.2% 87.3/84.5 259/250 .404/.385	247/154 62.3% 89.4/86.8 265/257 .368/.351	-	-	-	209/133 63.7% - .219/.215
AE101 4AGE 1.6 20v Sabre Heads	N/A	26.5mm /2 6mm - No Pipe	N/A	91/62 68.1%	135/88 65.2%	161/106 65.8% 62.8/64.4 186/191 .561/.564	176/113 64.2% 68.6/68.7 203/203 .49/.481	195/118 60.5% 76/71.7 225/212 .453/.419	202/121 59.9% 78.8/73.5 233/218 .402/.368	205/124 60.5% 79.9/75.3 237/223 .357/.333	205/124 60.5% 79.9/75.3 237/223 .317/.293	205/125 61% 79.9/75.9 237/225 .286/.266	-	-	186/115 61.9% - .211/.207
AE101 4AGE 1.6 20v Ported Sabre Heads	N/A	26.5mm /2 6mm - No Pipe	N/A	95/67 70.5%	140/97 69.3%	174/125 71.8% 67.8/75.9 201/225 .606/.666	195/140 71.8% 76/85.1 225/252 .543/.596	210/150 71.4% 81.9/91.1 243/270 .488/.532	219/156 71.2% 85.4/94.8 253/281 .436/.475	227/159 70% 88.5/96.6 262/286 .395/.423	232/160 69% 90.5/97.2 268/288 .359/.379	235/162 68.9% 91.6/98.4 271/292 .327/.345	-	-	204/144 70.4% - .211/.207

GT4 ST185 Ported Sabre Heads	N/A	33.4mm /2 9mm - No Pipe	N/A	80/7 2 90%	124/1 09 87.9 %	164/1 33 81.1% 60.4/6 5 179/1 92 .68/.6 35	195/1 47 75.4% 71.8/7 1.8 213/2 13 .647/. 561	218/1 57 72% 80.3/7 6.7 238/2 27 .602/. 50	235/1 64 69.8% 86.5/8 0.1 256/2 37 .557/. 447	244/1 68 68.9% 89.8/8 2 266/2 43 .506/. 401	250/1 73 69.2% 92/84. 5 273/2 50 .461/. 367	-	-	-	204/1 50 73.5% - .266/. 231
GT4 ST185 Ported Sabre Heads OS Exhaust	N/A	33.4mm /2 9.8mm - No Pipe	N/A	80/7 6 95%	124/1 13 91.1 %	164/1 46 89% 60.4/6 7.5 179/2 00 .68/.6 78	195/1 64 84.1% 71.8/7 5.9 213/2 25 .647/. 61	218/1 79 82.1% 80.3/8 2.8 238/2 45 .602/. 554	235/1 90 80.9% 86.5/8 7.9 256/2 60 .557/. 504	244/1 92 78.7% 89.8/8 8.8 266/2 63 .506/. 446	250/1 98 79.2% 92/91. 6 273/2 71 .461/. 409	-	-	-	204/1 69 82.7% - .266/. 238
5S-FE	N/A	32mm/ 27mm - No Pipe	N/A	75/6 7 89.3 %	-	143/1 08 75.5% 57.4/6 0.8 170/1 80 .619/. 554	-	152/1 25 82.2% 61/70. 4 181/2 09 .438/. 427	-	152/1 27 83.6% 61/71. 6 181/2 12 .329/. 326	-	-	-	-	131/1 07 81.8% - .255/. 215
Manufacturer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Average
5S-FE Light Ported	N/A	33mm/ 28mm - No Pipe	N/A	84/6 7 79.8 %	-	157/1 14 72.6% 59.2/5 9.7 175/1 77 .659/. 564	-	181/1 38 76.2% 68.3/7 2.3 202/2 14 .506/. 455	-	183/1 46 79.8% 69/76. 5 205/2 27 .384/. 361	-	-	-	-	151/1 16 76.9% - .263/. 223
5M Bruce Hilsabek	N/A	32mm/ 27mm	N/A	55/4 2 76.4 %	-	115/7 0 60.9% 46.1/3 9.4 137/1 17 .498/. 359	-	145/1 07 73.8% 58.2/6 0.3 172/1 79 .418/. 366	-	158/1 26 79.7% 63.4/7 1 188/2 10 .342/. 323	-	167/1 33 79.6% 67/74. 9 198/2 22 .289/. 273	-	-	128/9 5.6 74.7% - .255/. 215
5M Bruce Hilsabek Ported	N/A	-	N/A	67/5 5 82.1 %	-	121/1 07 88.4% -	-	162/1 33 82.1% -	-	193/1 49 77.2% -	-	200/1 56 78% -	-	-	149/1 20 80.8%
7MG '89 iNvis SF600	N/A	32mm/ 27.5mm	N/A	81/6 5 80.2 %	118/8 4 71.2 %	149/1 06 71.1% 59.8/5 7.6 177/1 71 .645/. 534	167/1 19 71.3% 67/64. 6 198/1 91 .578/. 479	185/1 21 65.4% 74.2/6 5.7 220/1 95 .534/. 406	191/1 26 66% 76.6/6 8.4 227/2 03 .472/. 362	194/1 29 66.5% 77.8/7 0.1 231/2 08 .42/.3 25	-	-	-	-	167/1 14 68.2% - .255/. 219

7MG '89 T72mk3	N/A	32mm/ 27.5mm	N/A	67/6 2 92.5 %	-	139/1 13 81.3% 55.8/6 1.4 165/1 82 .601/. 569	-	180/1 31 72.8% 72.2/7 1.1 214/2 11 .519/. 44	-	190/1 38 72.6% 76.2/7 4.9 226/2 22 .411/. 347	-	190/1 40 73.7% 76.2/7 6 226/2 25 .329/. 282	-	-	153/1 17 76.2% - .255/. 219	
7MG '89 T72mk3 Ported	N/A	32mm/ 27.5mm	N/A	78/7 8 100 %	-	166/1 32 79.5% 66.6/7 1.7 197/2 12 .718/. 665	-	214/1 56 72.9% 85.8/8 4.7 254/2 51 .617/. 524	-	229/1 73 75.5% 91.9/9 4 272/2 78 .495/. 435	-	235/1 76 74.9% 94.3/9 5.6 279/2 83 .407/. 354	-	-	184/1 43 77.5% - .255/. 219	
7M-GE Allan SF600	N/A	32mm/ 27.5mm	N/A	77/6 0 77.9 %	114/9 3 81.6 %	141/1 13 80.1% 56.6/6 1.4 168/1 82 .61/.5 69	163/1 23 75.5% 65.4/6 6.8 194/1 98 .564/. 495	176/1 28 72.7% 70.6/6 9.5 209/2 06 .508/. 43	180/1 31 72.8% 72.2/7 1.1 214/2 11 .445/. 377	180/1 33 73.9% 72.2/7 2.2 214/2 14 .389/. 335	180/1 33 73.9% 72.2/7 2.2 214/2 14 .346/. 298	-	-	-	162/1 22 75.3% - .255/. 219	
7M-GE Ported Allan Street SF600	N/A	32mm/ 27.5mm	N/A	80/7 0 87.5 %	122/1 03 84.4 %	160/1 21 75.6% 64.2/6 5.7 190/1 95 .692/. 609	188/1 31 69.7% 75.4/7 1.1 223/2 11 .651/. 528	202/1 39 68.8% 81/75. 5 240/2 24 .583/. 467	211/1 45 68.7% 84.6/7 8.7 251/2 33 .522/. 417	216/1 49 69% 86.6/8 0.9 257/2 40 .467/. 375	220/1 55 70.5% 88.2/8 4.2 261/2 49 .423/. 347	220/1 55 70.5% 88.2/8 4.2 261/2 49 .381/. 312	-	-	192/1 37 71.3% - .255/. 219	
7M-GE Ported Allan Race	N/A	33.6mm/29 mm	N/A	81/7 0 86.4 %	122/1 08 88.5 %	153/1 35 88.2% 55.7/6 5.9 165/1 95 .63/.6 44	181/1 50 82.9% 65.8/7 3.3 195/2 17 .597/. 573	201/1 64 81.6% 73.1/8 0.1 217/2 37 .552/. 522	212/1 68 79.2% 77.1/8 2 229/2 43 .499/. 458	222/1 72 77.5% 80.8/8 4 239/2 49 .457/. 411	232/1 74 75% 84.4/8 5 250/2 52 .425/. 369	239/1 88 78.7% 86.9/9 1.8 258/2 72 .394/. 359	-	-	195/1 57 80.6% - .268/. 231	
7MGTE CNC	N/A	32mm/ 27.5mm	N/A	113/ 80 70.8 %	-	187/1 42 75.9% 75/77. 1 222/2 29 .809/. 715	-	216/1 72 79.6% 86.6/9 3.4 257/2 77 .623/. 577	-	231/1 84 79.7% 92.7/9 9.9 275/2 96 .50/.4 63	-	242/1 91 78.9% 97.1/1 04 288/3 07 .419/. 385	-	-	198/1 54 77.8% - .255/. 219	
7MGTE 24v CCH	N/A	32mm/ 27.5mm	N/A	-	-	-	-	-	-	-	208/1 49 71.6% 83.4/8 0.9 247/2 40 .40/.3 33	-	-	-	-	- - - .255/. 219

7MGTE 24v Ported CCH	N/A	32mm/ 27.5mm	N/A	-	-	-	-	-	-	-	230/1 86 80.9% 92.3/1 01 273/2 99 .442/. 416	-	-	-	-
Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
2JZ GT Stu Hagen	N/A	33.6/29mm	N/A	80/7 4 92.5 %	-	154/1 20 77.9% 56/58. 6 166/1 74 .635/. 573	-	195/1 40 71.8% 70.9/6 8.4 210/2 03 .536/. 446	-	207/1 52 73.4% 75.3/7 4.2 223/2 20 .426/. 363	-	215/1 54 71.6% 78.2/7 5.2 232/2 23 .354/. 294	-	-	170/1 28 75.2% - .268/. 231
2JZ GT	N/A	33.6/29mm	N/A	82/6 4 78%	130/9 7 74.6 %	163/1 26 77.3% 59.3/6 1.5 176/1 82 .672/. 602	191/1 35 70.7% 69.5/6 5.9 206/1 95 .63/.5 16	211/1 42 67.3% 76.8/6 9.3 227/2 05 .58/.4 52	220/1 44 65.5% 80/70. 3 237/2 08 .518/. 393	224/1 47 65.6% 81.5/7 1.8 241/2 13 .461/. 351	228/1 50 65.8% 82.9/7 3.3 246/2 17 .418/. 318	229/1 52 66.4% 83.3/7 4.2 247/2 20 .377/. 29	232/1 52 65.5% 84.4/7 4.2 250/2 20 .348/. 264	232/1 51 65.1% 84.4/7 3.7 250/2 19 .319/. 24	206/1 40 67.8% - .268/. 231
2JZ GT Ported	N/A	33.6/29mm	N/A	83/6 5 78.3 %	125/1 03 82.4 %	163/1 36 83.4% 59.3/6 6.4 176/1 97 .672/. 649	191/1 62 84.8% 69.5/7 9.1 206/2 34 .63/.6 19	217/1 78 82% 78.9/8 6.9 234/2 58 .596/. 567	235/1 85 78.7% 85.5/9 0.3 253/2 68 .553/. 505	243/1 94 79.8% 88.4/9 4.7 262/2 81 .501/. 463	250/2 01 80.4% 91/98. 2 269/2 91 .458/. 426	251/2 04 81.3% 91.3/9 9.6 271/2 95 .414/. 39	256/2 05 80.1% 93.1/1 00 276/2 97 .384/. 356	266/2 06 77.4% 96.8/1 01 287/2 98 .365/. 328	220/1 77 80.7% - .268/. 231
2JZ Ported SF300	N/A	33.6/29mm	N/A	97/7 0 72.2 %	136/1 06 77.9 %	179/1 32 73.7% 65.1/6 4.5 193/1 91 .738/. 63	215/1 51 70.2% 78.2/7 3.7 232/2 19 .709/. 577	242/1 67 69% 88/81. 6 261/2 42 .665/. 531	259/1 73 66.8% 94.2/8 4.5 279/2 50 .61/.4 72	265/1 79 67.5% 96.4/8 7.4 286/2 59 .546/. 427	268/1 82 67.9% 97.5/8 8.9 289/2 63 .491/. 386	-	-	-	223/1 56 69.7% - .268/. 231
2JZ '93-98 M2 Race Systems	N/A	33.6/29mm	N/A	-	-	168/1 21 72% 61.1/5 9.1 181/1 75 .692/. 578	190/1 30 68.4% 69.1/6 3.5 205/1 88 .626/. 496	206/1 37 66.5% 74.9/6 6.9 222/1 98 .566/. 436	217/1 39 64.1% 78.9/6 7.9 234/2 01 .511/. 379	226/1 39 61.5% 82.2/6 7.9 244/2 01 .466/. 332	230/1 40 60.9% 83.7/6 8.4 248/2 03 .421/. 297	232/1 40 60.3% 84.4/6 8.4 250/2 03 .382/. 267	-	-	210/1 35 64.4% - .268/. 231
2JZ '93-98 CNC M2 Race Systems	136 /-	33.6mm/ 29mm	N/A	85/8 1 95.3 %	127/1 16 91.3 %	168/1 45 86.3% 61.1/7 0.8 181/2 10 .692/. 692	203/1 62 79.8% 73.9/7 9.1 219/2 34 .669/. 619	231/1 70 73.6% 84/83 249/2 46 .635/. 541	255/1 74 68.2% 92.8/8 5 275/2 52 .60/.4 75	271/1 77 65.3% 98.6/8 6.4 292/2 56 .558/. 422	284/1 79 63% 103/8 7.4 306/2 59 .52/.3 8	289/1 80 62.3% 105/8 7.9 312/2 60 .476/. 344	-	-	229/1 63 71.3% 2.13 .268/. 231

2JZ Ported Knight Engines 1 OS	N/A	34.6/30mm	N/A	109/ 99 90.8 %	-	161/1 79 111% 55.2/8 1.7 164/2 42 .644/. 826	-	227/2 12 93.4% 77.9/9 6.7 231/2 87 .606/. 652	-	282/2 22 78.7% 96.7/1 01 287/3 00 .564/. 512	-	300/2 30 76.7% 103/1 05 305/3 11 .48/. 25	302/2 34 77.5% 104/1 07 307/3 16 .439/. 393	-	230/1 96 85.2% - .276/. 239
1UZ-FE	N/A	33.5mm/28 mm	N/A	85/6 1 71.8 %	129/9 6 74.4 %	161/1 11 68.9% 58.9/5 8.2 175/1 72 .665/. 549	189/1 24 65.6% 69.2/6 5 205/1 92 .625/. 49	202/1 37 67.8% 73.9/7 1.8 219/2 13 .557/. 452	224/1 45 64.7% 82/76 243/2 25 .529/. 41	-	-	-	-	-	181/1 23 67.7% - .267/. 223
1UZ-FE	N/A	33.5mm/28 mm	N/A	-	-	-	-	204/1 25 61.3% 74.7/6 5.5 221/1 94 .562/. 412	-	-	-	221/1 33 60.2% 80.9/6 9.7 240/2 06 .365/. 263	-	-	213/1 29 60.7% - .267/. 223
1UZ-FE	N/A	33.5mm/28 mm	N/A	-	-	163/1 20 73.6% 59.7/6 2.9 177/1 86 .674/. 593	-	-	-	238/1 47 61.8% 87.1/7 7 258/2 28 .492/. 363	-	250/1 49 59.6% 91.5/7 8.1 271/2 31 .413/. 295	-	-	217/1 39 63.9% - .267/. 223
1UZ-FE Ported	N/A	-	N/A	-	-	174/1 25 71.8% -	-	-	-	261/1 67 64% -	-	277/1 74 62.8% -	-	-	237/1 55 65.4%
1UZ-FE Ported Kelford Cams	N/A	1.41/1.25	N/A	104/ 88 84.6 %	147/1 32 89.8 %	189/1 57 83.1% 60.5/6 4 179/1 90 .731/. 685	228/1 76 77.2% 73/71. 7 216/2 12 .705/. 614	251/1 95 77.7% 80.4/7 9.5 238/2 35 .647/. 567	266/2 05 77.1% 85.2/8 3.5 252/2 47 .588/. 511	275/2 11 76.7% 88.1/8 6 261/2 55 .532/. 46	281/2 17 77.2% 90/88. 4 267/2 62 .483/. 421	283/2 20 77.7% 90.6/8 9.6 269/2 66 .438/. 384	-	-	240/1 89 78.8% - .286/. 253
Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	Averag e
Billet 1UZ-FE paul	N/A	36mm/32m m	N/A	-	-	-	-	-	-	-	-	300/2 50 83.3% 95.1/1 00 282/2 97 .461/. 433	-	-	- - - .287/. 255

_Toyota COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufacturer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	2mm	4mm	6mm	7mm	8mm	9mm	10mm	11mm	12mm	13mm	14mm	Average
2E 1.3l 12V MORGO Systems	N/A	Stock - Pipe	N/A	55/53 96.4%	98/89 90.8%	126/105 83.3% -	134/110 82.1% -	139/113 81.3% -	143/114 79.7% -	146/113 77.4% -	146/114 78.1% -	147/114 77.6% -	147/116 78.9% -	-	136/110 80.6%
2NZ-FE 1.3l MORGO Systems	N/A	Stock - Pipe	N/A	65/49 75.4%	118/91 77.1%	153/111 72.5% -	166/114 68.7% -	175/118 67.4% -	181/122 67.4% -	186/122 65.6% -	190/124 65.3% -	193/126 65.3% -	-	-	170/116 68.1%
2T-G Ported MORGO Systems	N/A	44mm/ 37.5mm	N/A	49/-	93/-	139/-59 175 .741	159/-67.5 200 .726	180/-76.4 226 .719	196/-83.2 246 .696	207/-87.8 260 .662	216/-91.6 272 .628	222/-94.2 279 .591	226/-95.9 284 .556	-	182 - .351/. 299
3S-GE (BEAMS) Ported MORGO Systems Alum	N/A	33.5mm/29 mm	N/A	58/-	122/-	173/-63.3 188 .605	195-	214/-050% 35.7/. 050 106/.0 50 .292/. 00 050% 78.3/. 050 232/.0 50 .562/. 00	231/-84.5 250 .539	246/-90 267 .516	257/-94.1 279 .49	264/-96.6 286 .462	267/-97.7 290 .431	-	208/.0 50 - .267/. 231
5M-GE	N/A	-	N/A	-	-	-	-	-	-	178/-	-	-	-	-	-
5M-GE Ported	N/A	-	N/A	-	-	-	-	-	-	252/-	-	-	-	-	-
4A-F MORGO Systems	N/A	30mm/ 24.5 - Pipe	N/A	56/50 89.3%	109/90 82.6%	136/105 77.2% 62.1/71.8 184/213 .531/. 502	139/107 77% 63.4/73.2 188/217 .466/. 439	140/108 77.1% 63.9/73.9 189/219 .41/.3 88	140/109 77.9% 63.9/74.6 189/221 .365/. 348	139/110 79.1% 63.4/75.3 188/223 .326/. 316	138/111 80.4% 63/76187/225 .294/. 29	138/110 79.7% 63/75.3 187/223 .27/.2 63	-	-	135/106 78.8% - .239/. 195
4A-F Ported MORGO Systems	N/A	30mm/ 24.5 - Pipe	N/A	59/53 89.8%	112/104 92.9%	151/122 80.8% 68.9/83.5 204/247 .59/.5 84	162/127 78.4% 73.9/86.9 219/257 .543/. 521	167/130 77.8% 76.2/89 226/264 .489/. 466	169/132 78.1% 77.1/90.3 229/268 .44/.4 21	170/133 78.2% 77.6/91 230/270 .399/. 382	171/134 78.4% 78/91.7 231/272 .364/. 35	171/135 78.9% 78/92.4 231/274 .334/. 323	172/-78.5 233 .31	-	161/127 - - .239/. 195
4AGE 20v Blacktop Ported / Andre' Norrback	N/A	26.5mm/-	N/A	73/-	139/-	183/-71.4 211 .54	-	212/-82.7 245 .469	-	231/-90.1 267 .409	-	240/-93.6 277 .354	-	240/-93.6 277 .303	208 - - .211
4AGE 20v Silvertop Ported / Andre' Norrback	N/A	26.5mm/-	N/A	78/-	144/-	183/-71.4 211 .54	-	206/-80.3 238 .456	-	220/-85.8 254 .389	-	229/-89.3 265 .338	-	229/-89.3 265 .289	202 - - .211

4AGE 2009 Silvertop Ported / Andre' Norrbac k	N/A	26.5mm/-	N/A	78/-	146/-	186/- 72.5 215 .548	-	209/- 81.5 241 .462	-	226/- 88.1 261 .40	-	236/- 92 273 .348	-	236/- 92 273 .298	207 - - .211
4AGE 20v Silvertop MORGO Systems	N/A	26.5mm /2 6mm - Pipe	N/A	80/5 6 70%	144/1 04 72.2 %	182/1 25 68.7% 71/75. 9 210/2 25 .537/. 564	195/1 31 67.2% 76/79. 6 225/2 36 .493/. 506	201/1 34 66.7% 78.4/8 1.4 232/2 41 .445/. 453	206/1 36 66% 80.3/8 2.6 238/2 45 .405/. 409	208/1 37 65.9% 81.1/8 3.2 240/2 47 .368/. 371	207/1 38 66.7% 80.7/8 3.8 239/2 48 .333/. 339	-/139	-	-	192/1 29 67.4% - .211/. 207
Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	7mm	8mm	9mm	10mm	11mm	12mm	13mm	14mm	Averag e
4AGE 20v Silvertop Ported MORGO Systems	N/A	26.5mm /2 6mm - Pipe	N/A	83/5 6 67.5 %	159/1 16 73%	198/1 46 73.7% 77.2/8 8.7 229/2 63 .584/. 658	209/1 52 72.7% 81.5/9 2.4 241/2 74 .528/. 587	218/1 55 71.1% 85/94. 2 252/2 79 .482/. 524	225/1 57 69.8% 87.7/9 5.4 260/2 83 .442/. 472	231/1 59 68.8% 90.1/9 6.6 267/2 86 .409/. 43	234/1 59 67.9% 91.2/9 6.6 270/2 86 .376/. 391	-/161	-	-	211/1 49 70.8% - .211/. 207

Volvo COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises															
Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.100	.200	.250	.300	.350	.400	.450	.47244	.500	.600	.700	Averag e
B20	N/A	44mm/3 5mm	N/A	50/3 3 66%	109/7 0 64.2 %	-	142/79 55.6% 60.3/5 3 179/15 7 .596/. 417	-	161/80 49.7% 68.3/5 3.6 202/15 9 .507/. 316	-	-	161/82 50.9% 68.3/5 5 202/16 3 .405/. 259	-	-	143/77 .8 54.3% - .351/. 279
405 iadr	N/A	44mm/3 5mm 94mm	N/A	50/3 9 78%	101/7 8 77.2 %	-	145/10 0 69% 61.5/6 7.1 182/19 9 .608/. 527	-	159/10 7 67.3% 67.5/7 1.8 200/21 3 .50/4 23	-	-	168/11 5 68.5% 71.3/7 7.1 211/22 8 .423/. 364	-	-	143/10 0 69.8% - .351/. 279
405 dl24gt	N/A	44mm/3 5mm	N/A	51/4 1 80.4 %	108/8 0 74.1 %	-	149/10 2 68.5% 63.2/6 8.4 187/20 3 .625/. 538	-	168/11 1 66.1% 71.3/7 4.4 211/22 1 .529/. 439	171/11 4 66.7% 72.6/7 6.4 215/22 7 .478/. 401	-	175/11 6 66.3% 74.3/7 7.8 220/23 0 .441/. 367	-	-	154/10 5 67.8% - .351/. 279

405 dl24gt Ported	N/A	44mm/3 5mm	N/A	63/4 6 73%	113/8 6 76.1 %	-	157/10 8 68.8% 66.6/7 2.4 197/21 5 .659/. 57	-	183/11 7 63.9% 77.6/7 8.5 230/23 2 .576/. 463	193/12 1 62.7% 81.9/8 1.1 243/24 0 .54/.4 25	-	199/12 3 61.8% 84.4/8 2.5 250/24 4 .501/. 389	-	-	169/11 1 65.7% - .351/. 279
405 Ported Pacman	N/A	44mm/3 5mm	N/A	-	-	-	-	-	-	-	219/- 92.9 275 .583	-	-	-	- - - .351/. 279
405 Ported Pacman	N/A	46mm/3 8mm	N/A	-	-	-	-	-	-	-	249/- 96.7 286 .634	-	-	-	- - - .367/. 303
405 Ported Pacman	N/A	48mm/4 0mm	N/A	-	-	-	-	-	-	-	259/- 92.3 274 .632	-	-	-	- - - .383/. 319
530	N/A	44mm/3 5mm	N/A	-	-	-	-	-	-	-/115	-	-	-	-	- - - .351/. 279
530 Ported	N/A	44mm/4 0mm	N/A	-	-	-	-	-	-	165/13 5 81.8% 70/69. 3 207/20 5 .461/. 415	-	-	-	-	- - - .351/. 319
530 Ported	N/A	44mm/3 8mm	N/A	-	-	-	-	-	-	161/14 1 87.6% 68.3/8 0.2 202/23 8 .45/.4 57	-	-	-	-	- - - .351/. 303
531	N/A	44mm/3 5mm	N/A	-	-	-	-	-	-	-	-	-	-	-	- - - .351/. 279
T5	N/A	-	N/A	86/7 2 83.7 %	140/1 36 97.1 %	-	180/15 6 86.7% -	-	190/16 0 84.2% -	-/162	-	-	-	-	170/15 1 88.6%
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.100	.200	.250	.300	.350	.400	.450	.47244	.500	.600	.700	Averag e
T5 CNC Heads UK	N/A	1.179/1. 0195 100mm No Pipe	N/A	74/6 0 81.1 %	148/1 44 97.3 %	172/- 78.8 233 .636	184/17 6 95.7% 84.3/1 08 250/31 9 .567/. 627	192/- 87.9 261 .507	199/17 4 87.4% 91.1/1 07 270/31 6 .46/.4 65	201/- 92.1 273 .413	-	199/17 5 87.9% 91.1/1 07 270/31 8 .368/. 374	-	-	185/16 7 - - .239/. 206

T5 Ported CNC Heads UK	N/A	1.22/1.0 62 100mm No Pipe	N/A	71/71 100 %	145/163 112%	179/- 76.6 227 .64	200/209 104% 85.5/118 253/350 .596/.715	215/- 92 272 .549	225/215 95.6% 96.2/121 285/360 .503/.552	229/- 97.9 290 .455	-	232/219 94.4% 99.2/124 294/366 .415/.45	-	-	204/202 - - .247/.215
16V	N/A	34.5mm/ 31.5mm - No Pipe	53	87/81 93.1 %	167/159 95.2 %	-	220/194 88.2% 75.9/80.3 225/238 .589/.568	-	232/196 84.5% 80.1/81.1 237/240 .465/.431	-	-	236/199 84.3% 81.4/82.4 241/244 .379/.35	-	-	214/187 87.5% - .275/.251
16V BOPORT Racing Heads	N/A	34.5mm/ 31.5mm 3.81	N/A	85/-	164/-	198/- 68.3 202 .636	219/- 75.6 224 .586	226/- 78 231 .518	230/- 79.4 235 .461	232/- 80.1 237 .414	-	234/- 80.7 239 .376	235/- 81.1 240 .314	-	217 - - .275/.251
B234 16v Boport	N/A	34.5mm/ 31.5mm 3.810	N/A	85/-	164/-	198/- 68.3 202 .636	219/- 75.6 224 .586	226/- 78 231 .518	230/- 79.4 235 .461	232/- 80.1 237 .414	234/- 80.7 239 .398	235/- 81.1 240 .377	-	-	217 - - .275/.251
20V S60R	N/A	35mm/31mm	N/A	-	130/125 96.2 %	-	-	-	181/159 87.8% 60.7/68 180/201 .358/.355	-	-	185/171 92.4% 62/73.1 184/217 .293/.305	-	-	165/152 91.7% - .279/.247
20V S60R Ported	N/A	35mm/31mm	N/A	-	150/140 93.3 %	-	-	-	197/181 91.9% 66.1/77.4 196/229 .39/.404	-	-	205/187 91.2% 68.7/79.9 204/237 .324/.334	-	-	184/169 92% - .279/.247
20V 2.4l S70 CCH	N/A	Stock	N/A	-	-	-	-	-	-	196/168 85.7% -	-	-	-	-	-
20V 2.4l S70 Ported CCH	N/A	Stock	N/A	-	-	-	-	-	-	220/210 95.5% -	-	-	-	-	-
ARCA 16V	N/A	- - No Pipe	N/A	62/51 82.3 %	123/100 81.3 %	-	176/130 73.9% -	-	222/171 77% -	-	-	257/200 77.8% -	278/218 78.4% -	292/228 78.1 %	225/175 77.7%

_Volvo COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	11mm	12mm	13mm	14mm	16mm	18mm	Averag e

B20 Jens Gustavssons Ported	N/A	44mm/39.4mm	N/A	52/42 80.8%	97/100 103%	134/123 91.8% 56.9/65.1 168/193 .714/.732	164/133 81.1% 69.6/70.4 206/209 .655/.594	186/137 73.7% 78.9/72.5 234/215 .595/.489	-	190/137 72.1% 80.6/72.5 239/215 .506/.408	-	190/137 72.1% 80.6/72.5 239/215 .434/.349	196/135 68.9% 83.2/71.4 246/212 .392/.301	198/-84 249 .352	169/129 - - .351/.314
B20 Jens Gustavssons Ported Motor Puls	N/A	48mm/38.5mm	N/A	-	-	-	-	-	-	-	250/160 64% 89.1/88.7 264/263 .564/.45	-	-	-	- - - .383/.307
B20 Ported	N/A	45mm/38mm	N/A	37/-	82/-	126/-51.1 151 .656	162/-65.7 195 .633	176/-71.4 212 .55	-	177/-71.8 213 .461	-	179/-72.6 215 .40	180/-73 216 .352	-	155 - - .359/.303
B20 Ported	N/A	46mm/38.5mm	N/A	37/-	93/-	133/-51.6 153 .678	165/-64.1 190 .631	193/-74.9 222 .59	-	212/-82.3 244 .54	-	213/-82.7 245 .465	215/-83.5 247 .411	-	175 - - .367/.307
B234F 16v Ported qwk Alum	N/A	37mm/-	N/A	71/-	138/-	198/-59.4 176 .627	244/-73.2 217 .58	274/-82.2 244 .521	-	298/-89.4 265 .472	-	316/-94.8 281 .429	318/-95.4 283 .378	-	255 - - .295
B234F 16v MORGO Systems	N/A	34.5/-	N/A	71/-	142/-	194/-66.9 198 .659	217/-74.9 222 .553	230/-79.4 235 .469	233/-80.4 238 .432	235/-81.1 240 .399	238/-82.1 243 .373	-	-	-	213 - - .275
B234F 16v Ported MORGO Systems	N/A	- - Pipe	N/A	74/71 95.9%	149/146 98%	224/209 93.3% -	260/246 94.6% -	272/260 95.6% -	273/263 96.3% -	277/266 96% -	281/267 95% -	-	-	-	248/237 95.4%
16v Ported / Andre' Norrback	N/A	34.5mm/31.5mm 98mm No Pipe	N/A	70/65 92.9%	142/133 93.7%	193/185 95.9% 66.6/76.6 197/227 .656/.688	232/202 87.1% 80.1/83.6 237/248 .591/.564	258/213 82.6% 89/88.2 264/261 .526/.476	-	272/220 80.9% 93.9/91.1 278/270 .462/.409	-	277/224 80.9% 95.6/92.7 283/275 .403/.357	280/224 80% 96.6/92.7 286/275 .357/.313	-	236/200 84.7% - .275/.251
16v Ported / Andre' Norrback	N/A	34.5mm/31.5mm 98mm No Pipe	N/A	70/67 95.7%	139/140 100%	205/190 92.7% 70.7/78.6 210/233 .696/.707	250/214 85.6% 86.3/88.6 256/262 .637/.597	271/219 80.8% 93.5/90.7 277/269 .552/.489	-	283/222 78.4% 97.7/91.9 289/272 .481/.413	-	287/226 78.7% 99/93.5 293/277 .418/.36	290/228 78.6% 100/94.4 297/280 .369/.318	-	246/206 83.4% - .275/.251
16v Ported / Andre' Norrback	N/A	36.0mm/31.5mm 98mm No Pipe	N/A	75/65 86.7%	149/133 89.3%	217/185 85.3% 68.8/76.6 204/227 .707/.688	264/202 76.5% 83.7/83.6 248/248 .645/.564	286/213 74.5% 90.6/88.2 269/261 .559/.476	-	301/220 73.1% 95.4/91.1 283/270 .49/.409	-	304/224 73.7% 96.3/92.7 285/275 .424/.357	306/226 73.9% 97/93.5 287/277 .374/.315	-	261/200 76.8% - .287/.251

16v Ported / Andre' Norrback	N/A	39mm/-	N/A	74/-	146/-	213/- 57.5 170 .64	265/- 71.6 212 .597	306/- 82.6 245 .552	-	332/- 89.7 266 .499	-	348/- 94 278 .448	356/- 96.1 285 .401	362/- 97.8 290 .363	291 - - .311
16v Ported	N/A	37.0mm/ -	N/A	71/-	-	198/- 59.4 176 .627	244/- 73.2 217 .58	274/- 82.2 244 .521	-	298/- 89.4 265 .472	-	316/- 94.8 281 .429	318/- 95.4 283 .378	-	246 - - .295
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	11mm	12mm	13mm	14mm	16mm	18mm	Averag e
B234 16v Ported / Andre' Norrback	N/A	39mm/ 33mm 98mm No Pipe	N/A	78/6 9 88.5 %	146/1 44 98.6 %	215/19 6 91.2% 58.1/7 3.9 172/21 9 .646/ 696	271/22 6 83.4% 73.2/8 5.2 217/25 3 .611/ 602	308/24 4 79.2% 83.2/9 2 246/27 3 .555/ 52	-	318/25 0 78.6% 85.9/9 4.3 254/27 9 .478/ 444	-	324/25 2 77.8% 87.5/9 5 259/28 2 .417/ 384	-	-	264/21 9 82.9% - .311/ 263
530 Ported / Andre' Norrback Epoxy	N/A	46mm/3 8mm 98mm No Pipe	N/A	46/4 0 87%	87/68 78.2 %	127/90 70.9% 49.3/5 1.2 146/15 2 .647/ 555	162/10 6 65.4% 62.9/6 0.3 186/17 9 .619/ 49	191/12 0 62.8% 74.1/6 8.3 220/20 2 .584/ 444	-	207/12 6 60.9% 80.4/7 1.7 238/21 2 .527/ 389	-	215/12 8 59.5% 83.5/7 2.8 247/21 6 .47/ 38	220/13 0 59.1% 85.4/7 4 253/21 9 .42/ 01	-	173/11 0 63.5% - .367/ 303
531 Ported / Andre' Norrback Epoxy	N/A	46mm/3 8mm 98mm No Pipe	N/A	47/3 5 74.5 %	91/72 79.1 %	133/98 73.7% 51.6/5 5.7 153/16 5 .678/ 605	168/11 4 67.9% 65.2/6 4.9 193/19 2 .642/ 527	195/12 1 62.1% 75.7/6 8.8 224/20 4 .596/ 448	-	215/12 4 57.7% 83.5/7 0.5 247/20 9 .548/ 382	-	222/12 6 56.8% 86.2/7 1.7 255/21 2 .485/ 333	226/12 7 56.2% 87.7/7 2.2 260/21 4 .432/ 294	-	179/11 2 62.6% - .367/ 303
531 Ported / Andre' Norrback	N/A	44mm/3 5mm 98mm No Pipe	N/A	47/3 8 80.9 %	91/70 76.9 %	132/10 6 80.3% 56/71. 1 166/21 1 .703/ 71	166/12 3 74.1% 70.4/8 2.5 209/24 4 .663/ 618	192/13 5 70.3% 81.5/9 0.5 241/26 8 .614/ 543	-	204/14 3 70.1% 86.6/9 5.9 256/28 4 .543/ 479	-	209/14 6 69.9% 88.7/9 7.9 263/29 0 .477/ 419	210/14 6 69.5% 89.1/9 7.9 264/29 0 .42/ 67	-	172/12 4 72.2% - .351/ 279
531 Ported / Andre' Norrback	N/A	44mm/3 5mm 98mm No Pipe	N/A	42/3 8 90.5 %	84/61 72.6 %	121/91 75.2% 51.3/6 1 152/18 1 .645/ 61	155/11 0 71% 65.8/7 3.8 195/21 9 .619/ 553	183/12 3 67.2% 77.6/8 2.5 230/24 4 .585/ 494	-	200/13 3 66.5% 84.9/8 9.2 251/26 4 .533/ 445	-	212/13 8 65.1% 90/92. 5 267/27 4 .484/ 396	214/14 0 65.4% 90.8/9 3.9 269/27 8 .428/ 352	-	167/11 4 68.1% - .351/ 279

VW

COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Averag e
VW Type 1	N/A	-	N/A	43/-	-	77/- -	-	90/- -	-	100/- -	-	101/- -	101/- -	-	-	85.3

VW Type 1 DRD Racing Heads L3	N/A	-	N/A	45/2 2 48.9 %	-	81/60 74.1% -	-	107/7 9 73.8 % -	-	122/9 4 77% -	-	132/9 6 72.7% -	132/9 6 72.7% -	-	-	103/7 4.5 72.2%
VW 043 Type 1 DRD Racing Heads L3	N/A	35.5mm/ 32mm	54	-	-	-	-	-	-	-	-	-	-	-	-	- - - .283/ .255
VW 043 Type 1 DRD Racing Heads L5	N/A	42mm/ 37.5mm	N/A	-	-	-	-	-	-	-	-	-	175/- 81.5 241 .42	-	-	- - - .335/ .299
VW 043 Type 1 DRD Racing Heads L6	N/A	42mm/ 37.5mm	N/A	-	-	-	-	-	-	-	-	-	185/- 86.1 255 .443	-	-	- - - .335/ .299
VW 043 Type 1 DRD Racing Heads L7	N/A	42mm/ 37.5mm	N/A	-	-	-	-	-	-	-	-	-	200/- 93.1 276 .479	-	-	- - - .335/ .299
VW 043 Type 1 DRD Racing Heads L8	N/A	-/38mm	N/A	-	-	-	-	-	-	-	-	-	220/- -	-	-	-
VW 044 Type 1 DRD Racing Heads L5	60/ -	40mm/ 35.5mm	N/A	57/4 9 86%	-	97/89 91.8% 49.8/5 8 148/1 72 .671/ .694	-	130/1 12 86.2 % 66.7/ 73 198/2 16 .60/.5 82	-	154/1 26 81.8% 79.1/8 2.1 234/2 43 .533/ .491	-	168/1 27 75.6% 86.3/8 2.8 256/2 45 .465/ 396	172/1 27 73.8% 88.3/8 2.8 262/2 45 .433/ 36	174/1 27 73% 89.3/ 82.8 265/2 45 .401/ 33	-	136/1 08 79.5% 2.90 .319/ 283
VW 044 Type 1 DRD Racing Heads L6	63/ -	42mm/ 37.5mm	N/A	63/4 9 77.8 %	-	106/8 9 84% 49.4/5 2 146/1 54 .699/ .657	-	136/1 12 82.4 % 63.3/ 65.4 188/1 94 .598/ .551	-	163/1 30 79.8% 75.9/7 5.9 225/2 25 .537/ .48	-	183/1 39 76% 85.2/8 1.2 252/2 41 .483/ 411	195/1 40 71.8% 90.8/8 1.8 269/2 42 .467/ 376	201/1 40 69.7 % 93.6/ 81.8 277/2 42 .442/ 345	204/1 41 69.1% 95/82. 4 281/2 44 .384/ 297	156/1 18 75.1% 3.24 .335/ 299
VW 044 Type 1 DRD Racing Heads L7	73/ -	44mm/ 37.5mm	N/A	56/4 9 87.5 %	-	100/8 9 89% 42.4/5 2 126/1 54 .629/ .657	-	141/1 12 79.4 % 59.8/ 65.4 177/1 94 .592/ .551	-	172/1 30 75.6% 73/75. 9 216/2 25 .541/ .48	-	198/1 39 70.2% 84/81. 2 249/2 41 .498/ 411	206/1 40 68% 87.4/8 1.8 259/2 42 .471/ 376	211/1 40 66.4 % 89.5/ 81.8 265/2 42 .443/ 345	215/1 41 65.6% 91.2/8 2.4 270/2 44 .387/ 297	162/1 18 72.4% 2.95 .351/ 299

VW 044 Type 1 DRD Racing Heads L8	N/A	48mm/ 38mm	N/A	62/4 9 79%	-	113/8 9 78.8% 40.3/5 0.6 119/1 50 .652/. 648	-	155/1 12 72.3 % 55.3/ 63.7 164/1 89 .596/. 544	-	190/1 30 68.4% 67.7/7 4 201/2 19 .548/. 474	-	216/1 39 64.4% 77/79. 1 228/2 34 .498/. 405	225/1 40 62.2% 80.2/7 9.6 238/2 36 .472/. 371	234/1 40 59.8 % 83.4/ 79.6 247/2 36 .45/.3 4	247/1 41 57.1% 88.1/8 0.2 261/2 38 .407/. 294	180/1 18 65.2% - .383/. 303
VW 044 Volkwag en Perform ance Porting	N/A	44mm/ 37mm	N/A	-	-	-	-	-	-	-	-	-	-	230/1 80 78.3 % 97.6/ 108 289/3 20 .482/. 449	-	- - - .351/. 295
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Averag e
VW 044 Volkwag en Perform ance Porting	N/A	48mm/ 37mm	N/A	-	-	-	-	-	-	-	-	-	-	255/1 80 70.6 % 90.9/ 108 269/3 20 .49/.4 49	-	- - - .383/. 295
VW 044 Street Ported	N/A	42mm/ 37.5mm 94mm 1 5/8" Pipe	56.8	78/7 0 89.7 %	102/ 91 89.2 %	122/1 04 85.2% 56.8/6 0.8 168/1 80 .804/. 768	134/1 15 85.8% 62.4/6 7.2 185/1 99 .707/. 679	144/1 26 87.5 % 67.1/ 73.6 199/2 18 .633/. 62	154/1 33 86.4% 71.7/7 7.7 212/2 30 .58/.5 61	164/1 38 84.1% 76.4/8 0.6 226/2 39 .541/. 509	170/1 41 82.9 % 79.2/ 82.4 235/2 44 .498/. 463	176/1 46 83% 82/85. 3 243/2 53 .464/. 431	181/1 51 83.4% 84.3/8 8.2 250/2 61 .434/. 405	187/1 66 88.8 % 87.1/ 97 258/2 87 .411/. 409	-	153/1 31 85.5% - .335/. 299
VW 044 Race Ported	N/A	44mm/ 37.5mm 94mm 1 3/4" Pipe	53.2	80/7 0 87.5 %	102/ 89 87.3 %	121/1 02 84.3% 51.3/5 9.6 152/1 77 .761/. 753	137/1 15 83.9% 58.1/6 7.2 172/1 99 .69/.6 79	150/1 26 84% 63.6/ 73.6 189/2 18 .629/. 62	163/1 34 82.2% 69.2/7 8.3 205/2 32 .586/. 565	174/1 42 81.6% 73.8/8 2.9 219/2 46 .547/. 524	184/1 46 79.3 % 78.1/ 85.3 231/2 53 .515/. 479	193/1 50 77.7% 81.9/8 7.6 243/2 60 .486/. 443	201/1 53 76.1% 85.3/8 9.4 253/2 65 .46/.4 11	207/1 56 75.4 % 87.8/ 91.1 260/2 70 .434/. 384	-	163/1 31 80.5% - .351/. 299
1.6	N/A	-	N/A	68/6 4 94.1 %	-	129/1 18 91.5% -	-	160/1 48 92.5 % -	-	170/1 54 90.6% -	-	174/1 57 90.2% -	-	-	-	140/1 28 91.4%
16V	N/A	32mm/28 .1mm	N/A	60/5 5 91.7 %	-	128/1 14 89.1% 51.3/5 9.3 152/1 76 .554/. 562	-	163/1 23 75.5 % 65.4/ 64 194/1 90 .47/.4 04	-	177/1 30 73.4% 71/67. 6 210/2 00 .383/. 32	-	-	-	-	-	132/1 06 79.9% - .255/. 224

16V Ported	N/A	-	N/A	92/7 2 78.3 %	-	163/1 46 89.6% -	-	216/1 80 83.3 %	-	240/1 91 79.6% -	-	-	-	-	-	178/1 47 82.8%
1.8 8V CNC Heads UK	N/A	1.5735/ 1.308 100mm No Pipe	N/A	50/3 8 76%	75/-	96/72 75% 49.4/5 3.6 146/1 59 .665/ 60	114/- 58.6 174 .632	124/8 9 71.8 % 63.8/ 66.2 189/1 96 .573/ 494	132/- 67.9 201 .523	134/9 9 73.9% 68.9/7 3.7 204/2 18 .464/ 413	135/- 69.4 206 .416	136/1 02 75% 69.9/7 5.9 207/2 25 .377/ 34	-	-	-	118/9 0.5 - - .319/ 265
1.8 8V Ported CNC Heads UK	N/A	1.5375/ 1.3085 100mm No Pipe	N/A	52/3 9 75%	78/-	102/9 0 88.2% 54.9/6 6.9 163/1 98 .723/ 75	122/- 65.7 195 .692	139/1 12 80.6 % 74.9/ 83.3 222/2 47 .657/ 622	151/- 81.3 241 .612	164/1 23 75% 88.3/9 1.5 262/2 71 .581/ 512	173/- 93.2 276 .545	181/1 29 71.3% 97.5/9 5.9 289/2 84 .513/ 43	-	-	-	139/1 14 - - .311/ 265
1.8 8V Ported CNC Heads UK	N/A	1.6515/ 1.3785 100mm No Pipe	N/A	54/4 9 90.7 %	81/-	108/8 6 79.6% 50.4/5 7.6 149/1 71 .713/ 68	132/- 61.6 183 .697	157/1 11 70.7 % 73.3/ 74.4 217/2 20 .691/ 585	175/- 81.7 242 .66	187/1 26 67.4% 87.3/8 4.4 259/2 50 .617/ 498	193/- 90.1 267 .566	198/1 33 67.2% 92.4/8 9.1 274/2 64 .523/ 421	-	-	-	154/1 14 - - .334/ 279
1.8 16V CNC Heads UK	N/A	31.5mm/ 27.5mm	N/A	71/5 3 74.6 %	106/-	143/1 19 83.2% 59.2/6 4.6 175/1 91 .628/ 599	171/- 70.8 210 .601	186/1 43 76.9 % 77/77 .7 228/2 30 .545/ 48	192/- 79.5 235 .482	194/1 50 77.3% 80.3/8 1.5 238/2 41 .426/ 378	196/- 81.1 240 .383	196/1 53 78.1% 81.1/8 3.1 240/2 46 .345/ 308	-	-	-	173/1 41 - - .251/ 219
1.8 16V Ported CNC Heads UK	N/A	31.5mm/ 27.5mm	N/A	82/6 2 75.6 %	126/-	171/1 20 70.2% 70.8/6 5.2 210/1 93 .752/ 604	201/- 83.2 247 .707	224/1 53 68.3 % 92.7/ 83.1 275/2 46 .656/ 513	230/- 95.2 282 .578	233/1 65 70.8% 96.4/8 9.6 286/2 66 .512/ 415	240/- 99.3 294 .469	238/1 74 73.1% 98.5/9 4.5 292/2 80 .418/ 35	-	-	-	208/1 53 - - .251/ 219
1.8 16V	N/A	32mm/28 .1mm	N/A	-	-	-	-	-	-	-	-	172/1 23 71.5% 69/64 204/1 90 .298/ 242	-	-	-	- - - .255/ 224
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Averag e
1.8 16V	N/A	-	N/A	80/-	-	121/- -	-	154/- -	-	195/- -	-	203/- -	-	-	-	151

1.8 16V soch	N/A	32mm/28 .1mm	N/A	77/5 8 75.3 %	107/ 96 89.7 %	132/1 21 91.7% 52.9/6 2.9 157/1 86 .571/. 596	157/1 25 79.6% 63/65 187/1 93 .543/. 493	172/1 28 74.4 % 69/66 .6 204/1 97 .496/. 42	175/1 29 73.7% 70.2/6 7.1 208/1 99 .433/. 363	177/1 29 72.9% 71/67. 1 210/1 99 .383/. 318	-	-	-	-	-	153/1 21 79.1% - .255/. 224
1.8 16V TT SF300	N/A	32mm/28 .1mm	N/A	76/6 7 88.2 %	108/ 96 88.9 %	138/1 15 83.3% 55.4/5 9.8 164/1 77 .597/. 567	161/1 21 75.2% 64.6/6 2.9 191/1 86 .557/. 477	175/1 24 70.9 % 70.2/ 64.5 208/1 91 .505/. 407	181/1 25 69.1% 72.6/6 5 215/1 93 .447/. 352	183/1 26 68.9% 73.4/6 5.5 217/1 94 .396/. 31	-	-	-	-	-	158/1 18 74.7% - .255/. 224
1.8 16V TT Street Port SF300	N/A	32mm/28 .1mm	N/A	76/6 7 88.2 %	111/ 99 89.2 %	146/1 25 85.6% 58.6/6 5 174/1 93 .632/. 616	175/1 39 79.4% 70.2/7 2.3 208/2 14 .606/. 548	191/1 52 79.6 % 76.6/ 79.1 227/2 34 .551/. 499	199/1 60 80.4% 79.8/8 3.2 236/2 47 .492/. 45	209/1 66 79.4% 83.8/8 6.3 248/2 56 .452/. 409	-	-	-	-	-	172/1 40 81.6% - .255/. 224
1.8 20V	N/A	26.9mm/ 29.9mm	N/A	-	-	-	-	-	-	177/1 71 96.6% 67/78. 6 198/2 33 .304/. 396	-	-	-	-	-	- - - .214/. 238
1.8 20V	N/A	26.9mm/ 29.9mm	N/A	-	-	-	-	-	-	172/1 23 71.5% 65.1/5 6.5 193/1 67 .236/. 228	-	-	-	-	-	- - - .214/. 238
1.8 20V Big Port	N/A	-	N/A	-	-	-	-	-	-	212/1 95 92% -	-	-	-	-	-	-
1.8 20V Big Port	N/A	-	N/A	-	-	-	-	-	-	210/1 75 83.3% -	-	-	-	-	-	-
1.8T 20V AEB Large Port Bill Jones	N/A	1.06/1.18	N/A	96/7 8 81.3 %	-	164/1 25 76.2% 61.9/5 7.2 184/1 69 .562/. 577	-	199/1 57 78.9 % 75.2/ 71.8 223/2 13 .455/. 483	218/1 64 75.2% 82.3/7 5 244/2 22 .427/. 433	219/1 71 78.1% 82.7/7 8.2 245/2 32 .375/. 395	-	-	-	-	-	179/1 39 77.6% - .215/. 239

1.8T 20V AEB Large Port Ported Bill Jones	N/A	1.06/1.18	N/A	102/ 94 92.2 %	-	180/1 55 86.1% 68/70. 9 201/2 10 .617/. 716	-	210/1 84 87.6 % 79.3/ 84.1 235/2 49 .48/.5 67	219/1 91 87.2% 82.7/8 7.3 245/2 59 .429/. 504	228/1 98 86.8% 86.1/9 0.5 255/2 68 .391/. 457	-	-	-	-	-	188/1 64 87.5% - .215/. 239
1.8T 20V AEB Large Port Ported Bill Jones	N/A	1.099/1.2 15	N/A	108/ 93 86.1 %	-	184/1 39 75.5% 64.7/5 9.9 192/1 78 .608/. 624	-	211/1 71 81% 74.1/ 73.7 220/2 18 .465/. 511	216/1 79 82.9% 75.9/7 7.2 225/2 29 .408/. 459	220/1 84 83.6% 77.3/7 9.3 229/2 35 .364/. 413	-	-	-	-	-	188/1 53 81.6% - .223/. 246
1.8T 20V CNC HEADS UK	N/A	26.9mm/ 29.9mm 100mm No Pipe	N/A	102/ 89 87.3 %	142/ - -	178/1 34 75.3% 67.4/6 1.6 200/1 82 .611/. 62	205/- 77.6 230 .563	222/1 61 72.5 % 84/74 249/2 19 .508/. 497	231/- 87.4 259 .453	239/1 76 73.6% 90.4/8 0.9 268/2 40 .41/.4 07	245/1 82 74.3 % 92.7/ 83.6 275/2 48 .374/. 375	-	-	-	-	209/1 63 - - .214/. 238
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Averag e
1.8T 20V Ported CNC HEADS UK	N/A	26.9mm/ 29.9mm 100mm No Pipe	N/A	96/8 3 86.5 %	139/ - -	179/1 46 81.6% 67.7/6 7.1 201/1 99 .614/. 676	208/- 78.7 233 .571	228/1 93 84.6 % 86.3/ 88.7 256/2 63 .522/. 596	242/- 91.6 271 .474	250/2 23 89.2% 94.6/1 02 280/3 04 .429/. 516	256/- 96.9 287 .39	255/2 50 98% 96.5/1 15 286/3 40 .35/.4 63	-	-	-	220/2 03 - - .214/. 238
2.0l 16V soch	N/A	32mm/28 .1mm	N/A	60/5 5 91.7 %	91/9 3 102 %	128/1 14 89.1% 51.3/5 9.3 152/1 76 .554/. 562	149/1 18 79.2% 59.8/6 1.4 177/1 82 .516/. 465	165/1 23 74.5 % 66.2/ 64 196/1 90 .476/. 404	170/1 28 75.3% 68.2/6 6.6 202/1 97 .42/.3 6	177/1 30 73.4% 71/67. 6 210/2 00 .383/. 32	-	-	-	-	-	147/1 18 80.2% - .255/. 224
2.0l 16V Joshua SF300	N/A	32mm/28 .1mm	N/A	68/6 1 89.7 %	101/ 91 90.1 %	131/1 16 88.5% 52.5/6 0.3 156/1 79 .567/. 572	143/1 29 90.2% 57.4/6 7.1 170/1 99 .495/. 508	163/1 36 83.4 % 65.4/ 70.7 194/2 10 .47/.4 47	168/1 38 82.1% 67.4/7 1.8 200/2 13 .415/. 389	171/1 41 82.5% 68.6/7 3.3 203/2 17 .37/.3 47	-	-	-	-	-	146/1 25 85.6% - .255/. 224
2.0l 16V		32mm/28								195/1 50 76.9% 78.2/7 8 232/2						- - -

										31 .422/. 37						
2.0l 16V Ported CCH	N/A	32mm/28 .1mm	N/A	-	-	-	-	-	-	231/1 78 77.1% 92.7/9 2.6 275/2 74 .50/.4 38	-	-	-	-	-	- - - .255/. 224
2.0 8V '94 German X-Flow	N/A	Stock	N/A	52/3 8 73.1 %	-	100/7 2 72% -	-	130/8 8 67.7 % -	-	149/9 4 63.1% -	-	-/97	-	-	-	108/7 3.0 67.7%
2.0 8V X-Flow	N/A	-	N/A	54/3 9 72.2 %	-	102/7 5 73.5% -	-	129/9 0 69.8 % -	-	136/9 6 70.6% -	-	137/9 7 70.8% -	-	-	-	112/7 9.4 71.1%
2.0 8V X-Flow Ported	N/A	-	N/A	-	-	-	-	-	-	-	-	174/- -	-	-	-	-
8V X- Flow Ported	N/A	Stock	N/A	-	-	-	-	-	-	-	183/- -	-	188/- -	-	-	186
8V Early Casting CCH	N/A	Stock	N/A	-	-	-	-	-	-	-	133/1 01 75.9 % -	-	-	-	-	-
8V Early Casting Ported CCH	N/A	Stock	N/A	-	-	-	-	-	-	-	161/1 31 81.4 % -	-	-	-	-	-
8V Cross Flow CCH	N/A	Stock	N/A	-	-	-	-	-	-	-	139/1 07 77% -	-	-	-	-	-
Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Averag e
8V Cross Flow Ported CCH	N/A	Stock	N/A	-	-	-	-	-	-	-	165/1 38 83.6 % -	-	-	-	-	-
12V VR6 CCH	N/A	39mm/ 34mm	N/A	-	-	-	-	-	-	-	157/1 45 92.4 % 84.8/ 103 251/3 05 .495/. 525	-	-	-	-	- - - .311/. 271
12V VR6 Ported	N/A	39mm/ 34mm	N/A	-	-	-	-	-	-	-	186/1 68 90.3 % 100/1 19 298/3 54	-	-	-	-	- - - -

											.587/.608					
12V	N/A	39mm/ 34mm	N/A	-	-	-	-	-	-	148/137 92.6% 79.9/97.4 237/288 .525/.558	-	-	-	-	-	.311/.271
R32 CNC Heads UK	N/A	1.303/ 1.188 100mm Pipe	N/A	83/79 95.2%	118/-	152/132 86.8% 57/59.5 169/176 .636/.606	184/-69 204 .616	211/152 72% 79.1/68.6 234/203 .588/.465	231/-86.6 257 .552	247/162 65.6% 92.6/73.1 274/217 .517/.372	252/-94.5 280 .469	255/169 66.3% 95.6/76.2 283/226 .427/.31	-	-	-	206/154 - - .264/.241
R32 Ported CNC Heads UK	N/A	1.303/ 1.188 100mm Pipe	N/A	78/91 116%	117/-	155/164 105% 58.1/74 172/219 .648/.752	190/-71.2 211 .636	219/195 89% 82.1/88 243/261 .611/.596	243/-91.1 270 .581	257/210 81.7% 96.4/94.7 286/281 .538/.482	266/-99.7 296 .495	270/216 80% 101/97.4 300/289 .452/.396	-	-	-	215/196 - - .264/.241
Cabriolets	N/A	-	N/A	57/49 86%	-	97/90 92.8% -	-	130/113 86.9% -	-	139/131 94.2% -	-	148/141 95.3% -	-	-	-	114/105 91.8%
Type 4 - 914 Mild Porting	N/A	48mm/-	N/A	-	-	-	-	-	-	-	-	209/-74.5 221 .482	-	-	-	- - - .383
Type 4 - LE160 Raby's Aircooled Technology	N/A	40mm/ 34mm	56	61/51 83.6%	87/67 77%	110/81 73.6% 56.5/57.6 167/171 .761/.66	123/93 75.6% 63.1/66.1 187/196 .681/.606	132/99 75% 67.8/70.3 201/208 .609/.537	140/103 73.6% 71.9/73.2 213/217 .554/.479	147/105 71.4% 75.5/74.6 224/221 .509/.428	152/107 70.4% 78/76 231/225 .468/.387	157/108 68.8% 80.6/76.7 239/227 .435/.352	160/109 68.1% 82.1/77.5 243/229 .403/.323	-	-	134/96.9 72.2% - .319/.271
Type 4 - LE180 914 2.0 Raby's Aircooled Technology	N/A	42mm/ 36mm	56	58/52 89.7%	84/72 85.7%	112/91 81.3% 52.2/57.7 155/171 .738/.70	136/107 78.7% 63.3/67.8 188/201 .717/.658	155/119 76.8% 72.2/75.4 214/223 .681/.61	168/126 75% 78.2/79.9 232/237 .633/.554	171/132 77.2% 79.6/83.7 236/248 .564/.508	176/135 76.7% 82/85 243/254 .516/.461	181/138 76.2% 84.3/87.5 250/259 .477/.425	186/140 75.3% 86.6/88.7 257/263 .446/.392	190/141 74.2% 88.5/89.4 262/265 .418/.361	-	156/120 77% - .335/.287
Type 4 - LE190 Raby's Aircooled Technology	N/A	44mm/ 36mm	56	60/51 85%	87/70 80.5%	116/88 75.9% 49.2/55.8 146/165 .73/.77	142/102 71.8% 60.3/64.7 179/192 .715/.628	160/114 71.3% 67.9/72.3 201/214 .671/.585	171/123 71.9% 72.6/78 215/231 .615/.541	182/130 71.4% 77.2/82.4 229/244 .573/.50	188/135 71.8% 79.8/85.6 236/254 .526/.461	192/140 72.9% 81.5/88.7 241/263 .483/.431	196/142 72.4% 83.2/90 246/267 .449/.397	-	-	159/116 72.8% - .351/.287

Type 4 - LE200 Raby's Aircooled Technology	N/A	44mm/ 36mm	57	62/51 82.3%	88/70 79.5%	116/88 75.9% 49.2/55.8 146/165 .73/.677	143/102 71.3% 60.7/64.7 180/192 .72/.628	164/114 69.5% 69.6/72.3 206/214 .688/.585	180/123 68.3% 76.4/78 226/231 .647/.541	189/130 68.8% 80.2/82.4 238/244 .595/.50	196/135 68.9% 83.2/85.6 246/254 .548/.461	200/140 70% 84.9/88.7 251/263 .503/.431	205/142 69.3% 87/90 258/267 .469/.397	-	-	165/116 70.5% - .351/.287
Manufacturer Part Number	Port/Vol Int / Exh	Valve Size Int/ Exh	Combust. Chamber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.700	Average
Type 4 - Massive Raby's Aircooled Technology	N/A	-	N/A	-	-	155/122 78.7% -	-	-	-	247/190 76.9% -	-	-	-	280/222 79.3% -	-	227/178 78.3%
Arao Engineering 16V	N/A	35.5mm/ 32mm	N/A	105/79 75.2%	-	189/125 66.1% 61.6/50.1 183/149 .737/.541	-	232/176 75.9% 75.6/70.6 224/209 .603/.508	-	263/204 77.6% 85.7/81.8 254/242 .513/.441	-	271/217 80.1% 88.3/87 262/258 .423/.376	-	265/225 84.9% 86.4/90.2 256/267 .344/.324	-	221/171 77.4% - .283/.255
The following 12V VR6 Heads are different than any other heads that I have listed. They have been flow with the short (about 4 inches) 90 degree manifold during the tests. The intake and exhaust ports are basically the same way---3 short and 3 long ports. The short port is listed first.																
12V VR6 Stock Short Bill Jones	N/A	39mm/ 34mm	N/A	56/43 76.8%	-	104/84 80.8% 56.2/59.7 166/177 .738/.684	-	130/109 83.8% 70.2/77.5 208/229 .615/.592	-	150/114 76% 81/81 240/240 .532/.464	157/115 73.2% 84.8/81.7 251/242 .495/.416	-	-	-	-	119/93.0 77.9% - .311/.271
12V VR6 Stock Long Bill Jones	N/A	39mm/ 34mm	N/A	56/45 80.4%	-	106/89 84% 57.2/63.2 170/187 .753/.725	-	130/117 90% 70.2/83.1 208/246 .615/.635	-	152/131 86.2% 82.1/93.1 243/276 .54/.533	159/134 84.3% 85.9/95.2 254/282 .502/.485	-	-	-	-	121/103 85.6% - .311/.271
12V VR6 Ported Short Bill Jones	N/A	39mm/ 34mm	N/A	55/47 85.5%	-	108/87 80.6% 58.3/61.8 173/183 .767/.709	-	130/111 85.4% 70.2/78.9 208/234 .615/.603	-	149/125 83.9% 80.5/88.8 238/263 .529/.509	155/129 83.2% 83.7/91.7 248/272 .489/.467	-	-	-	-	119/99.8 83.6% - .311/.271

12V VR6 Ported Long Bill Jones	N/A	39mm/ 34mm	N/A	55/4 7 85.5 %	-	106/8 9 84% 57.2/6 3.2 170/1 87 .753/. 725	-	130/1 13 86.9 % 70.2/ 80.3 208/2 38 .615/. 613	-	154/1 28 83.1% 83.2/9 1 246/2 69 .547/. 521	162/1 34 82.7 % 87.5/ 95.2 259/2 82 .511/. 485	-	-	-	-	121/1 02 84.2% - .311/. 271
Did valve job to max size of stock valves, backcut int 33x27 & exh 37x29---ported the manifold from 1.400" out to 1.500".																
12V VR6 Ported Short Bill Jones	N/A	39mm/ 34mm	N/A	53/4 7 88.7 %	-	102/8 6 84.3% 55.1/6 1.1 163/1 81 .724/. 70	-	143/1 09 76.2 % 77.2/ 77.5 229/2 29 .677/. 592	-	161/1 19 73.9% 87/84. 6 258/2 51 .572/. 485	168/1 27 75.6 % 90.7/ 90.2 269/2 67 .53/.4 6	-	-	-	-	125/9 7.6 77.8% - .311/. 271
12V VR6 Ported Long Bill Jones	N/A	39mm/ 34mm	N/A	52/5 2 100 %	-	101/9 4 93.1% 54.5/6 6.8 162/1 98 .717/. 766	-	145/1 15 79.3 % 78.3/ 81.7 232/2 42 .686/. 624	-	165/1 28 77.6% 89.1/9 1 264/2 69 .586/. 521	173/1 38 79.8 % 93.4/ 98.1 277/2 91 .546/. 499	-	-	-	-	127/1 05 82.9% - .311/. 271

_VW COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufac turer Part Number	Por t/ Vol Int / Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22mm	24mm	Averag e
2.0l 8v gti Ported / Andre' Norrback	N/A	40mm/33 mm 85mm	N/A	45/-	81/-	114/- 58.5 173 .668	145/- 74.4 221 .637	164/- 84.2 249 .577	176/- 90.4 268 .516	177/- 90.9 269 .445	-	-	-	-	-	143 - - .319/. 263
golf Ported / Andre' Norrback	N/A	40mm/34 mm 85mm	N/A	42/-	75/-	103/- 52.9 157 .604	128/- 65.7 195 .563	148/- 76 225 .52	165/- 84.7 251 .484	178/- 91.4 271 .447	182/- 93.4 277 .40	-	-	-	-	140 - - .319/. 271
1.9l TDI VE NPS	N/A	36mm/31 .4mm - No Pipe	N/A	33/2 8 84.8 %	70/5 7 81.4 %	97/83 85.6% 61.5/6 9.2 182/2 05 .632/. 62	109/9 9 90.8% 69.1/8 2.5 205/2 44 .532/. 554	110/1 05 95.5 % 69.7/ 87.5 207/2 59 .43/.4 7	112/1 04 92.9% 71/86. 6 210/2 57 .365/. 388	-	-	-	-	-	-	99.6/8 9.6 90% - .287/. 250
2.0l TDI NPS	N/A	29mm/25 .5mm -	N/A	57/5 8 101	97/8 8 90.7	118/9 9 83.9% 57.6/6 2.5	117/1 03 88% 57.1/6 5.1	120/1 05 87.5 % 58.6/ 66.3 174/1 97	-	-	-	-	-	-	-	113/9 8.8 87.4% -

								.291/.29								
2.0l TDI Ported NPS	N/A	29mm/25.5mm - No Pipe	N/A	61/54 88.5%	111/94 84.7%	130/111 85.4% 63.5/70.1 188/208 .525/.51	141/118 83.7% 68.9/74.5 204/221 .427/.407	146/122 83.6% 71.3/77.1 211/228 .354/.336	148/123 83.1% 72.3/77.7 214/230 .299/.283	-	-	-	-	-	-	135/114 84% - .231/.203
Type 4 - Ported / Andre' Norrbac k	N/A	53mm/40mm 103mm No Pipe	N/A	57/37 64.9%	110/75 68.2%	161/105 65.2% 47.1/53.9 140/160 .712/.615	205/123 60% 59.9/63.1 178/187 .68/.541	241/134 55.6% 70.5/76.8 209/204 .64/.471	267/143 53.6% 78.1/73.4 231/218 .59/.419	287/148 51.6% 83.9/76 249/225 .544/.372	292/150 51.4% 85.4/77 253/228 .484/.33	292/150 51.4% 85.4/77 253/228 .431/.293	-	-	-	232/129 55.4% - .423/.319
Type 4 - 2 Ported / Andre' Norrbac k	N/A	52mm/38mm 103mm No Pipe	N/A	48/44 91.7%	94/82 87.2%	147/114 77.6% 44.7/64.9 132/192 .663/.703	195/133 68.2% 59.2/75.7 176/224 .659/.615	234/145 62% 71.1/82.5 211/244 .633/.537	260/151 58.1% 79/85.9 234/255 .586/.466	270/154 57% 82/87.6 243/260 .522/.407	274/155 56.6% 83.2/88.2 247/261 .463/.359	276/155 56.2% 83.8/88.2 248/261 .415/.319	-	-	-	219/136 62.2% - .415/.303
Type 4 - 3 Ported / Andre' Norrbac k	N/A	53mm/38mm 103mm No Pipe	N/A	52/44 84.6%	101/82 81.2%	152/114 75% 44.4/64.9 132/192 .672/.703	199/133 66.8% 58.2/75.7 172/224 .66/.615	239/145 60.7% 69.9/82.5 207/244 .634/.537	263/151 57.4% 76.9/85.9 228/255 .582/.466	280/154 55% 81.9/87.6 243/260 .531/.407	283/155 54.8% 82.8/88.2 245/261 .469/.359	284/155 54.6% 83.1/88.2 246/261 .419/.319	-	-	-	225/136 60.5% - .423/.303
Type 4 - 4 Ported / Andre' Norrbac k	N/A	53mm/40mm 103mm No Pipe	N/A	57/40 70.2%	105/77 73.3%	157/111 70.7% 45.9/57 136/169 .694/.651	202/130 64.4% 59.1/66.7 175/198 .67/.571	237/142 59.9% 69.3/72.9 205/216 .629/.499	267/149 55.8% 78.1/76.5 231/227 .59/.437	287/154 53.7% 83.9/79.1 249/234 .544/.387	292/158 54.1% 85.4/81.1 253/240 .484/.347	296/159 53.7% 86.6/81.6 256/242 .436/.311	-	-	-	230/135 58.6% - .423/.319
Type 4 - 5 Ported / Andre' Norrbac k	N/A	53mm/40mm 103mm No Pipe	N/A	59/40 67.8%	113/77 68.1%	164/111 67.7% 48/57 142/169 .725/.651	209/130 62.2% 61.1/66.7 181/198 .693/.571	245/142 58% 71.6/72.9 212/216 .65/.499	273/149 54.6% 79.8/76.5 237/227 .604/.437	290/154 53.1% 84.8/79.1 251/234 .55/.387	296/158 53.4% 86.6/81.1 256/240 .491/.347	300/159 53% 87.7/81.6 260/242 .442/.311	-	-	-	236/135 57.1% - .423/.319

Buell COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises												
Manufacturer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust - Chamber Vol	.100	.200	.300	.400	.500	.560	.600	.700	Average

Stock Thunderstor m NPS	N/A	1.81/1.57 5 88 mm No Pipe	64	57/53 93%	121/10 1 83.5%	173/131 75.7% 67.2/67. 2 199/199 .695/.60 4	203/150 73.9% 78.9/77 234/228 .611/.51 9	207/161 77.8% 80.4/82. 6 238/245 .499/.44 6	209/161 77% 81.2/82. 6 241/245 .45/.398	-	-	183/141 77.1% - .367/.31 9
Thunderstor m Ported NPS	N/A	1.81/1.57 5 88 mm No Pipe	N/A	63/50 79.4 %	131/11 0 84%	189/148 78.3% 73.5/76 218/225 .759/.68 3	229/174 76% 89/89.3 264/265 .69/.602	246/173 70.3% 95.6/88. 8 283/263 .593/.47 9	-	251/166 66.1% 97.5/85. 2 289/252 .504/.38 3	-	209/154 73.7% - .367/.31 9
Stock Thunderstor m	N/A	1.81/1.58	N/A	57/49 86%	117/95 81.2%	164/139 84.8% 63.7/70. 9 189/210 .658/.63 9	194/156 80.4% 75.4/79. 6 223/236 .584/.53 8	204/161 78.9% 79.3/82. 1 235/243 .491/.44 4	-	-	-	170/138 81.1% - .367/.32 0
Street Ported Thunderstor m	N/A	1.81/1.58	N/A	57/47 82.5 %	120/90 75%	171/142 83% 66.5/72. 4 197/215 .687/.65 3	211/167 79.1% 82/85.2 243/252 .635/.57 6	234/177 75.6% 90.9/90. 3 269/267 .564/.48 8	-	246/186 75.6% 95.6/94. 9 283/281 .494/.42 8	-	196/152 77.6% - .367/.32 0

Harley-Davidson

 COPYRIGHT © 2000-2013 **Stan Weiss** — World Wide Enterprises

Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average
Twin HeadQuarters	N/A	1.84/-	N/A	60/-	127/-	181/- 68.1 202 .715	204/- 76.7 227 .604	211/- 79.4 235 .50	213/- 80.1 237 .421	-	-	-	-	-	187 - - .373
Twin Ported HeadQuarters	N/A	1.90/-	N/A	62/-	132/-	192/- 67.7 201 .734	229/- 80.8 239 .657	229/- 80.8 239 .526	238/- 83.9 249 .455	-	-	-	-	-	204 - - .385
Twin Cam Ported Bullet Cylinder Heads	N/A	1.841/1.574	N/A	98/92 93.9%	196/163 83.2%	274/206 75.2% 103/106 305/314 1.08/.951	295/219 74.2% 111/113 328/333 .873/.758	300/223 74.3% 113/115 334/340 .711/.618	-	-	-	-	-	-	266/203 76.2% - .373/.319
Stock Twin Cam	N/A	1.841/1.574	N/A	61/57 93.4%	124/104 83.9%	180/132 73.3% 67.6/67.8 200/201 .711/.609	196/143 73% 73.6/73.5 218/218 .58/.495	199/152 76.4% 74.8/78.1 222/231 .471/.421	202/157 77.7% 75.9/80.7 225/239 .399/.362	-	-	-	-	-	180/138 76.4% - .373/.319
'01 Twin Cam Ported Hillside Stage III SF120	N/A	1.90/- 3.875	N/A	80/-	162/-	231/- 81.5 241 .884	288/- 102 301 .826	286/- 101 299 .656	289/- 102 302 .553	291/- 103 304 .477	-	-	-	-	258 - - .385

'05 Stock Twin Cam	N/A	1.841/1.574	N/A	57/44 77.2 %	122/90 73.8 %	179/124 69.3% 67.2/63.7 199/189 .707/.573	189/144 76.2% 71/74 210/219 .56/.499	197/148 75.1% 74/76.1 219/225 .467/.41	198/151 76.3% 74.4/77.6 220/230 .391/.349	-	-	-	-	-	177/131 74.2% - .373/.319
'05 Twin Cam Ported Dewy	N/A	1.90/1.574	N/A	63/44 69.8 %	137/89 65%	207/146 70.5% 73/75 216/222 .792/.674	218/156 71.6% 76.9/80.2 228/238 .625/.54	213/162 76.1% 75.1/83.3 223/247 .489/.449	214/168 78.5% 75.5/86.3 224/256 .409/.388	-	-	-	-	-	198/144 72.9% - .385/.319
'06 Stock Twin Cam	N/A	1.841/1.574	N/A	59/44 74.6 %	127/98 77.2 %	187/147 78.6% 70.2/75.5 208/224 .738/.679	211/168 79.6% 79.3/86.3 235/256 .625/.582	217/174 80.2% 81.5/89.4 242/265 .514/.482	218/178 81.7% 81.9/91.5 243/271 .43/.411	-	-	-	-	-	192/153 79.7% - .373/.319
'06 Twin Cam Ported QHP	N/A	1.898/1.625	N/A	62/56 90.3 %	128/111 86.7 %	186/153 82.3% 65.7/73.8 195/219 .712/.684	223/171 76.7% 78.8/82.5 234/244 .64/.574	243/182 74.9% 85.9/87.8 254/260 .558/.488	256/190 74.2% 90.5/91.6 268/271 .49/.425	-	-	-	-	-	207/161 77.9% - .384/.329
'06 Stock Twin Cam Atwood Performan ce SF600	N/A	1.841/1.574 - 1 3/4" Pipe	N/A	62/53 85.5 %	125/112 89.6 %	177/155 87.6% 66.5/79.7 197/236 .699/.716	199/177 88.9% 74.8/91 222/270 .589/.613	209/184 88% 78.5/94.6 233/280 .495/.51	214/189 88.3% 80.4/97.1 238/288 .422/.436	-	-	-	-	-	185/163 88.4% - .373/.319
'06 Twin Cam Ported Atwood Performan ce Road Warrior SF600	N/A	1.90/1.574 3.875 1 3/4" Pipe	N/A	69/56 81.2 %	137/124 90.5 %	196/170 86.7% 69.1/87.4 205/259 .75/.785	240/197 82.1% 84.6/101 251/300 .688/.682	256/210 82% 90.3/108 268/320 .588/.582	265/215 81.1% 93.5/110 277/327 .507/.496	-	-	-	-	-	219/183 83.7% - .385/.319
'06 Twin Cam Ported	N/A	1.90/1.61	N/A	80/59 73.8 %	137/116 84.7 %	203/168 82.8% 71.6/82.5 212/245 .776/.758	246/198 80.5% 86.8/97.3 257/288 .706/.67	254/210 82.7% 89.6/103 265/306 .583/.569	255/217 85.1% 89.9/107 266/316 .488/.49	-	-	-	-	-	219/182 83% - .385/.326
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Averag e
'06 Twin Cam Ported Hot-Shot															235 -

MotorWorks															
'06-up S & S SF1020	N/A	1.805/1.575	N/A	-	-	-	-	-	216/192 88.9% 84.4/98.5 250/292 .435/.443	-	-	-	-	-	- - - .366/.319
'06-up Ported S & S SF1020	N/A	1.90/1.61	N/A	-	-	-	-	-	249/210 84.3% 87.8/103 260/306 .476/.474	-	-	-	-	-	- - - .385/.326
'12 Stock Twin Cam Steve Vigen 1.65 ID Radius Int	N/A	1.81/1.574 3.875 1 3/4" Pipe	N/A	63/52 82.5%	121/110 90.9%	180/148 82.2% 70/76.1 207/225 .723/.683	210/165 78.6% 81.6/84.8 242/251 .632/.571	221/173 78.3% 85.9/88.9 254/263 .532/.479	220/180 81.8% 85.5/92.5 253/274 .442/.416	-	-	-	-	-	190/155 81.5% - .367/.319
Twin Cam R & R Castings / HYPerformance	N/A	1.94/1.625	N/A	65/50 76.9%	134/104 77.6%	192/149 77.6% 65/71.8 192/213 .719/.666	237/185 78.1% 80.2/89.2 238/264 .666/.621	263/189 71.9% 89/91.1 264/270 .591/.507	281/191 68% 95.1/92.1 282/273 .526/.427	-	-	-	-	-	221/164 73.9% - .393/.329
Twin Cam 88 Ported Hardy	N/A	-	N/A	66/54 81.8%	130/117 90%	192/159 82.8% -	236/180 76.3% -	247/194 78.5% -	247/201 81.4% -	-	-	-	-	-	210/170 80.9%
Twin Cam 88 Ported FLO Headworks	N/A	1.937/1.687	100	61/60 98.4%	122/120 98.4%	190/157 82.6% 64.5/70.2 191/208 .713/.676	212/188 88.7% 71.9/84.1 213/249 .597/.607	231/210 90.9% 78.4/94 232/278 .52/.543	-	-	-	-	-	-	189/169 89.4% - .392/.342
Twin Cam 88 CNC M2 Race Systems	86/-	1.90/1.63 3.875	84	-	202/172 85.1%	-	232/195 84.1% 81.8/93.4 242/277 .666/.652	-	252/225 89.3% 88.9/108 263/319 .482/.502	-	-	-	-	-	229/197 86.3% 2.93 .385/.330
Twin Cam 88 Ported Branch	N/A	-	N/A	-	-	-	-	-	266/-	-	-	-	-	-	-
Twin Cam Ported Louthan	N/A	1.90/1.615	N/A	-	-	-	-	220/- 77.6 230 .505	-	-	-	-	-	-	- - - .385/.327

Twin Cam Ported Louthan	N/A	1.94/1.6 15	N/A	-	-	-	-	227/- 76.8 228 .51	-	-	-	-	-	-	-	-
Twin Cam ET Performan ce	N/A	- 3.875	N/A	64/50 78.1 %	127/1 04 81.9 %	179/1 47 82.1% -	206/16 3 79.1% -	200/1 69 84.5% -	202/1 71 84.7% -	-	-	-	-	-	-	183/15 1 82.5%
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.1 00	Averag e	
Twin Cam Ported ET Performan ce	N/A	1.90/1.6 0 3.875	N/A	69/55 79.7 %	132/1 20 90.9 %	203/1 63 80.3% 71.6/8 1.1 212/2 40 .776/. 74	251/18 8 74.9% 88.5/9 3.5 262/27 7 .72/.6 4	263/2 00 76% 92.8/9 9.5 275/2 95 .604/. 545	269/2 08 77.3% 94.9/1 03 281/3 07 .514/. 472	-	-	-	-	-	224/17 6 78.6% - .385/. 324	
Twin Cam Ported ET Performan ce	N/A	2.00/1.6 0 3.875	N/A	68/53 77.9 %	149/1 17 78.5 %	214/1 56 72.9% 68.1/7 7.6 202/2 30 .778/. 709	265/18 6 70.2% 84.4/9 2.5 250/27 4 .722/. 634	289/2 04 70.6% 92/10 1 273/3 01 .63/.5 56	299/2 11 70.6% 95.2/1 05 282/3 11 .543/. 479	-	-	-	-	-	243/17 5 71.9% - .405/. 324	
Twin Cam BC Heads	N/A	1.84/1.5 7	N/A	63/47 74.6 %	124/1 05 84.7 %	168/1 38 82.1% 63.2/7 1.3 187/2 11 .664/. 639	185/15 4 83.2% 69.6/7 9.5 206/23 6 .548/. 535	187/1 66 88.8% 70.3/8 5.7 208/2 54 .443/. 461	189/1 68 88.9% 71.1/8 6.8 211/2 57 .373/. 389	-	-	-	-	-	171/14 6 85.7% - .373/. 318	
Twin Cam Ported BC Heads	N/A	1.90/1.5 67	N/A	59/46 78%	124/9 6 77.4 %	179/1 38 77.1% 63.1/7 1.6 187/2 12 .685/. 64	222/18 0 81.1% 78.3/9 3.3 232/27 7 .637/. 626	236/2 08 88.1% 83.2/1 08 247/3 20 .542/. 579	240/2 19 91.3% 84.6/1 14 251/3 36 .459/. 508	-	-	-	-	-	200/16 8 84% - .385/. 317	
Twin Cam Ported BC Heads	N/A	2.00/1.5 8	N/A	63/48 76.2 %	134/1 00 74.6 %	193/1 39 72% 61.4/7 0.9 182/2 10 .701/. 639	238/16 8 70.6% 75.8/8 5.7 224/25 4 .649/. 58	262/1 82 69.5% 83.4/9 2.8 247/2 75 .571/. 502	273/1 93 70.7% 86.9/9 8.4 257/2 92 .496/. 444	280/20 2 72.1% 89.1/1 03 264/30 5 .436/. 398	-	-	-	-	230/16 4 71.3% - .405/. 320	
Twin Cam Ported BC Heads	N/A	2.00/1.5 8	N/A	64/51 79.7 %	136/1 16 85.3 %	192/1 56 81.3% 61.1/7 9.6 181/2 36 .698/. 718	240/18 4 76.7% 76.4/9 3.8 226/27 8 .654/. 635	268/2 01 75% 85.3/1 03 253/3 04 .584/. 555	280/2 10 75% 89.1/1 07 264/3 17 .509/. 483	287/21 4 74.6% 91.4/1 09 271/32 3 .447/. 422	-	-	-	-	234/18 0 77% - .405/. 320	

Twin Cam Ported Revolution Performan ce Stage 1	N/A	1.84/1.5 75	N/A	83/61 73.5 %	151/1 20 79.5 %	201/1 65 82.1% 75.6/8 4.7 224/2 51 .794/. 761	244/18 4 75.4% 91.8/9 4.4 272/28 0 .723/. 637	257/1 90 73.9% 96.7/9 7.5 286/2 89 .609/. 526	259/1 95 75.3% 97.4/1 00 289/2 97 .511/. 45	-	-	-	-	-	222/17 1 76.8% - .373/. 319
Twin Cam Ported Revolution Performan ce Stage 2	N/A	1.90/1.6 1	N/A	73/57 78.1 %	148/1 04 70.3 %	205/1 55 75.6% 72.3/7 6.1 214/2 26 .784/. 70	249/18 4 73.9% 87.8/9 0.4 260/26 8 .714/. 623	261/1 94 74.3% 92.1/9 5.3 273/2 82 .599/. 525	265/2 00 75.5% 93.5/9 8.2 277/2 91 .507/. 451	268/20 0 74.6% 94.5/9 8.2 280/29 1 .439/. 387	-	-	-	-	233/17 3 74.3% - .385/. 326
Twin Cam Ported Revolution Performan ce Stage 3	N/A	2.00/1.6 3	N/A	64/53 82.8 %	135/1 12 83%	203/1 56 76.8% 64.6/7 4.8 191/2 22 .738/. 696	240/18 7 77.9% 76.4/8 9.6 226/26 6 .654/. 625	264/2 01 76.1% 84/96. 3 249/2 85 .576/. 538	283/2 11 74.6% 90.1/1 01 267/3 00 .514/. 47	294/21 3 72.4% 93.6/1 02 277/30 2 .458/. 407	-	-	-	-	237/18 0 76.1% - .405/. 330
Twin Cam Smithberg Racing	N/A	1.84/-	N/A	68/-	132/-	186/- 69.9 207 .735	208/- 78.2 232 .616	203/- 76.3 226 .481	-	-	-	-	-	-	182 - - .373
Twin Cam Ported Smithberg Racing	N/A	1.84/1.5 6 3.75 No Pipe	N/A	73/50 68.5 %	140/1 04 74.3 %	206/1 51 73.3% 77.5/7 9 230/2 34 .814/. 703	248/18 6 75% 93.3/9 7.3 276/28 8 .735/. 65	269/1 99 74% 101/1 04 300/3 08 .637/. 556	-	-	-	-	-	-	216/16 0 74.2% - .373/. 316
Twin Cam 99 Atwood Performan ce SF600	N/A	1.841/1. 574 3.875 1 3/3" Pipe	N/A	65/46 70.8 %	122/1 02 83.6 %	171/1 43 83.6% 64.2/7 3.5 190/2 18 .675/. 66	191/16 1 84.3% 71.8/8 2.7 213/24 5 .565/. 558	189/1 68 88.9% 71/86. 3 210/2 56 .448/. 465	190/1 71 90% 71.4/8 7.9 211/2 60 .375/. 395	-	-	-	-	-	173/14 9 86.3% - .373/. 319
Manufactu rer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combu st. Chamb er Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.1 00	Averag e
Twin Cam 99 Ported Atwood Performan ce Stage I SF600	N/A	1.841/1. 574 3.875 1 3/4" Pipe	N/A	68/56 82.4 %	133/1 17 88%	191/1 64 85.9% 71.8/8 4.3 213/2 50 .754/. 757	231/18 8 81.4% 86.8/9 6.6 257/28 6 .684/. 651	248/1 99 80.2% 93.2/1 02 276/3 03 .587/. 551	251/2 05 81.7% 94.3/1 05 279/3 12 .495/. 473	-	-	-	-	-	211/17 5 82.8% - .373/. 319
Twin Cam 99 Ported Atwood Performan ce Road Warrior SF600	N/A	1.90/1.5 74 3.875 1 3/4" Pipe	N/A	69/51 73.9 %	133/1 23 92.5 %	195/1 70 87.2% 68.8/8 7.4 204/2 59 .746/. 785	236/19 8 83.9% 83.2/1 02 247/30 2 .677/. 686	255/2 11 82.7% 89.9/1 08 266/3 21 .585/. 585	265/2 13 80.4% 93.5/1 09 277/3 24 .507/. 492	-	-	-	-	-	217/18 3 84.4% - .385/. 319

Screaming Eagle Twin Cam	87/70	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-
Screaming Eagle Twin Cam	N/A	-	N/A	-	-	-	-	219/-	-	-	-	-	-	-	-
Screaming Eagle Smithberg Racing	N/A	1.90/-	N/A	61/-	126/-	188/-66.3 196 .719	228/-80.4 238 .654	246/-86.8 257 .565	251/-88.5 262 .48	-	-	-	-	-	208 - - .385
Screaming Eagle Otto	N/A	1.90/1.625	N/A	59/57 96.6%	123/107 87%	185/148 80% 65.2/71.4 193/211 .708/.662	220/170 77.3% 77.6/82 230/243 .631/.57	231/173 74.9% 81.5/83.4 241/247 .53/.464	228/175 76.8% 80.4/84.4 238/250 .436/.391	-	-	-	-	-	197/155 78.3% - .385/.329
Screaming Eagle Otto Clean Up Port Intake	N/A	1.90/1.625	N/A	59/44 74.6%	127/95 74.8%	190/150 78.9% 67/72.3 199/214 .727/.671	229/178 77.7% 80.8/85.8 239/254 .657/.597	249/184 73.9% 87.8/88.7 260/263 .571/.494	262/184 70.2% 92.4/88.7 274/263 .501/.411	-	-	-	-	-	211/158 74.8% - .385/.329
Screaming Eagle HeadQuarters	N/A	1.90/-	N/A	55/-	112/-	161/-56.8 168 .616	199/-70.2 208 .571	228/-80.4 238 .523	244/-86.1 255 .467	-	-	-	-	-	189 - - .385
Screaming Eagle Ported HeadQuarters	N/A	1.90/-	N/A	60/-	120/-	167/-58.9 175 .639	204/-72 213 .585	233/-82.2 243 .535	251/-88.5 262 .48	-	-	-	-	-	195 - - .385
Screaming Eagle Twin Cam Ported Louthan	N/A	N/A	-	-	-	-	-	248/-	-	-	-	-	-	-	-
Screaming Eagle 103 Twin Cam	95/73	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-
Screaming Eagle 103 Twin Cam ET Performance	N/A	- 3.875	N/A	68/60 88.2%	131/117 89.3%	194/156 80.4% -	226/183 81% -	238/194 81.5% -	235/198 84.3% -	-	-	-	-	-	205/170 82.8%
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average
Screaming Eagle 103 Twin Cam Ported ET Performance	N/A	1.94/1.60 3.875	N/A	72/56 77.8%	135/115 85.2%	207/150 72.5% 70/74.6 207/221 .775/.681	258/176 68.2% 87.3/87.5 259/259 .725/.60	276/195 70.7% 93.4/97 277/287 .62/.531	279/213 76.3% 94.4/106 280/314 .523/.484	-	-	-	-	-	231/170 73.5% - .393/.324
Screaming Eagle 103 Twin Cam Ported Hal's Speed Shop	N/A	1.80/-	N/A	-	-	-	-	-	283/-111 330 .571	-	-	-	-	-	- - - .365

Screaming Eagle Twin Cam 120	107/78	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-
Screaming Eagle Twin Cam 120	N/A	2.08/1.625	100	62/45 72.6%	131/86 65.6%	188/117 62.2% 55.3/56.4 164/167 .657/.523	221/136 61.5% 65/65.6 193/194 .579/.456	234/147 62.8% 68.9/70.9 204/210 .491/.394	244/148 60.7% 71.8/71.4 213/211 .426/.331	-	-	-	-	-	204/127 62.3% - .421/.329
Screaming Eagle Twin Cam 120 Ported FLO Headworks	N/A	2.08/1.625	100	67/62 92.5%	138/94 68.1%	193/137 71% 56.8/66.1 168/196 .674/.613	228/172 75.4% 67.1/82.9 199/246 .597/.577	243/199 81.9% 71.5/96 212/284 .509/.534	253/216 85.4% 74.5/104 221/309 .442/.483	-	-	-	-	-	211/164 77.5% - .421/.329
Ironhead Sportster Ported FLO Headworks	N/A	1.937/1.75	N/A	60/59 98.3%	117/94 80.3%	164/128 78% 55.7/53.2 165/158 .615/.532	191/152 79.6% 64.8/63.2 192/187 .537/.473	200/168 84% 67.9/69.8 201/207 .45/.419	-	-	-	-	-	-	168/136 80.7% - .392/.354
Panhead NPS	N/A	1.95/1.75 - No Pipe	N/A	56/47 83.9%	113/90 79.6%	153/129 84.3% 51.2/53.6 152/159 .57/.536	170/156 91.8% 56.9/64.9 169/192 .475/.486	174/170 97.7% 58.3/70.7 173/209 .389/.424	-	-	-	-	-	-	153/136 89.3% - .395/.354
Panhead and Knuckhead Ported FLO Headworks	N/A	1.937/1.75	N/A	55/54 98.2%	112/112 100%	156/139 89.1% 52.9/57.8 157/171 .585/.577	180/163 90.6% 61.1/67.8 181/201 .507/.508	192/177 92.2% 65.2/73.6 193/218 .432/.441	-	-	-	-	-	-	160/148 92.3% - .392/.354
Shovelhead BC Heads	N/A	1.937/1.75	N/A	66/51 77.3%	133/91 68.4%	168/120 71.4% 57/49.9 169/148 .63/.498	184/129 70.1% 62.4/53.6 185/159 .518/.402	187/134 71.7% 63.5/55.7 188/165 .421/.334	189/136 72% 64.1/56.5 190/168 .355/.282	-	-	-	-	-	172/122 70.8% - .392/.354
Shovelhead Ported BC Heads	N/A	-	N/A	60/47 78.3%	134/102 76.1%	176/137 77.8% -	213/152 71.4% -	241/174 72.2% -	241/192 79.7% -	-	-	-	-	-	201/151 75.3%
Shovelhead Ported FLO Headworks	N/A	1.937/1.75	N/A	61/56 91.8%	130/115 88.5%	182/138 75.8% 61.8/57.4 183/170 .683/.573	217/167 77% 73.6/69.4 218/206 .611/.52	234/192 82.1% 79.4/79.8 235/237 .527/.478	-	-	-	-	-	-	191/153 80.2% - .392/.354

XL 883	N/A	1.585/1.38	N/A	50/-	105/-	154/-78 231 .706	169/-85.7 254 .581	169/-85.7 254 .465	-	-	-	-	-	-	149 - - .321/.279
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average
Evo Sportster 883 Ported Hardy	N/A	-	N/A	58/-	120/-	175/- -	209/- -	217/- -	-	-	-	-	-	-	180
Evo Sportster 883 Ported FLO Headworks	N/A	1.75/1.50	N/A	51/47 92.2%	110/97 88.2%	166/147 88.6% 69/83.2 204/246 .689/.712	200/176 88% 83.2/99.6 246/295 .623/.64	213/183 85.9% 88.6/104 262/307 .531/.532	-	-	-	-	-	-	172/151 87.5% - .354/.304
Stock 1200 Evo Sportster	N/A	-	N/A	68/-	115/-	166/- -	193/- -	198/- -	-	-	-	-	-	-	168
1200 EVO Sportster Ported FLO Headworks	N/A	1.812/1.562	N/A	57/51 89.5%	120/102 85%	176/154 87.5% 68.3/80.4 202/238 .706/.716	213/181 85% 82.6/94.5 245/280 .641/.632	228/192 84.2% 88.4/100 262/297 .549/.536	-	-	-	-	-	-	184/157 85.3% - .367/.316
1200 Sportster Ported ET Performance	N/A	1.90/1.60 3.500	N/A	67/61 91%	134/121 90.3%	186/159 85.5% 65.6/79.1 194/234 .711/.722	226/185 81.9% 79.7/92 236/273 .648/.63	249/200 80.3% 87.8/99.5 260/295 .571/.545	257/210 81.7% 90.6/104 269/309 .492/.477	-	-	-	-	-	210/175 83.2% - .385/.324
Evo Big Twin Ported FLO Headworks	N/A	1.937/1.687	N/A	62/55 88.7%	124/119 96%	188/156 83% 63.8/69.8 189/207 .705/.672	225/184 81.8% 76.4/82.3 226/244 .633/.594	234/207 88.5% 79.4/92.6 235/274 .527/.535	-	-	-	-	-	-	193/167 86.4% - .392/.342
Evo Ported ET Performance	N/A	1.90/1.60 3.50	N/A	74/55 74.3%	139/120 86.3%	201/158 78.6% 70.9/78.6 210/233 .769/.718	244/189 77.5% 86.1/94 255/279 .70/.644	260/201 77.3% 91.7/100 272/296 .597/.548	263/206 78.3% 92.8/102 275/304 .503/.468	-	-	-	-	-	221/175 79% - .385/.324
Evo Ported ET Performance	N/A	2.00/1.60 3.812	N/A	68/59 86.8%	151/117 77.5%	217/154 71% 69.1/76.6 205/227 .789/.699	261/191 73.2% 83.1/95 246/281 .711/.651	275/201 73.1% 87.5/100 259/296 .60/.548	279/202 72.4% 88.8/100 263/298 .507/.459	-	-	-	-	-	237/173 73.1% - .405/.324

Evo BC Heads	N/A	-	N/A	67/59 88.1 %	128/108 84.4 %	174/137 78.7% -	201/153 76.1% -	206/163 79.1% -	211/172 81.5% -	-	-	-	-	-	184/147 79.7%
Evo Ported BC Heads D Exhaust	N/A	-	N/A	63/51 81%	128/109 85.2 %	184/152 82.6% -	211/179 84.8% -	230/200 87% -	234/214 91.5% -	-	-	-	-	-	197/171 86.5%
S/C Twin Cam Stock	N/A	1.94/1.60 3.875	N/A	68/60 88.2 %	131/117 89.3 %	194/156 80.4% 65.6/77.6 194/230 .727/.709	226/183 81% 76.5/91 227/270 .635/.623	238/194 81.5% 80.5/96.5 239/286 .535/.529	235/198 84.3% 79.5/98.5 236/292 .44/.45	-	-	-	-	-	205/170 82.8% -.393/.324
S/C Twin Cam Ported ET Performance	N/A	1.94/1.60 3.875	N/A	70/56 80%	133/115 86.5 %	202/157 77.7% 68.3/78.1 202/231 .757/.713	247/186 75.3% 83.6/92.5 248/274 .694/.634	267/204 76.4% 90.3/101 268/301 .60/.56	276/213 77.2% 93.4/106 277/314 .517/.484	-	-	-	-	-	225/175 77.8% -.393/.324
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average
ARAO Evo Billet 4 Valve Alum	N/A	1.72/1.476	N/A	122/111 91%	226/184 81.4 %	286/225 78.7% 123/131 365/390 1.2/1.1	308/241 78.2% 133/141 393/417 .976/.89	312/247 79.2% 134/144 398/428 .791/.73	317/248 78.2% 136/145 404/429 .67/.611	-	-	-	-	-	290/229 79% -.348/.299
Edelbrock Performer 1200 EVO Sportster (OLD) Alum	N/A	1.85/1.61	62	67/64 95.5 %	127/118 92.9 %	171/145 84.8% 63.6/71.2 188/211 .672/.655	206/168 81.6% 76.6/82.5 227/245 .607/.569	232/183 78.9% 86.3/89.9 256/266 .547/.496	250/194 77.6% 93/95.3 276/282 .491/.438	-	-	-	-	-	197/162 81.9% -.375/.326
Edelbrock Performer EVO big Twin (OLD) Alum	N/A	1.85/1.61	72	70/67 95.7 %	129/118 91.5 %	189/145 76.7% 70.3/71.2 208/211 .742/.655	215/168 78.1% 80/82.5 237/245 .633/.569	248/183 73.8% 92.3/89.9 273/266 .585/.496	251/194 77.3% 93.4/95.3 277/282 .493/.438	-	-	-	-	-	206/162 78.3% -.375/.326
Edelbrock Performer RPM CNC Evo big Twin (OLD) Alum	N/A	1.94/1.625	72/88	74/68 91.9 %	139/118 84.9 %	192/150 78.1% 65/72.3 192/214 .719/.671	226/170 75.2% 76.5/82.2 227/243 .635/.57	260/185 71.2% 88/89.2 261/264 .584/.496	277/198 71.5% 93.7/95.5 278/283 .519/.443	-	-	-	-	-	219/164 75% -.393/.329

Edelbrock 1692, 1693, 1695, 1696 Performer RPM Sportster Alum	N/A	1.85/1.61	62	63/57 90.5%	126/101 80.2%	172/32 76.7% 64/64.8 190/192 .676/.596	208/154 74% 77.4/75.6 229/224 .613/.521	229/70 74.2% 85.2/83.5 252/247 .54/.46	246/81 73.6% 91.5/88.9 271/263 .483/.409	-	-	-	-	-	196/148 75.2% - .375/.326
Edelbrock 3021, 3022 Performer RPM EVO Big Bore CNC Alum	N/A	2.00/1.625	83/92	68/61 89.7%	137/113 82.5%	195/53 78.5% 62.1/73.8 184/219 .709/.684	238/176 73.9% 75.8/84.9 224/251 .649/.59	269/85 68.8% 85.6/89.2 254/264 .586/.496	283/97 69.6% 90.1/95 267/281 .514/.441	-	-	-	-	-	224/165 73.4% - .405/.329
Edelbrock 1602, 1603, 1615, 1616 Performer EVO 80" Alum	N/A	1.85/1.61	72	63/58 92.1%	130/105 80.8%	187/45 77.5% 69.6/71.2 206/211 .735/.655	225/165 73.3% 83.7/81.2 248/240 .663/.559	244/79 73.4% 90.8/87.9 269/261 .575/.485	251/88 74.9% 93.4/92.3 277/274 .493/.424	-	-	-	-	-	207/156 75.4% - .375/.326
Edelbrock 1604, 1606, 1607, 1624 Performer EVO 80" & up CNC Alum	N/A	1.94/1.625	72	69/60 87%	136/111 81.6%	192/50 78.1% 65/72.3 192/214 .719/.671	233/170 73% 78.8/82 234/243 .655/.57	265/83 69.1% 89.7/88.2 266/261 .596/.491	275/93 70.2% 93/93.1 276/276 .515/.432	-	-	-	-	-	220/161 73.3% - .393/.329
Edelbrock 1687, 1688, 1694, 1697 Performer RPM Twin Cam CNC Alum	N/A	1.94/1.625	72/88	69/60 87%	136/111 81.6%	192/50 78.1% 65/72.3 192/214 .719/.671	223/170 76.2% 75.4/82 224/243 .627/.57	265/83 69.1% 89.7/88.2 266/261 .596/.491	275/93 70.2% 93/93.1 276/276 .515/.432	-	-	-	-	-	218/161 74% - .393/.329
Revolution Performance Twin Cam 1.9	N/A	-	N/A	63/64 101%	131/121 92.4%	193/52 78.8% - - -	243/169 69.5% - - -	262/80 68.7% - - -	270/88 69.6% - - -	272/193 71% - - -	-	-	-	-	229/167 73.2% - -
Revolution Performance Twin Cam Stage 1	N/A	1.84/1.575	N/A	83/61 73.5%	151/120 79.5%	201/65 82.1% 75.6/84.7 224/251 .794/.761	244/184 75.4% 91.8/94.4 272/280 .723/.637	257/90 73.9% 96.7/97.5 286/289 .609/.526	256/95 76.2% 96.3/100 285/297 .506/.45	-	-	-	-	-	222/171 77% - .373/.319
Revolution Performance Twin Cam 1.9 Stage 2	N/A	1.90/1.61	N/A	73/57 78.1%	148/104 70.3%	205/55 75.6% 72.3/76.1 214/226 .784/.70	249/184 73.9% 87.8/90.4 260/268 .714/.623	261/94 74.3% 92.1/95.3 273/282 .599/.525	265/00 75.5% 93.5/98.2 277/291 .507/.451	268/200 74.6% 94.5/98.2 280/291 .439/.387	-	-	-	-	233/173 74.3% - .385/.326
Manufacturer Part Number	Port/Vol Int/Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	1.000	1.100	Average

Revolution Performance Twin Cam Stage 3	N/A	2.00/1.63	N/A	64/53 82.8%	135/112 83%	203/157 77.3% 64.6/75.2 191/223 .738/.70	240/187 77.9% 76.4/89.6 226/266 .654/.625	264/201 76.1% 84/96.3 249/285 .576/.538	283/211 74.6% 90.1/101 267/300 .514/.47	294/213 72.4% 93.6/102 277/302 .458/.407	-	-	-	-	237/180 76.2% - .405/.330
Revolution Performance Billet Twin Cam	N/A	2.15/1.725	N/A	-	160/130 81.3%	243/202 83.1% 66.9/86.4 198/256 .821/.851	299/245 81.9% 82.4/105 244/311 .758/.774	345/265 76.8% 95/113 282/336 .70/.67	366/275 75.1% 101/118 299/349 .619/.579	373/278 74.5% 103/119 304/352 .54/.502	-	-	-	-	298/233 78.1% - .435/.349
S & S Super Stock Twin Cam	N/A	1.94/1.757	79/89	-	-	-	-	-	279/- 94.4 280 .523	-	-	-	-	-	- - - .393/.356
S & S 107 Evo Ported ET Performance	N/A	2.08/1.60 4.155	N/A	71/53 74.6%	153/117 76.5%	224/172 76.8% 65.9/85.5 195/253 .783/.781	277/204 73.6% 81.5/101 242/301 .726/.695	300/220 73.3% 88.3/109 262/324 .629/.60	306/226 73.9% 90.1/112 267/333 .535/.513	-	-	-	-	-	252/188 74.5% - .421/.324
S & S 113 Evo Ported ET Performance	N/A	2.08/1.60 4.155	N/A	68/54 79.4%	140/117 83.6%	210/156 74.3% 61.8/77.6 183/230 .734/.709	267/198 74.2% 78.6/98.5 233/292 .70/.675	298/217 72.8% 87.7/108 260/320 .625/.591	307/224 73% 90.3/111 268/330 .536/.509	-	-	-	-	-	244/182 74.6% - .421/.324
S & S G2 NHRA Pro Stock Ported Darin Morgan SF600	N/A	2.68/1.90 - No Pipe	N/A	-	161/-	283/- 50.2 149 .767	382/- 67.7 201 .777	471/- 83.5 247 .766	540/- 95.7 284 .732	592/- 105 311 .688	623/- 110 327 .634	633/- 112 332 .572	646/- 115 339 .526	654/- 116 344 .484	499 - - .543/.385
S & S G2 NHRA Pro Stock Ported Darin Morgan SF600	N/A	2.68/1.90 - No Pipe	N/A	-	168/-	287/- 50.9 151 .778	383/- 67.9 201 .779	474/- 84 249 .771	546/- 96.8 287 .74	600/- 106 315 .697	634/- 112 333 .645	654/- 116 344 .591	671/- 119 352 .546	675/- 120 355 .499	509 - - .543/.385
S & S G2 NHRA Pro Stock Ported Darin Morgan SF600	N/A	2.725/2.00 5.25 No Pipe	N/A	-	165/120 72.7%	279/188 67.4% 47.8/59.8 142/177 .744/.683	379/233 61.5% 65/74.2 193/220 .758/.635	468/282 60.3% 80.2/89.8 238/266 .749/.615	535/233 60.4% 91.7/103 272/305 .713/.587	600/351 58.5% 103/112 305/331 .686/.547	642/366 57% 110/117 326/345 .642/.499	671/371 55.3% 115/118 341/350 .597/.449	691/375 54.3% 118/119 351/354 .553/.409	-	492/290 58.9% - .552/.405

Zipper Performan ce Billet Twin Cam	N/A	2.00/1.6 25	94	75/60 80%	150/1 40 93.3 %	205/1 77 86.3% 65.3/8 5.3 193/2 53 .745/. 792	258/20 0 77.5% 82.1/9 6.4 243/28 6 .703/. 671	295/2 05 69.5% 93.9/9 8.8 278/2 93 .643/. 55	300/2 08 69.3% 95.5/1 00 283/2 97 .545/. 465	300/21 2 70.7% 95.5/1 02 283/30 3 .467/. 406	-	-	-	-	251/19 0 75.7% - .405/. 329
Zipper Performan ce Magnum Billet Twin Cam	N/A	2.10/1.7 15	83	75/60 80%	153/1 40 91.5 %	250/2 00 80% 72.2/8 6.6 214/2 57 .865/. 848	300/23 7 79% 86.6/1 03 257/30 4 .779/. 753	342/2 53 74% 98.7/1 10 293/3 25 .71/.6 43	350/2 73 78% 101/1 18 299/3 50 .606/. 578	358/28 8 80.4% 103/12 5 306/36 9 .531/. 523	-	-	-	-	292/23 2 79.3% - .425/. 347

Honda COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.60 0	.70 0	Averag e
XL125	N/A	-	N/A	-	36/3 9 108 %	-	74/57 77% -	85/61 71.8% -	86/63 73.3% -	87/66 75.9% -	90/64 71.1% -	-	-	-	-	76.3/5 8.3 76.4%
EX250	N/A	-	N/A	-	49/4 6 93.9 %	-	86/76 88.4% -	93/81 87.1% -	97/86 88.7% -	98/89 90.8% -	99/90 90.9% -	-	-	-	-	87.0/7 8.0 89.7%
750	N/A	-	N/A	-	-	-	-	93/- -	-	100/- -	-	-	107/- -	-	-	100
Belmit Billet GX200 Canted Valve Alum	N/A	35mm/2 9mm 81mm 1.4" Pipe	12	32/2 3 71.9 %	67/5 6 83.6 %	99/87 87.9% 66.4/8 5 197/25 2 1.04/1 .1	126/11 2 88.9% 84.5/1 09 250/32 4 .997/1 .06	148/12 1 81.8% 99.2/1 18 294/35 0 .937/. 924	155/12 5 80.6% 104/12 2 308/36 2 .817/. 796	161/12 6 78.3% 108/12 3 320/36 5 .728/. 687	166/12 7 76.5% 111/12 4 330/36 8 .657/. 606	169/12 7 75.1% 113/12 4 336/36 8 .594/. 539	172/12 7 73.8% 115/12 4 342/36 8 .544/. 485	-	-	140/11 2 79.8% - .279/. 231

Honda COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufact urer Part Number	Port /Vol Int / Exh	Valve Size Int/ Exh	Combu st. Chamb er Vol	1mm	2mm	3mm	4mm	5mm	6mm	7mm	8mm	Averag e				
Chinese copy 125cc Ported Erland Cox	N/A	27mm/2 3mm 52mm No Pipe	N/A	16/1 2 75%	30/2 3 76.7 %	42/32 76.2% 47.3/4 9.7 140/14 7 .729/. 652	54/41 75.9% 60.8/6 3.7 180/18 9 .703/. 627	63/48 76.2% 71/74. 5 210/22 1 .656/. 587	72/54 75% 81.1/8 3.9 240/24 8 .625/. 55	77/58 75.3% 86.8/9 0.1 257/26 7 .573/. 507	80/59 73.8% 90.1/9 1.6 267/27 1 .521/. 451	59.7/4 5.0 75.4% - .215/. 183				

Jawa COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufact rer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combus t. Chamb er Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18m m	20m m	22m m	Average	

500 Speedway Ported / Andre' Norrback	N/A	34mm/29 mm 90mm No Pipe	N/A	64/5 1 79.7 %	129/1 10 85.3%	175/14 6 83.4% 62.2/7 1.3 184/21 1 .603/.5 9	198/17 2 86.9% 70.3/8 4 208/24 9 .512/.5 21	209/18 8 90% 74.3/9 1.8 220/27 2 .432/.4 56	213/19 8 93% 75.7/9 6.7 224/28 7 .367/.4 0	214/2 02 94.4% 76/98. 7 225/2 92 .316/. 35	216/20 4 94.4% 76.7/9 9.6 227/29 5 .279/.3 09	-	-	-	193/17 4 90.1% - .271/.2 31

Kawasaki COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises														
Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	Average
1600cc Jet Ski Ported Kelford Cams	N/A	1.31/1.11	N/A	-	80/7 4 92.5 %	-	162/12 2 75.3% 60.1/6 3 178/18 7 .674/.5 99	193/13 7 71% 71.6/7 0.8 212/21 0 .642/.5 38	209/14 6 69.9% 77.5/7 5.4 230/22 4 .58/.47 8	211/15 2 72% 78.3/7 8.5 232/23 3 .502/.4 27	214/15 6 72.9% 79.4/8 0.6 235/23 9 .445/.3 83	215/15 8 73.5% 79.8/8 1.6 236/24 2 .398/.3 45	217/15 9 73.3% 80.5/8 2.2 239/24 3 .361/.3 12	188/13 8 73.6% - .265/.2 25
STX 15F Jet Ski Ported Kelford Cams Exhaust Valve +1mmOS	N/A	33.4mm/ 29.3mm	N/A	41/3 7 90.2 %	83/8 1 97.6 %	129/12 1 93.8% 47.5/5 7.9 141/17 2 .713/.7 62	167/14 4 86.2% 61.5/6 8.9 182/20 4 .692/.6 8	204/15 7 77% 75.1/7 5.1 223/22 3 .676/.5 93	227/16 2 71.4% 83.6/7 7.5 248/23 0 .627/.5 1	238/16 4 68.9% 87.6/7 8.5 260/23 2 .564/.4 43	247/16 5 66.8% 90.9/7 8.9 269/23 4 .512/.3 9	-	-	185/14 2 76.8% - .266/.2 34
GPz11 83-85 Stock Cavanau gh Racing Alum	N/A	38mm/32 mm	N/A	-	-	-	-	-	-	-	-	-	139/- 79.1 234 .405	- - - .303/.2 55
KZ 900 Stock Cavanau gh Racing Alum	N/A	36mm/30 mm	N/A	-	-	-	-	-	-	-	-	-	113/- 71.6 212 .348	- - - .287/.2 39
J 998 Stock Cavanau gh Racing Alum	N/A	37mm/31 mm	N/A	-	-	-	-	-	-	-	-	-	117/- 70.2 208 .35	- - - .295/.2 47
ZX-12 Competiti on CNC Alum	N/A	33.4mm/ 28.35mm	N/A	-	-	-	-	-	175/12 7 72.6% 64.4/6 4.9 191/19 2 .484/.4 13	-	178/12 9 72.5% 65.5/6 5.9 194/19 5 .369/.3 15	183/12 9 70.5% 67.4/6 5.9 200/19 5 .337/.2 8	-	179/12 8 71.8% - .266/.2 26

ZX-12 Ported Competiti on CNC Alum	N/A	33.4mm/ 28.35mm	N/A	-	-	-	-	175/13 5 77.1% 64.4/6 9 191/20 4 .58/.52 7	-	200/14 3 71.5% 73.6/7 3.1 218/21 7 .474/.3 99	-	206/15 3 74.3% 75.8/7 8.2 225/23 2 .379/.3 32	-	194/14 4 74.2% - .266/.2 26
ZX-12 Alum	N/A	33.4mm/ 28.35mm 83mm	N/A	-	88/-	-	169/- 62.2 184 .701	200/- 73.6 218 .663	223/- 82.1 243 .616	228/- 83.9 249 .54	235/- 86.5 256 .487	239/- 88 261 .44	242/- 89.1 264 .401	203 - - .266/.2 26
ZX-14 Alum	N/A	33.4mm/ 28.3mm	36	-	66/-	-	135/- 49.7 147 .56	-	195/- 71.8 213 .539	-	214/- 78.8 233 .444	-	-	153 - - .266/.2 26
ZX-14 Performa nce Porting Alum	N/A	33.4mm/-	N/A	-	74/-	-	147/- 54.1 160 .609	-	206/- 75.8 225 .569	-	239/- 88 261 .495	-	-	167 - - .266

Kohler COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																	
Manufac turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Combu st. Cham ber Vol	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	.600	.650	.7 00	Averag e
18 HP V-Twin Smithbe rg Racing	34/2 6	1.32/ 1.16 3.05 No Pipe	26	44/-	65/-	72/- 52.6 156 .595	74/- 54.1 160 .489	77/- 56.3 167 .424	79/- 57.7 171 .373	80/- 58.5 173 .33	80/- 58.5 173 .294	81/- 59.2 175 .268	81/- 59.2 175 .243	-	-	-	76.6 - 2.38 .267/. 235
18 HP V-Twin Ported Smithbe rg Racing	42.5/ 31	1.45/ 1.20 3.05 No Pipe	37	45/3 7 82.2 %	67/5 2 77.6 %	85/61 71.8% 51.5/5 3.9 153/1 60 .639/. 554	96/69 71.9% 58.1/6 1 172/1 81 .577/. 501	106/7 7 72.6 % 64.2/ 68.1 190/2 02 .531/. 466	114/8 3 72.8 % 69/73 .4 205/2 17 .49/. 431	120/8 7 72.5% 72.7/7 6.9 215/2 28 .451/. 395	125/9 2 73.6% 75.7/8 1.3 224/2 41 .418/. 371	127/9 5 74.8 % 76.9/ 84 228/2 49 .382/. 345	128/9 8 76.6% 77.5/8 6.7 230/2 57 .35/.3 24	129/9 9 76.7% 78.1/8 7.5 231/2 59 .323/. 30	130/1 00 76.9 % 78.7/ 88.4 233/2 62 .301/. 28	- <	

KTM COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22mm	Average	
510 Ported / Andre' Norrback Epoxy	N/A	35mm/30mm 98mm No Pipe	N/A	67/-	138/-	204/- 68.4 203 .683	234/- 78.5 232 .588	254/- 85.2 252 .51	262/- 87.8 260 .439	-	-	-	-	-	218 - - .279/.239	
525 Ported / Andre' Norrback Epoxy	N/A	36mm/30mm	N/A	76/-	148/-	211/- 66.9 198 .687	248/- 78.6 233 .606	259/- 82.1 243 .506	265/- 84 249 .431	270/- 85.6 254 .377	-	-	-	-	234 - - .287/.239	

Rotax COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																

Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	22mm	Average
450 Ported / Andre' Norrback	N/A	38mm/31mm	N/A	74/-	148/-	219/- 62.3 185 .676	256/- 72.8 216 .592	280/- 79.6 236 .518	286/- 81.3 241 .441	288/- 81.9 243 .381	-	-	-	-	246 - - .303/.247

Suzuki COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufa cturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Com b. Cha m. Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.700	.800	.900	Avera ge
'86 GSXR 750	N/A	26m m/-	N/A	-	47/-	67/- 40.7 121 .476	94/- 57.1 169 .501	112/- 68 202 .477	127/- 77.2 229 .451	136/- 82.6 245 .414	137/- 83.2 247 .365	137/- 83.2 247 .324	141/- - 85.7 254 .30	-	-	-	-	111 - - .207
'86 GSXR 750 Ported	N/A	26m m/-	N/A	-	67/-	-	120/- 72.9 216 .639	-	157/- 95.4 283 .557	-	171/- 104 308 .455	-	172/- - 105 310 .366	-	-	-	-	137 - - .207
GS110 0 CNC	N/A	31m m/ 27mm	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- - - .247/. 215
MonSta r Billet GS 22 Deg Alum	N/A	35m m/ 31mm	N/A	-	-	-	-	-	-	-	-	274/2 21 80.7 % 91.9/ 94.5 272/2 80 .482/. 439	-	-	-	-	-	- - - .279/. 247
Vortec 2-Valve CNC Alum	N/A	47m m/ 39mm	N/A	-	-	-	-	-	-	-	-	267/- 99.3 294 .699	-	-	-	-	-	- - - .375/. 311
Vortec II 2- Valve Alum	N/A	46m m/ 38mm	N/A	-	-	-	-	-	-	-	-	267/- 104 307 .714	-	-	-	-	-	- - - .367/. 303
Vortec II 2- Valve Matt Smith's Head Ported by Darin Morgan SF600 Alum	N/A	46m m/ 39mm	N/A	-	-	-	117/1 09 93.2 % 45.4/ 58.9 135/1 74 .704/ .774	-	195/1 53 78.5 % 75.7/ 82.6 224/2 45 .783/. 724	-	259/1 87 72.2 % 101/1 01 298/2 99 .779/. 664	-	295/ 206 69.8 % 115/ 111 339/ 330 .71/. 585	313/2 12 67.7 % 122/1 14 360/3 39 .628/. 502	321/2 13 66.4 % 125/1 15 369/3 41 .552/. 432	322/ 214 66.5 % 125/ 116 370/ 342 .485/. 38	321/2 16 67.3 % 125/1 17 369/3 46 .429/. 341	268/1 89 70.5 % - 367/. 311
4-Valve	N/A	30m m/ 24mm	N/A	-	-	-	-	-	-	-	-	217/- 99 293 .445	-	-	-	-	-	- - - .239/. 191

Hayabusa Competition CNC Alum	143.4 /44	33m m/ 27.5 mm	19.2	-	-	-	-	-	-	224/153 68.3 % 84.5/83.1 250/246 .537/.44	231/155 67.1 % 87.1/84.2 258/249 .485/.39	235/158 67.2 % 88.6/85.8 263/254 .438/.354	-	-	-	-	-	230/155 67.5 % - .263/.219
Hayabusa Alum	N/A	33m m/ 27.5 mm	18.8	-	-	-	145/121 83.4 % 54.7/65.7 162/195 .608/.609	-	202/147 72.8 % 76.2/79.8 226/237 .565/.493	-	228/157 68.9 % 86/85.3 255/253 .478/.395	-	-	-	-	-	-	192/142 73.9 % - .263/.219
Hayabusa Ported Alum	N/A	-	N/A	-	-	-	-	-	-	-	-	260/-	-	-	-	-	-	-
Hayabusa Ported Alum	N/A	-	N/A	-	-	-	-	-	-	-	-	282/-	-	-	-	-	-	-
Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Comb. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.600	.700	.800	.900	Average
Hayabusa Ported Competition CNC Alum	149.6 /50	33m m/ 27.5 mm	18	-	-	-	-	196/143 73% 73.9/77.7 219/230 .658/.576	221/157 71% 83.4/85.3 247/253 .618/.527	-	248/172 69.4 % 93.5/93.4 277/277 .52/.433	257/177 68.9 % 96.9/96.1 287/285 .479/.396	-	-	-	-	-	231/162 70.4 % - .263/.219
Hayabusa Sabre Heads Alum	N/A	33m m/ 27.5 mm 84m m No Pipe	N/A	39/30 76.9 %	81/70 86.4 %	120/93 77.5 % 45.3/50.5 134/150 .671/.624	158/118 74.7 % 59.6/64.1 177/190 .663/.594	191/131 68.6 % 72/71.1 213/211 .641/.528	218/137 62.8 % 82.2/74.4 244/220 .61/.46	232/139 59.9 % 87.5/75.5 259/224 .556/.40	237/140 59.1 % 89.4/76 265/225 .497/.352	238/142 59.7 % 89.8/77.1 266/229 .444/.318	-	-	-	-	-	184/121 65.8 % - .263/.219
Hayabusa Ported Sabre Heads Alum	N/A	33m m/ 27.5 mm 84m m No Pipe	N/A	39/30 76.9 %	81/65 80.2 %	122/97 79.5 % 46/52.7 136/156 .682/.651	162/121 74.7 % 61.1/65.7 181/195 .68/.609	197/135 68.5 % 74.3/73.3 220/217 .661/.544	222/142 64% 83.7/77.1 248/229 .621/.477	235/150 63.8 % 88.6/81.5 263/241 .563/.432	241/154 63.9 % 90.9/83.6 269/248 .506/.388	248/156 62.9 % 93.5/84.7 277/251 .462/.349	-	-	-	-	-	189/128 67.6 % - .263/.219
Hayabusa Ported Sabre Heads OS	N/A	34m m/ 28.4 mm 84m m	N/A	41/35	82/71	123/110 89.4 % 43.7/56	162/132 81.5 % 57.6/67.2	198/148 74.7 % 70.3/75.4	227/156 68.7 % 80.7/79.4	240/162 67.5 % 85.3/82.5	250/165 66% 88.8/84	252/169 67.1 % 89.5/86.1	-	-	-	-	-	192/139 72.6 %

Alum						.668/.715	.697/.643	.843/.577	.810/.507	.938/.451	.957/.402	.730/.366						
Haya COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manu- facturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/ Exh	Com b. Cha m. Vol	2mm	4mm	6mm	8mm	10mm	12mm	14mm	16mm	18mm	20mm	Avera ge				
DR 800 Single MORG O System s	N/A	Stoc k - Pipe	N/A	80/ 64 80 %	154/ 127 82.5 %	216/1 63 75.5 %	254/1 75 68.9 %	270/1 81 67% -	277/1 83 66.1 %	-	-	-	-	234/1 66 70.8 %				
DR 800 Single Ported MORG O System s	N/A	Stoc k - Pipe	N/A	89/ 68 76.4 %	169/ 126 74.6 %	228/1 63 71.5 %	281/1 82 64.8 %	310/1 93 62.3 %	315/1 99 63.2 %	-	-	-	-	261/1 73 66.2 %				
Hayabu sa Ported Alum	N/A	35m m/ 30.5 mm	N/A	-	-	187/- 62.7 186 .626	230/- 77.1 228 .578	264/- 88.5 262 .53	286/1 98 69.2 % 95.9/ 87.4 284/2 59 .479/ 38	-	-	-	-	242 - .279/ 243				

Triumph COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufac- turer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Average			
Thruxton Ported Kelford Cams	N/A	1.30/1.10	N/A	41/3 3 80.5 %	82/7 1 86.6 %	125/10 4 83.2% 47.1/54 .7	164/13 6 82.9% 61.8/71 .6	197/15 5 78.7% 74.2/81 .6	220/16 8 76.4% 82.9/88 .4	227/1 73 76.2% 85.5/9 1	235/17 6 74.9% 88.5/92 .6	239/17 8 74.5% 90/93.7 267/27 7	-	-	186/14 5 78% - .263/.2 23			

Yamaha COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises																		
Manufact- urer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.050	.100	.150	.200	.250	.300	.350	.400	.450	.500	.550	Average			
'03 Raptor 660 R CHW Alum	N/A	30mm/32mm	N/A	-	110/ 88 80%	-	200/15 3 76.5% 60.8/6 1.4 180/18 2 .615/.6 62	-	251/19 8 78.9% 76.4/7 9.4 226/23 5 .515/.5 71	259/20 3 78.4% 78.8/8 1.4 233/24 1 .455/.5 02	257/20 7 80.5% 78.2/8 3 232/24 6 .395/.4 48	259/20 7 79.9% 78.8/8 3 233/24 6 .354/.3 98	-	-	223/17 6 79% - .239/.2 55			

'03 Raptor 660 R Ported CHW Alum	N/A	31mm/33mm	N/A	-	119/88 73.9%	172/132 76.7% 49/49.8 145/148 .683/.738	222/183 82.4% 63.3/69 187/205 .661/.768	254/210 82.7% 72.4/79.2 214/235 .605/.705	271/223 82.3% 77.2/84.1 229/249 .538/.624	278/222 79.9% 79.2/83.7 235/248 .473/.532	281/223 79.4% 80.1/84.1 237/249 .418/.468	285/222 77.9% 81.2/83.7 241/248 .377/.414	-	-	235/188 79.9% - .247/.263

Yamaha

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufact urer Part Number	Port /Vol Int/ Exh	Valve Size Int/Exh	Comb. Cham. Vol	1mm	2mm	3mm	4mm	5mm	6mm	7mm	8mm	10mm	12m m	14m m	Averag e
YZ250F Greenslade Engineering	N/A	23mm/24.5mm	N/A	34/14 41.2%	71/42 59.2%	108/69 63.9% 55.9/47.2 166/140 .734/.66	139/93 66.9% 71.9/63.6 213/189 .708/.667	162/105 64.8% 83.9/71.8 248/213 .66/.603	172/111 64.5% 89/76 264/225 .584/.531	178/113 63.5% 92.1/77.3 273/229 .518/.463	-/113	-	-	-	138/88.8 64.2% - .183/.195
YZ250F Ported Greenslade Engineering	N/A	23mm/24.5mm	N/A	33/18 54.5%	71/46 64.8%	108/68 63% 55.9/46.5 166/138 .734/.651	144/89 61.8% 74.5/60.9 221/180 .734/.639	170/107 62.9% 88/73.2 261/217 .693/.614	179/114 63.7% 92.7/78 275/231 .608/.545	184/118 64.1% 95.2/80.7 282/239 .536/.484	-/124	-	-	-	143/90.3 63.3% - .183/.195

IH

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Manufacturer Part Number	Port/ Vol Int/ Exh	Valve Size Int/Exh	Combust. Chamber Vol	.100	.200	.300	.400	.500	.600	.700	.800	.900	Average
I-6 Ported Maxeffort	N/A	1.84/1.50	N/A	56/-	106/-	160/- 60.2 178 .632	184/- 69.2 205 .545	202/- 76 225 .479	204/135 66.2% 76.7/76.4 227/226 .403/.327	-	-	-	171 - - .373/.304

Please send comments about this table or suggestions for updates / improvements.
I would appreciate it if you find any wrong data in the table if you would send me a message.



This WebSite Designed and Maintained By World Wide Enterprises

This page best viewed at 1024 x 768 or greater.

COPYRIGHT © 2000-2013 Stan Weiss — World Wide Enterprises

Close This Window

BACK TO TOP

[[Back to Home Page](#)]