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Cylinder Head Comparison Sheet Big Block Mopar

PowerPort® Series Cylinder Heads for Big Block Mopar

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .700" Valve Lift | Use |
|----------------------|---------------------------------|---------------------------|----------------------------------|------------------------------------|--|
| PowerPort 240 | 240cc CNC Street Ported | 78cc CNC-profiled | 2.190" intake; 1.760" exhaust | 334 cfm intake; 262 cfm exhaust | <ul style="list-style-type: none"> • Ideal for 383-440 cubic inch street performance engines • CNC Street Ported intake and exhaust runners • Delivers great torque and throttle response • Capable of supporting 650+ horsepower as delivered |
| PowerPort 270 | 270cc CNC Competition Ported | 78cc CNC-profiled | 2.190" intake; 1.760" exhaust | 352 cfm intake; 262 cfm exhaust | <ul style="list-style-type: none"> • Ideal for 383-440+ cubic inch performance engines • CNC Competition Ported intake and exhaust runners • Delivers strong midrange horsepower and torque • Capable of supporting 700+ horsepower as delivered |



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Cylinder Head Comparison Sheet GM LS

GenX® Series Cylinder Heads for GM LS

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift | Use |
|--|---------------------------------------|---------------------------|----------------------------------|------------------------------------|--|
| GenX 205 4.8L/5.3L/5.7L (Vortec) | 205cc CNC Competition Ported | 58cc CNC-profiled | 2.000" intake; 1.575" exhaust | 284 cfm intake; 228cfm exhaust | <ul style="list-style-type: none"> • Ideal for street performance and mild race 4.8L, 5.3L, and 5.7L engines • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 3.780" minimum bore required • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 4.8L, 5.3L, 5.7L, and 6.0L engines • Capable of supporting up to 600 horsepower as delivered |
| GenX 220 LS1 | 220cc Fast As Cast® | 64cc CNC-profiled | 2.040" intake; 1.575" exhaust | 305 cfm intake; 233 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance and entry level drag racing applications • Fast As Cast intake and exhaust runners • 3.900" minimum bore required • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 5.7L and 6.0L engines • Capable of supporting 550+ horsepower as delivered |
| GenX 220 LS2 | 220cc Fast As Cast® | 65cc CNC-profiled | 2.055" intake; 1.575" exhaust | 314 cfm intake; 233 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance and entry level drag racing applications • Fast As Cast intake and exhaust runners • 4.000" minimum bore required • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 5.7L and 6.0L engines • Capable of supporting up to 600 horsepower as delivered |
| GenX 215 LS1 | 215cc CNC Competition Ported | 64cc CNC-profiled | 2.040" intake; 1.575" exhaust | 320 cfm intake; 245 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance and entry level drag racing applications • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 3.900" minimum bore required • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 4.8L, 5.3L, 5.7L, and 6.0L engines • Capable of supporting 600+ horsepower as delivered |
| GenX 225 LS2 | 225cc CNC Competition Ported | 65cc CNC-profiled | 2.055" intake; 1.575" exhaust | 338 cfm intake; 245 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance and entry level drag racing applications • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 4.000" minimum bore required • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 4.8L, 5.3L, 5.7L, and 6.0L engines • Capable of supporting 650+ horsepower as delivered |



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Cylinder Head Comparison Sheet GM LS

GenX® Series Cylinder Heads for GM LS (continued)

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift | Use |
|---------------------|---------------------------------------|---------------------------|----------------------------------|------------------------------------|--|
| GenX 235 LSX | 235cc CNC Competition Ported | 70cc CNC-profiled | 2.100" intake; 1.600" exhaust | 340 cfm intake; 245 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance, mild race, and bracket racing applications • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 4.125" minimum bore required • 6-bolt mounting pattern for high compression, high boost applications • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 4.8L, 5.3L, 5.7L, and 6.0L engines • Capable of supporting 700+ horsepower as delivered |
| GenX 245 LSX | 245cc CNC Competition Ported | 70cc CNC-profiled | 2.100" intake; 1.600" exhaust | 340 cfm intake; 245 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance, mild race, and bracket racing applications • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 4.125" minimum bore required • 6-bolt mounting pattern for high compression, high boost applications • Emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 4.8L, 5.3L, 5.7L, and 6.0L engines • Capable of supporting 700+ horsepower as delivered |
| GenX 255 LS3 | 255cc CNC Competition Ported | 69cc CNC-profiled | 2.165" intake; 1.600" exhaust | 382 cfm intake; 258 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance, mild race, and bracket racing applications • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 4.000" minimum bore required • Available with standard and 6-bolt mounting patterns • Emissions-legal under CARB E.O. #D-747 for 2007-present GM vehicles with 6.2L engines • Capable of supporting 750+ horsepower as delivered |
| GenX 260 LS7 | 260cc CNC Competition Ported | 70cc CNC-profiled | 2.200" intake; 1.600" exhaust | 393 cfm intake; 254 cfm exhaust | <ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance, mild race, and bracket racing applications • Fully CNC Competition Ported intake and exhaust runners plus CNC-profiled combustion chambers • 4.100" minimum bore required • Available with standard and 6-bolt mounting patterns • Emissions-legal under CARB E.O. #D-747 for 2006-present GM vehicles with 7.0L engines • Capable of supporting 750+ horsepower as delivered |



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Cylinder Head Comparison Sheet GM LT1

GenX® Series Cylinder Heads for GM LT1

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift | Use |
|-----------------|------------------------|---------------------------|----------------------------------|------------------------------------|--|
| GenX 185 | 185cc Fast As Cast® | 54cc CNC-profiled | 2.020" intake; 1.600" exhaust | 260 cfm intake; 206 cfm exhaust | <ul style="list-style-type: none"> • Ideal for stock bore, naturally aspirated LT1 engines • 21 degree valve angles • Fast As Cast intake and exhaust runners • Capable of delivering in excess of 500 horsepower as delivered |
| GenX 195 | 195cc Fast As Cast® | 62cc standard | 2.020" intake; 1.600" exhaust | 254 cfm intake; 190 cfm exhaust | <ul style="list-style-type: none"> • Ideal for engines with forced induction and 383 c.i.d. and larger maximum performance stroker engines • 23 degree valve angles • Fast As Cast intake and exhaust runners • Capable of delivering in excess of 500 horsepower as delivered |



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Cylinder Head Comparison Sheet Small Block Chevrolet

Super 23[®] and Ultra 18[®] Series Cylinder Heads for Small Block Chevrolet

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift (unless otherwise specified) | Use |
|--|---|------------------------------|----------------------------------|---|---|
| Super 23 175 | 175cc Fast As Cast [®] | 56cc standard | 1.940" intake; 1.500" exhaust | 245 cfm intake; 192 cfm exhaust | <ul style="list-style-type: none"> • Ideal for 283-350 cubic inch engines • Fast As Cast intake and exhaust runners • Delivers great torque and throttle response • Accepts most factory accessories • Emissions-legal under CARB E.O. #D-369-6 for 1995-earlier GM vehicles with Chevy 262-350 engines • Capable of supporting up to 450 horsepower as delivered |
| Super 23 195 with standard cast combustion chambers | 195cc Fast As Cast [®] | 62cc standard | 2.020" intake; 1.600" exhaust | 254 cfm intake; 190 cfm exhaust | <ul style="list-style-type: none"> • Ideal for 302-406 cubic inch street performance engines • Fast As Cast intake and exhaust runners • Delivers strong midrange horsepower and torque • Accepts most factory accessories • Emissions-legal under CARB E.O. #D-369-6 for 1995-earlier GM vehicles with Chevy 262-350 engines • Capable of supporting up to 500 horsepower as delivered |
| Super 23 195 with CNC-profiled combustion chambers | 195cc Fast As Cast [®] | 64cc or 72cc CNC-profiled | 2.020" intake; 1.600" exhaust | Intake: 64cc / 258 cfm 72cc / 249 cfm Exhaust: 64cc / 196 cfm 72cc / 199 cfm | <ul style="list-style-type: none"> • Same as other Super 23 195 but with choice of 64cc or 72cc CNC-profiled combustion chambers |
| Super 23 215 | 215cc Fast As Cast [®] | 67cc or 72cc standard | 2.080" intake; 1.600" exhaust | 287 cfm intake; 223 cfm exhaust (@ .700" valve lift) | <ul style="list-style-type: none"> • Ideal for 350 cubic inch and larger hot street, bracket race, and modified oval track engines • Fast As Cast intake and exhaust runners • Delivers strong upper RPM horsepower and torque • Capable of supporting up to 650 horsepower as delivered |
| Super 23 230 | 230cc CNC Street Ported or CNC Competition Ported | 70cc CNC-profiled | 2.080" intake; 1.600" exhaust | 310 cfm intake; 240 cfm exhaust (@ .700" valve lift) | <ul style="list-style-type: none"> • Ideal for maximum performance 383 cubic inch and larger engines • Fully CNC Street Ported or CNC Competition Ported intake and exhaust runners options plus CNC-profiled combustion chambers • Delivers 700+ horsepower as delivered in excess of 7,000+ RPM |
| Ultra 18 250 | 250cc CNC Competition Ported | 56cc CNC-profiled | 2.150" intake; 1.600" exhaust | 343 cfm intake; 269 cfm exhaust (@ .700" valve lift) | <ul style="list-style-type: none"> • Ideal for maximum effort 358 cubic inch and larger engines in bracket racing and oval track cars • Fully CNC Competition Ported intake and exhaust runners • Fully CNC-profiled combustion chambers • Capable of supporting 700+ horsepower as delivered |



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Cylinder Head Comparison Sheet Big Block Chevrolet

PowerOval® and PowerPort® Series Cylinder Heads for Big Block Chevrolet

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .700" Valve Lift | Use |
|----------------------|---------------------------------------|---------------------------|---|------------------------------------|---|
| PowerOval 280 | 280cc Fast As Cast® | 113cc CNC-profiled | 2.190" intake; 1.880" exhaust | 347 cfm intake; 264 cfm exhaust | <ul style="list-style-type: none"> • Ideal for street performance, RV/towing, mild race, and bracket racing applications that operate up to 7,000 RPM • Fast As Cast intake and exhaust runners • Delivers tremendous midrange torque for excellent performance in heavy vehicles • Capable of supporting 700+ horsepower as delivered |
| PowerPort 320 | 320cc Fast As Cast® | 122cc CNC-profiled | 2.250" or 2.300" intake; 1.880" exhaust | 362 cfm intake; 301 cfm exhaust | <ul style="list-style-type: none"> • Perfect for street performance and bracket racing applications • Fast As Cast intake and exhaust runners • Engines under 500 cubic inches require a loose torque converter • Capable of 750 horsepower as delivered |
| PowerPort 365 | 365cc CNC Competition Ported | 119cc CNC-profiled | 2.350" intake; 1.880" exhaust | 424 cfm intake; 337 cfm exhaust | <ul style="list-style-type: none"> • Best for use with large cubic inch naturally aspirated stroker combinations, forced induction, or engines running on alcohol • Ideal for 500+ cubic inch engines using stock intake port location • Fully CNC Competition Ported intake and exhaust runners • Requires a loose torque converter or a manual transmission • Capable of 1,000+ horsepower as delivered in excess of 7,500 RPM |



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Cylinder Head Comparison Sheet Ford 4.6L/5.4L 2V

Twisted Wedge® Series Cylinder Heads for Ford 4.6L/5.4L 2V

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift | Use |
|--------------------------------------|---------------------------------------|------------------------------|----------------------------------|------------------------------------|---|
| Twisted Wedge 185 | 185cc Fast As Cast® | 38cc or 44cc CNC-profiled | 1.840" intake; 1.450" exhaust | 252 cfm intake; 188 cfm exhaust | <ul style="list-style-type: none"> • Perfect for street performance and mild race applications • OE PI-style intake inlets; Fast As Cast intake and exhaust runners • Full 3/4 reach spark plugs; replaceable cam bearing journals • Accepts all OE-type 2V cams, followers, lash adjusters, and valve covers • Accepts all Romeo and Windsor valve covers plus most OE Ford front covers • Capable of 450+ horsepower as delivered |
| Twisted Wedge Track Heat® 185 | 185cc Fast As Cast® | 38cc or 44cc CNC-profiled | 1.840" intake; 1.450" exhaust | 252 cfm intake; 188 cfm exhaust | <ul style="list-style-type: none"> • Same features as Twisted Wedge 185 cylinder heads but with 275 lbs. per inch rate valve springs for engines with power adders and/or high-RPM applications • Capable of 500+ horsepower as delivered |
| Twisted Wedge Race 195 | 195cc CNC Competition Ported | 38cc or 44cc CNC-profiled | 1.840" intake; 1.450" exhaust | 278 cfm intake; 199 cfm exhaust | <ul style="list-style-type: none"> • Same features as Twisted Wedge Track Heat 185 heads but fully CNC Competition Ported • Perfect for large cubic inch, forced induction, and high-RPM engines • Capable of 550+ horsepower as delivered |



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Cylinder Head Comparison Sheet Ford 351C, 351M/400, and 351 Clevor

PowerPort® Cleveland Series Cylinder Heads for Ford 351C, 351M/400, and Clevor Conversions

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift | Use |
|--------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------------|---|
| PowerPort Cleveland 195 | 195cc CNC Street Ported | 62cc or 72cc CNC-profiled | 2.080" intake; 1.600" exhaust | 313 cfm intake; 236 cfm exhaust | <ul style="list-style-type: none"> • Perfect for street performance and mild racing applications • Combines factory 351C 2V low- and midrange muscle with 351C 4V high-RPM ability and top-end might • With minor machining, these heads can also be used on 302/351W blocks • Capable of 550-600 horsepower as delivered |
| PowerPort Cleveland 225 | 225cc CNC Competition Ported | 60cc or 72cc CNC-profiled | 2.080" intake; 1.600" exhaust | 339 cfm intake; 244 cfm exhaust | <ul style="list-style-type: none"> • Ideal for maximum performance engines • Combines factory 351C 2V low- and midrange muscle with 351C 4V high-RPM ability and top-end might • Fully CNC Competition Ported runners • 10° titanium retainers • With minor machining, these heads can also be used on 302/351W blocks • Capable of up to 700 horsepower as delivered |



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Cylinder Head Comparison Sheet Small Block Ford

Twisted Wedge® and High Port® Series Cylinder Heads for Small Block Ford

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift (unless otherwise specified) | Use |
|-------------------------------|---|------------------------------|----------------------------------|---|--|
| Twisted Wedge 170 | 170cc Fast As Cast® | 58cc or 61cc CNC-profiled | 2.020" intake; 1.600" exhaust | 257 cfm intake; 193 cfm exhaust | <ul style="list-style-type: none"> • Ideal for street performance and mild bracket racing applications • Fast As Cast intake and exhaust runners • Delivers great torque and throttle response • Some heads emissions-legal under CARB E.O. #D-369-18 for 1996-earlier Ford 289, 302, and 351W engines • Capable of 500+ horsepower as delivered |
| Twisted Wedge 11R 190 | 190cc CNC Street Ported or CNC Competition Ported | 56cc or 66cc CNC-profiled | 2.055" intake; 1.600" exhaust | CNC Street Ported: 304 cfm intake; 227 cfm exhaust CNC Competition Ported: 311 cfm intake; 277 cfm exhaust | <ul style="list-style-type: none"> • Ideal for maximum performance street and competition level bracket racing applications • Restructured combustion chamber arrangement for more airflow • Your choice of CNC Street Ported or CNC Competition Ported runners • 11° intake and 13° exhaust valve angles • Capable of supporting 700 horsepower as delivered |
| Twisted Wedge 11R 205 | 205cc CNC Competition Ported | 56cc or 66cc CNC-profiled | 2.080" intake; 1.600" exhaust | 321 cfm intake; 227 cfm exhaust | <ul style="list-style-type: none"> • Ideal for maximum performance street and competition level bracket racing applications • Restructured combustion chamber arrangement for more airflow • Your choice of CNC Street Ported or CNC Competition Ported runners • 11° intake and 13° exhaust valve angles • Capable of supporting 700 horsepower as delivered |
| Twisted Wedge Race 206 | 206cc Fast As Cast® | 61cc CNC-profiled | 2.080" intake; 1.600" exhaust | 305 cfm intake; 235 cfm exhaust (@ .700" valve lift) | <ul style="list-style-type: none"> • Ideal for maximum effort street performance and bracket racing cars • Copper bronze exhaust seats combat extreme combustion chamber temperatures in high boost forced induction engines • Small cubic inch engines require a loose torque converter • Capable of 650 horsepower as delivered |
| Twisted Wedge Race 225 | 225cc CNC Competition Ported | 65cc CNC-profiled | 2.080" intake; 1.600" exhaust | 341 cfm intake; 271 cfm exhaust (@ .700" valve lift) | <ul style="list-style-type: none"> • Fully CNC Competition Ported version of the Twisted Wedge Race 206 cylinder heads • Ideal for maximum effort street performance and drag racing cars • Copper bronze exhaust seats combat extreme combustion chamber temperatures in high boost forced induction engines • Requires high-flowing intake and exhaust systems; small cubic inch naturally aspirated engines require a loose torque converter • Capable of 700+ horsepower and 7,500 RPM at delivered |
| High Port 192 | 192cc Fast As Cast® | 64cc CNC-profiled | 2.020" intake; 1.600" exhaust | 283 cfm intake; 193 cfm exhaust | <ul style="list-style-type: none"> • Ideal for street performance and drag racing applications on both naturally aspirated and forced induction engines • One of the most dominant Ford race cylinder heads available • Capable of supporting 550 horsepower as delivered |



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Cylinder Head Comparison Sheet Small Block Ford

Twisted Wedge® and High Port® Series Cylinder Heads for Small Block Ford (continued)

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .600" Valve Lift (unless otherwise specified) | Use |
|---------------|---------------------------------------|------------------------------|----------------------------------|---|--|
| High Port 225 | 225cc CNC Competition Ported | 58cc or 70cc CNC-profiled | 2.080" intake; 1.600" exhaust | Intake: 58cc / 333 cfm 70cc / 335 cfm Exhaust: 58cc / 255 cfm 70cc / 257 cfm | <ul style="list-style-type: none"> Fully CNC-ported version of the High Port 192 cylinder heads with additional valve spring package options Ideal for maximum effort street performance and bracket racing cars Requires high-flowing intake and exhaust systems; small cubic inch naturally aspirated engines require a loose torque converter Capable of 700 plus horsepower and 7,500 RPM as delivered |
| High Port 240 | 240cc CNC Competition Ported | 67cc or 76cc CNC-profiled | 2.100" intake 1.600" exhaust | 343 cfm intake 257 cfm exhaust | <ul style="list-style-type: none"> Fully CNC-ported version of the High Port 192 cylinder heads with additional valve spring package options Ideal for maximum effort street performance and bracket racing cars Requires high-flowing intake and exhaust systems; small cubic inch naturally aspirated engines require a loose torque converter Capable of 700 plus horsepower and 7,500 rpm as delivered |



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Cylinder Head Comparison Sheet Ford 429/460

PowerPort® Series Cylinder Heads for Ford 429/460

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow @ .700" Valve Lift (unless otherwise specified) | Use |
|---------------------------|---------------------------------|------------------------------|--|--|---|
| PowerPort 290 | 290cc Fast As Cast® | 74cc standard | 2.200" intake; 1.760" exhaust | 350 cfm intake; 240 cfm exhaust | <ul style="list-style-type: none"> • Awesome OEM replacement cylinder heads ideal for street performance, RV/towing, and mild racing applications • Capable of supporting up to 700 horsepower as delivered |
| PowerPort 325 | 325cc CNC Street Ported | 78cc CNC-profiled | 2.250" intake; 1.760" exhaust | 401 cfm intake; 287 cfm exhaust | <ul style="list-style-type: none"> • Fully CNC Street Ported version of the PowerPort 290 cylinder heads • Perfect for street performance and mild bracket racing applications • Capable of supporting in excess of 850+ horsepower as delivered |
| PowerPort A460 340 | 340cc Fast As Cast® | 83cc or 87cc CNC-profiled | M83 standard intake: 2.300" M83/M87 18-bolt intake: 2.350"; 1.880" exhaust | 428 cfm intake; 303 cfm exhaust (@ .800" valve lift) | <ul style="list-style-type: none"> • Ideal for maximum performance street, bracket racing, truck pull, and monster truck applications • Small cubic inch engines require a loose torque converter • Available with standard and 18-bolt mounting patterns • Capable of supporting in excess of 850 horsepower as delivered on naturally aspirated engines |
| PowerPort A460 360 | 360cc CNC Competition Ported | 85cc or 87cc CNC-profiled | 2.400" intake; 1.880" exhaust | 453 cfm intake; 321 cfm exhaust (@ .800" valve lift) | <ul style="list-style-type: none"> • Fully CNC Competition Ported version of the PowerPort A460 340 cylinder heads • 18-bolt mounting pattern • Capable of supporting in excess of 1,000+ horsepower as delivered on naturally aspirated and forced induction engines |



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Cylinder Head Sheet Ford and Mercury Flathead V8

Cylinder Heads for 1949-53 Ford and Mercury Flathead V8

| Product Name | Intake Runner Volume | Combustion Chamber Volume | Valve Sizes | Port Flow | Use |
|------------------|----------------------|---------------------------|-------------|-----------|---|
| Ford Flathead V8 | N/A | 65cc CNC-profiled | N/A | N/A | <ul style="list-style-type: none">• Made from rugged A356-T61 aluminum• Vintage-look "TFS" block lettering adds a nostalgic feel• Fins add strength, dissipate power-robbing heat faster, and eliminate warping• Excellent breathing characteristics• Large water jackets for improved cooling• Fit 24-stud 1949-53 Ford 8BA and Mercury 8CN engines |