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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, Cathedral Port	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®, Cathedral Port	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®, Cathedral Port	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, Cathedral Port	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, Cathedral Port	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, Cathedral Port	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, Cathedral Port	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, Square Port	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-747-1 for 2007-present GM vehicles with 6.2L engines • Capable of supporting 750+ horsepower as delivered
GenX 260 LS7	260cc CNC Competition Ported, Square Port	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-747-1 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-747-1 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 • Emissions-legal under CARB E.O. #D-747-1 for 1995-earlier GM vehicles with Chevy 262-350 engines
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	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-747-1 for 1996-earlier Ford 289, 302, and 351W engines Capable of 500+ horsepower as delivered
Twisted Wedge 11R 170	170cc CNC Street Ported	53cc or 63cc CNC-profiled	2.020" intake; 1.600" exhaust	277 cfm intake; 216 cfm exhaust	<ul style="list-style-type: none"> Ideal for street performance and mild bracket racing applications CNC Street Ported intake and exhaust runners Features 11° Intake and 13° exhaust valve angles Capable of supporting 550 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 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 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
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 Competition Ported	78cc CNC-profiled	2.250" intake; 1.760" exhaust	401 cfm intake; 287 cfm exhaust	<ul style="list-style-type: none"> • Fully CNC Competition 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 with 2.350" intake valves)	<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