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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