



1248 Southeast Avenue

Tallmadge, Ohio 44278

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Toll-Free Dealer Phone Number: 1.888.841.6556

Trick Flow Specialties Small Block Chevrolet Cylinder Head Reference Sheet

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

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .600" Valve Lift (unless specified)	Use
Super 23 Street	175cc	56cc	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 Delivers great torque and throttle response Capable of supporting 450 horsepower as delivered
Super 23 Street/Strip	195cc	62cc	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 Delivers strong midrange horsepower and torque Capable of supporting up to 500 horsepower as delivered
Super 23 Street/Strip with CNC-profiled combustion chambers	195cc	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 Super 23 Street/Strip but with 64cc or 72cc CNC-profiled combustion chambers
Super 23 Race	215cc	67cc or 72cc	2.080" intake 1.600" exhaust	287 cfm intake 220 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 Delivers strong upper rpm horsepower and torque Capable of supporting up to 650 horsepower as delivered
Super 23 Race CNC	230cc CNC-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-ported intake and exhaust ports plus CNC-profiled combustion chambers Requires loose torque converter or manual transmission in light vehicles Delivers superior horsepower and torque to 7,000 plus rpm

Ultra 18[®] Cylinder Head for Small Block Chevrolet

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .700" Valve Lift	Use
Ultra 18 Race	250cc	56cc CNC-profiled	2.150" intake 1.600" exhaust	334 cfm intake 256 cfm exhaust	<ul style="list-style-type: none"> Ideal for maximum effort 358 cubic inch and larger engines in street/strip, bracket racing, and oval track cars Fully CNC-profiled combustion chambers Capable of supporting 700 plus horsepower as delivered

GenX[™] Street/Strip Cylinder Heads for Chevrolet LT1

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .600" Valve Lift	Use
GenX LT1/naturally aspirated engines	185cc	54cc	2.020" intake 1.600" exhaust	273 cfm intake 209 cfm exhaust	<ul style="list-style-type: none"> 21 degree valve angles Ideal for stock bore, naturally aspirated LT1 engines Capable of delivering in excess of 500 horsepower as delivered
GenX LT1/forced induction engines	195cc	62cc	2.020" intake 1.600" exhaust	254 cfm intake 190 cfm exhaust	<ul style="list-style-type: none"> Ideal for engines with forced induction or for maximum performance stroker engines of 383 cubic inches and larger Capable of delivering in excess of 500 horsepower as delivered



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Trick Flow Specialties Big Block Chevrolet Cylinder Head/Intake Manifold Reference Sheet

PowerOval® Street Cylinder Head for Big Block Chevrolet

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .700" Valve Lift	Use
PowerOval Street	280cc	113cc	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 street/strip, and bracket race applications that operate up to 7,000 rpm • Delivers tremendous midrange torque for excellent performance in heavy vehicles

PowerPort® Series Cylinder Heads for Big Block Chevrolet

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .800" Valve Lift	Use
PowerPort Street	320cc	122cc	2.250" or 2.300" intake 1.880" exhaust	362 cfm intake 301 cfm exhaust	<ul style="list-style-type: none"> • Perfect for street/strip and bracket race applications • Engines under 500 cubic inches require a loose torque converter • Capable of 750 horsepower as delivered
PowerPort Race	360cc	122cc	2.300" intake 1.880" exhaust	390 cfm intake 301 cfm exhaust	<ul style="list-style-type: none"> • Best for use with large cubic inch naturally aspirated stroker combinations, forced induction engines, or with alcohol • Ideal cylinder heads for maximum performance with stock intake port location • Requires a loose torque converter or a manual transmission • Capable of 800-plus horsepower as delivered in excess of 8,000 rpm

R-Series Intake Manifold for Big Block Chevrolet

Product Name	Overall Height	Port Opening	Carburetor Flange	Use
R-Series	6.550"	Rectangular	Holley 4500 Dominator	<ul style="list-style-type: none"> • Best for aggressive street, street/strip, and bracket race applications • Engine size recommendations: 427 cubic inches and larger with alcohol or forced induction; 500 cubic inches and larger naturally aspirated • RPM range: 4,000-8,000 plus



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Trick Flow Specialties GM LS Cylinder Head Reference Sheet

GenX™ Series Cylinder Heads for GM LSX

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .600" Valve Lift	Use
GenX Street	205cc Fast As Cast or CNC-ported runners	59cc cast or 58cc CNC-profiled	2.000" intake 1.575" exhaust	299 cfm intake 237 cfm exhaust	<ul style="list-style-type: none"> • Ideal for street performance and street/strip 4.8L/5.3L engines • Capable of supporting up to 600 horsepower as delivered
GenX Street/Strip, LS1	220cc Fast As Cast runners	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 street/strip applications • Capable of supporting 550-plus horsepower as delivered
GenX Street/Strip, LS2	220cc Fast As Cast runners	65cc CNC-profiled	2.055" 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 street/strip applications • Capable of supporting 600 horsepower as delivered
GenX Street/Strip CNC, LS1	215cc CNC-ported runners	64cc CNC-profiled	2.040" intake 1.575" exhaust	320 cfm intake 259 cfm exhaust	<ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance and street/strip applications • Capable of supporting 600 plus horsepower as delivered
GenX Street/Strip CNC, LS2	225cc CNC-ported runners	65cc CNC-profiled	2.055" intake 1.575" exhaust	338 cfm intake 259 cfm exhaust	<ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance and street/strip applications • 4.000" minimum bore required • Capable of supporting 650-plus horsepower as delivered
GenX Street/Strip CNC, LSX	235cc CNC-ported runners	70cc CNC-profiled	2.080" intake 1.600" exhaust	340 cfm intake 270 cfm exhaust	<ul style="list-style-type: none"> • Ideal for naturally aspirated and forced induction street performance, street/strip, and bracket race applications • 4.125" minimum bore required • Capable of supporting 700-plus horsepower as delivered



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Twisted Wedge® Series Cylinder Heads for Small Block Ford

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .600" Valve Lift (unless specified)	Use
Twisted Wedge Street	170cc	61cc	2.020" intake 1.600" exhaust	251 cfm intake 193 cfm exhaust	<ul style="list-style-type: none"> • Ideal for street performance and mild bracket race applications • Delivers great torque and throttle response • Capable of delivering in excess of 450 horsepower as delivered
Twisted Wedge Street CNC	185cc or 205cc CNC-ported	64cc or 65cc CNC-profiled	2.020" intake 1.600" exhaust	Intake: 185cc/301 cfm 205cc/316 cfm Exhaust: 185cc/231 cfm 205cc/231 cfm	<ul style="list-style-type: none"> • Fully CNC-ported version of the Twisted Wedge Street cylinder heads • Ideal for street/street, bracket race, and forced induction engines that operate up to 7,000 rpm • Requires the use of high-flowing intake and exhaust systems • Capable of supporting 600-plus horsepower as delivered
Twisted Wedge Street/Strip with Fast As Cast Runners	190cc Fast As Cast runners	64cc	2.020" intake 1.600" exhaust	268 cfm intake 194 cfm exhaust	<ul style="list-style-type: none"> • Newest version of Twisted Wedge Street/Strip cylinder head with Fast As Cast runners • Ideal for street performance, street/street, and forced induction engines • Capable of supporting 550-600 horsepower as delivered
Twisted Wedge Street/Strip	170cc	61cc	2.020" intake 1.600" exhaust	251 cfm intake 193 cfm exhaust	<ul style="list-style-type: none"> • Same features as Twisted Wedge Street cylinder heads but with higher rate valve springs, 10° steel locks, and 7/16" rocker arm studs • Perfect for dual purpose street/street cars • Supports camshafts up to .600" lift • Capable of delivering in excess of 450 horsepower as delivered
Twisted Wedge Street/Strip CNC	185cc or 205cc CNC-ported	64cc or 65cc CNC-profiled	2.020" intake 1.600" exhaust	Intake: 185cc/301 cfm 205cc/316 cfm Exhaust: 185cc/231 cfm 205cc/231 cfm	<ul style="list-style-type: none"> • Fully CNC-ported version of the Twisted Wedge Street/Strip cylinder heads • Perfect for maximum performance street, street/street, and bracket race cars • Requires high-flowing intake and exhaust systems; small cubic inch naturally aspirated engines require a loose torque converter • Capable of supporting 650-plus horsepower and 7,000 rpm as delivered
Twisted Wedge Race	206cc	61cc	2.080" intake 1.600" exhaust	305 cfm intake 235 cfm exhaust (@ .700" Valve Lift)	<ul style="list-style-type: none"> • Ideal cylinder heads for maximum effort street/street and bracket race 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 CNC	225cc CNC-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-ported version of the Twisted Wedge Race cylinder heads • Ideal for maximum effort street/street and bracket race 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-plus horsepower and 7,500 rpm as delivered



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High Port® Series Cylinder Heads for Small Block Ford

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .600" Valve Lift	Use
High Port Street/Strip	192cc	64cc	2.020" intake 1.600" exhaust	267 cfm intake 193 cfm exhaust	<ul style="list-style-type: none"> • Ideal for street performance, street/strip, and bracket race applications on both naturally aspirated and forced induction engines • One of the best Ford race cylinder heads available • Capable of supporting 550 horsepower as delivered
High Port Race CNC	225cc CNC-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 Street/Strip cylinder heads with additional valve spring package options • Ideal for maximum effort street/strip and bracket race 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

PowerPort® Cleveland Street/Strip Cylinder Head for Ford 351C, 351M/400

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .600" Valve Lift	Use
PowerPort Cleveland Street/Strip	190cc Fast As Cast runners	62cc	2.080" intake 1.600" exhaust	280 cfm intake 230 cfm exhaust	<ul style="list-style-type: none"> • New cylinder head for Ford 351C and 351M/400 engines • Perfect for street performance, street/strip, and mild bracket race 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



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Trick Flow Specialties Big Block Ford Cylinder Head/Intake Manifold Reference Sheet

PowerPort® Street/Strip Cylinder Head for Ford 429/460

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .700" Valve Lift	Use
PowerPort Street/Strip	290cc	74cc	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, street/strip, and mild bracket racing applications • Capable of supporting up to 700 horsepower as delivered

PowerPort® Race A460 Cylinder Head for Ford 429/460

Product Name	Intake Port Volume	Combustion Chamber Volume	Valve Sizes	Port Flow @ .800" Valve Lift	Use
PowerPort Race A460	340cc	91cc or 83cc	2.300" or 2.350" intake 1.880" exhaust	Intake: 91cc/412 cfm 83cc/423 cfm Exhaust: 91cc/300 cfm 83cc/300 cfm	<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 • Capable of supporting in excess of 850 horsepower as delivered on naturally aspirated engines

Ford 429/460 Intake Manifolds

Product Name	Overall Height	Port Opening	Carburetor Flange	Use
Track Heat® 429/460	6.800"	Ford 429/460, non-Super Cobra Jet	Holley 4150 square bore	<ul style="list-style-type: none"> • Aggressive street, street/strip, and bracket race applications • RPM range: 3,500-8,000
R-Series A460	8.600"	Trick Flow PowerPort Race A460	Holley 4500 Dominator	<ul style="list-style-type: none"> • Maximum effort street, street/strip, bracket, race, and truck pull applications • Small cubic inch engines will require a loose torque converter • RPM range: 3,500-8,000
R-Series A460 Tunnel Ram	10.480"**	Trick Flow PowerPort Race A460	Holley 4500 Dominator, single or dual carburetor top covers available	<ul style="list-style-type: none"> • Ideal for truck pull, monster truck, dragster, and fast bracket race applications • Loose torque converter or manual transmission required for all combinations • RPM range: 4,500-8,000

***NOTE:** Overall height is measured from the bottom of the manifold to the base of the top cover.