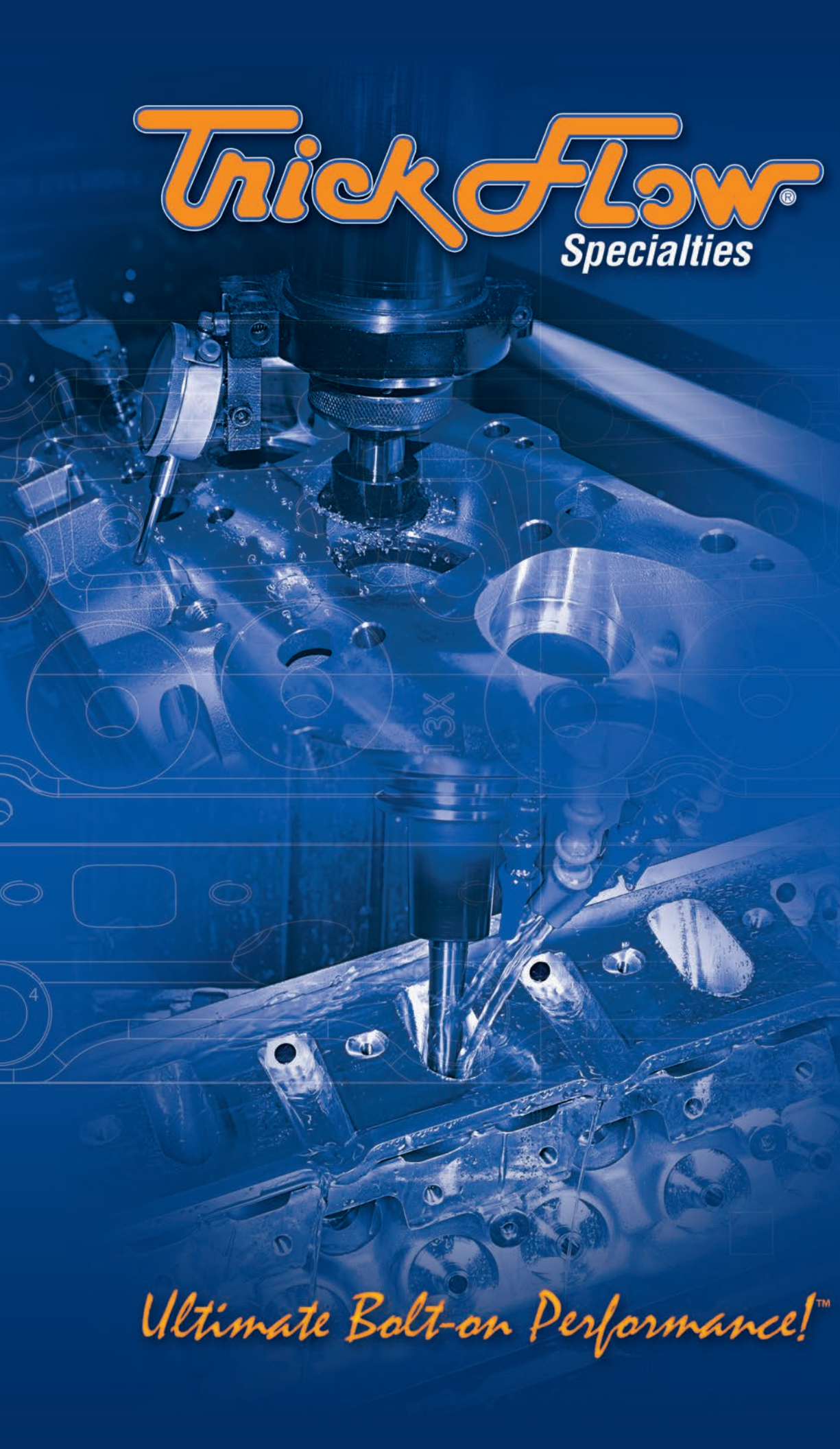
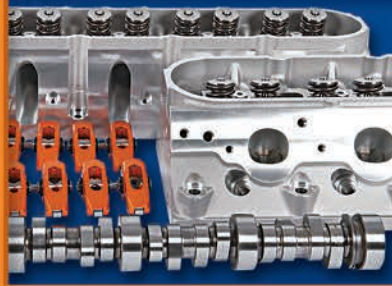


Trick Flow[®]

Specialties



Ultimate Bolt-on Performance!™





Trick Flow Specialties' reputation was earned by creating, engineering, and manufacturing budget-friendly cylinder heads that deliver phenomenal out-of-the-box performance. This devotion has fueled more than 30 years of Trick Flow's trademark innovation.

It all starts at Trick Flow's corporate headquarters in Tallmadge, Ohio. Trick Flow engineers design new ports, change valve angles, relocate combustion chambers, and try new spark plug locations to find more usable horsepower and torque. Trick Flow's in-house pattern makers build the foundry tooling to make the heads. Trick Flow works carefully to verify that its castings meet stringent quality standards before they are machined on-site using the latest in

advanced multi-axis CNC-machining equipment. The heads are then assembled with top-quality components by experienced personnel.

Specialists using Trick Flow's SuperFlow engine dynamometers perform extensive durability and performance analysis before approving the heads for road and track testing. Once Trick Flow is confident that the heads will exceed customers' expectations, they are boxed and shipped to authorized dealers.

This catalog is full of cylinder heads, intake manifolds, and other parts that are engineered, cast, machined, assembled, durability tested, and dyno proven to provide you with Ultimate Bolt-On Performance!™



Trick Flow's Four Performance Levels

Trick Flow cylinder heads are available in four performance levels, each specifically tailored to address specific horsepower levels and budget requirements requested by our customers.

Fast As Cast® Runners with Standard Combustion Chambers:

An excellent foundation for grassroots racing and moderate performance rebuilds, Fast As Cast cylinder heads outflow any other cast head available, and even rival some of our competitor's CNC-ported heads, for about the same price as most regular cast heads.

Fast As Cast Runners with CNC-Profiled Combustion Chambers:

Same as our other Fast As Cast heads, but with standard resolution CNC-profiled combustion chambers with port-to-valve seat blending (bowl blending) for increased performance.

CNC Street Ported Runners and Combustion Chambers:

A great entry-level CNC cylinder head with fully CNC-machined runners and combustion chambers with a standard resolution surface finish for significant performance gains.



Fast As Cast®



CNC Street Ported



CNC Competition Ported

CNC Competition Ported Runners and Combustion Chambers:

Trick Flow's top-of-the-line choice with fully CNC-machined runners and combustion chambers and a premium high resolution surface finish that delivers maximum airflow and performance over the entire powerband.

"Emissions-Legal" Explained

The California Air Resources Board (CARB) prohibits the sale or use of parts that will modify or defeat emissions systems in any 1966 and newer vehicle. This excludes true replacement parts and those granted an exemption (E.O. #) by the California Air Resources Board. Where possible, we list the CARB E.O. # for parts granted one. Look for the CARB E.O. # to choose the right parts for emissions-legal performance.



WARNING

Proposition 65 Compliance Statement: It is the responsibility of Trick Flow to warn its customers and employees that some products sold in this catalog contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

PowerPort® Cylinder Heads and Accessories for Big Block Moparpages 4–6

- PowerPort 240 Cylinder Heads
- PowerPort 270 Cylinder Heads
- PowerPort Top-End Engine Kit
- MLS Cylinder Head Gaskets
- Track Heat® Intake Manifolds
- Cylinder Head Bolt Kit
- Cylinder Head Stud Kit
- MLS Exhaust Gaskets
- Track Max® Camshaft
- Hydraulic Retro-Fit Roller Lifters
- Camshaft Installation Handle
- Harmonic Dampers
- Valley Plate Kits
- Cast Aluminum Valve Covers
- Transmission Pan

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- Active Fuel Management Delete Kits
- GenX 255 Square Port Cylinder Heads for GM LS3
- Valve Cover Spacers
- GenX 205 Cathedral Port Cylinder Heads for GM LS2 4.8L/5.3L/5.7L (Vortec)
- GenX 215 Cathedral Port Cylinder Heads for GM LS1
- GenX 225 Cathedral Port Cylinder Heads for GM LS2
- GenX 235 Cathedral Port Cylinder Heads for GM LSX
- GenX 245 Cathedral Port Cylinder Heads for GM LSX
- GenX 220 Cathedral Port Cylinder Heads for GM LS1 and LS2
- Cylinder Head Bolt Kits
- GenX Top-End Engine Kits
- Track Max® Camshafts
- True Roller Timing Chain Sets
- Timing Chain Damper and Adapter Bracket
- Variable Valve Timing Delete Kits
- Valve Spring Upgrade Kits
- Valve Spring Compressors
- TFX™ EFI Fuel Rails
- Rocker Arm Upgrade Components
- Flywheel Holding Tool
- R-Series Intake Manifolds for GM LS3
- TFX Fuel Injector Connectors and Adapters
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- Roller Rocker Arms
- Valve Cover Adapters
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- Power Steering Reservoir Bracket
- Track Max® Camshafts
- Track Max Camshaft and Valve Spring Upgrade Kits
- Cylinder Head and Camshaft Installation DVD
- Valve Cover-Mount Ignition Systems
- Cast Aluminum Valve Cover Kits
- Folding Chair
- Replacement Valvetrain Components
- Twisted Wedge® Top-End Engine Kits
- Cylinder Head Bolt Kit
- Valve Spring Upgrade Kits
- Valve Spring Change Accessory Kit
- Valve Spring Compressor
- Cam Degree Supplement Kit and Accessories
- Cylinder Head and Intake Gaskets
- EFI Intake Manifolds
- TFX™ EFI Fuel Rails
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- Twisted Wedge Race 225 Cylinder Heads
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- High Port 225 Cylinder Heads
- High Port 240 Cylinder Heads
- Head Bolt Reducer Bushings
- Locating Dowels
- Twisted Wedge Top-End Engine Kits
- EFI Intake Manifolds
- TFX EFI Fuel Rails and Kits
- TFX™ Nitrous Systems for EFI Manifolds
- Carburetor and Carb-Style EFI Intake Manifolds
- Gaskets and Gasket Sets
- Header Flanges
- Cylinder Head Bolt Kit
- Track Max® Camshafts
- Roller Rocker Arms
- Valve Spring Upgrade Kits
- True Roller Timing Chain Set
- Rocker Stud Girdles
- Main Stud Girdles
- Valve Covers
- Trick Flow by Wiseco Twisted Wedge Forged Pistons
- Billet Oil Fill Kit
- A/C Eliminator Bracket
- Underdrive Pulley Kits
- SN95 Throttle Body Adapters
- Throttle Cable Bracket Kits
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- Roller Rocker Arms
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- TFX Fuel Rail and Pressure Sensor Adapters
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- TFX Fuel Filters
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- Engine Priming Pump Kit
- Cylinder Head Porting Tools
- Cylinder Head Work Stands
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- Promotional Items
- Ball Caps

Trick Flow Specialties has an ongoing product improvement program and reserves the right to change specifications without notice. Catalog errors in description or photography are subject to correction.

PowerPort® 240 and 270 Cylinder Heads for Big Block Mopar

Once you see Trick Flow's new PowerPort® heads for big block Mopar in action, you'll agree they are the only aftermarket aluminum heads worth using on your engine!

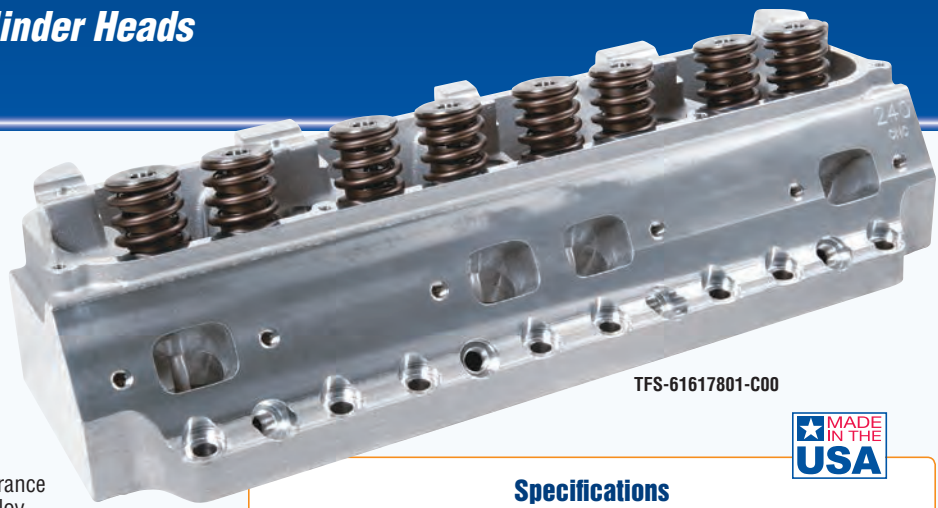
What makes PowerPort heads so great? For starters, they're made from premium grade A356-T61 aluminum, so they weigh much less than cast iron heads and are very strong. Trick Flow engineers improved the factory head design by enhancing the rocker shaft and runner areas. By relocating the oil holes for the shafts, the engineers optimized the shape of the runners to increase flow velocity and add much needed strength to the shaft bosses. Other important improvements include clearance for 3/8" pushrods, ductile iron valve seats, bronze alloy valve guides, and multi-angle valve seat machining on precision Serdi® equipment.

Trick Flow heads for big block Mopar are available in two flavors: PowerPort 240 and PowerPort 270. The PowerPort 240 heads are designed for engines using regular intake manifolds and have CNC Street Ported intake runners with a standard resolution surface finish for mild-to-moderate performance applications. The PowerPort 270 heads feature larger, raised Max Wedge-style intake runners that provide a straighter path to the valve for improved airflow. They're topped off with Trick Flow's signature high resolution CNC Competition Ported surface finish that guarantees proper dimensional accuracy with balanced flow from runner-to-runner for maximum power potential.

Assembled heads include premium 11/32" stainless steel valves, Trick Flow by PAC Racing valve springs, chromoly and titanium retainer options, and 7° or 10° steel valve stem locks.

Since swapping cylinder heads can be a costly and time-consuming process, Trick Flow designed the PowerPort heads to use all factory-style big block Mopar pistons, roller rocker arms, and headers. Trick Flow recommends using a Max Wedge-style intake manifold with the PowerPort 270 heads for best performance.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



TFS-61617801-C00



Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	78cc CNC-profiled
Intake Port Volume:	C00: 240cc CNC Street Ported C01: 270cc CNC Competition Ported
Intake Port Location:	C00: Stock C01: Raised Max Wedge-style
Intake Port Dimensions:	C00: 2.270" x 1.230" C01: 2.630" x 1.340"
Intake Gaskets:	C00: Fel-Pro 1216 (gaskets only) C01: Fel-Pro 1218 (gaskets only)
Valley Pan Gasket Sets:	361-400: Fel-Pro 1214 413-440: Fel-Pro 1215
Intake Valve Diameter:	2.190" (TFS-61600211)
Intake Valve Seat:	Ductile iron (TFS-53400271)
Exhaust Port Volume:	C00: 74cc CNC Street Ported C01: 74cc CNC Competition Ported
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.250" x 1.650" oval
Exhaust Gaskets:	Fel-Pro 1414
Exhaust Valve Diameter:	1.760" (TFS-61600212)
Exhaust Valve Seat:	Ductile iron (TFS-61600272)
Valve Angles:	15°
Valve Guide Material:	Bronze alloy (intake TFS-61600251, exhaust TFS-51600251)
Valve Seals:	Viton® fluoroelastomer canister (TFS30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring I.D. Locators:	1.550" x .060" (TFS-21400440)
Valve Spring Retainers:	7° x 1.550" o.d. chromoly steel (TFS-31400424) 10° x 1.550" o.d. chromoly steel (TFS-41400423) 10° x 1.550" o.d. titanium (TFS-214T0520) 10° x 1.560" o.d. titanium (TFS-214T0525)
Valve Stem Locks:	7° machined steel (TFS-51400444) 10° machined steel (TFS-52400444)
Valve Springs, Standard:	1.460" o.d. dual spring with damper (TFS-16893-16) 120 lbs. @ 1.900" installed height 394 lbs. @ 1.175" open 390 lbs. per inch rate .650" max. valve lift
Valve Springs, Option 1:	1.550" o.d. dual spring (TFS-16094-16) 138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .680" max. valve lift
Valve Springs, Option 2:	1.560" o.d. dual spring (TFS-16318-16) 240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .700" max. valve lift
Rocker Arm Studs:	3/8" (TFS-61600613)
Rocker Arms:	Harland Sharp S70015KE (1.5 ratio) Harland Sharp S70016KE (1.6 ratio)
Minimum Bore Diameter:	4.320"
Cylinder Head Bolts:	TFS-92025 ARP 145-3609
Cylinder Head Studs:	TFS-61604304
Head Gaskets:	Fel-Pro 1009
Head Locating Dowels:	Mr. Gasket 4375
Pushrod Length:	Longer than stock may be required
Spark Plugs:	Autolite 3924
NOTE:	Work with stock pistons, roller rocker arms, and headers. Max Wedge-style intake manifold recommended for PowerPort 270 cylinder heads.

Viton® is a registered trademark of DuPont Performance Elastomers.

Airflow Results PowerPort 240

Lift Value	Intake Flow CFM	Exhaust Flow CFM
	240	240
.100"	72	58
.200"	154	130
.300"	230	186
.400"	282	222
.500"	310	243
.600"	326	253
.700"	334	262

Tests conducted at 28" of water (pressure).
Bore size: 4.350"; exhaust with 2" pipe.

PowerPort 240 Heads, CNC Street Ported Runners, Assembled

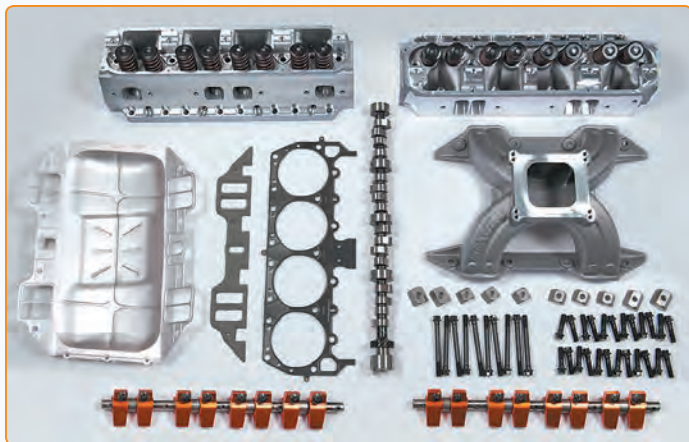
TFS-61617801-C00	1.460" dual valve springs, 240cc intake runners
TFS-61617802-C00	1.550" dual valve springs, 240cc intake runners
TFS-6161T783-C00	1.550" dual valve springs and titanium retainers, 240cc intake runners
TFS-6161T784-C00	1.560" dual valve springs and titanium retainers, 240cc intake runners

PowerPort 270 Heads, CNC Competition Ported Runners, Assembled

TFS-61617801-C01	1.460" dual valve springs, 270cc intake runners
TFS-61617802-C01	1.550" dual valve springs, 270cc intake runners
TFS-6161T783-C01	1.550" dual valve springs and titanium retainers, 270cc intake runners
TFS-6161T784-C01	1.560" dual valve springs and titanium retainers, 270cc intake runners



See page 5 for PowerPort 240 Dyno Results

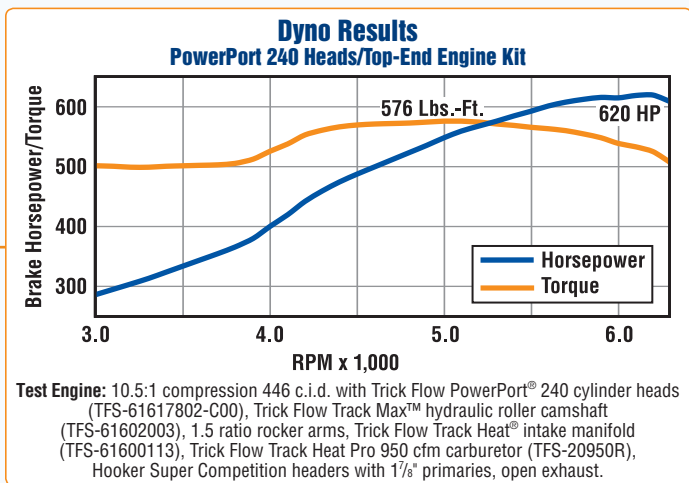


PowerPort® Top-End Engine Kit for Big Block Mopar 440



Save cash and take the guesswork out of designing a winning engine combination with this Trick Flow PowerPort top-end engine kit. Carefully tuned by Trick Flow engineers to deliver optimum horsepower and torque on a big block Mopar, this kit is built around a set of dyno-proven PowerPort 240 cylinder heads (TFS-61617802-C00). Also included is a Trick Max® hydraulic roller camshaft (TFS-61602003), a Track Heat® intake manifold (TFS-61600113), 1.5 ratio roller rocker arms with shafts and hold-down bolts, MLS head gaskets (TFS-61694380-051), a cylinder head bolt kit (TFS-92025), and an intake gasket set with valley pan. For Chrysler 440-based engines only.

TFS-K616-620-576 Top-end engine kit, 620 HP/576 lbs.-ft., each



Trick Flow by Cometic MLS Head Gaskets for Big Block Mopar



Sealing aftermarket cylinder heads to an engine can be tough. The best method we've found is to use these multi-layer steel head gaskets from Trick Flow and Cometic. With three layers of stainless steel, these gaskets offer better sealing, less distortion, and better torque retention versus conventional or composite head gaskets—especially in high horsepower, high cylinder-pressure applications.

- TFS-61694350-040 MLS head gasket, 4.350" bore, .040" thick, each
- TFS-61694350-051 MLS head gasket, 4.350" bore, .051" thick, each
- TFS-61694380-040 MLS head gasket, 4.380" bore, .040" thick, each
- TFS-61694380-051 MLS head gasket, 4.380" bore, .051" thick, each
- TFS-61694500-040 MLS head gasket, 4.500" bore, .040" thick, each
- TFS-61694500-051 MLS head gasket, 4.500" bore, .051" thick, each



TFS-61600113

Track Heat® Intake Manifolds for Big Block Mopar

Trick Flow's Track Heat high-rise single plane intake manifolds for big block Mopar are designed for engines that operate in the 3,000-7,000 plus RPM range. The one-piece spider-type design uses extended, high flow runners and a raised plenum floor to significantly increase horsepower and torque. Other important features include A319 aluminum construction, integral bosses for nitrous nozzles, and extra material for custom port work. These intake manifolds work with all square bore-style carburetors. Overall height to the carburetor mounting pad for the 383/400 manifold is 5.750", and the overall height to the mounting pad on the 440 manifold is 6.250".

- TFS-61600111 Manifold, 383/400, each
- TFS-61600113 Manifold, 440, each



Cylinder Head Bolt Kit for Big Block Mopar

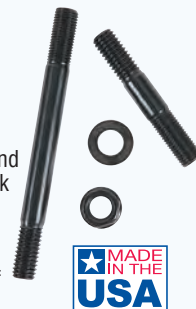


Keep combustion where it belongs! Trick Flow's high-quality cylinder head bolt kit provides consistent clamping force from bolt-to-bolt. The bolts are made from premium quality alloy steel with cold-formed heads and rolled threads. A black oxide finish protects them from wear and corrosion. The kit contains all the bolts you need to install a pair of heads, including hardened washers.

TFS-92025 Cylinder head bolt kit, hex head, each

Cylinder Head Stud Kit for Big Block Mopar

Keep your cylinder heads mounted securely in high compression, high-boost applications! Trick Flow's cylinder head stud kit features precision centerless-ground studs thread-rolled to Mil-S-8879 specs. The studs' black oxide finish protects them from wear and corrosion, and hardened parallel washers are included for uniform load distribution and accurate torque readings. The kit contains enough studs and washers to install one pair of cylinder heads.



TFS-61604304 Cylinder head stud kit, hex head, each

Trick Flow by Cometic MLS Exhaust Gaskets for Big Block Mopar



These superior quality exhaust gaskets from Trick Flow and Cometic offer better torque retention and less distortion compared to conventional exhaust gaskets.

The gaskets are constructed from multiple layers of stainless steel for outstanding corrosion resistance and will not burn through or push out, even under extreme cylinder pressures. No sealants are required for installation; gaskets are .030" thick.

- TFS-61690931 MLS exhaust gaskets, big block Mopar, 1.460" x 1.780" rectangular port shape, pair

Camshaft • Roller Lifters • Camshaft Installation Handle • Harmonic Dampers • Valley Plate Kits • Valve Covers • Transmission Pan for Big Block Mopar

Big Block Mopar

Track Max® Hydraulic Roller Camshaft for Big Block Mopar

Get significant horsepower and torque increases with Trick Flow's Track Max camshaft. It is dyno-proven to produce a wide power curve over the entire rpm range, not just at a particular rpm point or peak. The cam is cut from a premium blank core and checked for proper hardness before being precision ground to exact tolerances.

TFS-61602003 Camshaft, each



Camshaft Specifications

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.5 Rocker Arms	Lobe Sep.
TFS-61602003	Loppy idle, good midrange to strong top-end power, 3,000-6,500 RPM powerband. Stall converter recommended. Compression: 10:1 minimum. With 3-bolt gear attachment.	243°/247°	.600"/.600"	108°

TFS-21400011

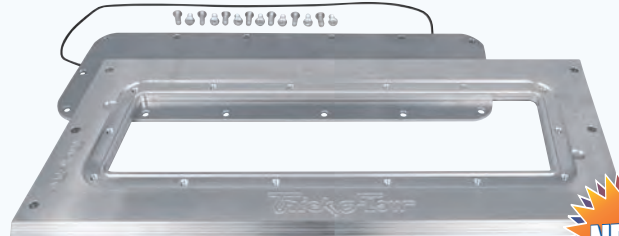


Hydraulic Retro-Fit Roller Lifters for Big Block Mopar



Trick Flow hydraulic retro-fit roller lifters are designed for roller camshaft conversions in engines originally equipped with hydraulic flat tappet cams. These affordable lifters are manufactured to factory tolerances for an exact fit and to provide precise oil control to keep your engine running smoothly. Special length pushrods may be required.

TFS-21400011 383-440, set of 16



Valley Plate Kits for Big Block Mopar



Trick Flow's valley plate kit is just the ticket for racers and performance enthusiasts that need access to the lifter valley for valvetrain service or want to swap in a new cam without removing the cylinder heads. Made from 6061-T6 billet aluminum, the high-strength valley plates eliminate leaks and won't bend under extreme engine temperatures. Hardware included.

TFS-61600820 Valley plate kit, 383/400, each
TFS-61600830 Valley plate kit, 440, each



Camshaft Installation Handle

Trick Flow's patented camshaft installation handle* makes installing and removing cams much easier. It features an innovative U-shape design for more leverage when you need it most and a cushioned handle for comfort. The handle is 8" long and includes a universal mounting pattern to fit all types of camshafts, plus a protective zinc finish to protect it against corrosion.

TFS-90150 Camshaft installation handle, each

*This product is protected under U.S. patent number D664,017.



TFS-61611802



Cast Aluminum Valve Covers for Big Block Mopar



Trick Flow cast aluminum valve covers for big block Mopar are made from durable A319 aluminum, which is much less prone to flex and distortion than stamped steel covers to prevent oil leaks. The covers clear most roller rocker arms, have added clearance for the distributor, and can be drilled to accept breathers.

TFS-61600802 Valve covers, silver, pair
TFS-61611802 Valve covers, black, pair
TFS-6160B802 Valve covers, natural, pair

Track Max® Harmonic Damper

Put Trick Flow's advanced engineering to work for you with a Track Max harmonic damper. Engineered for safety and power, these SFI 18.1 rated, carbon steel dampers contain an injection-molded and bonded elastomer and come with removable counterweights. They also have engraved timing marks for easy adjustment and a corrosion-resistant black powdercoat finish for durability.

TFS-19010 Damper, Chrysler 273-360, internal balance, each
TFS-19011 Damper, Chrysler 318-360, external balance, each
TFS-19012 Damper, Chrysler 383-440, neutral balance, each



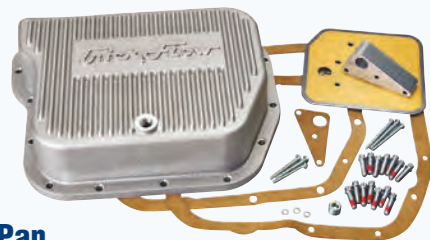
TFS-19012



Transmission Pan

Trick Flow transmission pans is made from A319 cast aluminum. It holds between one to three extra quarts of fluid (depending on application) and is finned to help the transmission dissipate heat faster for maximum efficiency. The pan comes complete with mounting bolts, drain plug, filter extension, and a new gasket (where applicable).

TFS-1009 Transmission pan kit, Chrysler A-727 Torqueflite, each



GenX® 260 Square Port Cylinder Heads for GM LS7



TFS-3271T004-C01

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	70cc CNC-profiled
Intake Port Volume:	260cc CNC Competition Ported Stock LS7
Intake Port Location:	2.400" x 1.370" LS7 square port
Intake Port Dimensions:	2.400" x 1.370" LS7 square port
Intake Gaskets:	GM 89017852
Intake Valve Diameter:	2.200" (TFS-32700211)
Intake Valve Seat:	Ductile iron (TFS-53400271)
Exhaust Port Volume:	87cc CNC Competition Ported Stock LS7
Exhaust Port Location:	1.460" x 1.700" oval
Exhaust Port Dimensions:	1.460" x 1.700" oval
Exhaust Gaskets:	GM 12582179
Exhaust Valve Diameter:	1.600" (TFS-32600212)
Exhaust Valve Seat:	Ductile iron (TFS-30600272-1)
Valve Angles:	12°
Valve Guide Material:	Trick-Alloy powdered metal (TFS-30700252)
Valve Seals:	Viton® fluoroelastomer canister (TFS-30600455)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.480"
Valve Spring I.D. Locators:	1.300" (TFS-21400443)
Valve Spring Retainers:	Steel (TFS-21400410); titanium (TFS-214T0415)
Valve Stem Locks:	7° steel (TFS-30600444)
Valve Springs, Standard:	1.300" o.d. dual spring (TFS-16904-16) 150 lbs. @ 1.800" installed height 400 lbs. @ 1.200" open 370 lbs. per inch rate .625" max. valve lift
Valve Springs, Optional:	1.300" o.d. dual spring (TFS-16306-16) 155 lbs. @ 1.820" installed height 465 lbs. @ 1.200" open 448 lbs. per inch rate .650" max. valve lift
Rocker Arms:	OEM LS7 with upgraded bearings or roller rocker arms
Minimum Bore Diameter:	4.100"
Cylinder Head Bolts/Studs:	TFS-92010 (bolts) or ARP 234-4316 (studs) for early LS engine blocks; TFS-92011 (bolts) or ARP-234-4317 (studs) for late LS engine blocks TFS-30694160-045 or TFS-30694160-051 Longer than stock required
Head Gaskets:	NGK 4177
Pushrod Length:	Longer than stock required
Spark Plugs:	NGK 4177

NOTES: Assembled cylinder heads include rocker arm rail mount (TFS-327LS7).
Viton® is a registered trademark of DuPont Performance Elastomers.

Airflow Results GenX 260 Square Port

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100	71	58
.200	148	113
.300	233	168
.400	296	212
.500	340	237
.600	375	249
.700	393	254

Tests conducted at 28" of water (pressure).
Bore size: 4.125"; exhaust with 2" pipe.

GenX 260 Heads, CNC Competition Ported Runners, Assembled

TFS-32710001-C01	1.300" dual valve springs (370 lbs./in.), 260cc intake runners
TFS-32710002-C01	1.300" dual valve springs (448 lbs./in.), 260cc intake runners
TFS-3271T001-C01	1.300" dual valve springs (370 lbs./in.) and titanium retainers, 260cc intake runners
TFS-3271T002-C01	1.300" dual valve springs (448 lbs./in.) and titanium retainers, 260cc intake runners
TFS-3271T003-C01	1.300" dual valve springs (370 lbs./in.), titanium retainers, and 6-bolt mounting pattern, 260cc intake runners
TFS-3271T004-C01	1.300" dual valve springs (448 lbs./in.), titanium retainers, and 6-bolt mounting pattern, 260cc intake runners

GM LS fans, here is a sure-fire formula for making more power:

Big bore LS engine + Trick Flow GenX 260 LS7 cylinder heads = huge power in a lightweight package.

Trick Flow's GenX 260 square port aluminum cylinder heads for GM LS7 are designed to meet the needs of enthusiasts using any LS-based engine block with a minimum bore diameter of 4.100". To improve the factory design, Trick Flow added more material to the A356-T61 aluminum castings for increased rigidity and strength.

Then Trick Flow improved the valvetrain system by integrating modular one-piece, 2024-T4 billet aluminum rocker arm mounts that are removable for high-end shaft rocker setups. Trick Flow's high flow/high velocity CNC Competition Ported runners with the premium high resolution surface finish provide all-out air flow and performance throughout the entire powerband.

Other major improvements include the available 6-bolt per cylinder clamping for GMPP LSX and other aftermarket engine blocks, clearance for 3/8" pushrods, through-deck coolant holes to fit all GM LS gasket and block combinations, Trick-Alloy powdered-metal valve guides, solid stem valves, and two Trick Flow by PAC Racing Pacaloy™ valve spring packages.

Trick Flow GenX 260 square port cylinder heads for GM LS7 work with all LS7-style intake manifolds. The heads maintain the factory intake and exhaust port locations, valve angles, and valve locations so they work with existing LS7-based pistons. Fully assembled cylinder heads include valve springs, steel or titanium spring retainers, die forged steel valve locks, and valves.

GenX 260 heads are emissions-legal under CARB E.O. #D-747 for 2006-present GM vehicles with 7.0L engines.

**CARB
Exempt**

The cylinder heads are available fully assembled or as bare castings. Sold individually.



TFS-30678503

NEW!

Active Fuel Management Delete Kits

The problem: most performance camshafts for GM LS engines do not work well on engines equipped with Active Fuel Management (AFM). The solution? Trick Flow Active Fuel Management Delete Kits!

These kits include everything to completely remove the AFM cylinder deactivation hardware. Part number TFS-30678503 standard delete kit includes GM LS7 hydraulic roller lifters, a valve lifter guide set, new head bolts, PVC hose, PVC plug, head gaskets, and an engine valley cover.

Part number TFS-K306782503 upgraded delete kit includes everything listed above, plus a Trick Flow roller lifter set (replacing the GM LS7 lifters) and timing chain damper upgrade as well as a Chevrolet Performance crankshaft bolt, crankshaft seal, water pump gasket, and front cover gasket. A programmer capable of disabling the AFM software (sold separately) is required for proper engine operation.

TFS-30678503	Active fuel management standard delete kit, 2007-14 5.3L-6.2L GM LS, each
TFS-K30678503	Active fuel management upgraded delete kit, 2007-14 5.3L-6.2L GM LS, each

GenX® 255 Square Port Cylinder Heads for GM LS3



TFS-3261T004-C01

Trick Flow engineers combined the best features of GM's LS3 and LS7 cylinder heads with Trick Flow's own unique brand of race-winning engineering and technology to create the ultimate square port LS cylinder head for 4.000" and larger bore engines—the GenX 255.

The heads feature fully CNC Competition Ported square port runners with our premium high resolution surface finish for maximum airflow and performance potential. The valve angles have been changed from 15° to 12° to increase piston-to-valve clearance and allow the use of larger camshafts. The coolant holes through the head deck were redesigned to work with all LS head gasket and engine block combinations. Stock LS3 ports accommodate LS3-style intake manifolds and LS9/LSA blower assemblies, plus the available 6-bolt-per-cylinder mounting pattern fits GMPP LSX and other aftermarket engine blocks.

GenX 255 heads are emissions-legal under CARB E.O. #D-747-1 for 2007-present GM vehicles with 6.2L engines.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	69cc CNC-profiled
Intake Port Volume:	255cc CNC Competition Ported
Intake Port Location:	Stock LS3
Intake Port Dimensions:	2.550" x 1.250" LS3 square port
Intake Gaskets:	GM LS3/L92
Intake Valve Diameter:	2.165" (TFS-32600211)
Intake Valve Seat:	Ductile iron (TFS-51600271-1)
Exhaust Port Volume:	87cc CNC Competition Ported
Exhaust Port Location:	Stock LS3
Exhaust Port Dimensions:	1.460" x 1.700" oval
Exhaust Gaskets:	GM 12558573
Exhaust Valve Diameter:	1.600" (TFS-32600212)
Exhaust Valve Seat:	Ductile iron (TFS-30600272-1)
Valve Angles:	12°
Valve Guide Material:	Trick-Alloy powdered metal (TFS-30700252)
Valve Seals:	Viton® fluoroelastomer canister (TFS-30600455)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.480"
Valve Spring I.D. Locators:	1.300" (TFS-21400443)
Valve Spring Retainers:	Steel (TFS-21400410); titanium (TFS-214T0415)
Valve Stem Locks:	7° steel (TFS-30600444)
Valve Springs, Standard:	1.300" o.d. dual spring (TFS-16904-16) 150 lbs. @ 1.800" installed height 400 lbs. @ 1.200" open 370 lbs. per inch rate .625" max. valve lift
Valve Springs, Optional:	1.300" o.d. dual spring (TFS-16306-16) 155 lbs. @ 1.820" installed height 465 lbs. @ 1.200" open 448 lbs. per inch rate .650" max. valve lift
Rocker Arms, Standard Valve Springs:	OEM LS3 with upgraded bearings or roller rocker arms
Rocker Arms, Optional Valve Springs:	Roller rocker arms recommended
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts/Studs:	TFS-92010 (bolts) or ARP 234-4316 (studs) for early LS engine blocks; TFS-92011 (bolts) or ARP-234-4317 (studs) for late LS engine blocks
Head Gaskets:	TFS-32694100-045 or TFS-32694100-051
Pushrod Length:	Longer than stock required
Spark Plugs:	NGK 4177

NOTES: Assembled cylinder heads include new rocker arm rail mounts (TFS-326LS3) for use with LS3 1.7 ratio rocker arms. The OEM LS3 rocker arm rail mounts will not work with GenX 255 heads. Cylinder heads with the optional 6-bolt mounting pattern do not fit 2010 and later Chevrolet Camaro OEM exhaust manifolds; aftermarket headers are required.

Viton® is a registered trademark of DuPont Performance Elastomers.

Airflow Results GenX 255 Square Port

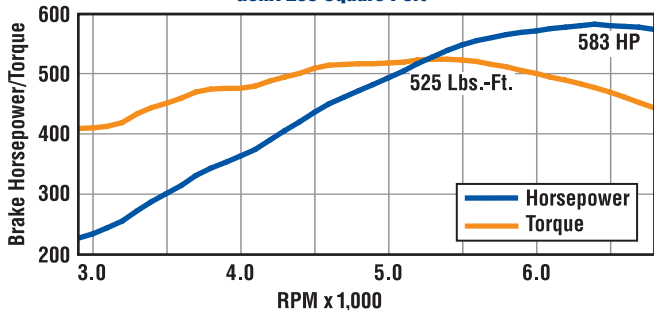
Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	71	59
.200"	146	113
.300"	231	171
.400"	294	215
.500"	334	240
.600"	363	252
.700"	382	258

Tests conducted at 28" of water (pressure).
Bore size: 4.065"; exhaust with 1½" pipe.

GenX 255 Heads, CNC Competition Ported Runners, Assembled

TFS-32610001-C01	1.300" dual valve springs (370 lbs./in.), 255cc intake runners
TFS-32610002-C01	1.300" dual valve springs (448 lbs./in.), 255cc intake runners
TFS-3261T001-C01	1.300" dual valve springs (370 lbs./in.) and titanium retainers, 255cc intake runners
TFS-3261T002-C01	1.300" dual valve springs (448 lbs./in.) and titanium retainers, 255cc intake runners
TFS-3261T003-C01	1.300" dual valve springs (370 lbs./in.), titanium retainers, and 6-bolt pattern, 255cc intake runners
TFS-3261T004-C01	1.300" dual valve springs (448 lbs./in.), titanium retainers, and 6-bolt pattern, 255cc intake runners

Dyno Results GenX 255 Square Port



Test Engine: GM 6.2L LS3 short block with 10.43:1 compression, Trick Flow GenX® 255 square port cylinder heads (TFS-3261T002-C01), Trick Flow Track Max® hydraulic roller cam (TFS-32603001), stock L92 intake with 90mm throttle body, Kooks headers with 1½" primaries, and dual exhaust with 3" Flowmaster mufflers.



Valve Cover Spacers for GM LS



These 1/2" thick aluminum spacers give GM LS owners the clearance they need to run shaft-mount rockers. Fit 1999-2006 engines with centerbolt valve covers; include gaskets and mounting hardware.

TFS-3060800 Valve cover spacers, pair

GenX® 205, 215, 225, 235, and 245 Cathedral Port Cylinder Heads for GM LS Vortec, LS1, LS2, and LSX



TFS-30510001-C00

These Trick Flow GenX cathedral port cylinder heads are fully CNC-machined to significantly increase the performance of GM LS-powered vehicles. Trick Flow engineers altered the valve angles from 15° to 13.5° to decrease valve shrouding, increase mid-lift airflow, and improve rocker arm-to-valve cover clearance. Material added at the rocker arm mounting points increases high-RPM valvetrain stability. The spark plugs were relocated in the CNC-profiled combustion chambers to enhance mid-lift airflow and increase the rigidity of the casting for extreme horsepower applications. Top-of-the-line CNC Competition Ported runners have a premium high resolution surface finish for maximum flow and performance.

These heads are emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 4.8L, 5.3L, 5.7L, and 6.0L engines.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



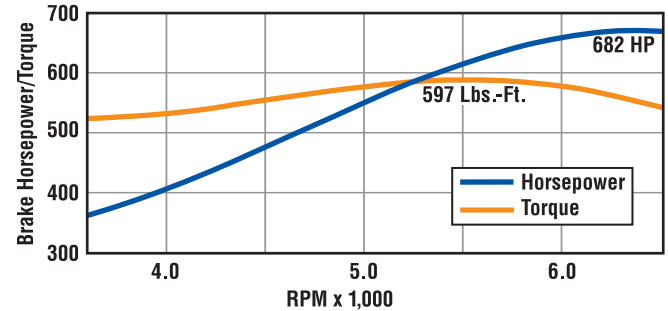
Specifications

- Material:** A356-T61 aluminum
- Combustion Chamber Volume:** C00: 58cc CNC-profiled
C01: 64cc CNC-profiled
C02: 65cc CNC-profiled
C03/C04: 70cc CNC-profiled
- Intake Port Volume:** C00: 205cc CNC Competition Ported
C01: 215cc CNC Competition Ported
C02: 225cc CNC Competition Ported
C03: 235cc CNC Competition Ported
C04: 245cc CNC Competition Ported
- Intake Port Location:** Stock
- Intake Port Dimensions:** 3.250" x 1.070" cathedral
- Intake Gaskets:** Cathedral OEM GM O-ring style
- Intake Valve Diameter:** C00: 2.000" (TFS-30500211)
C01: 2.040" (TFS-30600211)
C02: 2.055" (TFS-30600210)
C03: 2.080" (TFS-30600209)
C04: 2.100" (TFS-30600208)
- Intake Valve Seat:** C00: Ductile iron (TFS-30300271)
C01/C02/C03/C04: Ductile iron interlock (TFS-51600271)
- Exhaust Port Volume:** 80cc CNC Competition Ported
- Exhaust Port Location:** Stock
- Exhaust Port Dimensions:** 1.460" x 1.670" oval
- Exhaust Gaskets:** GM 12617944
- Exhaust Valve Diameter:** C00/C01/C02: 1.575" (TFS-30600212)
C03/C04: 1.600" (TFS-30600213)
- Exhaust Valve Seat:** C00: Ductile iron (TFS-30600272)
C01/C02/C03/C04: Ductile iron interlock (TFS-30600274)
- Valve Angles:** 13.5°
- Valve Guide Material:** C00: Trick-Alloy powdered metal (TFS-30600252)
C01/C02/C03/C04: Bronze alloy (TFS-30600251)
- Valve Seals:** Viton® fluoroelastomer canister (TFS-30600455)
- Valve Seat Angles:** 45° x multi-angle
- Valve Spring Pocket Diameter:** 1.480"
- Valve Spring I.D. Locators:** 1.300" (C00: TFS-21400443;
C01/C02/C03/C04: TFS-21400442)
- Valve Spring Retainers:** 7" x 1.300" o.d. chromoly steel (TFS-21400410)
7" x 1.300" o.d. titanium (TFS-2140415)
- Valve Stem Locks:** 7" steel with bead lock (TFS-30600444)
- Valve Springs:** 1.300" o.d. dual spring (TFS-16306-16)
150 lbs. @ 1.800" installed height
438 lbs. @ 1.200" open
448 lbs. per inch rate
.600" maximum valve lift
- Rocker Arms:** C00: Roller rocker arms recommended
C01/C02/C03/C04: Roller rocker arms required
- Minimum Bore Diameter:** C00: 3.780"
C01: 3.900"
C02: 4.000"
C03/C04: 4.125"
TFS-92010
- Cylinder Head Bolts:** C00/C01: TFS-30694030-045 or TFS-30694030-051
C02: TFS-30694060-045 or TFS-30694060-051
C03/C04: TFS-30694125L051, TFS-30694125R051, TFS-30694185L051, or TFS-30694185R051
- Pushrod Length:** Longer than stock required
- Spark Plugs:** NGK 4177

Viton® is a registered trademark of DuPont Performance Elastomers.



Dyno Results GenX 235



Test Engine: 10.8:1 compression GM LSX 440 c.i.d. with Trick Flow GenX® 235 cathedral port cylinder heads (TFS-3061T001-C03), Lunati custom hydraulic roller camshaft (262°/270° duration @ .050"; .629"/.629" lift; 114° lobe separation), Jesel 1.7 ratio roller rocker arms, FAST 90mm intake manifold, Kooks headers with 2" primaries, 3/2" dual exhaust with Flowmaster mufflers.

GenX 205 Heads for GM LS 4.8L/5.3L/5.7L (Vortec), CNC Competition Ported Runners, Assembled

- TFS-30510001-C00 4.8L/5.3L/5.7L (Vortec), 205cc intake runners
TFS-3051T001-C00 4.8L/5.3L/5.7L (Vortec), titanium retainers, 205cc intake runners

GenX 215, 225, 235, and 245 Heads for LS1, LS2, and LSX, CNC Competition Ported Runners, Assembled

- TFS-30610001-C01 LS1, 215cc intake runners
TFS-3061T001-C01 LS1, titanium retainers, 215cc intake runners
TFS-30610001-C02 LS2, 225cc intake runners
TFS-3061T001-C02 LS2, titanium retainers, 225cc intake runners
TFS-3061T001-C03 LSX, titanium retainers, standard bolt pattern, 235cc intake runners
TFS-3061T003-C03 LSX, titanium retainers, 6-bolt pattern, 235cc intake runners
TFS-3061T003-C04 LSX, titanium retainers, 6-bolt pattern, 245cc intake runners

Airflow Results GenX 235

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	65	55
.200"	144	120
.300"	229	178
.400"	287	223
.500"	323	239
.600"	340	245

Tests conducted at 28" of water (pressure).
Bore size: 4.125"; exhaust with 1 1/8" pipe.

GenX® 220 Cathedral Port Cylinder Heads for GM LS1 and LS2



TFS-3061T001

Trick Flow GenX 220 cylinder heads are the best value in GM LS performance. The cathedral port GenX 220 heads incorporate the features of Trick Flow's fully CNC-ported LS heads (13.5° valve angles, decreased valve shrouding, increased mid-lift airflow, relocated spark plugs, CNC-profiled combustion chambers with port-to-valve seat blending (bowl blending), improved rocker arm/valve cover clearance, and rigid casting design) in a more affordable "Fast As Cast"™ version that flows nearly as much air as our CNC Competition Ported heads. The special Fast As Cast runner design duplicates the port shape and profile of fully CNC-ported runners, resulting in near-CNC-ported performance for the same price as regular cast cylinder heads.

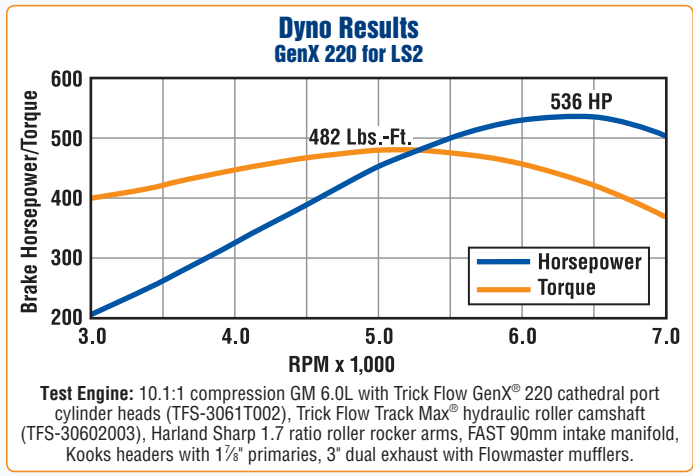
These heads are emissions-legal under CARB E.O. #D-747 for 1997-present GM vehicles with 5.7L and 6.0L engines.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



Specifications

- Material: A356-T61 aluminum
- Combustion Chamber Volume: 01: 64cc CNC-profiled
02: 65cc CNC-profiled
220cc Fast As Cast
- Intake Port Volume: Stock
- Intake Port Location: 3.250" x 1.070" cathedral
- Intake Port Dimensions: Cathedral OEM GM O-ring style
- Intake Gaskets: 01: 2.040" (TFS-30600211)
02: 2.055" (TFS-30600210)
- Intake Valve Diameter: Ductile iron interlock (TFS-51600271)
- Intake Valve Seat: 80cc Fast As Cast
- Exhaust Port Volume: Stock
- Exhaust Port Location: 1.460" x 1.670" oval
- Exhaust Port Dimensions: GM 12617944
- Exhaust Gaskets: 1.575" (TFS-30600212)
- Exhaust Valve Diameter: Ductile iron interlock (TFS-30600274)
- Exhaust Valve Seat: 13.5°
- Valve Angles: Bronze alloy (TFS-30600251)
- Valve Guide Material: Viton® fluoroelastomer canister (TFS-30600455)
- Valve Seals: 45° x multi-angle
- Valve Seat Angles: 1.480"
- Valve Spring Pocket Diameter: 1.300" (TFS-21400442)
- Valve Spring I.D. Locators: 7" x 1.300" o.d. steel (TFS-21400410)
7" x 1.300" o.d. titanium (TFS-214T0415)
- Valve Spring Retainers: 7" steel bead lock (TFS-30600444)
- Valve Stem Locks: 1.300" o.d. dual spring (TFS-16306-16)
150 lbs. @ 1.800" installed height
- Valve Springs: 438 lbs. @ 1.200" open
448 lbs. per inch rate
.600" maximum valve lift
- Cylinder Head Bolts: TFS-92010
- Rocker Arms: Roller rocker arms required
- Rocker Arm Material: 01: 3.900"
02: 4.000"
- Minimum Bore Diameter: 01: TFS-30694030-045 or TFS-30694030-051
02: TFS-30694060-045 or TFS-30694060-051
- Head Gaskets: Longer than stock required
- Pushrod Length: NGK 4177
- Spark Plugs: Viton® is a registered trademark of DuPont Performance Elastomers.



GenX 220 Heads, Fast As Cast Runners, Assembled

- TFS-30610001 LS1, 220cc intake runners
- TFS-3061T001 LS1, titanium retainers, 220cc intake runners
- TFS-30610002 LS2, 220cc intake runners
- TFS-3061T002 LS2, titanium retainers, 220cc intake runners

Airflow Results GenX 220 for LS1

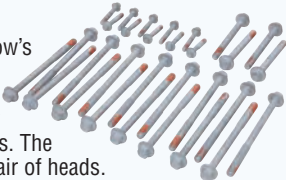
Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	67	47
.200"	133	104
.300"	211	167
.400"	261	202
.500"	292	222
.600"	305	233

Tests conducted at 28" of water (pressure).
Bore size: 3.900"; exhaust with 1 1/2" pipe.

Cylinder Head Bolt Kits for GM LS



Keep combustion where it belongs! Trick Flow's high-quality cylinder head bolt kits provide consistent clamping force from bolt-to-bolt. The bolts are made from premium quality alloy steel with cold-formed heads and rolled threads. The kit contains all the bolts you need to install a pair of heads.



- TFS-92010 Cylinder head bolt kit, pre-2004 long style, torque-to-yield, each
- TFS-92011 Cylinder head bolt kit, 2004 and later short style, torque-to-yield, each

TFS-92010

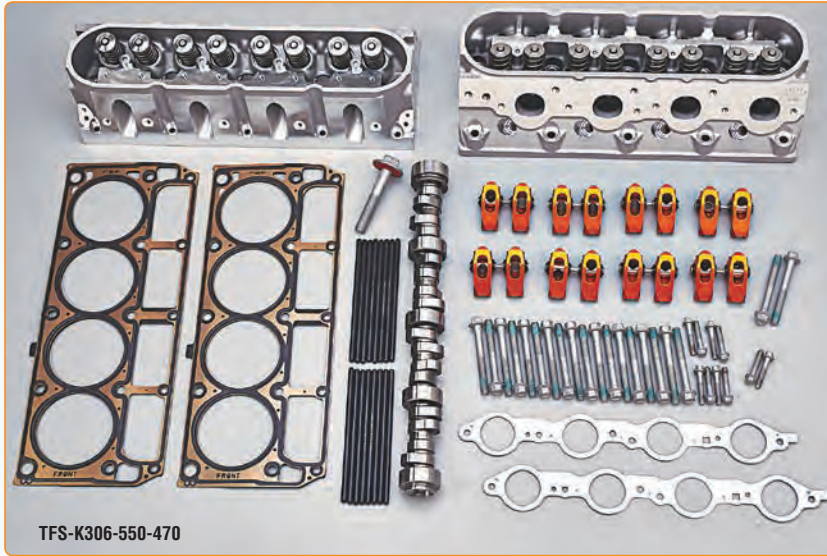


408 C.I.D. + GenX® 225 Heads = 629 Horsepower!

Mike Mavrigian of Birchwood Automotive in Creston, Ohio built Project Nighthawk, a 408 cubic inch, FAST fuel-injected LS engine based on a 6.0L cast iron block and Trick Flow's GenX 225 cylinder heads. The engine made 629.5 peak horsepower at 6,500 RPM and 555.6 lbs.-ft. peak torque at 5,100 RPM. Everyone in the control room had huge grins every time the dyno operator blipped the throttle.



Some parts are not legal for use in California or other states with similar laws/regulations—see page 2 for details.



GenX Top-End Engine Kits for GM LS

Don't waste time trying to figure out which parts you need to get the performance you want—Trick Flow has already done the work for you!



Trick Flow's GenX top-end engine kits for GM LS are designed and dyno-tested to deliver the performance you want for less than purchasing the parts separately. Each kit includes a pair of Trick Flow GenX CNC Competition Ported cylinder heads, a specially matched Track Max® hydraulic roller cam, Harland Sharp roller rocker arms (except TFS-K326-580-520), heat-treated chromoly pushrods, performance head and exhaust gaskets, Trick Flow head bolts, and balancer bolt. GenX top-end kits are not recommended for vehicles with flex fuel or active fuel management. Tuning is required for maximum performance.

NOTE: The top-end kit for GM LS3 (TFS-K326-580-520) does not include roller rocker arms. It is recommended that builders use OEM rocker arms with upgraded bearings.

GenX Top-End Engine Kits for GM LS1

- TFS-K306-485-460 Top-end engine kit, 485 HP/460 lbs.-ft. torque, each
- TFS-K306-500-460 Top-end engine kit, 500 HP/460 lbs.-ft. torque, each
- TFS-K306-515-460 Top-end engine kit, 515 HP/460 lbs.-ft. torque, each

NOTE: These kits were dyno-tested on a stock GM 5.7L LS1 short block with 10.5:1 compression, Trick Flow GenX 215 cathedral port cylinder heads (TFS-3060T001-C01), Track Max hydraulic roller cam (TFS-30602001, TFS-30602002, or TFS-30602003, depending on application), and an LS6 intake manifold. 1997-98 engines require centerbolt valve covers (sold separately).

GenX Top-End Engine Kit for GM LS2

- TFS-K326-580-520 Top-end engine kit, 580 HP/525 lbs.-ft. torque, each

NOTE: This kit was dyno-tested on a GM 6.0L LS2 short block with 10.86:1 compression, Trick Flow GenX 225 cathedral port cylinder heads (TFS-3060T001-C02), Track Max hydraulic roller cam (TFS-30602004), stock intake manifold with 90mm throttle body, Kooks headers with 1½" primaries, and dual exhaust with 3" Flowmaster mufflers.

GenX Top-End Engine Kit for GM LS3

- TFS-K326-580-520 Top-end engine kit, 580 HP/525 lbs.-ft. torque, each

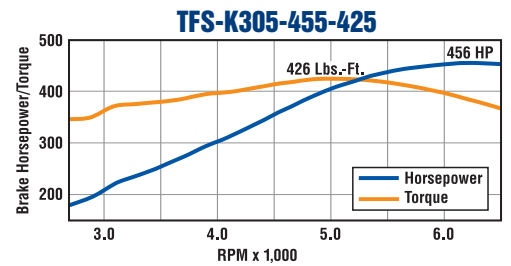
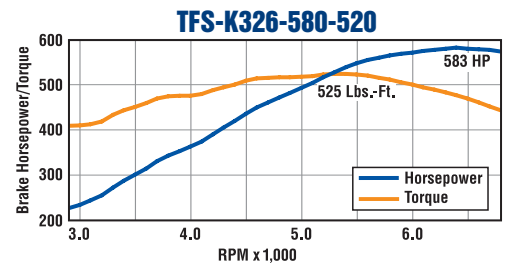
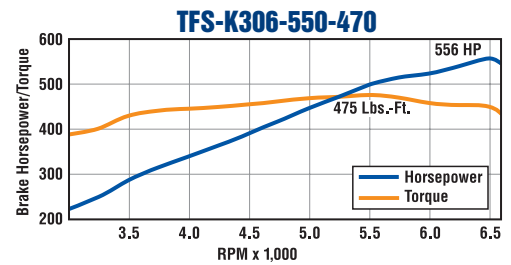
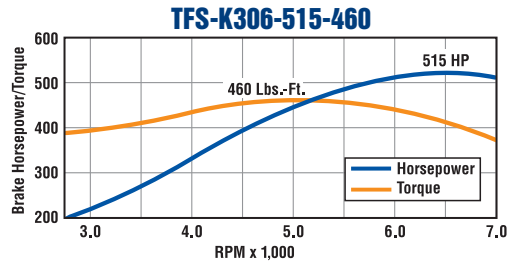
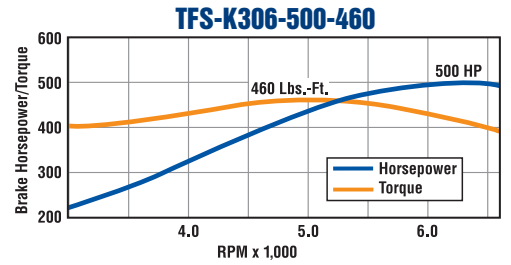
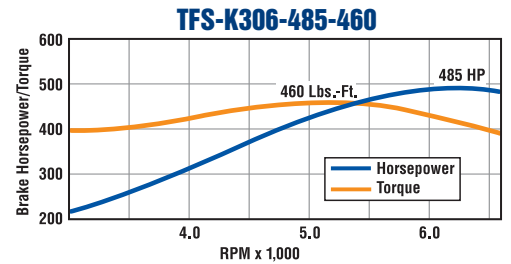
NOTE: This kit was dyno-tested on a GM 6.2L LS3 short block with 10.43:1 compression, Trick Flow GenX 255 square port cylinder heads (TFS-3261T002-C01), Trick Flow Track Max hydraulic roller cam (TFS-32603001), stock L92 intake manifold with 90mm throttle body, Kooks headers with 1½" primaries, and dual exhaust with 3" Flowmaster mufflers.

GenX Top-End Engine Kit for GM LS Truck

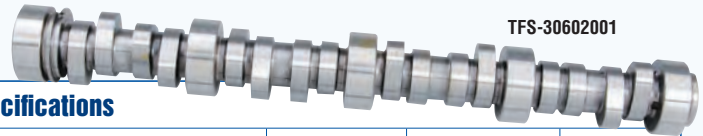
- TFS-K305-455-425 Top-end engine kit, 455 HP/425 lbs.-ft. torque, each

NOTE: This kit was dyno-tested on a GM Performance Parts LS327 short block engine with Trick Flow GenX 205 cathedral port cylinder heads (TFS-30500001-C00), Track Max hydraulic roller cam (TFS-30602001), chromoly pushrods (TFS-21407500), Harland Sharp roller rocker arms, and stock GM LS truck intake manifold and 78mm throttle body.

GenX Top-End Engine Kit Dyno Results



Track Max® Hydraulic Roller Camshafts for GM LS



TFS-30602001

Camshaft Specifications

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Rocker	Lobe Sep.
TFS-30602001	Applications: All GM LS engines. Excellent idle, strong midrange power, 2,000-6,000 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	216°/220°	.560°/.560°	114°
TFS-30602002	Applications: All GM LS engines. Good idle, strong midrange/top-end power, 2,500-6,300 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	220°/224°	.575°/.575°	112°
TFS-30602003	Applications: All GM LS engines. Fair idle, good midrange/strong top-end power, 2,500-6,500 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	228°/230°	.585°/.585°	112°
TFS-30602004	Applications: All GM LS engines. Fair idle, good midrange/strong top-end power, 3,000-7,000 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	238°/242°	.595°/.595°	112°
TFS-32603001	Applications: Optimized for GM LS3/L92 engines; works with all GM LS engines. Fair idle, good midrange/strong top-end power, 3,000-7,000 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	230°/238°	.625°/.625°	113°



TFS-30678534



TFS-30678505

True Roller Timing Chain Sets for GM LS



These billet steel timing sets from Trick Flow for GM LS are engineered for durability and versatility. The .250" diameter, double-row true roller chain and black oxide-coated crank sprocket are heat-treated for unrivaled strength. The CNC-machined cam gear has nine crank sprocket keyways for zero and +/- 2°, 4°, 6°, or 8° timing adjustments. The timing marks are laser-etched.

- TFS-30678533 Timing chain set, LS1, each
- TFS-30678534 Timing chain set, LS2, each
- TFS-30778535 Timing chain set, 58X/4X camshaft sensor, 1-bolt, L92/LS3, each
- TFS-30778536 Timing chain set, 58X/4X camshaft sensor, 3-bolt, L92/LS3, each



TFS-30675600



TFS-30675540

Timing Chain Damper and Adapter Bracket for GM LS

This timing chain damper from Trick Flow provides a small amount of tension on the timing chain to keep it from "whipping" during gear changes and damaging the engine. It's manufactured from durable OE-quality plastic and includes mounting bolts. The damper fits non-VVT (variable valve timing) GM LS2/L92/LS3 engines, and it should be replaced when changing camshafts or timing chain sets.

The timing chain damper adapter bracket allows the use of LS2 timing chain dampers on any GM LS engine block. The bracket uses the three lower cam/thrust retainer plate bolts for attachment. The bracket can also be used with aftermarket LS2 timing chain dampers (such as TFS-30675540) with the included hardware.

- TFS-30675540 Timing chain damper, LS2/L92/LS3 non-VVT engines, each
- TFS-30675600 Timing chain damper adapter bracket, each
- TFS-K30675600 Timing chain damper and adapter bracket kit, each

Variable Valve Timing Delete Kits

The Variable Valve Timing found on GM LS engines, commonly referred to as VVT, is great for fuel economy but bad for making maximum horsepower. Many people choose to remove it, and a VVT delete kit is required when removing an Active Fuel Management (AFM) system.

These fully engineered Variable Valve Timing Delete Kits from Trick Flow include all of the components required to do the job right. The kits include a 4X camshaft gear, crankshaft gear, true roller timing chain and damper, LS2/LS3 timing cover, timing cover bolts, gasket, and seal, a 4X camshaft sensor, harness, and bracket, camshaft bolts, a camshaft sensor bolt, balancer bolt, and water pump gaskets.

- TFS-30678504 Variable valve timing delete kit, 1-bolt camshafts, 2007-14 5.3L-6.2L GM LS, each
- TFS-30678505 Variable valve timing delete kit, 3-bolt camshafts, 2007-14 5.3L-6.2L GM LS, each

Viton® is a registered trademark of DuPont Performance Elastomers.



TFS-2500300

Trick Flow by PAC Racing Valve Spring Upgrade Kits for GM LS



Valvetrain control is critical in performance engines. Boost the performance of your GM LS-powered muscle car or truck with Trick Flow by PAC Racing valve spring sets or valve spring upgrade kits.

The PAC springs are manufactured from premium Pacaloy™ chrome-silicone steel that's double shot-peened beyond AMS (Aerospace Material Specifications) reliability standards for exceptional endurance.

Drop-In Beehive Valve Spring Sets

These PAC beehive valve springs are specifically designed as a drop-in upgrade for mildly modified engines. They work with the stock retainers, locks, locators, and seals.

TFS-16915-16 Drop-in valve spring set, chromoly retainers, 105 lbs. seat pressure @ 1.800" and 293 lbs. open pressure @ 1.200", 1.140" coil bind, set of 16

TFS-16918-16 Drop-in valve spring set, chromoly retainers, 130 lbs. seat pressure @ 1.800" and 318 lbs. open pressure @ 1.200", 1.140" coil bind, set of 16

Valve Spring Upgrade Kits

The PAC spring upgrade kits include everything you need to upgrade the valve springs on your mid-to-heavily modified LS engines with stock GM or Trick Flow LS heads. Kit contents include dual valve springs, retainers, locks, seals, .500" I.D. locators (except where noted), and instructions.

TFS-2500280* Valve spring upgrade kit, chromoly retainers, 140 lbs. seat pressure @ 1.800" and 380 lbs. open pressure @ 1.200", 1.064" coil bind, each

TFS-2500285* Valve spring upgrade kit, titanium retainers, 140 lbs. seat pressure @ 1.800" and 380 lbs. open pressure @ 1.200", 1.064" coil bind, each

TFS-2500295^ Valve spring upgrade kit, chromoly retainers, 150 lbs. seat pressure @ 1.800" and 438 lbs. open pressure @ 1.200", 1.100" coil bind, each

TFS-2500300^ Valve spring upgrade kit, titanium retainers, 150 lbs. seat pressure @ 1.800" and 439 lbs. open pressure @ 1.200", 1.150" coil bind, each

TFS-2500400† Valve spring upgrade kit, titanium retainers, 135 lbs. seat pressure @ 1.800" and 400 lbs. open pressure @ 1.200", 1.100" coil bind, each

*OE rocker arm bearing upgrade kit recommended, part number SME-143002.

^Not recommended for use with OE rocker arms.

†Includes .570" I.D. locators.

Valve Spring Compressors

If you work on engines, then you need a Trick Flow valve spring compressor. A must for servicing valve springs, retainers, and valve seals, our specially made tools easily remove valve springs—even while they're on the engine and still in the vehicle. The compressors are made from premium heat-treated steel for a long service life.

TFS-90306 Valve spring compressor, GM LS1/LS6/LS2, each

TFS-90307 Valve spring compressor, GM L92/LS3/L99/LS9, each



TFS-90306



TFX™ EFI Fuel Rails for GM LS



These TFX billet fuel rails from Trick Flow were developed to allow owners of high performance GM LS-powered vehicles to build custom fuel systems. Includes specially constructed mounting brackets to keep the fuel rails tucked in close to the engine to prevent hood and intake manifold interference.

NOTE: Fits 1997-2004 LS1 and 2001-04 LS6; does not fit LS2.

TFS-3068000R EFI fuel rails, pair



SME-906011

SME-143002

Rocker Arm Upgrade Components for GM LS

As many have learned, the OE rocker arm bearing design is a proven weak link in high performance LS engines. One way to fix the problem is with a full set of high quality roller rocker arms. However, new rocker arms are very expensive. Trick Flow has another solution that will cure the bearing problem for far less money.

These rocker arm trunnion upgrade kits from Trick Flow include 16 stronger trunnions with circlip grooves that withstand the high valve spring pressures and repeated high RPM blasts common in performance applications. The kit also includes 32 bearings with precision made needles constructed to handle sustained racing use plus 32 retainer clips that eliminate the bearing walk-out problem of the OE design.

The trunnion installation kit takes all of the hassle out of removing old trunnions and installing new ones. That's because the kit allows you to change the trunnions using just a bench vise instead of a cumbersome hydraulic press like other kits. Maybe best of all, no modifications are required to the OE rocker arms to use these upgrade and installation kits!

SME-143002 Trunnion upgrade kit, each

SME-906011 Trunnion installation kit, each

SME-143002-2B Replacement trunnion shaft bearings, pair

Flywheel Holding Tool Kit for GM LS



Keep the crankshaft still so you can properly torque the harmonic balancer bolt with Trick Flow's easy-to-use flywheel holding tool. Just as the name implies, the tool holds the flywheel still so the crankshaft can't turn and the harmonic balancer bolt can be tightened to the correct torque specs. The tool is even-slotted so it can be used on engines mounted to an engine stand or installed in a vehicle, even if the engine has been swapped into an older chassis. Contents include the slotted flywheel holding tool, two spacers, two M10 x 1.5 x 80mm long bolts, and two 10mm flat washers.



TFS-90326

TFS-90326 Flywheel holding tool kit, each



TFS-32600111

R-Series Intake Manifolds for GM LS3

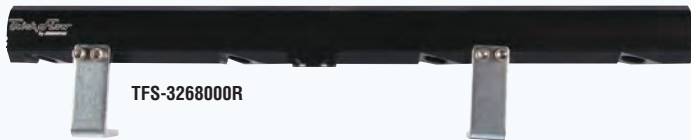
Trick Flow R-Series single plane intake manifolds for GM LS3 bring the simplicity of carbureted aspiration to GM's late model aluminum powerhouse. The intakes are engineered to produce supreme power in heavily modified engines with 3,500-7,500 plus RPM powerbands. Other significant features include A319 aluminum construction, a one-piece spider-type design, high-flow individual runners combined with a raised plenum floor, integral bosses for adding nitrous or fuel injection nozzles, and extra material for custom porting. The carbureted manifold is designed for Holley 4150-style square bore carburetors; the carb-style EFI version accepts standard Bosch and Siemens type fuel injectors. Overall height to the mounting pads is 6.285".

R-Series Intake Manifolds

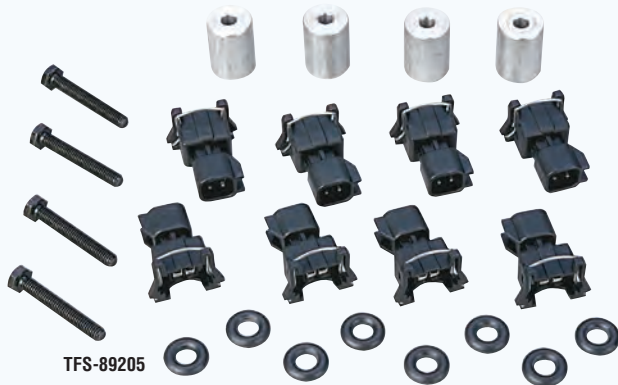
- TFS-32600111 Manifold, square bore carburetor, each
- TFS-32600112 Manifold, carb-style EFI, each

TFX™ EFI Fuel Rails

- TFS-3268000R EFI fuel rails, carb-style EFI manifold, pair



TFS-3268000R

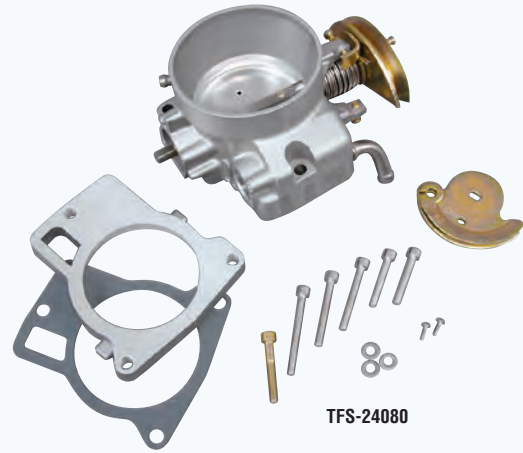


TFS-89205

TFX™ Fuel Injector Connectors and Adapters for GM LS

Trick Flow's TFX fuel injector connectors and adapters make swapping intake manifolds and fuel injectors on late-model GM LS-based engines quick and painless. No cutting is necessary, and they are made to OEM specifications for a secure connection and to keep the contacts free of water, dirt, and debris.

- TFS-89200 Connector, EV1 injector, each
- TFS-89201 Adapter, EV1 injector to EV6 harness, each
- TFS-89202 Adapter, EV6 injector to EV1 harness, each
- TFS-89205 Adapter kit, LS2/L92 harness to EV1 injector, each



TFS-24080

TFX™ EFI Throttle Bodies for GM LS

Add 5-15 more rear-wheel horsepower in less than an hour with a Trick Flow TFX EFI throttle body. The cast aluminum throttle bodies are crafted with hand-assembled butterflies for maximum quality and dependability. Idle adjustment is as easy as turning a screw, so you'll be enjoying that new power and responsiveness in no time. These throttle bodies benefit from multiple throttle linkages for a wide variety of custom installations. Includes gaskets and mounting hardware.

- TFS-24080 Throttle body, 1998-2002 5.7L Chevrolet/Pontiac Camaro/Firebird, 2004 GTO, 80mm, each
- TFS-24085 Throttle body, 1998-2002 5.7L Chevrolet/Pontiac Camaro/Firebird, 2004 GTO, 85mm, each



TFS-30600611

TFS-306SB600

TFS-30600612

Steam Line Plumbing Kits and Accessories for GM LS

Trick Flow steam line plumbing kits and accessories allow owners of modified LS-powered cars and trucks to upgrade the factory steam tubes to the more desirable and easier-to-service race car plumbing system.

The plumbing kits are available two ways—just for the front of the heads or for all four corners. They include all of the necessary hose, fittings, and other components needed for installation. Plus, the components are available separately for those who want to design a custom system.

Steam Line Plumbing Kits, Black Rubber Hose

- TFS-30600600 Steam line plumbing kit, front of heads only, each
- TFS-30600601 Steam line plumbing kit, front and rear of heads, each

Steam Line Plumbing Kits, Black Nylon Braided AN Hose

- TFS-306SB600 Steam line plumbing kit, front of heads only, each
- TFS-306SB601 Steam line plumbing kit, front and rear of heads, each

Steam Line Plumbing Kits, Stainless Steel Braided AN Hose

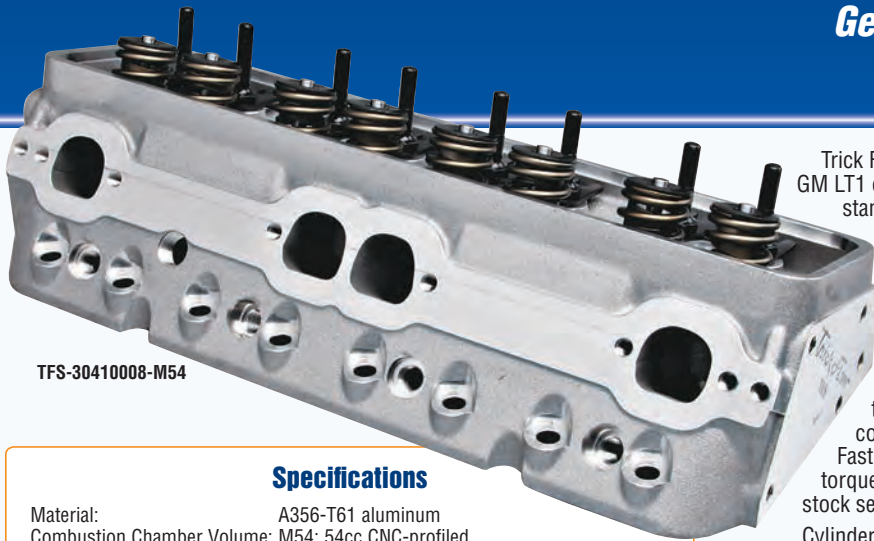
- TFS-306S0600 Steam line plumbing kit, front of heads only, each
- TFS-306S0601 Steam line plumbing kit, front and rear of heads, each

Steam Line Individual Components

- TFS-30600611 Steam line fitting, -4 AN male, each
- TFS-30600612 Steam line cap, each
- TFS-30600613 Steam line fitting, 1/8" female NPT, 90°, each
- TFS-30600615 Cylinder head coolant sensor plug and seal, 12mm, each

GM LS

GenX® 185 and 195 Cylinder Heads for GM LT1



TFS-30410008-M54

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	M54: 54cc CNC-profiled 10: 62cc standard
Intake Port Volume:	M54: 185cc Fast As Cast 10: 195cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	M54: 1.220" x 2.120" 10: 1.280" x 2.090"
Intake Gaskets:	Fel-Pro 1284
Intake Valve Diameter:	2.020" (TFS-51400211)
Intake Valve Seat:	M54: Ductile iron (TFS-30300271) 10: Ductile iron (TFS-51400271-1)
Exhaust Port Volume:	M54: 67cc Fast As Cast 10: 72cc Fast As Cast
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.350" x 1.450" D-shape
Exhaust Gaskets:	Fel-Pro 1404
Exhaust Valve Diameter:	1.600" (TFS-51400212)
Exhaust Valve Seat:	M54: Ductile iron (TFS-30300272) 10: Ductile iron (TFS-51400272-1)
Valve Angles:	M54: 21° 01: 23°
Valve Guide Material:	Bronze alloy (TFS-51400252)
Valve Seals:	Viton® fluoroelastomer (TFS-51400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	M54: 1.615" 10: 1.615"; 1.500" for two center valve springs
Valve Spring Cups:	M54: 1.280" (TFS-31400433) 10: 1.500" (TFS-51400434)
Valve Spring Retainers:	M54: 7" x 1.250" o.d. chromoly steel (TFS-31400423) 10: 7" x 1.460" o.d. chromoly steel (TFS-31400424)
Valve Stem Locks:	7° steel (TFS-51400444)
Valve Springs:	M54: 1.275" o.d. dual spring with damper (TFS-16306-16) 150 lbs. @ 1.800" installed height 420 lbs. @ 1.200" open 450 lbs. per inch rate .600" maximum valve lift 10: 1.460" o.d. dual spring with damper (TFS-16315-16) 125 lbs. @ 1.800" installed height 376 lbs. @ 1.180" open 420 lbs. per inch rate .600" maximum valve lift
Guideplates:	M54: 5/16" (TFS-30400624-8) 10: 5/16" (TFS-30400623-8)
Rocker Arm Studs:	3/8" (TFS-51400613)
Rocker Arms:	TFS-31400512 (1.5 ratio, 3/8" studs) TFS-31400513 (1.6 ratio, 3/8" studs) TFS-31400514 (1.5 intake/1.6 exhaust ratio, 3/8" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92000
Head Gaskets:	TFS-30494040-040
Pushrod Length:	Longer than stock required
Spark Plugs:	M54: NGK 4177 or 3403 10: NGK FR5 or Autolite 3924

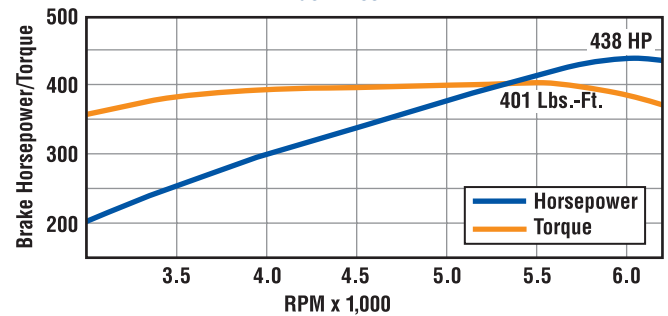
NOTE: TFS-30400008-M54 includes LT1 and LT4 intake gasket alignment holes. Viton® is a registered trademark of DuPont Performance Elastomers.

Trick Flow GenX 185 cylinder heads for naturally aspirated GM LT1 engines retain the factory compression ratio and have standard resolution CNC-profiled combustion chambers to amplify performance. The valve angles were reduced to 21° to increase piston-to-valve clearance and unshroud the chambers for better airflow. Power-building Fast As Cast® runners duplicate the profiles of fully CNC-ported heads, resulting in high airflow rates without costly CNC-porting.

GenX 195 heads for forced induction engines retain the stock 23° valve angles and feature large, standard cast combustion chambers to reduce compression and large Fast As Cast® runners to substantially increase horsepower and torque in boosted applications. Both versions retain the use of stock sensors and fittings.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Dyno Results GenX 185



Test Engine: 10.42:1 compression 350 c.i.d. with Trick Flow GenX® 185 cylinder heads (TFS-30410008-M54), Trick Flow Track Max® hydraulic roller camshaft (TFS-31402081), Trick Flow 1.6 ratio roller rocker arms (TFS-31400513), stock GM intake manifold and 52mm throttle body, Hooker Super Competition headers with 1½" primaries, 3" dual exhaust with Flowmaster mufflers.

GenX 185 and 195 Heads, Fast As Cast Runners, Assembled

TFS-30410008-M54 Naturally aspirated engines, 21° valve angle, 185cc intake runners
TFS-30410010 Forced induction engines, 23° valve angle, 195cc intake runners

Airflow Results GenX 185

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	65	48
.200"	132	111
.300"	195	151
.400"	236	182
.500"	258	198
.600"	260	206

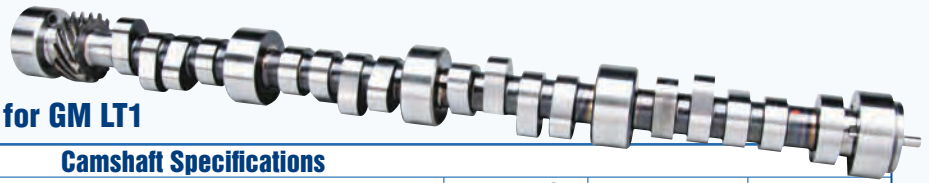
Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 1½" pipe.

Airflow Results GenX 195

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	51	58
.200"	136	98
.300"	191	136
.400"	230	163
.500"	253	177
.600"	254	190

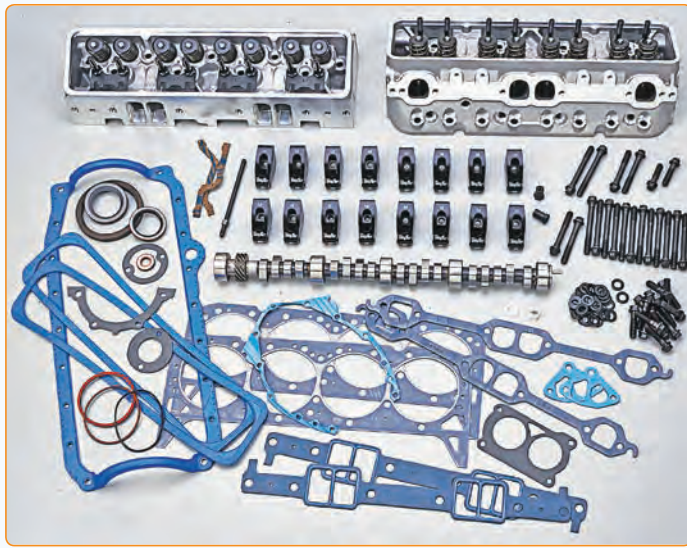
Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 1½" pipe.





Track Max® Hydraulic Roller Camshaft for GM LT1

 Camshaft Specifications		Duration @ .050"	Valve Lift w/1.5 Rocker Arms	Lobe Sep.
Part Number	Characteristics			
TFS-31402081	Fair idle, strong midrange power, 1,800-5,800 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 10.25:1 minimum.	220°/227°	.530"/.530"	113°



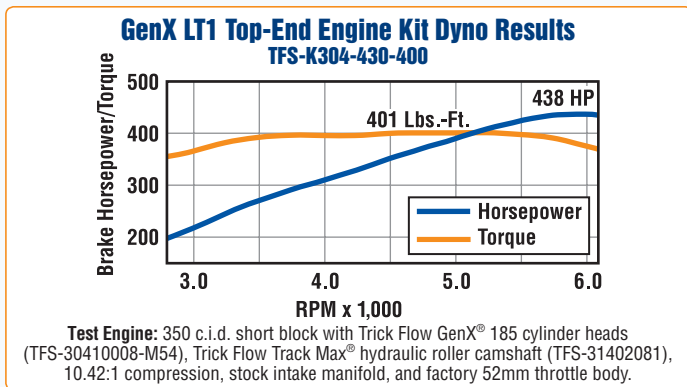
GenX® Top-End Engine Kit for GM LT1

Get the most out of your GM LT1 with Trick Flow's top-end engine kit. Trick Flow engineers carefully tuned this kit to deliver optimum horsepower and torque—taking the time and guesswork out of designing a winning combination and saving you some hard-earned cash in the process.

GenX top-end kits for GM LT1 feature Trick Flow's GenX 185 21° heads to deliver increased power on naturally aspirated engines. These heads feature 54cc CNC-profiled combustion chambers with port-to-valve seat blending (bowl blending) and Fast As Cast® runners (185cc intake/67cc exhaust). You also get a Track Max® hydraulic roller camshaft, pushrod length checker, roller rocker arms, head bolts, and a gasket set.

GenX LT1 Top-End Engine Kit

TFS-K304-430-400 430 HP/400 lbs.-ft., each



TFX™ Cold Air Intake Kits and Air Inlet Elbows for GM LT1

If you're serious about wringing the maximum amount of power from your LT1, you must eliminate intake restrictions. The same engineers who designed the best LT1 heads available developed the best high-flow cold air intake kit and air inlet elbow available for your car, too!

Trick Flow's cold air intake kit for LT1 replaces the restrictive stock airbox with a freer-flowing unit and reusable cotton-gauze filter to dramatically increase airflow to the engine. The kit includes the airbox, filter, mounting hardware, and instructions. Manufactured by K&N for Trick Flow; emissions-legal under CARB E.O. #D-369-14.



Cold Air Intake Kits

- TFS-23057 Cold air kit, 1993-97 5.7L LT1 Chevrolet/Pontiac Camaro/Firebird, each
- TFS-23058 Cold air kit, 1994-96 5.7L LT1 Chevrolet Impala SS/Caprice, each

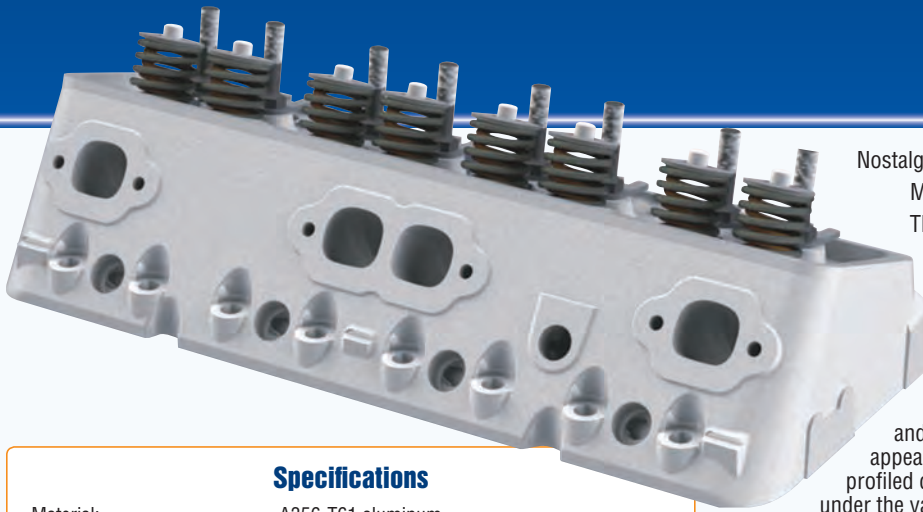


Replace the ugly, performance-robbing factory rubber elbow with Trick Flow's air inlet elbow. Designed to increase airflow and power and add a splash of dress-up under the hood, they eliminate the factory resonator tube and include all provisions for factory sensors. These elbows work with all stock air inlet systems and most brands of cold air intake kits.

Air Inlet Elbows

- TFS-3150800 Air inlet elbow, aluminum, ceramic coated, each
- TFS-3150801 Air inlet elbow, aluminum, black, each
- TFS-315B800 Air inlet elbow, aluminum, natural, each

DHC™ 175 Cylinder Heads for Small Block Chevrolet



Nostalgic appearance—check.
Modern performance—check.
The best of both—checkmate!

Trick Flow's DHC 175 cylinder heads give small block Chevy enthusiasts a new performance option. No longer will anyone have to choose between vintage looks or modern cylinder head power—with DHC 175 heads you get both!

DHC 175 heads are made from premium grade A356-T61 aluminum and have the exterior styling and straight spark plug holes that deliver the nostalgic appearance customers want. On the inside, 60cc CNC-profiled combustion chambers with blended bowl machining under the valves and small cross-section intake runners promote low-RPM torque increases and boost high-RPM horsepower. The runners are finished with Trick Flow's superior Fast As Cast® process that precisely duplicates the runner profile and performance levels of fully CNC-ported heads without the added machining cost. In keeping with the vintage design, the heads are available with or without accessory bolt holes cast into them.

Other performance improvements include bronze alloy valve guides, ductile iron valve seats, and multi-angle valve seat machining on precision Serdi® equipment. Plus, the decks and walls are cast extra thick to increase casting strength and provide plenty of material for future porting.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

DHC 175 Heads, Fast As Cast Runners, Assembled

TFS-30210002	1.470" single valve springs, no accessory bolt holes, 175cc intake runners
TFS-30210003	1.460" dual valve springs, no accessory bolt holes, 175cc intake runners
TFS-30210006	1.470" single valve springs, with accessory bolt holes, 175cc intake runners
TFS-30210007	1.460" dual valve springs, with accessory bolt holes, 175cc intake runners

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	60cc CNC-profiled
Intake Port Volume:	175cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.230" x 1.990"
Intake Gaskets:	Fel-Pro 1256
Intake Valve Diameter:	2.02" (TFS-51400211)
Intake Valve Seat:	Ductile iron (TFS-51400271)
Exhaust Port Volume:	74cc Fast As Cast
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.240" x 1.240" square
Exhaust Gaskets:	Fel-Pro 1404
Exhaust Valve Diameter:	1.600" (TFS-51400212)
Exhaust Valve Seat:	Ductile iron (TFS-51400272)
Valve Angles:	23°
Valve Guide Material:	Bronze alloy (intake TFS-51400252, exhaust TFS-30400252)
Valve Seals:	Viton® fluoroelastomer (TFS-51400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"; 1.500" for two center valve springs
Valve Spring Cups:	1.480" (TFS-51400434)
Valve Spring I.D. Locators:	1.550" x .060" (TFS-21400440)
Valve Spring Retainers:	7° x 1.460" o.d. chromoly steel (TFS-31400424) 7° x 1.470" o.d. chromoly steel (TFS-51400423)
Valve Stem Locks:	7° stamped steel (TFS-31400443) 7° machined steel (TFS-31400444)
Valve Springs, Standard:	1.470" o.d. single spring with damper (TFS-16514-16) 118 lbs. @ 1.800" installed height 300 lbs. @ 1.280" open 360 lbs. per inch rate .540" max. valve lift
Valve Springs, Option 1:	1.460" o.d. dual spring with damper (TFS-16315-16) 125 lbs. @ 1.950" installed height 376 lbs. @ 1.250" open 420 lbs. per inch rate .600" max. valve lift
Guideplates:	5/16" (TFS-30400623-8)
Rocker Arm Studs:	3/8" (TFS-51400613)
Rocker Arms:	TFS-31400510 (1.5 ratio, 3/8" studs) TFS-31400511 (1.6 ratio, 3/8" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92000
Head Gaskets:	TFS-30494060-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924 or Autolite 4252 (13/16" hex)
NOTE:	These heads have straight spark plug holes.
Viton® is a registered trademark of DuPont Performance Elastomers.	

Airflow Results DHC 175

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	65	53
.200"	133	104
.300"	192	136
.400"	233	180
.500"	258	198
.600"	254	207

Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 1 3/4" pipe.

Trick Flow Fast Fact: Holes or No Holes— Which Style is Right for You?



Trick Flow DHC 175 head castings come with or without accessory bolt holes. But which style is right for you? It's pretty simple, really. The heads without holes in the end are for engines with block or water pump-mount accessory brackets. The heads with holes in them are for engines with brackets that mount the accessories to the cylinder head. Now you know!

Super 23® 175 Cylinder Heads for Small Block Chevrolet

Made to outperform factory small block Chevy heads on 283-350 c.i.d. street performance engines, Trick Flow Super 23 175 cylinder heads feature small cross-section intake runners to promote low-RPM torque and high-RPM horsepower on small bore engines. Fast As Cast® runners duplicate the runner profile and performance levels of CNC-ported heads—for about the same price as ordinary cast heads! Other features include angled spark plugs, raised valve cover rails, and extra-thick decks and walls for porting.

Super 23 175 heads are emissions-legal under CARB E.O. #D-747-1 for 1995 and earlier GM vehicles with Chevy 262–350 engines and accept most factory accessories.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

**CARB
Exempt**



TFS-30310007

Airflow Results Super 23 175

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	62	57
.200"	127	109
.300"	180	142
.400"	219	167
.500"	242	181
.600"	245	192

Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 1¼" pipe.

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	56cc standard
Intake Port Volume:	175cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.230" x 1.990"
Intake Gaskets:	Fel-Pro 1256
Intake Valve Diameter:	1.940" (TFS-30300211)
Intake Valve Seat:	Ductile iron (TFS-30300271)
Exhaust Port Volume:	67cc Fast As Cast
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.300" x 1.350" D-shape
Exhaust Gaskets:	Fel-Pro 1404
Exhaust Valve Diameter:	1.500" (TFS-30300212)
Exhaust Valve Seat:	Ductile iron (TFS-30300272)
Valve Angles:	23°
Valve Guide Material:	Bronze alloy (intake TFS-51400252-1, exhaust TFS-30400252-1)
Valve Seals:	Viton® fluoroelastomer (TFS-51400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"; 1.500" for two center valve springs
Valve Spring Cups:	1.270" (TFS-31400433) 1.480" (TFS-51400434)
Valve Spring Retainers:	7° x 1.250" o.d. chromoly steel (TFS-31400423) 7° x 1.460" o.d. chromoly steel (TFS-31400424) 7° x 1.470" o.d. chromoly steel (TFS-51400423)
Valve Stem Locks:	7° machined steel (TFS-51400444)
Valve Springs, Standard:	1.250" o.d. single spring with damper (TFS-16314-16) 110 lbs. @ 1.780" installed height 300 lbs. @ 1.280" open 360 lbs. per inch rate .520" maximum valve lift
Valve Springs, Option 1:	1.470" o.d. single spring with damper (TFS-16514-16) 118 lbs. @ 1.800" installed height 300 lbs. @ 1.280" open 360 lbs. per inch rate .540" maximum valve lift
Valve Springs, Option 2:	1.460" o.d. dual spring with damper (TFS-16315-16) 125 lbs. @ 1.800" installed height 376 lbs. @ 1.180" open 420 lbs. per inch rate .600" maximum valve lift
Guideplates:	5/16" (TFS-30400623-8)
Rocker Arm Studs:	3/8" (TFS-51400613)
Rocker Arms:	TFS-31400510 (1.5 ratio, 3/8" studs) TFS-31400511 (1.6 ratio, 3/8" studs)
Minimum Bore Diameter:	3.750"
Cylinder Head Bolts:	TFS-92000
Head Gaskets:	TFS-30494060-040
Pushrod Length:	Longer than stock required
Spark Plugs:	NGK FR5 or Autolite 3924
NOTE:	Must use 350 or larger head gasket on 305 engines.
Viton® is a registered trademark of DuPont Performance Elastomers.	

Super 23 175 Heads, Fast As Cast Runners, Assembled

TFS-30310001	1.250" single valve springs, perimeter bolt valve covers, 175cc intake runners
TFS-30310002	1.470" single valve springs, perimeter bolt valve covers, 175cc intake runners
TFS-30310003	1.460" dual valve springs, perimeter bolt valve covers, 175cc intake runners
TFS-30310005	1.250" single valve springs, center bolt valve covers, 175cc intake runners
TFS-30310006	1.470" single valve springs, center bolt valve covers, 175cc intake runners
TFS-30310007	1.460" dual valve springs, center bolt valve covers, 175cc intake runners

Trick Flow Fast Fact: Efficiency

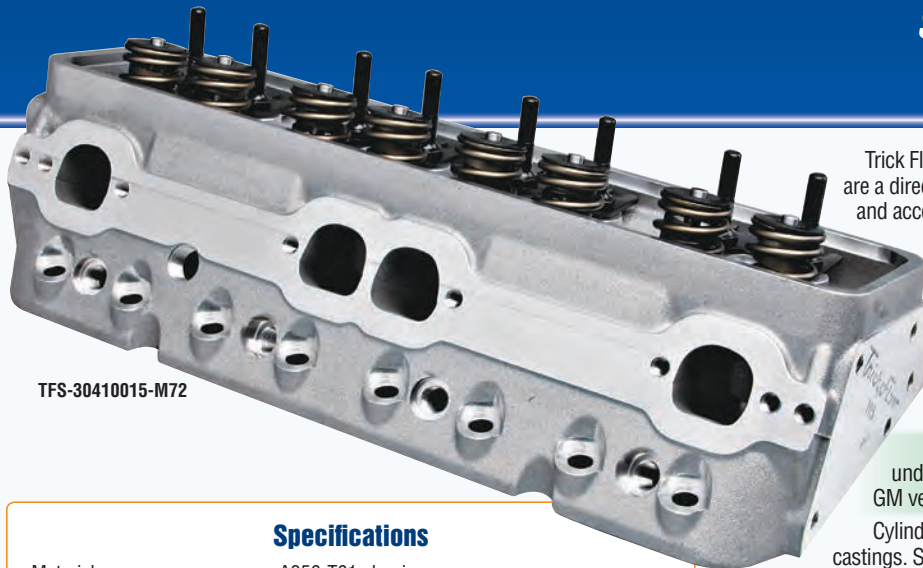
Pushrod length greatly affects the efficiency of the motion transfer to the valves by altering the tip travel of the rocker arms. For maximum valvetrain efficiency, rocker arm tip travel on the valve stem should be .080" or less.

As a rule, longer pushrods will decrease rocker arm tip travel. If you can't get a tip travel measurement of .080" or less after trying several pushrod lengths, you will have to switch to another brand of rocker arms and start over.

When checking pushrod length with roller tip rocker arms, note the position of the roller tip on the valve stem when the valve is at one-half of its net lift. Ideally, the centerline of the rocker arm's tip should coincide with the centerline of the valve at one-half of its net lift so the rocker arm tip travels an equal distance on each half of the valve stem tip.



Super 23® 195 Cylinder Heads for Small Block Chevrolet



TFS-30410015-M72

Trick Flow Super 23 195 cylinder heads for small block Chevy are a direct fit, high performance replacement for factory heads and accept most original accessories. Ideal for 302-406 c.i.d. engines, these heads feature high-velocity, small cross-section intake runners to promote low-RPM torque and high-RPM horsepower. Fast As Cast® runners deliver near-CNC-ported flow and performance for about the same price as regular cast heads. Angled spark plugs, raised valve cover rails, and extra-thick decks and walls for porting round-out the features.

Super 23 195 heads are emissions-legal under CARB E.O. #D-747-1 for 1995 and earlier GM vehicles with Chevy 262-350 engines.

**CARB
Exempt**

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Specifications

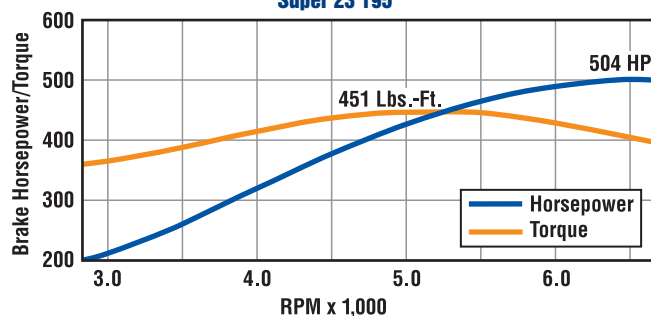
Material:	A356-T61 aluminum
Combustion Chamber Volume:	01/02/03/05/06/07: 62cc standard M64: 64cc CNC-profiled M72: 72cc CNC-profiled 195cc Fast As Cast
Intake Port Volume:	195cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.280" x 2.090"
Intake Gaskets:	Fel-Pro 1205 or 1266
Intake Valve Diameter:	2.020" (TFS-51400211)
Intake Valve Seat:	Ductile iron (TFS-51400271)
Exhaust Port Volume:	72cc Fast As Cast
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.350" x 1.500" D-shape
Exhaust Gaskets:	Fel-Pro 1404
Exhaust Valve Diameter:	1.600" (TFS-51400212)
Exhaust Valve Seat:	Ductile iron (TFS-51400272-1)
Valve Angles:	23°
Valve Guide Material:	Bronze alloy (intake TFS-51400252-1, exhaust TFS-30400252-1)
Valve Seals:	Viton® fluoroelastomer (TFS-51400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"; 1.500" for two center valve springs
Valve Spring Cups:	1.270" (TFS-31400433) 1.480" (TFS-51400434)
Valve Spring Retainers:	7" x 1.250" o.d. chromoly steel (TFS-31400423) 7" x 1.460" o.d. chromoly steel (TFS-31400424) 7" x 1.470" o.d. chromoly steel (TFS-51400423)
Valve Stem Locks:	7" machined steel (TFS-51400444)
Valve Springs, Standard:	1.250" o.d. single spring with damper (TFS-16314-16) 110 lbs. @ 1.780" installed height 300 lbs. @ 1.280" open 360 lbs. per inch rate .520" maximum valve lift
Valve Springs, Option 1:	1.470" o.d. single spring with damper (TFS-16514-16) 118 lbs. @ 1.800" installed height 300 lbs. @ 1.280" open 360 lbs. per inch rate .540" maximum valve lift
Valve Springs, Option 2:	1.460" o.d. dual spring with damper (TFS-16315-16) 125 lbs. @ 1.800" installed height 376 lbs. @ 1.180" open 420 lbs. per inch rate .600" maximum valve lift
Guideplates:	5/16" (TFS-30400623-8)
Rocker Arm Studs:	3/8" (TFS-51400613)
Rocker Arms:	TFS-31400510 (1.5 ratio, 3/8" studs) TFS-31400511 (1.6 ratio, 3/8" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92000
Head Gaskets:	TFS-30494060-040
Pushrod Length:	Longer than stock required
Spark Plugs:	NGK FR5 or Autolite 3924

NOTE: Must use Fel-Pro 1014 head gaskets with predrilled steam holes for 400 c.i.d.; must modify heads per instructions.

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Dyno Results Super 23 195



Test Engine: 10:1 compression 383 c.i.d. with Trick Flow Super 23® 195 cylinder heads (TFS-30410013-M72), Trick Flow Track Max® hydraulic roller camshaft (TFS-31400202), Trick Flow 1.5 ratio roller rocker arms (TFS-31400510), Edelbrock Victor Jr. intake manifold, Hooker headers with 1½" primaries, 3" dual exhaust with Flowmaster mufflers.

Super 23 195 Heads, Fast As Cast Runners, Assembled

62cc Standard Combustion Chambers

TFS-30410001	1.250" single springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410002	1.470" single springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410003	1.460" dual springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410005	1.250" single springs, center bolt valve covers, 195cc intake runners
TFS-30410006	1.470" single springs, center bolt valve covers, 195cc intake runners
TFS-30410007	1.460" dual springs, center bolt valve covers, 195cc intake runners

64cc CNC-Profiled Combustion Chambers

TFS-30410001-M64	1.250" single springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410002-M64	1.470" single springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410003-M64	1.460" dual springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410005-M64	1.250" single springs, center bolt valve covers, 195cc intake runners
TFS-30410006-M64	1.470" single springs, center bolt valve covers, 195cc intake runners
TFS-30410007-M64	1.460" dual springs, center bolt valve covers, 195cc intake runners

72cc CNC-Profiled Combustion Chambers

TFS-30410012-M72	1.470" single springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410013-M72	1.460" dual springs, perimeter bolt valve covers, 195cc intake runners
TFS-30410014-M72	1.470" single springs, center bolt valve covers, 195cc intake runners
TFS-30410015-M72	1.460" dual springs, center bolt valve covers, 195cc intake runners

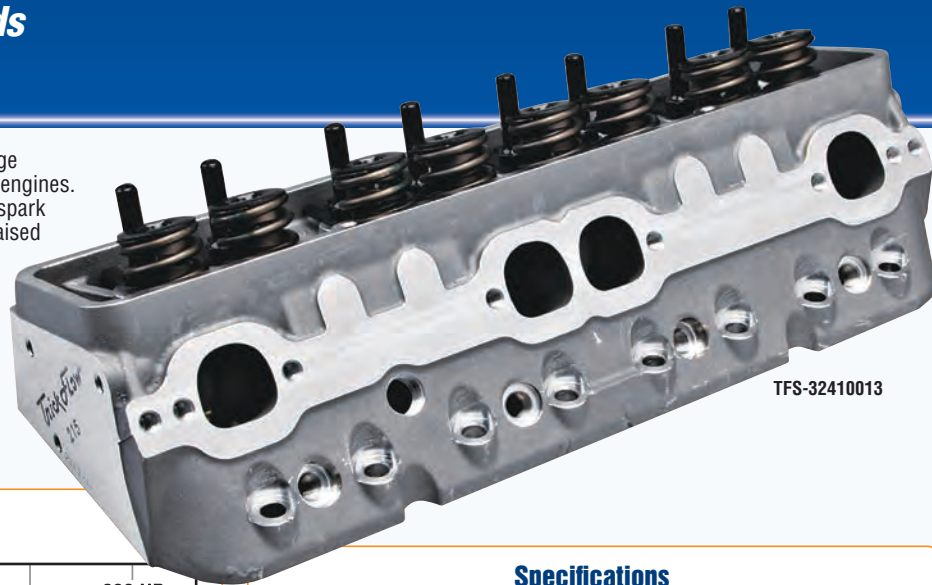
Airflow Results

Super 23 195 with 72cc CNC-Profiled Chambers

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	71	53
.200"	142	99
.300"	196	135
.400"	234	167
.500"	249	186
.600"	249	199

Tests conducted at 28" of water (pressure). Bore size 4.030". CNC-profiled combustion chambers; exhaust with 1½" pipe.

Super 23[®] 215 Cylinder Heads for Small Block Chevrolet

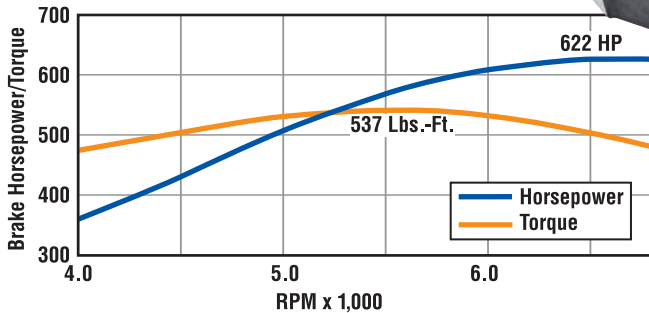


TFS-32410013

Trick Flow Super 23 215 cylinder heads give a huge performance boost to race-ready small block Chevy engines. Based on the proven Super 23 head design (angled spark plugs, extra-thick decks and walls for porting, and raised valve cover rails), the Super 23 215 heads feature enlarged valve springs to help pull in more air and fuel with higher lift cams. The larger Fast As Cast[®] runner design provides near-CNC-ported airflow and power for about the same price as most cast heads. The result is more airflow in the mid and upper RPM range—and that means more power.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Dyno Results Super 23 215



Test Engine: 12:1 compression 406 c.i.d. with Trick Flow Super 23[®] 215 cylinder heads (TFS-32410007), mechanical roller camshaft (264°/268° duration @ .050"; .630"/.630" lift; 112° lobe separation), Trick Flow 1.5/1.6 ratio roller rocker arms (TFS-31400522), Edelbrock Super Victor intake manifold, Hooker Super Competition headers with 1½" primaries, open exhaust.

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	06/07: 67cc standard 12/13: 72cc standard
Intake Port Volume:	215cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.310" x 2.210"
Intake Gaskets:	Fel-Pro 1206 or 1266
Intake Valve Diameter:	2.080" (TFS-32400211)
Intake Valve Seat:	Ductile iron (TFS-32410271)
Exhaust Port Volume:	78cc Fast As Cast
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.450" x 1.450" D-shape
Exhaust Gaskets:	Fel-Pro 1406
Exhaust Valve Diameter:	1.600" (TFS-32400212)
Exhaust Valve Seat:	Ductile iron (TFS-30600274)
Valve Angles:	23°
Valve Guide Material:	Bronze alloy (intake TFS-32400251, exhaust TFS-32400252)
Valve Seals:	Viton [®] fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring I.D. Locators:	1.550" x .060" (TFS-21400440)
Valve Spring Retainers:	10" x 1.550" o.d. chromoly steel (TFS-21400425) 10" x 1.550" o.d. titanium (TFS-214T0520)
Valve Stem Locks:	10" machined steel with lash cap recess (TFS-52400444)
Valve Springs, Standard:	1.550" o.d. dual spring with damper (TFS-16094-16) 138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .680" maximum valve lift
Valve Springs, Optional:	1.550" o.d. dual spring with damper (TFS-16324-16) 215 lbs. @ 1.950" installed height 550 lbs. @ 1.270" open 460 lbs. per inch rate .680" maximum valve lift
Guideplates:	5/16" (TFS-30400623-8)
Rocker Arm Studs:	7/16" (TFS-51400614)
Rocker Arms:	TFS-31400520 (1.5 ratio, 7/16" studs) TFS-31400521 (1.6 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92000
Head Gaskets:	TFS-30494200-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3922
NOTE:	Must use head gaskets with 4.155" or larger bore diameter.
Viton [®] is a registered trademark of DuPont Performance Elastomers.	

Super 23 215 Heads, Fast As Cast Runners, Assembled

TFS-32410006	67cc combustion chambers and 1.550" dual valve springs (420 lbs./in.), 215cc intake runners
TFS-3241T006	67cc combustion chambers, 1.550" dual valve springs (420 lbs./in.), and titanium retainers, 215cc intake runners
TFS-32410007	67cc combustion chambers and 1.550" dual valve springs (460 lbs./in.), 215cc intake runners
TFS-3241T007	67cc combustion chambers, 1.550" dual valve springs (460 lbs./in.), and titanium retainers, 215cc intake runners
TFS-32410012	72cc combustion chambers and 1.550" dual valve springs (420 lbs./in.), 215cc intake runners
TFS-3241T012	72cc combustion chambers, 1.550" dual valve springs (420 lbs./in.), and titanium retainers, 215cc intake runners
TFS-32410013	72cc combustion chambers and 1.550" dual valve springs (460 lbs./in.), 215cc intake runners
TFS-3241T013	72cc combustion chambers, 1.550" dual valve springs (460 lbs./in.), and titanium retainers, 215cc intake runners

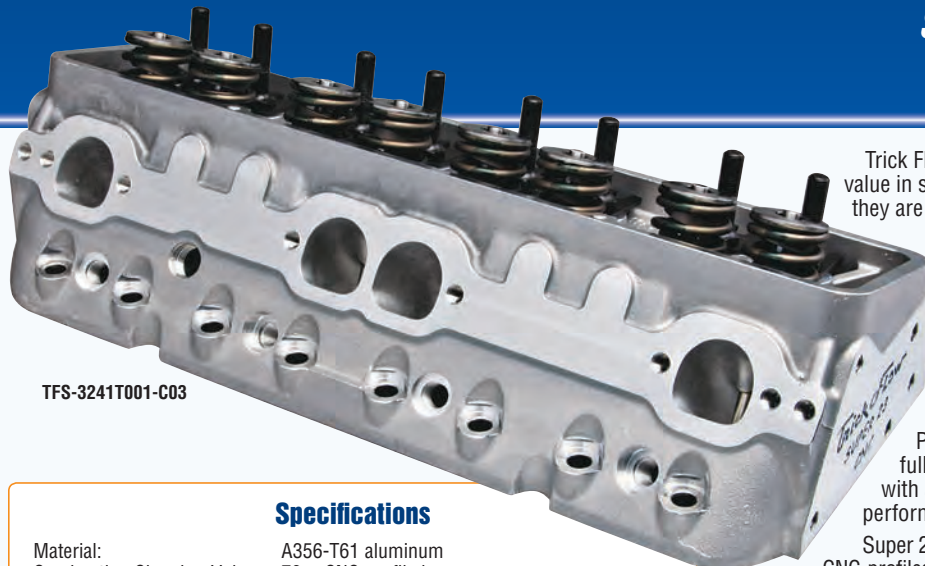
Airflow Results Super 23 215 with 72cc Chambers

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	66	58
.200"	141	108
.300"	199	147
.400"	244	180
.500"	273	202
.600"	282	214
.700"	287	223

Tests conducted at 28" of water (pressure).
Bore size: 4.155"; exhaust with 1½" pipe.



Super 23® 230 Cylinder Heads for Small Block Chevrolet



TFS-3241T001-C03

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	70cc CNC-profiled
Intake Port Volume:	C00: 230cc CNC Street Ported C03: 230cc CNC Competition Ported
Intake Port Location:	Stock
Intake Port Dimensions:	1.300" x 2.230"
Intake Gaskets:	Fel-Pro 1206 or 1266
Intake Valve Diameter:	2.080" (TFS-32400211)
Intake Valve Seat:	Ductile iron (TFS-32410271)
Exhaust Port Volume:	C00: 78cc CNC Street Ported C03: 78cc CNC Competition Ported
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.490" x 1.490" D-shape
Exhaust Gaskets:	Fel-Pro 1406
Exhaust Valve Diameter:	1.600" (TFS-32400212)
Exhaust Valve Seat:	Ductile iron (TFS-30600274)
Valve Angles:	23°
Valve Guide Material:	Bronze alloy (intake TFS-32400251, exhaust TFS-32400252)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring I.D. Locators:	1.550" x .060" (TFS-21400440)
Valve Spring Retainers:	10° x 1.550" o.d. titanium (TFS-214T0520)
Valve Stem Locks:	10° machined steel with lash cap recess (TFS-52400444)
Valve Springs, Standard:	1.550" o.d. dual spring with damper (TFS-16094-16) 138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .680" maximum valve lift
Valve Springs, Optional:	1.550" o.d. dual spring with damper (TFS-16324-16) 215 lbs. @ 1.950" installed height 550 lbs. @ 1.270" open 460 lbs. per inch rate .680" maximum valve lift
Guideplates:	5/16" (TFS-30400623-8)
Rocker Arm Studs:	7/16" (TFS-51400614)
Rocker Arms:	TFS-31500520 (1.5 ratio, 7/16" studs) TFS-31400521 (1.6 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92000
Head Gaskets:	TFS-30494200-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3922
NOTE:	Must use head gaskets with 4.155" or larger bore diameter. Viton® is a registered trademark of DuPont Performance Elastomers.

Trick Flow's Super 23 230 cylinder heads represent the best value in small block Chevy racing technology. That's because they are the closest thing you can get to 18° cylinder head performance in a 23° design.

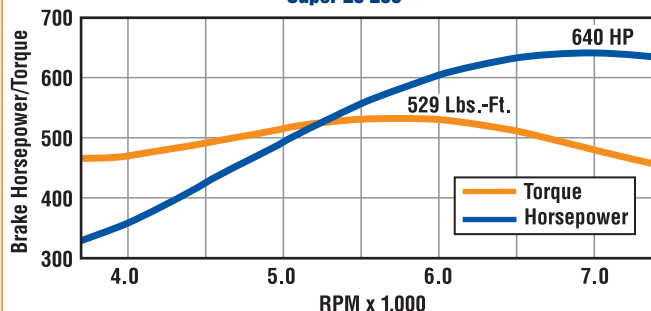
Super 23 230 heads are designed for 400 cubic inch and larger engines and use standard small block valvetrain parts and headers. Highlights include angled spark plugs, extra-thick decks and walls for porting, and raised valve cover rails.

You can get your Super 23 230 heads in two flavors: CNC Street Ported and CNC Competition Ported. Heads with CNC Street Ported runners feature fully CNC-machined runners and combustion chambers with a standard resolution surface finish for significant performance gains over regular cast heads.

Super 23 230 heads with CNC Competition Ported runners have CNC-profiled combustion chambers and runners with a premium high resolution surface finish for maximum flow and performance.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Dyno Results Super 23 230



Test Engine: 11.5:1 compression 406 c.i.d. with Trick Flow Super 23® 230 cylinder heads (TFS-3241T001-C03), mechanical roller camshaft (266°/270° duration @ .050"; .630"/.630" lift; 112° lobe separation), Trick Flow 1.5/1.6 ratio roller rocker arms (TFS-31400522), Edelbrock Super Victor intake manifold, Hooker Super Competition headers with 1 7/8" primaries, open exhaust.

Super 23 230 Heads, CNC Street Ported Runners, Assembled

TFS-32410002-C00	1.550" dual valve springs (420 lbs./in.), 230cc intake runners
TFS-32410001-C00	1.550" dual valve springs (460 lbs./in.), 230cc intake runners

Super 23 230 Heads, CNC Competition Ported Runners, Assembled

TFS-32410002-C03	1.550" dual valve springs (420 lbs./in.), 230cc intake runners
TFS-3241T002-C03	1.550" dual valve springs (420 lbs./in.) and titanium retainers, 230cc intake runners
TFS-32410001-C03	1.550" dual valve springs (460 lbs./in.), 230cc intake runners
TFS-3241T001-C03	1.550" dual valve springs (460 lbs./in.) and titanium retainers, 230cc intake runners

Airflow Results

Super 23 230 with CNC Competition Ported Runners

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	69	55
.200"	144	112
.300"	213	158
.400"	265	195
.500"	296	220
.600"	305	234
.700"	310	240

Tests conducted at 28" of water (pressure).
Bore size: 4.155"; exhaust with 1 7/8" pipe.

Compliment your new Super 23® heads with a Track Max® camshaft for unbeatable, race-winning performance! You can find them on page 24.



Super 23® Top-End Engine Kits for Small Block Chevrolet

Get the most out of your small block Chevy with Trick Flow's top-end engine kits. Trick Flow engineers carefully tune each kit to deliver optimum horsepower and torque—taking the time and guesswork out of designing a winning combination and saving you some hard-earned cash in the process.

The Super 23 top-end kits for small block Chevy are built around a set of dyno-proven, Super 23 195 cylinder heads with your choice of

Super 23 Top-End Engine Kits, Flat Tappet Cam

- TFS-K314-350-400* 350 HP/400 lbs.-ft., each
- TFS-K314-420-395 420 HP/395 lbs.-ft., each
- TFS-K314-490-440 490 HP/440 lbs.-ft., each

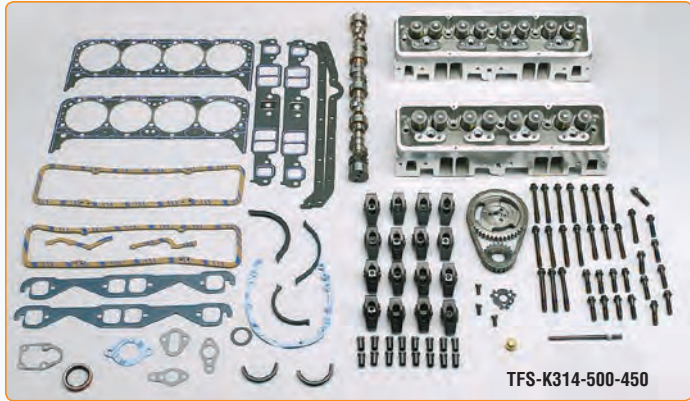


Super 23 Top-End Engine Kits, Hydraulic Roller Cam

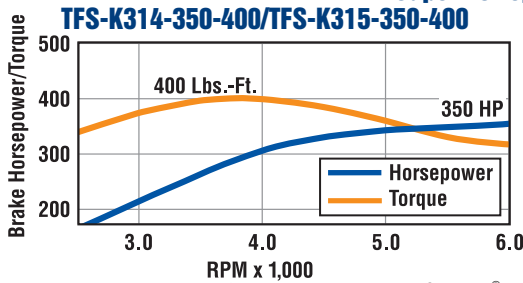
- TFS-K314-445-405* 445 HP/405 lbs.-ft., each
- TFS-K314-465-450 465 HP/450 lbs.-ft., fits factory non-hydraulic roller cam engine blocks, each
- TFS-K314-500-450 500 HP/450 lbs.-ft., fits factory hydraulic roller cam engine blocks, each
- TFS-K315-465-450 465 HP/450 lbs.-ft., each

*Top end kit part numbers TFS-K315-350-400 and TFS-K315-445-405 include everything listed above in the TFS-K314-350-400 and TFS-K314-445-405 kits, plus Trick Flow's dual plane StreetBurner® intake manifold (TFS-30400222).

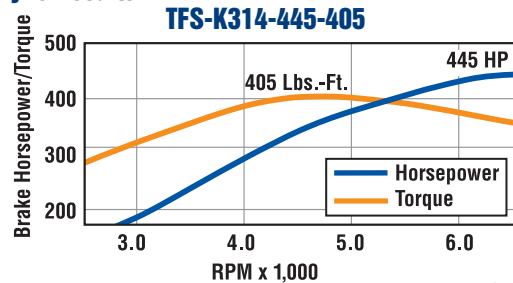
62cc Fast As Cast® or 72cc CNC-profiled combustion chambers. You also get a Track Max® hydraulic flat tappet or hydraulic roller camshaft, matching lifters (flat tappet cams only), pushrods (flat tappet cams only), roller rocker arms, double roller timing chain, thrust button (roller cams only), cam locking plate, head bolts, pushrod length checker (roller cams only), and a gasket set.



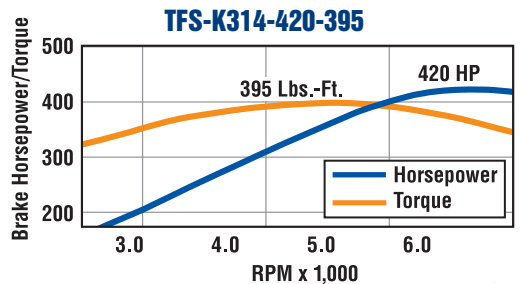
Super 23 Top-End Engine Kit Dyno Results



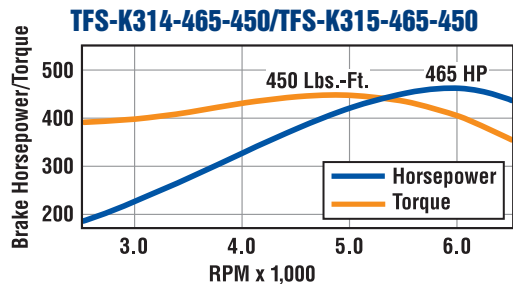
Test Engine: 350 c.i.d. short block with flat top pistons, Trick Flow Super 23® 195 cylinder heads with 64cc CNC-profiled combustion chambers (TFS-30410001), Trick Flow Track Max® hydraulic camshaft (TFS-31401000), Trick Flow StreetBurner® intake manifold (TFS-30400222), 9.5:1 to 10.0:1 compression, and a Trick Flow by Quick Fuel Technology Street Heat™ 650 cfm carburetor.



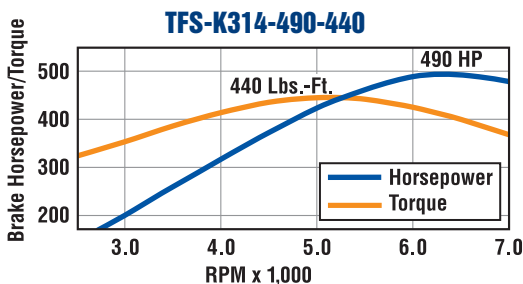
Test Engine: 350 c.i.d. short block with flat top pistons, Trick Flow Super 23® 195 cylinder heads with 64cc CNC-profiled combustion chambers (TFS-30410003), Trick Flow Track Max® hydraulic roller camshaft (TFS-31402002), Trick Flow StreetBurner® intake manifold (TFS-30400222), 10.0:1 compression, and a Trick Flow by Quick Fuel Technology Track Heat™ 750 cfm carburetor.



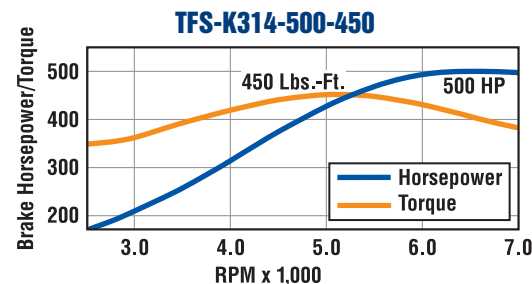
Test Engine: 350 c.i.d. short block with flat top pistons, Trick Flow Super 23® 195 cylinder heads with 64cc CNC-profiled combustion chambers (TFS-30410002), Trick Flow Track Max® hydraulic camshaft (TFS-31401001), 9.5:1 to 10.0:1 compression, an Edelbrock Victor Jr. intake manifold, and a Trick Flow by Quick Fuel Technology Track Heat™ 750 cfm carburetor.



Test Engine: 1987-95 factory roller cam 383 c.i.d. short block with flat top pistons, Trick Flow Super 23® 195 cylinder heads with 72cc CNC-profiled combustion chambers (TFS-30410013-M72), Trick Flow Track Max® hydraulic roller camshaft (TFS-31402001/TFS-31403001), 10.0:1 compression, an Edelbrock Victor Jr. intake manifold, and a Trick Flow by Quick Fuel Technology Track Heat™ 750 cfm carburetor.



Test Engine: 383 c.i.d. short block with flat top pistons, Trick Flow Super 23® 195 cylinder heads with 72cc CNC-profiled combustion chambers (TFS-30410013-M72), Trick Flow Track Max® hydraulic camshaft (TFS-31401002), 10.0:1 compression, an Edelbrock Victor Jr. intake manifold, and a Trick Flow by Quick Fuel Technology Track Heat™ 750 cfm carburetor.



Test Engine: 383 c.i.d. short block with flat top pistons, Trick Flow Super 23® 195 cylinder heads with 72cc CNC-profiled combustion chambers (TFS-30410013-M72), Trick Flow Track Max® hydraulic roller camshaft (TFS-31402002), 10.0:1 compression, an Edelbrock Victor Jr. intake manifold, and a Trick Flow by Quick Fuel Technology Track Heat™ 750 cfm carburetor.

Small Block Chevrolet

Ultra 18® 250 Cylinder Head for Small Block Chevrolet

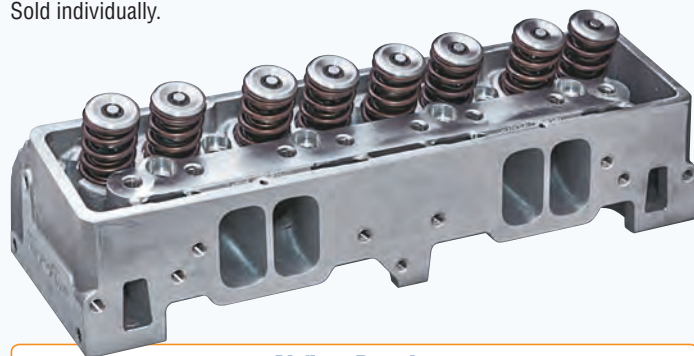


Trick Flow Ultra 18 250 cylinder heads with 18 degree runners make serious horsepower—power ideal for drag and high-RPM circle track racing. Right out of the box, these heads deliver higher airflow numbers than fully prepped 23 degree heads.

Features include Trick Flow's CNC-profiled combustion chambers and CNC Competition Ported runners with a premium high resolution surface finish for maximum flow and performance.

Ultra 18 250 heads accept most current 18 degree intake manifolds, headers, and other components. They require the use of offset shaft-mounted rocker arms and a mechanical roller camshaft with offset intake lifters.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



Specifications

Material:	A-356-T61 aluminum
Combustion Chamber Volume:	56cc CNC-profiled
Intake Port Volume:	250cc CNC Competition Ported
Intake Port Location:	GM 18°
Intake Port Dimensions:	1.350" x 2.200"
Intake Gaskets:	TFS-31800921
Intake Valve Diameter:	2.150" (TFS-31800211)
Intake Valve Seat:	Ductile iron (TFS-31800271)
Exhaust Port Volume:	100cc CNC Competition Ported
Exhaust Port Location:	GM 18°
Exhaust Port Dimensions:	1.760" x 1.460" oval
Exhaust Gaskets:	TFS-31800931
Exhaust Valve Diameter:	1.600" (TFS-31800212)
Exhaust Valve Seat:	Copper bronze alloy (TFS-31800272)
Valve Angles:	18°
Valve Guide Material:	Manganese bronze alloy (TFS-31800251)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.660"
Valve Spring I.D. Locators:	TFS-21400440
Valve Spring Retainers:	10° x 1.550" o.d. titanium (TFS-214T0520)
Valve Stem Locks:	10° machined steel with lash cap recess (TFS-52400444)
Valve Springs:	1.560" o.d. dual spring with damper (TFS-16318-16) 240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .700" max. valve lift
Rocker Arms:	Shaft-style with .550" offset intake and .220" offset exhaust
Minimum Bore Diameter:	4.155"
Cylinder Head Bolts:	ARP 234-3721
Head Gaskets:	TFS-30494200-040
Pushrod Length:	Varies per application
Spark Plugs:	Autolite 3932
NOTES:	Requires roller lifters with .180" offset intake and no exhaust offset. Requires intake manifold and headers designed for 18° heads.

Viton® is a registered trademark of DuPont Performance Elastomers.



Airflow Results Ultra 18 250

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	73	56
.200"	144	103
.300"	221	150
.400"	280	204
.500"	315	236
.600"	338	258
.700"	343	269

Tests conducted at 28" of water (pressure).
Bore size: 4.155"; exhaust with 2" pipe.

Ultra 18 250 Head, CNC Competition Ported Runners, Assembled

TFS-3181T001-C01 250cc intake runners



Fabricated Aluminum Valve Covers for Small Block Chevrolet



These good-looking, tall height (3 7/8" overall) fabricated valve covers have an embossed Trick Flow logo and clear roller rockers and stud girdles. They're made from .084" thick aluminum to reduce engine weight and include the necessary fasteners to ensure a correct installation.

TFS-31500804 Valve covers, natural, pair



Chrome Valve Covers for Small Block Chevrolet

Trick Flow chrome plated valve covers provide a great alternative to higher-priced aluminum covers. They're baffled to prevent oil breather blow-by and feature embossed Trick Flow logos and triple chrome plating for a long-lasting shine. New gaskets are included.

TFS-44000 Valve covers, chrome, pair

Trick Flow also has cast aluminum valve covers.
You can find them on page 25.

Rocker Arms • Valve Cover Adapters • Camshafts and Camshaft Kits • Rocker Stud Girdles • Timing Chain Set • Cylinder Head Bolt Kit for Small Block Chevrolet

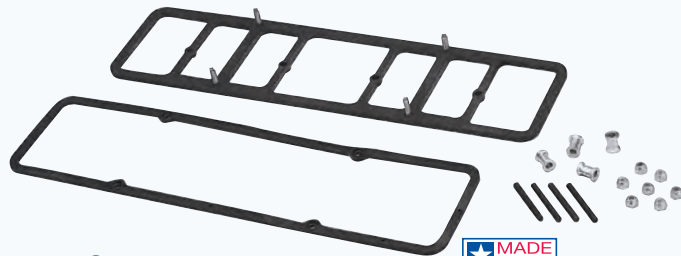
Roller Rocker Arms for Small Block Chevrolet



TFS-31400510

These aluminum roller rockers are excellent for use with Trick Flow heads. They can also be used on stock and other aftermarket Chevy heads. They feature heat-treated CNC-machined bodies, premium needle-bearing fulcrums, roller tips, and a machined relief for improved valve spring clearance. Trick Flow roller rockers are sold in sets of 16 and come complete with polylocks.

- TFS-31400510 Rocker arms, 1.5 ratio, 3/8" studs, set of 16
- TFS-31400511 Rocker arms, 1.6 ratio, 3/8" studs, set of 16
- TFS-31400512 Rocker arms, 1.5 ratio, 3/8" studs, narrow body, set of 16
- TFS-31400513 Rocker arms, 1.6 ratio, 3/8" studs, narrow body, set of 16
- TFS-31400514 Rocker arms, 1.5/1.6 ratio, 3/8" studs, narrow body, set of 16
- TFS-31400516 Rocker arms, 1.5/1.6 ratio, 3/8" studs, set of 16
- TFS-31400520 Rocker arms, 1.5 ratio, 7/16" studs, set of 16
- TFS-31400521 Rocker arms, 1.6 ratio, 7/16" studs, set of 16
- TFS-31400522 Rocker arms, 1.5/1.6 ratio, 7/16" studs, set of 16



Valve Cover Adapters for Small Block Chevrolet

Trick Flow 1/4" thick steel valve cover adapters allow early-style valve covers to be used with late model Chevy centerbolt heads. Plus, the adapters provide the option of running stud girdles to increase valvetrain stability and improve overall performance. The adapters come with all necessary hardware and .200" thick, rubber steel core gaskets.

NOTE: Requires narrow-body rocker arms (adds .650" to overall height).

- TFS-31500811 Valve cover adapters, pair

Rocker Stud Girdles for Small Block Chevrolet



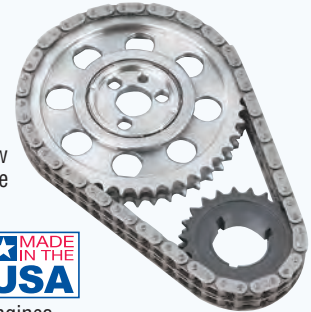
TFS-30400701

These CNC-machined stud girdles help control valve lift and timing changes due to stud flex, allowing more consistent high-RPM performance. Each stud girdle is anodized blue and comes with high-quality mounting hardware and hardened adjusting nuts. Tall-style valve covers are required.

- TFS-30400700 Rocker stud girdles, 3/8", pair
- TFS-30400701 Rocker stud girdles, 7/16", pair

True Roller Timing Chain Set for Small Block Chevrolet

Billet steel gears and a double roller timing chain combine to make this Trick Flow timing chain set the strongest, most accurate available today. Furthermore, the crank sprocket features multiple keyways to allow the cam to be installed straight-up, retarded, or advanced.



NOTE: Does not fit factory roller camshaft engines.

- TFS-31478500 Timing chain set, each

Cylinder Head Bolt Kit for Small Block Chevrolet



Keep combustion where it belongs! Trick Flow's high-quality cylinder head bolt kits provide consistent clamping force from bolt-to-bolt. The bolts are made from premium quality alloy steel with cold-formed heads and rolled threads. A black oxide finish protects them from wear and corrosion. The kit contains all the bolts you need to install a pair of heads, including hardened washers.



- TFS-92000 Cylinder head bolt kit, hex head, each

Track Max® Camshafts for Small Block Chevrolet



TFS-31401001

Hydraulic Flat Tappet Camshaft and Camshaft/Lifter Kit Specifications

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.5 Rocker Arms	Lobe Sep.
TFS-31401000 (camshaft only) TFS-K31401000 (kit)	Good idle, strong low-end torque, 2,200-5,700 RPM powerband. Small tube headers and low-restriction exhaust recommended. Compression: 9:1 minimum.	212°/214°	.443"/.449"	110°
TFS-31401001 (camshaft only) TFS-K31401001 (kit)	Fair idle, strong midrange power, 2,600-6,100 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum.	226°/234°	.480"/.495"	110°
TFS-31401002 (camshaft only) TFS-K31401002 (kit)	Rough idle, excellent top-end power, 3,500-6,700 RPM powerband. 3,000-3,500 RPM stall converter. Compression: 10:1 minimum.	246°/254°	.510"/.518"	112°

Hydraulic Roller Camshaft Specifications

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.5 Rocker Arms	Lobe Sep.
TFS-31402001	Fair idle, broad midrange power, 2,800-6,300 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum.	230°/234°	.528"/.539"	110°
TFS-31403001	Fair idle, broad midrange power, 2,800-6,300 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum. For use in 1987-95 OEM hydraulic roller cam engines only.	230°/234°	.530"/.540"	110°
TFS-31402002	Rough idle, excellent top-end power, 3,500-7,000 RPM powerband. 3,000-3,500 RPM stall converter. Compression: 10:1 minimum.	246°/254°	.555"/.555"	112°



**StreetBurner® Intake Manifold
for Small Block Chevrolet**



Trick Flow's StreetBurner intake manifold for small block Chevrolet engines is designed for applications that operate in the 1,500-6,500 RPM range. The dual plane, open air design with high-flow individual runners provides significant torque increases in the low- to mid-RPM range. The air space below the plenum separates the runners from the heat of the lifter valley cover to keep the air/fuel mixture cooler for more power. Other features include A319 aluminum construction, integral bosses for nitrous nozzles, and extra material for custom port work. This intake manifold works with all 4150-style carburetors; overall height to the carburetor mounting pad is 5.400".

TFS-30400222 Manifold, each



TFS-31511802

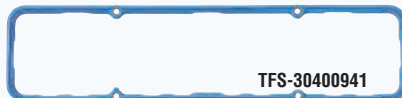
**Cast Aluminum Valve Covers
for Small Block Chevrolet**



Made from durable A319 cast aluminum, Trick Flow pent roof-style valve covers are much less prone to flex and distortion than stamped steel covers, which helps prevent oil leaks. These small block Chevy covers are 4³/₁₆" tall to clear girdles and roller rockers, and can be drilled for breathers.

- TFS-31500802 Valve covers, silver, pair
- TFS-31511802 Valve covers, black, pair
- TFS-3150B802 Valve covers, natural, pair
- TFS-25200801 Hardware kit, includes twelve 1/4"-20 x 1.500" studs and 12 flanged nuts, each

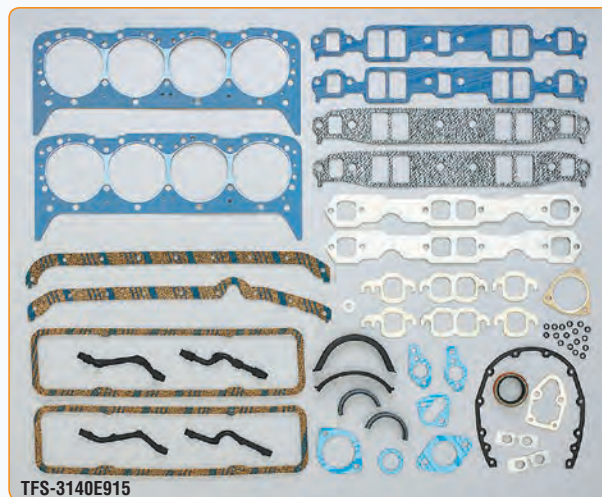
**Individual Gaskets
for Small Block
Chevrolet**



TFS-30400941

Trick Flow gaskets are made from high-quality materials with superior fit and finish, designed to deliver trouble-free performance over the long haul. The individual replacement gaskets save you money by letting you purchase just the gaskets you need instead of an entire kit.

- TFS-30400941 Valve cover gaskets, molded with steel core, pair
- TFS-30400951 Oil pan gasket, one-piece molded, each
- TFS-30400921 Intake manifold gaskets, 23° cylinder heads, pair
- TFS-31800921 Intake manifold gaskets, 18° cylinder heads, pair
- TFS-31800931 Header gaskets, 18° cylinder heads, pair



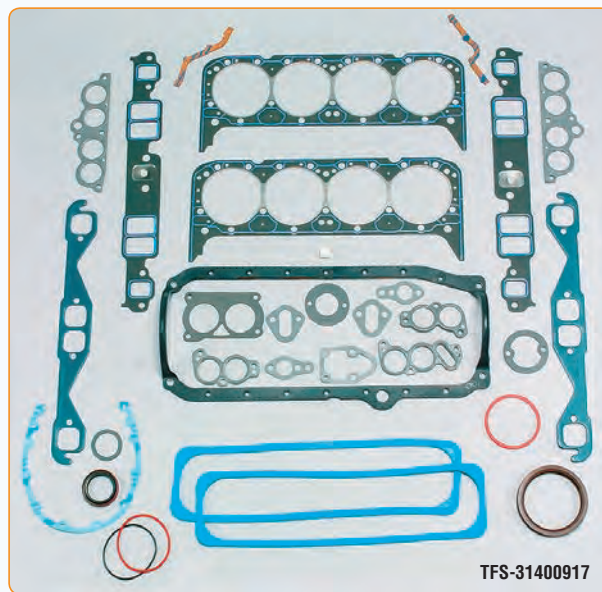
TFS-3140E915

**Standard Gasket Sets
for Small Block Chevrolet**



These Trick Flow gasket sets are ideal for stock or mild performance engine buildups. They include everything required to seal an engine, including header gaskets, for about the same price as other companies' less complete kits.

- TFS-3140E915 Engine gasket set, pre-1987 (except 400), each
- TFS-3140E916 Engine gasket set, 400, each



TFS-31400917

**Premium Gasket Sets
for Small Block Chevrolet**



Sets include cylinder head gaskets, intake gaskets, exhaust gaskets, valve cover gaskets, oil pan gaskets, and other gaskets specific to the application.

Engine Gasket Sets

- TFS-31400915 Engine gasket set, pre-1987 (except 400), each
- TFS-31400916 Engine gasket set, 400, each
- TFS-31400917 Engine gasket set, 1987-95 (except LT1), each
- TFS-31400911 Engine gasket set, 1992-97 LT1, each

Head Gasket Sets

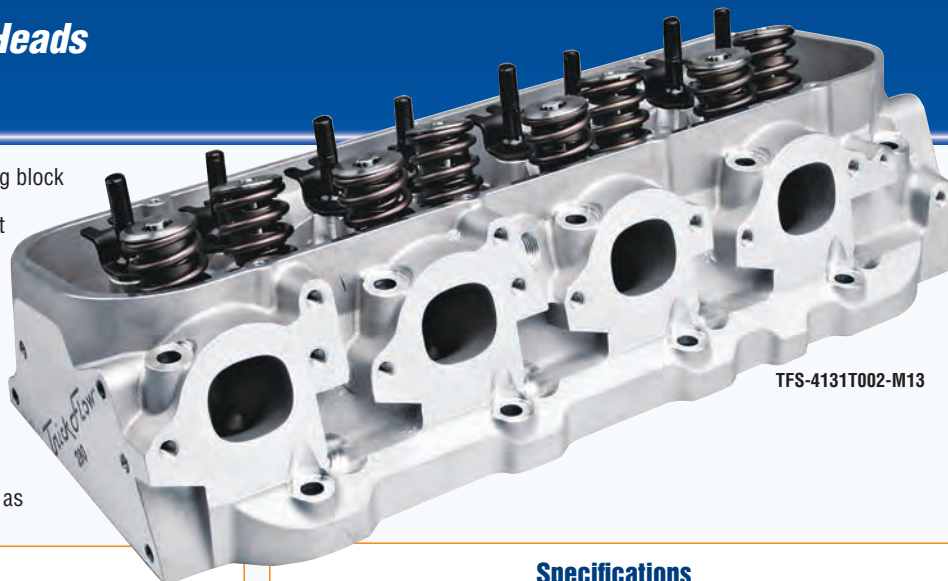
Sets include head gaskets, intake gaskets, exhaust gaskets, valve cover gaskets, and other gaskets specific to the application.

- TFS-31400905 Head gasket set, pre-1987 (except 400), each
- TFS-31400906 Head gasket set, 400, each
- TFS-31400907 Head gasket set, 1987-95 (except LT1), each

PowerOval® 280 Cylinder Heads for Big Block Chevrolet

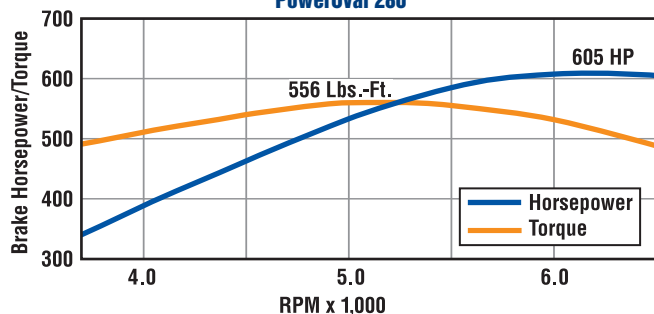
Trick Flow PowerOval 280 cylinder heads for big block Chevy are an ideal upgrade from factory cast iron heads. They feature an oval intake port design that produces excellent low and midrange torque and horsepower, plus more efficient heart-shaped, CNC-profiled combustion chambers, .300" raised exhaust ports, extra-thick decks and walls for porting, and Fast As Cast® runners for near-CNC-ported performance at standard cast head prices. CNC bowl blended valve seat transitions promote high velocity and huge airflow volume and 24 degree valve angles with 4 degree side cuts further increase airflow.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



TFS-4131T002-M13

Dyno Results PowerOval 280



Test Engine: 10.25:1 compression 460 c.i.d. with Trick Flow PowerOval® 280 cylinder heads (TFS-41310002), COMP Cams solid roller camshaft (248°/254° duration @ .050"; .653"/.650" lift; 106° lobe separation), Trick Flow 1.7 ratio roller rocker arms (TFS-41400621), Edelbrock Victor intake manifold, Hooker Super Competition headers with 2" primaries, 3/2" dual exhaust with Flowmaster mufflers.

PowerOval 280 Heads, Fast As Cast Runners, Assembled

TFS-41310001-M13	1.550" dual valve springs, 280cc intake runners
TFS-41310002-M13	1.560" dual valve springs, 280cc intake runners
TFS-4131T002-M13	1.560" dual valve springs and titanium retainers, 280cc intake runners
TFS-4131T003-M13	1.640" dual valve springs and titanium retainers, 280cc intake runners

Airflow Results PowerOval 280

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	74	64
.200"	160	113
.300"	231	146
.400"	275	178
.500"	316	209
.600"	336	240
.700"	347	264

Tests conducted at 28" of water (pressure).
Bore size: 4.250"; exhaust with 2" pipe.

Trick Flow PowerOval® Heads Make 20 More Horsepower Than the Competition!

At Trick Flow, the proof is in the dyno sheet.

As tested on a Chevy 454 (10.25:1 CR, .653"/.650" lift solid roller cam, 850 cfm carburetor and Edelbrock Air-Gap intake), Trick Flow PowerOval 280 Cylinder Heads for Big Block Chevrolet made 601 HP—20 more horsepower than the closest competing head.

That's Horsepower by Design!

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	113cc CNC-profiled
Intake Port Volume:	280cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.820" x 2.050" oval
Intake Gaskets:	Fel-Pro 1212
Intake Valve Diameter:	2.190" (TFS-41300211)
Intake Valve Seat:	Ductile iron interlock (TFS-41400271)
Exhaust Port Volume:	129cc Fast As Cast
Exhaust Port Location:	Raised .300" from stock
Exhaust Port Dimensions:	1.650" x 1.800" D-shape
Exhaust Gaskets:	Fel-Pro 1412
Exhaust Valve Diameter:	1.880" (TFS-41300212)
Exhaust Valve Seat:	Ductile iron interlock (TFS-41400272)
Valve Angles:	Intake 24°/4°, exhaust 15°/4°
Valve Guide Material:	Bronze alloy (intake TFS-41400251, exhaust TFS-41400252)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.760"
Valve Spring Cups:	1.640" (TFS-41400434)
Valve Spring I.D. Locators:	1.550" (TFS-21400440)
Valve Spring Retainers:	10" x 1.550" o.d. + .050" chromoly steel (TFS-41400423)
	10" x 1.550" o.d. + .050" titanium (TFS-214T0525)
	10" x 1.625" o.d. titanium (TFS-214T0620)
Valve Stem Locks:	10" machined steel with lash cap recess (TFS-52400444)
Valve Springs, Standard:	1.550" o.d. dual spring with damper (TFS-16094-16)
	138 lbs. @ 1.950" installed height
	430 lbs. @ 1.250" open
	420 lbs. per inch rate
Valve Springs, Option 1:	.700" maximum valve lift
	1.560" o.d. dual spring with damper (TFS-16318-16)
	240 lbs. @ 2.000" installed height
	600 lbs. @ 1.280" open
	500 lbs. per inch rate
Valve Springs, Option 2:	.700" maximum valve lift
	1.640" o.d. dual spring with damper (TFS-16414-16)
	250 lbs. @ 2.000" installed height
	800 lbs. @ 1.150" open
	600 lbs. per inch rate
	.850" maximum valve lift
Guideplates:	3/8" (TFS-41400623)
Rocker Arm Studs:	7/16" (intake TFS-41400613, exhaust TFS-41400614)
Rocker Arms:	TFS-41400621 (1.7 ratio, 7/16" studs)
Minimum Bore Diameter:	4.094"
Cylinder Head Bolts:	TFS-92002
Head Gaskets:	TFS-41394375-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924
Viton® is a registered trademark of DuPont Performance Elastomers.	



PowerPort® 320 and 365 Cylinder Heads for Big Block Chevrolet



TFS-4141T804-C02

Specifications

Material:	A-356-T61 aluminum
Combustion Chamber Volume:	PowerPort 320: 122cc CNC-profiled PowerPort 365: 119cc CNC-profiled
Intake Port Volume:	PowerPort 320: 320cc Fast As Cast PowerPort 365: 365cc CNC Competition Ported Stock
Intake Port Location:	
Intake Port Dimensions:	1.750" x 2.500" rectangular
Intake Gaskets:	PowerPort 320: Mr. Gasket 121 PowerPort 365: SCE Gaskets 213105
Intake Valve Diameter:	PowerPort 320 01/02: 2.250" (TFS-41400210) PowerPort 320 03: 2.300" (TFS-41400211) PowerPort 365: 2.350" (TFS-414C0211)
Intake Valve Seat:	Ductile iron interlock (TFS-41400271)
Exhaust Port Volume:	PowerPort 320: 137cc Fast As Cast PowerPort 365: 135cc CNC Competition Ported Raised .300" from stock
Exhaust Port Location:	
Exhaust Port Dimensions:	1.770" x 1.930" D-shape
Exhaust Gaskets:	Fel-Pro 1412 or TFS-41490931
Exhaust Valve Diameter:	PowerPort 320: 1.880" (TFS-41300212) PowerPort 365: 1.880" (TFS-414C0212)
Exhaust Valve Seat:	Ductile iron interlock (TFS-41400272)
Valve Angles:	Intake: 24°/4°, exhaust 15°/4°
Valve Guide Material:	PowerPort 320: Bronze alloy (intake TFS-41400251, exhaust TFS-4140252) PowerPort 365: Bronze alloy (TFS-51600251)
Valve Seals:	PowerPort 320: Viton® fluoroelastomer (TFS-30400454) PowerPort 365: Viton® fluoroelastomer (TFS-54500455)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.760"
Valve Spring Cups:	1.640" (TFS-41400434)
Valve Spring I.D. Locators:	1.550" (TFS-21400440)
Valve Spring Retainers:	10° x 1.550" o.d. + .050" chromoly steel (TFS-41400423)
PowerPort 320:	10° x 1.550" o.d. + .050" titanium (TFS-214T0525)
PowerPort 365:	10° x 1.625" o.d. titanium (TFS-214T0620) 10° x 1.625" o.d. titanium (TFS-214T0650)
Valve Stem Locks:	PowerPort 320: 10° machined steel with lash cap recess (TFS-52400444) PowerPort 365: 10° steel bead lock with lash cap recess (TFS-54500445)
Valve Springs	1.550" o.d. dual spring with damper (TFS-16094-16)
PowerPort 320 Standard:	138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .700" maximum valve lift
Option 1:	1.560" o.d. dual spring with damper (TFS-16318-16)
Option 2:	240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .700" maximum valve lift
	1.640" o.d. dual spring with damper (TFS-16414-16)
	250 lbs. @ 2.000" installed height 800 lbs. @ 1.150" open 600 lbs. per inch rate .850" maximum valve lift

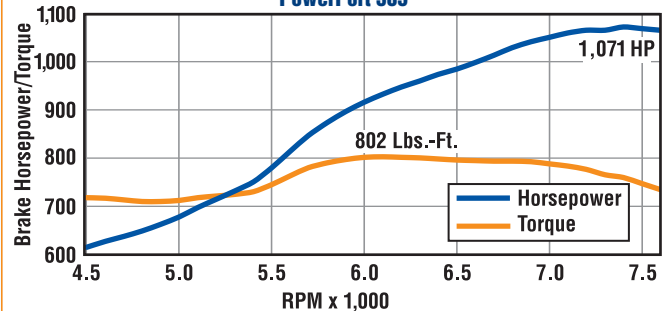
Trick Flow PowerPort 365 and 320 cylinder heads for big block Chevy deliver the exceptional power potential and competition level durability required for heavily modified engines.

Want proof? The extreme performance PowerPort 365 heads flow a massive 424 cfm @ .900" lift. The high-strength aluminum castings withstand very high compression and RPM. Plus, the heads' rectangular-shaped 365cc CNC Competition Ported runners, 119cc heart-shaped chambers, 24° intake valve angles with 4° side cants for additional airflow volume, and high quality valvetrain components are dyno-proven to turn ordinary engines into contenders. In fact, these heads are so powerful they're recommended for 500 plus cubic inch engines.

The PowerPort 320 heads are no slouches in the power department either. With Fast As Cast® runners that flow almost as much as fully CNC-ported heads and many of the same features as the 365 heads, PowerPort 320 heads deliver the strong mid- to high-RPM performance that made Trick Flow famous—but for smaller cubic inch, lower RPM high performance applications.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Dyno Results PowerPort 365



Test Engine: 13.86:1 compression 572 c.i.d. with Trick Flow PowerPort® 365 cylinder heads (TFS-4141T804-C02), solid roller camshaft (285°/298° duration @ .050"; .900"/.828" lift; 114° lobe separation), 1.8/1.7 ratio shaft mount roller rocker arms, Trick Flow R-Series intake manifold (TFS-41400111), Holley Gen 3 Ultra Dominator 1,425 cfm carburetor, Trick Flow by Stainless Works headers (TFS-DBBC238250), Q16 racing fuel.

PowerPort 320 Heads, Fast As Cast Runners, Assembled

TFS-41410001-M22	2.250" intake valves and 1.550" dual valve springs, 320cc intake runners
TFS-41410002-M22	2.250" intake valves and 1.560" dual valve springs, 320cc intake runners
TFS-41410003-M22	2.300" intake valves and 1.560" dual valve springs, 320cc intake runners
TFS-4141T003-M22	2.300" intake valves, 1.560" dual valve springs, and titanium retainers, 320cc intake runners
TFS-4141T803-M22	2.300" intake valves, 1.640" dual valve springs, and titanium retainers, 320cc intake runners

PowerPort 365 Head, CNC Competition Ported Runners, Assembled

TFS-4141T804-C02	2.350" intake valves, 1.645" triple valve springs, and titanium retainers, 365cc intake runners
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Valve Springs, PowerPort 365	1.645" o.d. triple spring (TFS-16948-16) 332 lbs. @ 2.100" installed height 950 lbs. @ 1.200" open 688 lbs. per inch rate .900" maximum valve lift
Guideplates:	3/8" (TFS-41400623)
Rocker Arm Studs:	7/16" (intake TFS-41400613, exhaust TFS-41400614)
Rocker Arms:	TFS-41400621 (1.7 ratio, 7/16" studs)
Minimum Bore Diameter:	4.250"
Cylinder Head Bolts:	TFS-92002
Head Gaskets:	TFS-41394540-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924

Viton® is a registered trademark of DuPont Performance Elastomers.





TFS-41400111

R-Series Intake Manifold for Big Block Chevrolet

Optimized to work with Trick Flow PowerPort® 365 cylinder heads installed on 500-plus cubic inch engines, this new and improved R-Series rectangular port intake manifold flows more air than ever. Its high-rise single plane design with high-flowing extended runners and raised plenum floors significantly increase power and torque in the 3,500-8,000 RPM range. There are also bosses for nitrous nozzles and extra material for custom port work. Overall height to the carburetor mounting pad is 7.565". For use with Holley 4500 series Dominator carbs.

TFS-41400111 Manifold, each



True Roller Timing Chain Set for Big Block Chevrolet

This billet steel timing set for big block Chevrolet is engineered for durability and versatility. The .250" diameter, double-row true roller chain and black oxide-coated crank sprocket are heat-treated for unrivaled strength. The CNC-machined cam gear has nine crank sprocket keyways for zero and +/- 2°, 4°, 6°, or 8° timing adjustments. The timing marks are laser-etched.

TFS-41478510 Timing chain set, each



Laser-Etched Fabricated Aluminum Valve Covers for Big Block Chevrolet

These fabricated valve covers for big block Chevrolet engines feature a laser-etched Trick Flow logo for bold, distinctive looks. The covers have a thick, 3/8" billet mounting rail for a leak-free fit, and their tall height (3 3/4" overall) provides plenty of clearance for roller rocker arms and stud girdles. Made from .083" thick aluminum to reduce engine weight.

TFS-41400805 Valve covers, natural, pair



Roller Rocker Arms for Big Block Chevrolet

These aluminum roller rockers are excellent for use with Trick Flow heads. They can be used on most factory Chevy and aftermarket heads, too.

They feature heat-treated CNC-machined bodies, premium needle-bearing fulcrums, roller tips, and a machined relief for improved valve spring clearance. Trick Flow roller rockers are sold in sets of 16 and come complete with polylocks.

TFS-41400621 Rocker arms, 1.7 ratio, 7/16" studs, set of 16



TFS-2145001C



TFS-2141501B

Carburetor Spacers

Give your carburetor a little more space for a noticeable power boost with a premium quality Trick Flow carburetor spacer.

The unique, CNC-ported exit shape on Trick Flow's four-hole carburetor spacers smooth the airflow between the bottom of the carburetor and the intake manifold plenum for more torque and horsepower. Available in two versions, phenolic/composite and billet aluminum, they fit Holley 4150 and other square bore-style carbs.

The open-style spacer for Holley Dominator carbs features a cloverleaf design that increases power in the mid-to-upper RPM range.

The spacers are 1" thick and come complete with mounting studs and gaskets.

TFS-2141501B Billet aluminum spacer, black anodized, square bore carburetors, each

TFS-2141501C Phenolic/composite spacer, square bore carburetors, each

TFS-2145001C Phenolic/composite spacer, Holley Dominator carburetors, each



Rocker Stud Girdles for Big Block Chevrolet

These CNC-machined stud girdles help control valve lift and timing changes due to stud flex, allowing more consistent high-RPM performance. Each stud girdle is anodized blue and comes with high-quality mounting hardware and hardened adjusting nuts. Tall-style valve covers are required.

TFS-41400700 Rocker stud girdles, 7/16", pair





Track Max® Hydraulic Roller Camshaft for Big Block Chevrolet



Get significant horsepower and torque increases with Trick Flow Track Max camshafts. The camshafts are dyno-proven to produce a wide power curve over the entire rpm range, not just at a particular rpm point or peak. The cams are cut from a premium blank core and checked for proper hardness before being precision ground to exact tolerances.

Hydraulic Roller Camshaft Specifications				
Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Rocker Arms	Lobe Sep.
TFS-41302000	Fair idle, good midrange and strong top-end power, 3,000-6,200 RPM powerband. 2,500-3,000 RPM stall converter recommended. Compression: 9.5:1 minimum.	236°/242°	.600"/.600"	112°

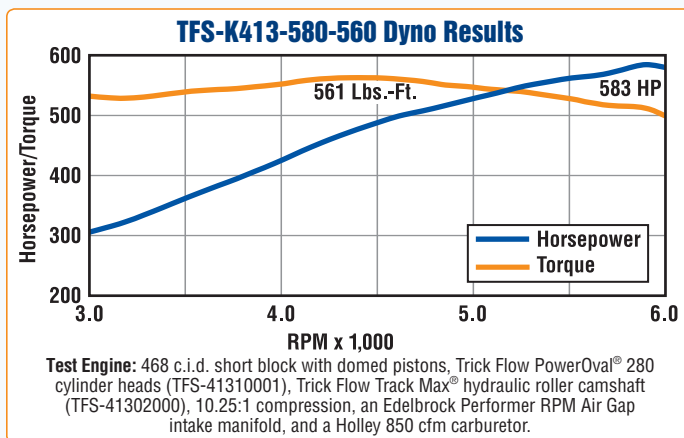
Mechanical Roller Camshaft Specifications				
Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Rocker Arms	Lobe Sep.
TFS-41404002	Rough idle, 4/7 cylinder firing order swap, strong top-end power, 5,400-7,900 RPM powerband. 500 plus minimum cubic inches and 5,000 rpm stall converter recommended. Compression: 12.5:1 minimum.	285°/298°	.850"/.828"	114°



PowerOval® Top-End Engine Kit for Big Block Chevrolet

Take the time and guesswork out of designing a winning engine combination and save hard-earned cash with this Trick Flow PowerOval top-end engine kit. Carefully tuned by Trick Flow engineers to deliver optimum horsepower and torque for your big block Chevrolet, this kit is built around a set of our dyno-proven PowerOval 280 cylinder heads. You also get a Track Max hydraulic roller camshaft, matching lifters, 3/8" pushrods, 1.7 ratio roller rocker arms, billet steel double roller timing chain set, cylinder head bolts, and a gasket set.

TFS-K413-580-560 Top-end engine kit, 580 HP/560 lbs.-ft., each

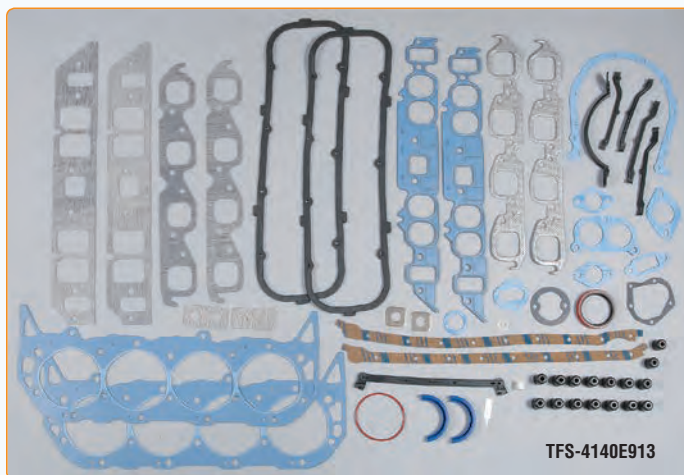


Cylinder Head Bolt Kits for Big Block Chevrolet



Keep combustion where it belongs! Trick Flow's high-quality cylinder head bolt kits provide consistent clamping force from bolt-to-bolt. The bolts are made from premium quality alloy steel with cold-formed heads and rolled threads. A black oxide finish protects them from wear and corrosion. The kits contain all the bolts you need to install a pair of heads, including hardened washers.

TFS-92001 Cylinder head bolt kit, OE cast iron heads, hex head, each
TFS-92002 Cylinder head bolt kit, aftermarket heads, hex head, each



Standard Gasket Sets for Big Block Chevrolet



These Trick Flow gasket sets are ideal for stock or mild performance engine buildups. They include everything required to seal an engine, including header gaskets, for about the same price as other companies' less complete kits.

TFS-4140E912 Engine gasket set, oval port intake, each
TFS-4140E913 Engine gasket set, rectangular port intake, each

Forged Pistons for Big Block Chevrolet



Trick Flow by Wiseco PowerPort® Forged Piston Sets for Big Block Chevrolet

Trick Flow by Wiseco lightweight forged pistons are fully skirted and precision-machined from premium aluminum alloy to fit big block Chevy engines equipped with Trick Flow PowerPort 365 cylinder heads. The pistons feature 3D profile dome milling, oversized valve reliefs, precision-fit wrist pins, and Spirolox retainers.

The pistons are available in two different bore diameters, 4.600" and 4.625". All pistons use ring sets with .043" top rings, .043" second rings, and 3.0mm oil control rings (see chart for details). Sold in sets of 8.

NOTE: Compression ratios are based on the 119cc combustion chambers of Trick Flow PowerPort 365 cylinder heads.



Specifications

Part Numbers	Engine Size	Bore	Stroke	Rod	Comp. Height	Dome Volume	Comp. Ratio	Pin Dia.	Rings
TFS-41404600	565 (454)	4.600"	4.250"	6.536"	1.129"	40.5cc	14.0:1	.990"	.043", .043", 3.0mm
TFS-41404625	572 (454)	4.625"	4.250"	6.536"	1.129"	40.5cc	14.2:1	.990"	.043", .043", 3.0mm

Trick Flow Gets 1,071 Horsepower Out of 572 Cubic Inches!

What does it take to extract over 1,000 naturally-aspirated horsepower out of a 572 cubic inch big block Chevy? Good engine-building skills and off-the-shelf parts from Trick Flow! The 572 made 1,071 peak horsepower at 7,400 RPM and 802 lbs.-ft. peak torque at 6,200 RPM on 116 octane Q16 fuel using several Trick Flow parts to make it happen.

572 Engine Build Parts List

Long Block

- Trick Flow by Wiseco PowerPort forged pistons (TFS-41404625)
- Trick Flow PowerPort 365 cylinder heads (TFS-4141T804-C02)
- Trick Flow R-Series intake manifold (TFS-41400111)
- Dart Big M iron engine block, 9.800" inch deck
- Crower Maxi-Light 4.250" forged steel crank
- Crower Maxi-Light I-beam steel connecting rods

Valvetrain

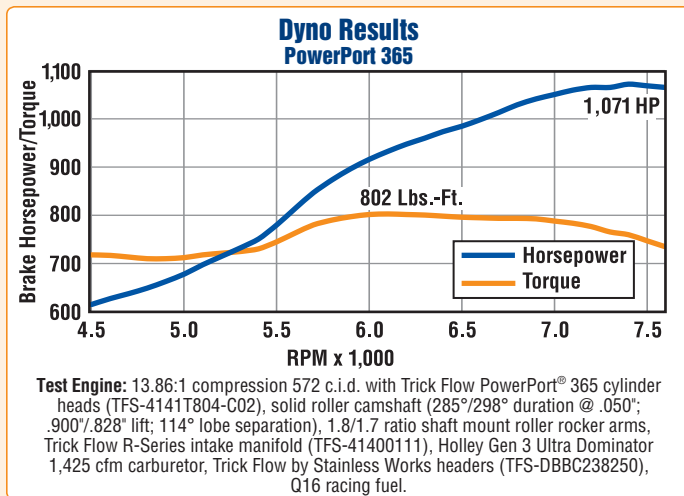
- Trick Flow Track Max® solid roller camshaft (TFS-42404002)
- Crower Severe Duty Cutaway roller lifters
- Crower 1.8/1.7 ratio shaft rocker arms
- Jesel belt drive system

Oiling System

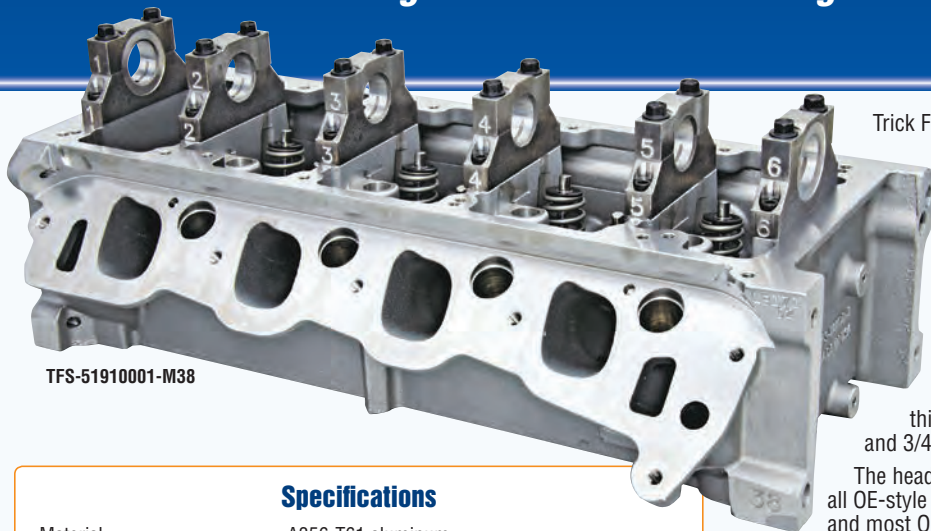
- Moroso Drag Race oil pan
- Moroso Blueprinted high volume oil pump
- Moroso breather tank
- Moroso vacuum pump system

Other Parts

- Trick Flow by Stainless Works dragster headers (TFS-DBBC238250)
- Holley 1,425 cfm Gen 3 Ultra Dominator carburetor
- MSD crank trigger, Pro-Billet distributor, and Super Conductor spark plug wires
- Meziere 200 Series electric water pump
- ATI Super Damper harmonic damper and timing pointer
- SCE gaskets
- ARP fasteners
- Clevite bearings



Twisted Wedge® 185 and Twisted Wedge® Track Heat® 185 Cylinder Heads for Ford 4.6L/5.4L 2V



TFS-51910001-M38

Specifications

Material: A356-T61 aluminum
Combustion Chamber Volume: M38: 38cc CNC-profiled
M44: 44cc CNC-profiled
Intake Port Volume: 185cc Fast As Cast
Intake Port Location: Stock
Intake Port Dimensions: 1.500" x 1.880" OE Ford PI
Intake Gaskets: OE Ford PI
Intake Valve Diameter: M38: 1.840" (TFS-51900211)
M44: 1.840" (TFS-51900213)
Intake Valve Seat: Ductile iron (TFS-51900271)
Exhaust Port Volume: 93cc Fast As Cast
Exhaust Port Location: Stock
Exhaust Port Dimensions: 1.470" x 1.250" D-shape
Exhaust Gaskets: OE Ford PI
Exhaust Valve Diameter: M38: 1.450" (TFS-51900212)
M44: 1.450" (TFS-51900214)
Exhaust Valve Seat: Ductile iron (TFS-51900272)
Valve Angles: 9°
Valve Guide Material: Trick-Alloy powdered metal
(intake TFS-51900251, exhaust TFS-51900252)
Valve Seals: 01/02/03/04: Viton® fluoroelastomer
(TFS-51800454)
05/06: Viton® fluoroelastomer (TFS-52900454)
Valve Seat Angles: 45° x multi-angle
Valve Spring Pocket Diameter: 1.180"
Valve Spring Cups: 05/06: 1.100" (TFS-52900434)
Valve Spring Retainers: 7° x .875" o.d. chromoly steel (TFS-51900423)
05/06: 7° x 1.100" o.d. chromoly steel
(TFS-52900423)
Valve Stem Locks: 7° machined steel (TFS-51900444)
Valve Springs: .940"/1.050" o.d. beehive spring (TFS-16519-16)
Twisted Wedge 185 90 lbs. @ 1.600" installed height
205 lbs. @ 1.020" open
209 lbs. per inch rate
.600" maximum valve lift
Valve Springs: 1.000"/1.060" o.d. beehive spring (TFS-16125-16)
Twisted Wedge 125 lbs. @ 1.600" installed height
Track Heat 185, Standard 275 lbs. @ 1.020" open
275 lbs. per inch rate
.580" maximum valve lift
Valve Springs: 1.100" dual spring (TFS-16521-16)
Twisted Wedge 150 lbs. @ 1.500" installed height
Track Heat 185, Optional 290 lbs. @ .900" open
233 lbs. per inch rate
.650" maximum valve lift
Rocker Arms: TFS-51800510 (OE-style)
TFS-52900510 (Ford GT-style)
Minimum Bore Diameter: 3.552"
Cylinder Head Bolts: TFS-92008
Head Gaskets: TFS-5180901L and TFS-5180901R
Spark Plugs: Motorcraft SP432
NOTE: Accepts all Romeo and Windsor valve covers plus most OE Ford front covers with 8mm head bolt holes.
Viton® is a registered trademark of DuPont Performance Elastomers.

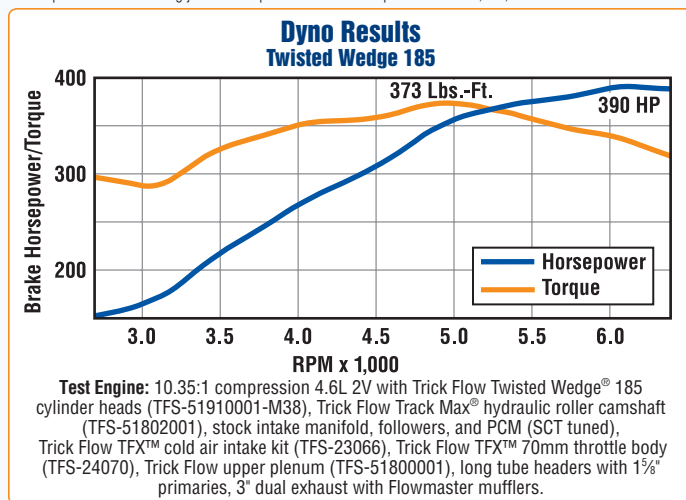
Trick Flow Twisted Wedge and Track Heat 185 series cylinder heads are the best aftermarket heads for modular-powered Fords. The secret? Twisted Wedge combustion chambers and intake valves moved on the opposite side of the cam. The result is dramatic increases in mid-lift airflow, piston-to-valve clearance, and valve-to-bore clearance for using higher lift cams and larger valves without altering bore size or flycutting pistons.

Other features include OE PI-style intake inlets, Fast As Cast® runners that deliver near-CNC-ported airflow, CNC-profiled combustion chambers, 3/4" thick decks, patented replaceable cam bearing journals*, and 3/4"-reach spark plugs.

The heads fit all 2V Romeo and Windsor engines and accept all OE-style camshafts, followers, lash adjusters, valve covers, and most OE Ford front covers. Twisted Wedge 185 heads are intended for mildly modified engines; Twisted Wedge Track Heat 185 heads are for engines with power adders and/or high RPM applications.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

*The replaceable cam bearing journals are protected under U.S. patent number 8,231,278.



Twisted Wedge 185 Heads, Fast As Cast Runners, Assembled

TFS-51910001-M38 38cc combustion chambers, 90 lb. beehive valve springs, 185cc intake runners
TFS-51910002-M44 44cc combustion chambers, 90 lb. beehive valve springs, 185cc intake runners

Twisted Wedge Track Heat 185 Heads, Fast As Cast Runners, Assembled

TFS-51910003-M38 38cc combustion chambers, 125 lb. beehive valve springs, 185cc intake runners
TFS-51910004-M44 44cc combustion chambers, 125 lb. beehive valve springs, 185cc intake runners
TFS-51910005-M38 38cc combustion chambers, 150 lb. dual valve springs, 185cc intake runners
TFS-51910006-M44 44cc combustion chambers, 150 lb. dual valve springs, 185cc intake runners

Airflow Results

Twisted Wedge 185

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	58	49
.200"	125	101
.300"	175	143
.400"	224	174
.500"	250	179
.600"	252	188

Tests conducted at 28" of water (pressure).
Bore size: 3.562"; exhaust with 1 1/4" pipe.



Twisted Wedge® Race 195 Cylinder Heads for Ford 4.6L/5.4L 2V



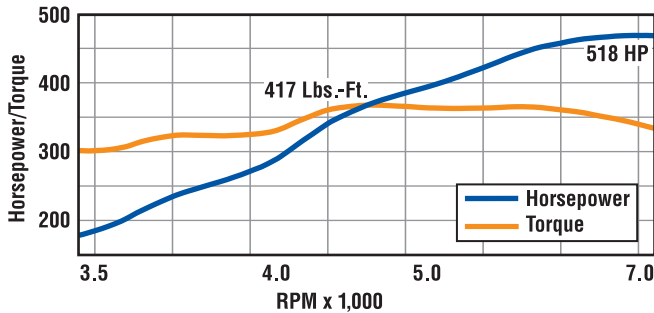
Trick Flow Twisted Wedge Race 195 cylinder heads are perfect for big bore engine builds, superchargers and turbos, high compression E85, big shot nitrous oxide, and other mega-power combinations.

The heads have the same features of the Twisted Wedge 185 series heads—Twisted Wedge combustion chambers, altered intake valve positions, OE PI-style intake inlets, CNC-profiled combustion chambers, 3/4" thick decks, patented replaceable cam bearing journals*, and 3/4"-reach spark plugs—but have fully CNC Competition Ported runners with a premium high resolution surface finish for ultimate performance. Larger, stronger valves and race-duty valvetrain components give these heads 8,000-plus RPM capability.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

*The replaceable cam bearing journals are protected under U.S. patent number 8,231,278.

Dyno Results Twisted Wedge Race 195



Test Engine: 11.67:1 compression 5.3L Ford Racing Boss engine with 3.700" bore, Twisted Wedge® Race 195 cylinder heads (TFS-52910002-C01), COMP Cams hydraulic roller camshaft (252°/256° duration @ .050"; .625"/.625" lift; 113° lobe separation), Trick Flow Track Heat® intake manifold (TFS-51800002), 90mm mass airflow sensor, PaceSetter headers with 1 5/8" primaries, 3" dual exhaust with Flowmaster mufflers.

Twisted Wedge Race 195 Heads, CNC Competition Ported Runners, Assembled

TFS-52910002-C01 195cc intake runners

Airflow Results Twisted Wedge Race 195

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	61	51
.200"	131	105
.300"	191	152
.400"	234	183
.500"	262	195
.600"	278	199

Tests conducted at 28" of water (pressure).
Bore size: 3.700"; exhaust with 1 1/4" pipe.

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	44cc CNC-profiled
Intake Port Volume:	195cc CNC Competition Ported
Intake Port Location:	Stock
Intake Port Dimensions:	1.700" x 2.000" OE Ford PI
Intake Gaskets:	OE Ford PI
Intake Valve Diameter:	1.900" (TFS-52900211)
Intake Valve Seat:	Ductile iron (TFS-52900271)
Exhaust Port Volume:	95cc CNC Competition Ported
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.470" x 1.250" D-shape
Exhaust Gaskets:	OE Ford PI
Exhaust Valve Diameter:	1.470" (TFS-52900212)
Exhaust Valve Seat:	Ductile iron (TFS-51900272)
Valve Angles:	9°
Valve Guide Material:	Trick-Alloy powdered metal (intake TFS-51900251, exhaust TFS-51900252)
Valve Seals:	Viton® fluoroelastomer (TFS-52900454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.180"
Valve Spring Cups:	1.110" (TFS-52900444)
Valve Spring Retainers:	7° x 1.100" o.d. chromoly steel (TFS-52900424)
Valve Stem Locks:	7° machined steel (TFS-52900450)
Valve Springs:	1.100" dual spring (TFS-16521-16) 150 lbs. @ 1.500" installed height 290 lbs. @ .900" open 233 lbs. per inch rate .650" maximum valve lift
Rocker Arms:	TFS-51800510 (OE-style) TFS-52900510 (Ford GT-style)
Minimum Bore Diameter:	3.572"
Cylinder Head Bolts:	TFS-92008
Head Gaskets:	TFS-5180902L and TFS-5180902R
Spark Plugs:	Motorcraft SP432
NOTES:	Accepts all Romeo and Windsor valve covers plus most OE Ford front covers with 8mm end bolt holes. Must use head gaskets with a minimum bore diameter of 3.700". Viton® is a registered trademark of DuPont Performance Elastomers.



8mm Timing Cover Bolt and Stud Kit for Ford 4.6L/5.4L 2V

Trick Flow's 8mm timing cover bolt and stud kit allows you to maintain factory accessory mounting when using our Twisted Wedge 185/195 series cylinder heads on modular engines originally equipped with 10mm bolts and studs.

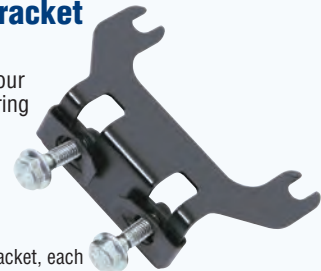


TFS-51954TCB Timing cover bolt and stud kit, each

Power Steering Reservoir Bracket for Ford 5.4L 2V Trucks

Use this hefty steel bracket to move your 1997-2010 5.4L Ford truck's power steering reservoir from the cylinder head to the valve cover so you can run Trick Flow Twisted Wedge 185/195 series heads. Includes flange bolts and captive nut clips for easy installation.

TFS-51954PSB Power steering reservoir bracket, each

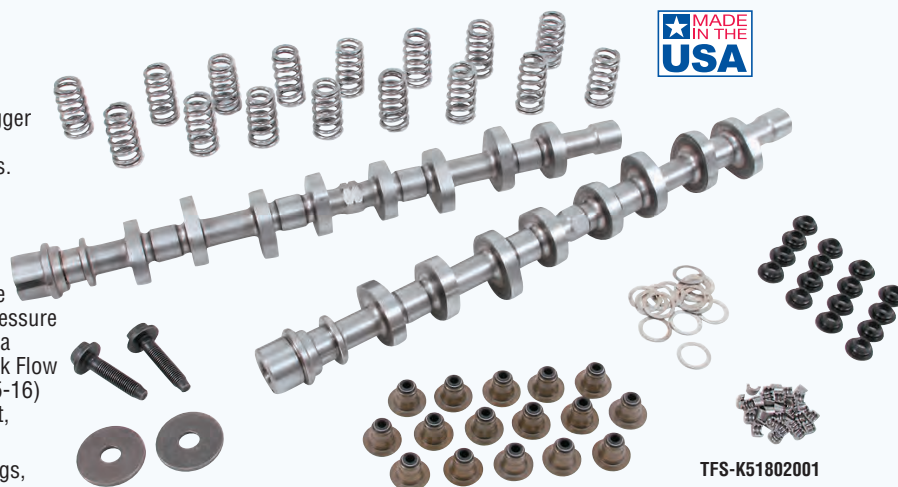


Track Max® Hydraulic Roller Camshafts and Valve Spring Upgrade Kits for Ford 4.6L/5.4L 2V

Improve the performance of Ford 4.6L or 5.4L 2Vs with Trick Flow's Track Max camshafts. Choose the smaller cams for increased low- to mid-range torque and horsepower in naturally aspirated engines. The bigger cams will move the power curve up in the RPM range and are ideal for extreme duty forced induction engines. All cams include new 12mm bolts and washers.

Trick Flow can bundle your cams with the appropriate Trick Flow by PAC Racing valve spring upgrade kit for more performance gains. The first option includes Trick Flow by PAC Racing beehive-style springs (TFS-16519-16) that provide 90 lbs. of seat pressure at 1.570" installed height, 205 lbs. at 1.020" open, and a maximum lift of .600". The second option includes Trick Flow by PAC Racing beehive-style valve springs (TFS-16125-16) with 125 lbs. of seat pressure at 1.600" installed height, 275 lbs. at 1.020" open, and a maximum lift of .580".

The kits come complete with camshafts, valve springs, chromoly retainers, locks, seals, and instructions.



TFS-K51802001

Camshaft Specifications				
Part Number	Characteristics	Duration @ .050"	Valve Lift w/OEM Followers	Lobe Sep.
TFS-51802001	Fair idle, strong midrange power and torque, 1,500-5,000 RPM powerband. Works with stock PI heads or Trick Flow Twisted Wedge® 185 series heads; tuning recommended for maximum performance. Piston-to-valve clearance measurement recommended. Compression: stock.	228°/230°	.550"/.550"	112°
TFS-51802002	Fair idle, strong mid to top-end power, 1,800-6,500 RPM powerband. Works with stock PI heads or Trick Flow Twisted Wedge 185 series heads; tuning recommended for maximum performance. 3.73 or numerically higher gear. Piston-to-valve clearance measurement required. Compression: stock minimum.	234°/234°	.580"/.580"	114°

Camshaft and Valve Spring Upgrade Kit Specifications					
Part Number	Characteristics	Duration @ .050"	Valve Lift w/OEM Followers	Lobe Sep.	Valve Springs
TFS-K51802001	Fair idle, strong midrange power and torque, 1,500-5,000 RPM powerband. Works best with stock PI heads or Trick Flow Twisted Wedge 185 series heads; tuning recommended for maximum performance. Piston-to-valve clearance measurement recommended. Compression: stock.	228°/230°	.550"/.550"	112°	TFS-16519-16
TFS-K51802002	Fair idle, strong mid- to top-end power, 1,800-6,500 RPM powerband. Ideal for mild engines with power adders up to 5-6 psi. Works best with stock PI heads or Trick Flow Twisted Wedge 185 series heads; tuning recommended for maximum performance. 3.73 or numerically higher gear. Piston-to-valve clearance measurement required. Compression: stock minimum.	234°/234°	.580"/.580"	114°	TFS-16519-16
TFS-K51802003	Fair idle, strong top-end power, 1,500-6,500 RPM plus powerband. Works best with Trick Flow Twisted Wedge 185 or 195 series heads; tuning recommended for maximum performance. 3.73 or numerically higher gear. Piston-to-valve clearance measurement recommended. Compression: stock minimum.	228°/230°	.550"/.550"	112°	TFS-16125-16
TFS-K51802004	Fair idle, strong top-end power, 6,500 RPM plus powerband. Ideal for extreme duty engines with power adders rated at 15 psi-plus. Works best with Trick Flow Twisted Wedge 185 or 195 series heads; tuning recommended for maximum performance. 3.73 or numerically higher gear. Piston-to-valve clearance measurement required. Compression: stock minimum.	234°/234°	.580"/.580"	114°	TFS-16125-16

Horsepower How-To Series: 4.6L Mustang—Installing Trick Flow Track Max® Camshafts and Twisted Wedge® Cylinder Heads DVD

Horsepower and Trick Flow teamed up to produce a How-To DVD for enthusiasts that covers the technical aspects of upgrading camshafts and cylinder heads to get more performance from Ford's 4.6L 2V engines, using straightforward and easy to understand demonstrations.

Includes camshaft and valvetrain removal and installation, cylinder head disassembly and installation, timing system removal and replacement, and how to properly degree camshafts. Plus detailed tech tips, specs, sample dyno runs, and a huge buyer's guide that contains all the right parts, tools, and accessories you'll need to get the performance gains you want the first time.

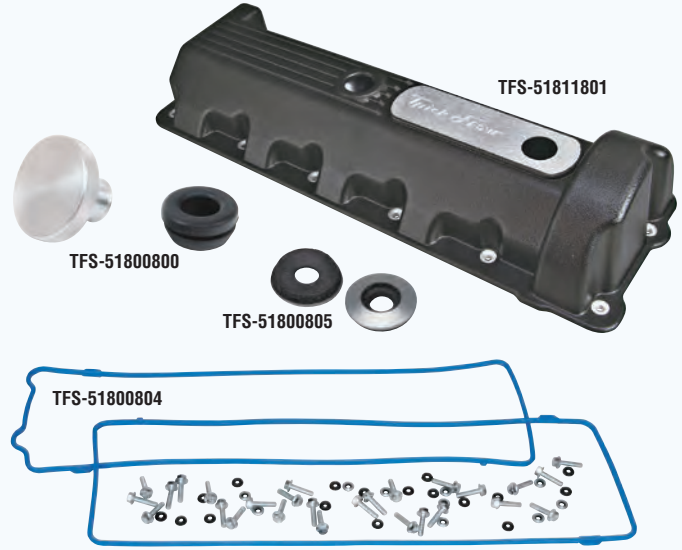
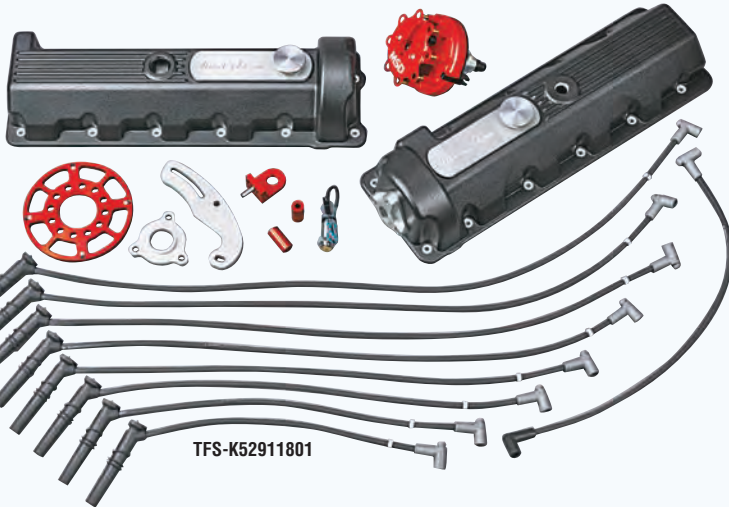
TFS-DVD-1 DVD, each



TFS-DVD-1

Valve Cover-Mount Ignition Systems • Valve Cover Kits for Ford 4.6L/5.4L 2V

Ford 4.6L/5.4L



Valve Cover-Mount Ignition Systems for Ford 4.6L/5.4L 2V

Attention mod motor racers! Trick Flow's Valve Cover-Mount Ignition System allows you to take complete and accurate control of your race-prepped motor's ignition timing in applications with custom fuel management systems or carburetor conversions.

Designed specifically for use with Trick Flow's Twisted Wedge® and Twisted Wedge Track Heat® cylinder heads for the 4.6L 2V, these systems feature a valve cover-mounted MSD distributor driven off the driver's side camshaft plus a pair of modified Trick Flow cast aluminum valve covers, a distributor mount and hold-down, a hex drive cam bolt and washer, spark plug wires, and all necessary brackets and mounting hardware.

NOTES:

- For racing use only.
- Can only be used with Trick Flow Twisted Wedge® and Twisted Wedge Track Heat® cylinder heads for Ford 4.6L 2V.
- Requires relocation of the OE power steering reservoir or conversion to manual rack and pinion steering.
- An ignition box compatible with an MSD Pro-Billet distributor is required.

Valve Cover-Mount Ignition Systems with MSD Pro-Billet Crank Trigger Distributors

TFS-K52900801	Valve cover-mount ignition system, Romeo engines, 11-bolt, silver, each
TFS-K52911801	Valve cover-mount ignition system, Romeo engines, 11-bolt, black, each
TFS-K5290B801	Valve cover-mount ignition system, Romeo engines, 11-bolt, natural, each

Valve Cover-Mount Ignition Systems with MSD Pro-Billet Dual Pick-Up Distributors

TFS-K52900803	Valve cover-mount ignition system, Romeo engines, 11-bolt, silver, each
TFS-K52911803	Valve cover-mount ignition system, Romeo engines, 11-bolt, black, each
TFS-K5290B803	Valve cover-mount ignition system, Romeo engines, 11-bolt, natural, each

Valve Cover-Mount Ignition Systems Components

TFS-K5292800	Spark plug wire set, direct fit, includes separators, each
TFS-K5295800	Spark plug wire set, universal fit, includes separators and crimp tool, each
TFS-5292801	Trick Flow/MSD Pro-Billet dual pick-up distributor, each
TFS-5292802	Trick Flow/MSD Pro-Billet crank trigger distributor, each
TFS-5292803	Trigger wheel and bracket kit, each
TFS-529008L1	Modified Trick Flow valve cover with distributor mount, left side only, Romeo engines, 11-bolt, silver, each
TFS-529118L1	Modified Trick Flow valve cover with distributor mount, left side only, Romeo engines, 11-bolt, black, each
TFS-5290B8L1	Modified Trick Flow valve cover with distributor mount, left side only, Romeo engines, 11-bolt, natural, each

Cast Aluminum Valve Cover Kits and Accessories for Ford 4.6L/5.4L 2V



Trick Flow's lightweight cast aluminum valve covers for Ford 4.6L/5.4L 2V engines are more durable and eliminate the cracking and distortion problems that plague the factory plastic covers. Unique design features include a baffled PCV connection plus baffled and threaded fresh air connections for forced induction applications. The covers come complete with OE-style gaskets, bolts, bolt seals, and two filler caps.

NOTE: Valve covers fit vehicles with left or right side oil fill.

Valve Cover Kits

TFS-51800801	Valve cover kit, Romeo engines, 11-bolt, silver, each
TFS-51811801	Valve cover kit, Romeo engines, 11-bolt, black, each
TFS-5180B801	Valve cover kit, Romeo engines, 11-bolt, natural, each
TFS-51800802	Valve cover kit, Windsor engines, 13-/14-bolt, silver, each
TFS-51811802	Valve cover kit, Windsor engines, 13-/14-bolt, black, each
TFS-5180B802	Valve cover kit, Windsor engines, 13-/14-bolt, natural, each
TFS-51800800	Oil filler cap and grommet, each
TFS-51800804	Valve cover gaskets, Trick Flow valve covers only, pair
TFS-51800805	Valve cover sealing washers, set of 27

PCV Valve Kits

TFS-51800810	Upgrade PCV and large baffle kit, fits Trick Flow valve covers purchased before 6/1/2012 only, each
TFS-51800811	Late model PCV valve conversion kit, fits OEM Ford and Trick Flow valve covers, each

Trick Flow Folding Chair

Take a seat with the champs—Trick Flow Specialties! This comfy, go-with-you-anywhere chair is fitted with strong 600-denier poly-canvas material and equipped with cup holder for your favorite beverage. Relax with the best and when your day is done simply fold up your chair and slip it into the included storage bag.

TFS-P2500 Folding chair, each





TFS-51800519

Replacement Valvetrain Components for Ford 4.6L/5.4L

Trick Flow's line of replacement valvetrain parts for Ford modular V8s feature OEM quality and durability.

Trick Flow adjustable crankshaft sprockets are machined from solid billet steel for durability and adjust in 2 degree increments. The chain tensioners are manufactured from cast iron to OEM specifications and include tensioners for both the left and right cylinder banks. Camshaft bolts are made from quality Grade 10.9 steel with a black oxide finish and fit all non-PI cams (OE and aftermarket) that require 12mm bolts. Timing chain kits are engineered to keep modular engines running smoothly and include two new high tensile strength steel chains plus hex spacers, powder metal cam sprockets, your choice of adjustable or non-adjustable billet steel crank gears, timing chain arms and guides, and two cast iron tensioner assemblies.

Timing Chain Kits

- TFS-51800519 Timing chain kit, non-adjustable crankshaft gear, Ford 4.6L 2V, each
- TFS-51800520 Timing chain kit, adjustable crankshaft gear, Ford 4.6L 2V, each

Camshaft Gears, Bolts, Crankshaft Gears, and Spacers

- TFS-51800502 Timing gear set with spacers, OEM-style, Ford 4.6L/5.4L 2V, kit
- TFS-51800503 Camshaft gear spacers, Ford 4.6L/5.4L 2V, pair
- TFS-51800505 Crankshaft gears, adjustable, billet steel, Ford 4.6L 2V/4V, set
- TFS-51800508 Camshaft bolts, 12mm, Ford 4.6L 2V/4V, pair
- TFS-51800509 Crankshaft gears, non-adjustable, billet steel, Ford 4.6L 2V, set
- TFS-51800516 Timing gears only, replacement for TFS-51800519, billet steel, pair

Timing Chains, Guides, and Tensioners

- TFS-51800504 Timing chain only, Ford 5.4L 2V, each
- TFS-51800511 Timing chain arms and guides, Ford 5.4L 2V, kit
- TFS-51800512 Timing chain only, Ford 4.6L 2V, each
- TFS-51800513 Timing chain tensioners, cast iron, Ford 4.6L/5.4L 2V, pair
- TFS-51800517 Timing chain arms and guides, Ford 4.6L 2V, kit

Lash Adjusters

- TFS-21400008 Hydraulic lash adjuster, Ford 4.6L/5.4L 2V/4V, each
- TFS-21400008-16 Hydraulic lash adjusters, Ford 4.6L/5.4L 2V/4V, set of 16
- TFS-21400009 Hydraulic lash adjuster, Ford 4.6L/5.4L 3V, each
- TFS-21400009-12 Hydraulic lash adjusters, Ford 4.6L/5.4L 3V, set of 12

Camshaft Followers

- TFS-51800510 Roller follower, OEM-style, Ford 4.6L/5.4L 2V/4V, each
- TFS-51800510-16 Roller followers, OEM-style, Ford 4.6L/5.4L 2V/4V, set of 16
- TFS-51800610 Roller follower, OEM-style, Ford 4.6L/5.4L 3V, each
- TFS-51800610-12 Roller followers, OEM-style, Ford 4.6L/5.4L 3V, set of 12
- TFS-52900510 Roller follower, Ford GT-style upgrade, Ford 4.6L/5.4L 2V/4V, each
- TFS-52900515 Ford GT-style roller follower with low restriction lash adjuster, Ford 4.6L/5.4L 2V/4V, set



TFS-K519-390-375

Twisted Wedge® Top-End Engine Kits for Ford 4.6L 2V



Get the most out of your Ford 4.6L 2V with Trick Flow's Twisted Wedge top-end engine kits. Trick Flow engineers tune each kit to deliver optimum horsepower and torque—taking the time and guesswork out of designing a winning combination and saving you some hard-earned cash in the process.

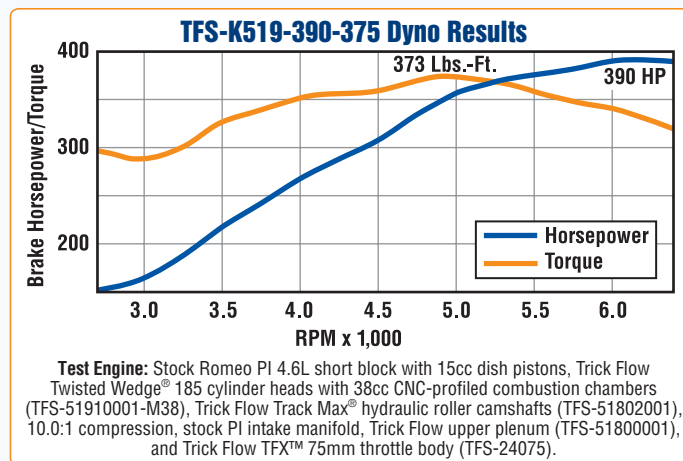
The Twisted Wedge top-end kits are built around a set of our dyno-proven Twisted Wedge® 185 cylinder heads with 90 lb. valve springs. The Twisted Wedge Track Heat® top-end kits feature our race-winning Twisted Wedge Track Heat 185 cylinder heads with 125 lb. valve springs. With each kit, you get your choice of 38cc or 44cc CNC-profiled combustion chambers plus a Track Max® hydraulic roller camshaft set (TFS-51802001), matching followers, lash adjusters, timing chains, valve spring compressor tool, and intake and head gasket kit.

Twisted Wedge 185 Top-End Engine Kits

- TFS-K519-380-375 380 HP/375 lbs.-ft., 44cc combustion chambers, each
- TFS-K519-390-375 390 HP/375 lbs.-ft., 38cc combustion chambers, each

Twisted Wedge Track Heat 185 Top-End Engine Kits

- TFS-K520-380-375 380 HP/375 lbs.-ft., 44cc combustion chambers, each
- TFS-K520-390-375 390 HP/375 lbs.-ft., 38cc combustion chambers, each



Cylinder Head Bolt Kit for Ford 4.6L 2V/4V



Keep combustion where it belongs! Trick Flow's high-quality cylinder head bolt kits provide consistent clamping force from bolt-to-bolt. The bolts are made from premium quality alloy steel with cold-formed heads and rolled threads. The kit contains all the bolts you need to install a pair of heads, including hardened washers.



TFS-92008 Cylinder head bolt kit, torque-to-yield, each



TFS-2500500

Trick Flow by PAC Racing Valve Spring and Valve Spring Upgrade Kits for Ford 4.6L/5.4L 2V

Trick Flow by PAC Racing Twisted Wedge® valve spring upgrade kit is perfect for mildly modified Ford modular engines. The kit includes .940"/1.050" o.d. Pacaloy™ beehive valve springs with a 209 lb. spring rate (90 lbs. seat pressure at 1.600" installed height) and maximum lift rating of .600", plus chromoly retainers, locks, seals, and instructions.

The Trick Flow by PAC Racing Twisted Wedge Track Heat® spring upgrade kit is recommended for engines with power adders and/or other high RPM applications. It includes 1.000"/1.600", 275 lb. Pacaloy beehive springs (125 lbs. seat pressure at 1.600" installed height) with a maximum lift rating of .580" and chromoly retainers, locks, seals, and instructions.

The Trick Flow by PAC Racing Twisted Wedge Race spring upgrade kit is designed for extreme performance applications—"big bore" builds, superchargers and turbos, high compression E85, big shot nitrous oxide, and other high power combinations. With this kit you receive sixteen 1.100" diameter Pacaloy dual valve springs with a 233 lb. spring rate (150 lbs. seat pressure at 1.500" installed height) for use with cams up to .650" valve lift, chromoly retainers, locks, seals, and instructions.

- TFS-2500500 Twisted Wedge valve spring upgrade kit, fits one pair of OEM Ford 4.6L/5.4L 2V cylinder heads, each
- TFS-2500525 Twisted Wedge Track Heat valve spring upgrade kit, fits one pair of OEM Ford 4.6L/5.4L 2V cylinder heads, each
- TFS-2500526 Twisted Wedge Race valve spring upgrade kit, fits one pair of modified OEM Ford 4.6L/5.4L 2V or upgrades Trick Flow Twisted Wedge 185 cylinder heads to Twisted Wedge Track Heat 185 specifications, each



Valve Spring Change Accessory Kit



Originally engineered just for valve spring replacement on Ford 4.6L/5.4L 2V and 4V modular engines, Trick Flow's valve spring change accessory kit now works on all engines. The accessory kit includes a valve seal installer, magnetic pen, and an extended air hose adapter for putting air into the cylinder to keep the valves closed during service.

- TFS-90520 Valve spring change accessory kit, universal, each

Valve Spring Compressor for Ford 4.6L/5.4L 2V/4V

If you work on Ford modular engines, then you need Trick Flow's valve spring compressor. A must for servicing valve springs, retainers, camshafts, and valve seals, this specially made tool can remove the valve springs with the camshafts in the heads—even while they're on the engine.

- TFS-90518 Valve spring compressor, Ford 4.6L/5.4L 2V/4V, each



TFS-90100

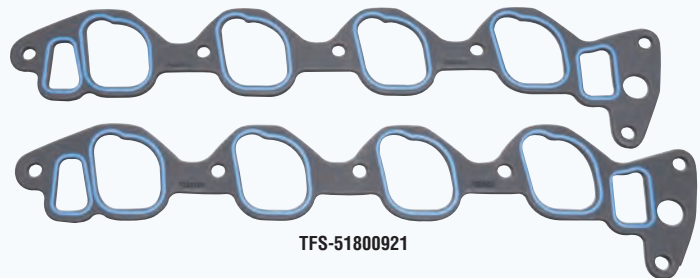
Cam Degree Supplement Kit and Accessories for Ford 4.6L/5.4L 2V/4V



Trick Flow's cam degree kit is perfect for accurately degreeding a camshaft when an engine is mounted on a stand.

However, the kit is a little tricky to use when the engine is in a car. That's why Trick Flow has engineered this cam degree supplement kit. The kit contains components to make degreeding the cam in a vehicle easier: a steel plate for the magnetic base, an allen key, adjustable set-up lash adjuster, and an extension for the dial indicator. This kit must be used with the TFS-90000 cam degree kit (page 58).

- TFS-90100 Cam degree supplement kit, each
- TFS-90100-BASE Steel plate for magnetic base indicators, each
- TFS-90100-BODY Adjustable set-up lash adjuster, each
- TFS-90100-EXT Dial indicator extension; 4" long, 4-48 male threads, each



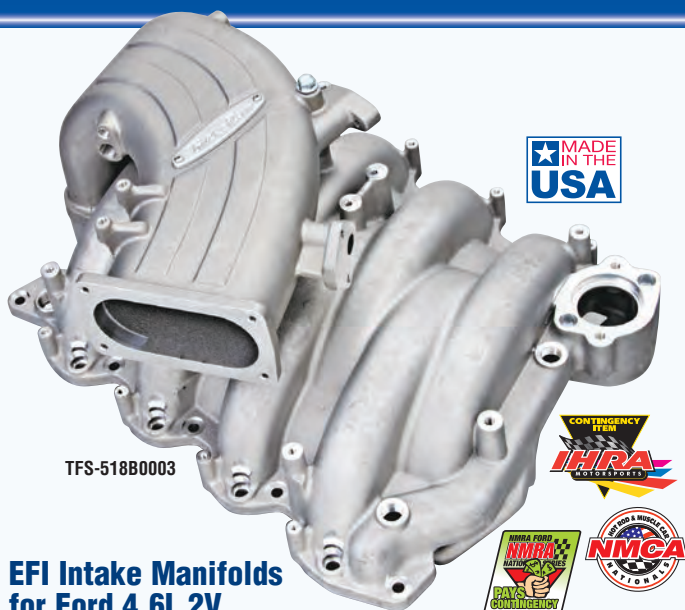
TFS-51800921

Cylinder Head and Intake Gaskets for Ford 4.6L/5.4L 2V



Trick Flow premium quality gaskets complement Trick Flow cylinder heads and intakes. The gaskets are constructed from the highest quality materials for superior sealing under extreme pressure and heat.

- TFS-51800921 Intake gaskets, PI-style, aluminum intake manifolds only, Ford 4.6L/5.4L 2V, pair
- TFS-51800922 Intake gaskets, PI-style, aluminum or OE composite intake manifolds, Ford 4.6L/5.4L 2V, pair
- TFS-5180901L MLS head gasket, Ford 4.6L/5.4L 2V, 3.630" bore, left, each
- TFS-5180901R MLS head gasket, Ford 4.6L/5.4L 2V, 3.630" bore, right, each



TFS-518B0003

EFI Intake Manifolds for Ford 4.6L 2V

Add some ponies to your 4.6L 2V Mustang with a high performance Trick Flow EFI intake manifold. Trick Flow's revolutionary intakes reward you with big increases in performance over more expensive manifolds!

StreetBurner intake manifolds are designed for mildly modified engines and feature 13.300" long small cross section runners to improve performance from 2,500 to 7,000 RPM. Track Heat intakes are recommended for hot street and track-ready vehicles and feature shorter, 11.000" long large cross section runners to build power in the 3,500 to 8,000 plus RPM operating range.

Other power-building characteristics include symmetrical high-velocity intake ports and throttle body inlets, which work together to substantially increase airflow and distribute it evenly to the cylinders. Plus, the intakes are made from durable A319 aluminum so they're safe to use with nitrous oxide. And don't worry about hood clearance—these intakes are a direct bolt-on replacement for stock and will fit under the hood of all 1999-2004 Mustangs.

The upper and lower intake manifolds are also available separately.

NOTES:

- Works with stock and aftermarket fuel rails.
- Will work on 1996-98 Ford 4.6L 2V with modifications.

StreetBurner® Intake Manifold Kits

- TFS-51800000 StreetBurner manifold kit, 75mm throttle body inlet, silver, each
- TFS-51811000 StreetBurner manifold kit, 75mm throttle body inlet, black, each
- TFS-518B0000 StreetBurner manifold kit, 75mm throttle body inlet, natural, each

Track Heat® Intake Manifold Kits

- TFS-51800002 Track Heat manifold kit, 75mm throttle body inlet, silver, each
- TFS-51811002 Track Heat manifold kit, 75mm throttle body inlet, black, each
- TFS-518B0002 Track Heat manifold kit, 75mm throttle body inlet, natural, each
- TFS-51800003 Track Heat manifold kit, dual 57mm throttle body inlet, silver, each
- TFS-51811003 Track Heat manifold kit, dual 57mm throttle body inlet, black, each
- TFS-518B0003 Track Heat manifold kit, dual 57mm throttle body inlet, natural, each

TFX™ EFI Fuel Rails

- TFS-5188000R EFI fuel rails, 1999-2004 4.6L 2V, pair

High-Flow Upper Plenums for Ford 4.6L 2V



More horsepower starts with more air—as much as 100 cfm of additional air over stock with an emissions-legal Trick Flow high-flow upper plenum (CARB E.O. #D-369-5). Made for 1996-2004 4.6L 2V powered Ford cars and trucks, the aluminum plenums have been raised 3/4" to enhance airflow yet still fit under a stock hood. They work with stock sensors, are compatible with throttle bodies up to 75mm, and come in silver, black, and natural finishes.

- TFS-51800001 Plenum, fits 1996-2004 Mustang, silver, each
- TFS-51811001 Plenum, fits 1996-2004 Mustang, black, each
- TFS-518B0001 Plenum, fits 1996-2004 Mustang, natural, each



TFS-518B0001



TFX™ Upper Plenum and Throttle Body Combos

You can get an emissions-legal Trick Flow 4.6L 2V aluminum upper plenum (CARB E.O. #D-369-5) plus one of our TFX throttle bodies in an easy-to-order package. The silver powdercoated upper plenum is raised 3/4" to increase airflow by 100 cfm and the throttle body features die-cast aluminum construction and hand-fitted butterflies. The combo is good for 10-15 additional rear-wheel horsepower on a 1996-2004 4.6L 2V engine. Throttle response is improved, everything fits under a stock hood and works with stock sensors. Includes gaskets and mounting hardware.

- TFS-K51824070 Upper plenum/throttle body combo, 1996-2004 Ford 4.6L 2V, 70mm, silver, each
- TFS-K51824075 Upper plenum/throttle body combo, 1996-2004 Ford 4.6L 2V, 75mm, silver, each



TFS-K51824070



TFS-K51864070

TFX™ Intake Combos for Ford 4.6L 2V

Trick Flow bundled its best emissions-legal air intake components into these TFX intake combos so you can easily upgrade a 1996-2004 4.6L 2V Mustang—no mixing or matching required. You get a Trick Flow cold air intake kit (CARB E.O. #D-369-14), an aluminum upper plenum with silver finish (CARB E.O. #D-369-5), and your choice of a 70mm or 75mm throttle body. It's easy to install, it all fits under the stock hood, and works with the computer's factory programming. Intake kit manufactured by K&N for Trick Flow.

- TFS-K51864070 TFX intake combo, 70mm throttle body, each
- TFS-K51864075 TFX intake combo, 75mm throttle body, each

EFI Intake Manifold Specifications for Ford 4.6L 2V			
Manifold	StreetBurner	Track Heat	Track Heat w/Dual Throttle Body Inlets
Engine Size	4.6L 2V	4.6L 2V	4.6L 2V
Runner	Small cross section with 13.300" runner	Large cross section with 11.000" runner	Large cross section with 11.000" runner
RPM Range	2,500-7,000	3,500-8,000	3,500-8,000
Throttle Body Inlet	75mm	75mm	Dual 57mm (Bullitt)
Port Size at Head	OE PI 1.700" x 2.000"	OE PI 1.700" x 2.000"	OE PI 1.700" x 2.000"
Port Size at Plenum	1.750" x 1.750"	1.750" x 2.900"	1.750" x 2.900"
Overall Height to Mounting Flange	7.800"	7.800"	8.300"

PowerPort® Cleveland 195 and 225 Cylinder Heads for Ford 351C, 351M/400, and Clevor



TFS-5161T003-C01

Trick Flow PowerPort Cleveland 195 and 225 cylinder heads feature runners based on the OE Ford 2V design. The exhaust runners are raised .100" from the stock location to improve the short turn radius and dramatically improve exhaust flow, and a revised oil return system improves oil drain back and includes provisions for mating with Ford 351W blocks.

PowerPort 195 heads feature CNC Street Ported runners that are CNC-machined with a standard resolution surface finish—perfect for mild-to-moderate performance applications. The PowerPort 225 heads feature fully CNC Competition Ported runners with a premium high resolution surface finish for maximum, all-out performance.

PowerPort Cleveland series heads fit Ford 351C, 351M, and 400 engines out of the box. With minor machining, the heads also fit Ford 302/351W blocks to create a "replica" Boss 302 or a 351 "Clevor" engine.

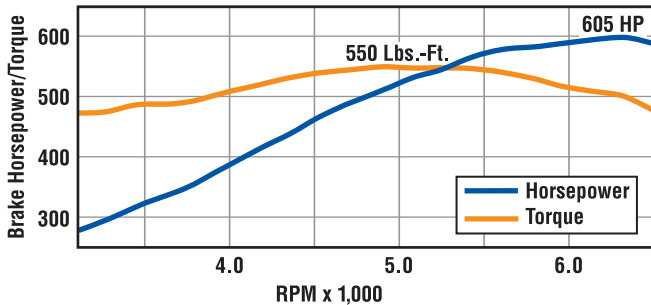
Cylinder heads are available fully assembled or as bare castings. Sold individually.

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	C00: 62cc/72cc CNC-profiled C01: 60cc CNC-profiled C11: 72cc CNC-profiled
Intake Port Volume:	C00: 195cc CNC Street Ported C01/C11: 225cc CNC Competition Ported
Intake Port Location:	Stock
Intake Port Dimensions:	C00: 1.470" x 2.100" C01/C11: 1.500" x 2.100"
Intake Gaskets:	TFS-51600921
Intake Valve Diameter:	2.080" (TFS-51600211)
Intake Valve Seat:	Ductile iron (TFS-51600271)
Exhaust Port Volume:	C00: 115cc CNC Street Ported C01/C11: 115cc CNC Competition Ported
Exhaust Port Location:	Raised .100" from OE 2V
Exhaust Port Dimensions:	1.480" x 1.560"
Exhaust Gaskets:	Fel-Pro 1430
Exhaust Valve Diameter:	1.600" (TFS-51600212)
Exhaust Valve Seat:	Ductile iron (TFS-51700272)
Valve Angles:	Intake 9.5° x 4.25°, exhaust 9.5° x 3°
Valve Guide Material:	Bronze alloy (intake TFS-51600251, exhaust TFS-51600252)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring Cups:	1.480" (TFS-51400434)
Valve Spring I.D. Locators:	1.550" (TFS-21400440)
Valve Spring Retainers:	7" x 1.500" o.d. chromoly steel (TFS-51400423) 10" x 1.550" o.d. chromoly steel (TFS-21400425) 10" x 1.550" o.d. titanium (TFS-214T0520)
Valve Stem Locks:	7" machined steel (TFS-51400444) 10" machined steel with lash cap recess (TFS-52400444)
Valve Springs, Standard:	1.460" o.d. dual spring (TFS-16893-16) 120 lbs. @ 1.900" installed height 394 lbs. @ 1.175" open 390 lbs. per inch rate .650" maximum valve lift
Valve Springs, Option 1:	1.550" o.d. dual spring with damper (TFS-16094-16) 138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .680" maximum valve lift
Valve Springs, Option 2:	1.560" o.d. dual spring with damper (TFS-16318-16) 240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .700" maximum valve lift
Guideplates:	5/16" (TFS-51600623) 3/8" (TFS-51600624)
Rocker Arm Studs:	7/16" (TFS-51400614)
Rocker Arms:	TFS-53400621 (1.7 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	ARP 154-3604
Head Gaskets:	Fel-Pro 1013
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924

Viton® is a registered trademark of DuPont Performance Elastomers.

Dyno Results PowerPort Cleveland 225



Test Engine: 10.72:1 compression 427 c.i.d. with Trick Flow PowerPort® Cleveland 225 cylinder heads (TFS-5161T004-C01), Trick Flow Track Max® hydraulic roller camshaft (TFS-51403003), Trick Flow 1.73 ratio roller rocker arms (TFS-53400621), Trick Flow Track Heat® intake manifold, Holley Ultra HP 950 cfm carburetor, headers with 1 1/4" primaries, 3" dual exhaust with Flowmaster mufflers.

PowerPort Cleveland 195 Heads, CNC Street Ported Runners, 195cc Intake Runners, Assembled

TFS-51616203-C00	62cc combustion chambers and 1.460" dual valve springs
TFS-51616204-C00	62cc combustion chambers and 1.550" dual valve springs
TFS-5161T625-C00	62cc combustion chambers, 1.560" dual valve springs, and titanium retainers
TFS-51617203-C00	72cc combustion chambers and 1.460" dual valve springs
TFS-51617204-C00	72cc combustion chambers and 1.550" dual valve springs
TFS-5161T725-C00	72cc combustion chambers, 1.560" dual valve springs, and titanium retainers

PowerPort Cleveland 225 Heads, CNC Competition Ported Runners and Titanium Retainers, 225cc Intake Runners, Assembled

TFS-5161T003-C01	60cc combustion chambers, 1.460" dual valve springs
TFS-5161T004-C01	60cc combustion chambers, 1.550" dual valve springs
TFS-5161T005-C01	60cc combustion chambers, 1.560" dual valve springs
TFS-5161T003-C11	72cc combustion chambers, 1.460" dual valve springs
TFS-5161T004-C11	72cc combustion chambers, 1.550" dual valve springs
TFS-5161T005-C11	72cc combustion chambers, 1.560" dual valve springs

Airflow Results PowerPort Cleveland 195

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	68	55
.200"	140	111
.300"	202	155
.400"	254	193
.500"	289	221
.600"	313	236

Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 1 1/8" pipe.



EFI Intake Manifold Kits for Ford 351C and Clevor

Trick Flow aluminum EFI intake manifold kits for Ford 351C and 351 Windsor-based Clevor-style engines are computer-modeled and tested to deliver excellent air/fuel distribution and velocity for increased horsepower and torque.

The runner lengths and cross-sectional taper of the R-Series intakes are tuned for engines that operate in the 2,500 to 7,250 RPM range. Box-R-Series intakes feature a large plenum/short runner design that maximizes mid-to-high-RPM power and torque, making it ideal for supercharged, turbocharged, nitrous, and racing applications that produce power in the 3,000 to 8,000 RPM range. The manifolds will work with all 2V and 4V applications. All 9.200" deck height manifolds fit standard Cleveland engine blocks; 9.500" deck height manifolds fit standard 351W-based engine blocks.

All EFI manifold uppers are available in silver and black powdercoated finishes or natural aluminum for those who prefer a natural look or wish to use a custom finish.

NOTES:

- These EFI manifolds are designed for non-EGR engines.
- Engines will require a calibrated mass air or adjustable fuel injection computer, aftermarket fuel rails, and adjustable fuel pressure regulator to operate properly.
- All manifold lowers have a natural aluminum finish.

R-Series Intake Manifold Kits

TFS-51600114	R-Series manifold kit, Ford 351C, 9.200" deck height, 75mm throttle body inlet, silver upper, each
TFS-51600115	R-Series manifold kit, Clevor, 9.500" deck height, 75mm throttle body inlet, silver upper, each
TFS-51611114	R-Series manifold kit, Ford 351C, 9.200" deck height, 75mm throttle body inlet, black upper, each
TFS-51611115	R-Series manifold kit, Clevor, 9.500" deck height, 75mm throttle body inlet, black upper, each
TFS-516B0114	R-Series manifold kit, Ford 351C, 9.200" deck height, 75mm throttle body inlet, natural upper, each
TFS-516B0115	R-Series manifold kit, Clevor, 9.500" deck height, 75mm throttle body inlet, natural upper, each
TFS-51600116	R-Series manifold kit, Ford 351C, 9.200" deck height, 90mm throttle body inlet, silver upper, each
TFS-51600117	R-Series manifold kit, Clevor, 9.500" deck height, 90mm throttle body inlet, silver upper, each
TFS-51611116	R-Series manifold kit, Ford 351C, 9.200" deck height, 90mm throttle body inlet, black upper, each
TFS-51611117	R-Series manifold kit, Clevor, 9.500" deck height, 90mm throttle body inlet, black upper, each
TFS-516B0116	R-Series manifold kit, Ford 351C, 9.200" deck height, 90mm throttle body inlet, natural upper, each
TFS-516B0117	R-Series manifold kit, Clevor, 9.500" deck height, 90mm throttle body inlet, natural upper, each

Box-R-Series Intake Manifold Kits

TFS-51600118	Box-R-Series manifold kit, Ford 351C, 9.200" deck height, 90mm throttle body inlet, silver upper, each
TFS-51600119	Box-R-Series manifold kit, Clevor, 9.500" deck height, 90mm throttle body inlet, silver upper, each
TFS-51611118	Box-R-Series manifold kit, Ford 351C, 9.200" deck height, 90mm throttle body inlet, black upper, each
TFS-51611119	Box-R-Series manifold kit, Clevor, 9.500" deck height, 90mm throttle body inlet, black upper, each
TFS-516B0118	Box-R-Series manifold kit, Ford 351C, 9.200" deck height, 90mm throttle body inlet, natural upper, each
TFS-516B0119	Box-R-Series manifold kit, Clevor, 9.500" deck height, 90mm throttle body inlet, natural upper, each

PCV Valve, Grommet, and Filter Kit

TFS-51500810	PCV valve, grommet and filter kit, screen-type filter, each
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TFS-51600117

EFI Intake Manifold Specifications for Ford 351C and Clevor

Manifold	R-Series	Box-R-Series
Runner	Large cross-section with 13.300" runner	Large cross-section with 11.000" runner
RPM Range	1,500-5,500/2,500-7,500	2,500-7,500
Throttle Body Inlet	75mm/90mm	90mm
Port Size at Head	2.100" x 1.500"	2.100" x 1.500"
Port Size at Mating Flange	2.380" x 1.380"	2.380" x 1.380"
Overall Height to Upper Manifold Flange	12.250"	13.650"
Overall Height to Lower Manifold Flange	5.960"	5.960"



TFS-51600111

Track Heat® Intake Manifolds for Ford 351C and Clevor

The Track Heat single plane intake manifolds for Ford 351C and Windsor-based Clevor-style engines are designed for applications that operate in the 3,000-7,000 RPM range. The high-rise, one-piece spider design features high-flowing individual extended runners that provide significant horsepower and torque increases in the mid- to high-RPM range and a raised plenum floor for increased flow velocity and fuel atomization.

Other important features include OE 2V port locations and dimensions, A319 aluminum construction, integral bosses for nitrous or fuel injection nozzles, extra material for custom port work, and a Holley 4150-style carburetor mounting pad. Plus, the manifolds will work with all 2V and 4V applications. Overall height to the carburetor mounting pad for TFS-51600111 is 6.250". Overall mounting pad heights for TFS-51600112 and TFS-51600113 is 6.625".

TFS-51600111	Manifold, Ford 351C, 9.200" deck height, factory Cleveland engine blocks, each
TFS-51600112	Manifold, Ford Clevor, 9.500" deck height, factory Windsor engine blocks, each
TFS-51600113	Manifold, Ford Clevor, 9.200" deck height, aftermarket Windsor engine blocks, each
TFS-5161NTBK-92	Manifold bolt kit, fits 9.200" and 9.500" deck height blocks, each



Valve Covers • Rocker Arms • Rocker Stud Girdles • Pistons • Throttle Cable Brackets
• EFI Fuel Rails • Coolant Crossover for Ford 351C, 351M/400, and Clevor



TFS-51600802

Cast Aluminum Valve Covers for Ford 351C, 351M/400, and Clevor

Made from durable A319 aluminum, Trick Flow cast aluminum valve covers are much less prone to flex and distortion than stamped steel covers, which helps prevent oil leaks. These covers have a tall height to clear rocker stud girdles and roller rockers and can be drilled to accept breathers.

- TFS-51600802 Valve covers, silver, pair
- TFS-51611802 Valve covers, black, pair
- TFS-5160B802 Valve covers, natural, pair
- TFS-25200804 Hardware kit, includes twelve 1/4"-20 x 1.500" studs, four 1/4"-20 x 4.500" bolts, sixteen flat washers, and twelve nyloc nuts

Roller Rocker Arms for Ford 351C and 351M/400

These aluminum roller rockers are excellent for use with Trick Flow heads. They can also be used on factory Ford 351C and 351M/400 heads. They feature heat-treated CNC-machined bodies, premium needle-bearing fulcrums, roller tips, and a machined relief for improved valve spring clearance. Trick Flow roller rockers are sold in sets of 16 and come complete with polylocks.



TFS-53400621 Rocker arms, 1.73 ratio, 7/16" stud, set of 16



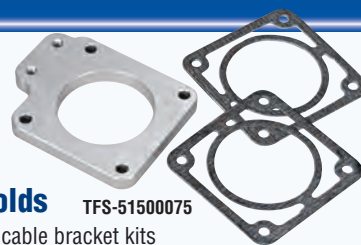
Rocker Stud Girdles for Ford 351C



These CNC-machined stud girdles help control valve lift and timing changes due to stud flex, allowing for more consistent high-RPM performance. Each stud girdle is anodized blue and comes with high-quality mounting hardware and hardened adjusting nuts. Tall-style valve covers are required.

TFS-51600700 Rocker stud girdles, 7/16", pair

Throttle Cable Bracket Kits for Ford 351C and Clevor EFI Intake Manifolds



TFS-51500075

Our Trick Flow throttle cable bracket kits provide a place to mount throttle cables on EFI-equipped Ford 351C and Clevor engines. They work with 75mm and 90mm EFI manifolds without EGR plates and feature a clear anodized finish. Includes gaskets and mounting hardware.

- TFS-51500075 Throttle cable bracket kit, 75mm manifolds, each
- TFS-51500090 Throttle cable bracket kit, 90mm manifolds, each



TFX™ EFI Fuel Rails for Ford 351C and Clevor

These TFX billet fuel rails from Trick Flow were developed to allow owners of high performance Ford 351C and Clevor powered vehicles to build custom fuel systems. Includes specially constructed mounting brackets to keep the fuel rails tucked in close to the engine to prevent hood and intake manifold interference.

TFS-5158000R EFI fuel rails, pair



Coolant Crossover Kit for Ford Clevor

Trick Flow's coolant crossover kit allows you to mate the cooling passages of our PowerPort® Cleveland cylinder heads with a Ford Windsor block to complete a Clevor conversion. The crossover kit replaces the water passage and thermostat housing on a factory Windsor intake manifold with one that redirects the coolant out the front of the cylinder heads and moves the thermostat housing horizontally above the original Windsor location. Includes housing, fittings, hose, hose clamps, and mounting studs.

TFS-51600600 Clevor water crossover kit, each

Trick Flow by Wiseco PowerPort® Forged Piston Sets for Ford Clevor

Trick Flow's lightweight forged pistons are fully skirted and precision-machined from premium aluminum alloy to fit Ford Windsor engine blocks with Ford 351C-type cylinder heads. They feature oversized valve reliefs, precision-fit wrist pins, and Spirolox retainers.

The pistons are available with a choice of compression ratios. All pistons use ring sets with a 1/16" top ring, 1/16" second ring, and 3/16" oil control ring. Sold in sets of 8.

NOTE: Compression ratios for part numbers TFS-51604330 and TFS-51604331 are based on 62cc combustion chamber heads; part numbers TFS-51604330-125 and TFS-51604331-125 are based on 72cc combustion chamber heads.



TFS-51604331

Specifications

Part Numbers	Engine Size	Bore	Stroke	Rod	Comp. Height	Comp. Ratio	Pin Dia.	Rings
TFS-51604330	408 (351W)	4.030"	4.000"	6.250"	1.235"	12.0:1	.927"	1/16", 1/16", 3/16"
TFS-51604330-125	427 (351W)	4.125"	4.000"	6.250"	1.235"	11.0:1	.927"	1/16", 1/16", 3/16"
TFS-51604331	408 (351W)	4.030"	4.000"	6.250"	1.235"	9.8:1	.927"	1/16", 1/16", 3/16"
TFS-51604331-125	427 (351W)	4.125"	4.000"	6.250"	1.235"	9.3:1	.927"	1/16", 1/16", 3/16"



Some parts are not legal for use in California or other states with similar laws/regulations—see page 2 for details.

Twisted Wedge® 170 Cylinder Heads for Small Block Ford



TFS-51410004-M61

Specifications

Material:	A356-T61 Aluminum
Combustion Chamber Volume:	M58: 58cc CNC-profiled M61: 61cc CNC-profiled
Intake Port Volume:	170cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.200" x 2.000"
Intake Gaskets:	Fel-Pro 1250
Intake Valve Diameter:	2.020" (TFS-51400211)
Intake Valve Seat:	Ductile iron (TFS-51400271)
Exhaust Port Volume:	66cc Fast As Cast
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.250" x 1.500"
Exhaust Gaskets:	Fel-Pro 1415
Exhaust Valve Diameter:	1.600" (TFS-51400212)
Exhaust Valve Seat:	Ductile iron (TFS-51400272-1)
Valve Angles:	Intake 15°, exhaust 17°
Valve Guide Material:	Bronze alloy (TFS-51400252)
Valve Seats:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring Cups:	1.480" (TFS-51400434)
Valve Spring Retainers:	7" x 1.500" o.d. chromoly steel (TFS-51400423) 10" x 1.500" o.d. chromoly steel (TFS-21400424)
Valve Stem Locks:	7" machined steel (TFS-51400444) 10" machined steel with lash cap recess (TFS-52400444)
Valve Springs: 170 Standard	1.470" o.d. single spring with damper (TFS-16514-16) 118 lbs. @ 1.800" installed height 305 lbs. @ 1.260" open 360 lbs. per inch rate .540" maximum valve lift
Valve Springs: Optional	1.460" o.d. dual spring with damper (TFS-16315-16) 125 lbs. @ 1.800" installed height 376 lbs. @ 1.180" open 420 lbs. per inch rate .600" maximum valve lift
Guideplates:	5/16" (TFS-51400623) 3/8" (TFS-51400624)
Rocker Arm Studs:	02/04: 3/8" (TFS-51400613) 10: 7/16" (TFS-51400614)
Rocker Arms:	TFS-51400510 (1.6 ratio, 3/8" studs) TFS-51400511 (1.72 ratio, 3/8" studs) TFS-51400520 (1.6 ratio, 7/16" studs) TFS-51400521 (1.72 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92005
Head Gaskets:	TFS-51494030-040 or TFS-51494060-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924
NOTES:	Valve cover rail is raised .350" over stock height. 61cc combustion chamber heads work with stock pistons and performance camshafts up to .550" lift. 58cc combustion chamber heads require Twisted Wedge specific pistons for proper piston-to-valve clearance.

Viton® is a registered trademark of DuPont Performance Elastomers.



Trick Flow's legendary Twisted Wedge 170 series cylinder heads are better than ever!

The A356-T61 aluminum castings have been redesigned on the exhaust side to improve strength and water jacket integrity for durability.

All of the unique features that made Twisted Wedge series heads so dominant in high performance and racing are still here—Twisted Wedge combustion chambers and valve layout, high-flow/high-velocity intake runners, and top-quality valvetrain components—plus CNC-profiled combustion chambers with port-to-valve seat blending (bowl blending) and refined Fast As Cast® runners that deliver near-CNC-ported power and airflow at cast head prices.

Certain Twisted Wedge 170 heads are emissions-legal under CARB E.O. #D-747-1 for 1996 and earlier Ford 289, 302, and 351W engines.

**CARB
Exempt**

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Airflow Results Twisted Wedge 170

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	63	53
.200"	141	107
.300"	205	144
.400"	241	171
.500"	257	187
.600"	257	193

Tests conducted at 28" of water (pressure). Bore size: 4.030" 61cc CNC-profiled combustion chambers; exhaust with 1 1/4" pipe.

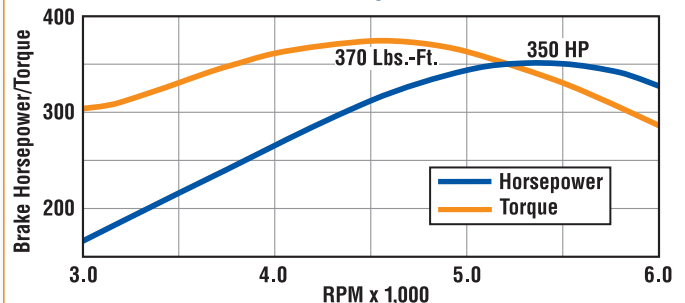
Twisted Wedge 170 Heads, Emissions Legal, Fast As Cast Runners, Assembled

TFS-51410002-M58	58cc combustion chambers and 1.470" single valve springs, 170cc intake runners
TFS-51410002-M61	61cc combustion chambers and 1.470" single valve springs, 170cc intake runners
TFS-51410004-M58	58cc combustion chambers and 1.460" dual valve springs, 170cc intake runners
TFS-51410004-M61	61cc combustion chambers and 1.460" dual valve springs, 170cc intake runners

Twisted Wedge 170 Heads, Non-Emissions, Fast As Cast Runners, Assembled

TFS-51410010-M58	58cc combustion chambers and 1.460" dual valve springs, 170cc intake runners
TFS-51410010-M61	61cc combustion chambers and 1.460" dual valve springs, 170cc intake runners

Dyno Results Twisted Wedge 170



Test Engine: 9.5:1 compression 306 c.i.d. with Trick Flow Twisted Wedge 170 cylinder heads (TFS-51410004-M61), Trick Flow Track Max® hydraulic roller camshaft (TFS-51403001), Trick Flow StreetBurner® EFI intake manifold (TFS-51500001), Trick Flow TFX™ 70mm throttle body (TFS-24070), Trick Flow TFX™ 24 lb./hr. fuel injectors (TFS-89024), Hooker Competition headers with 1 1/4" primaries, 3" dual exhaust with Flowmaster mufflers.

Twisted Wedge® 11R Cylinder Heads for Small Block Ford



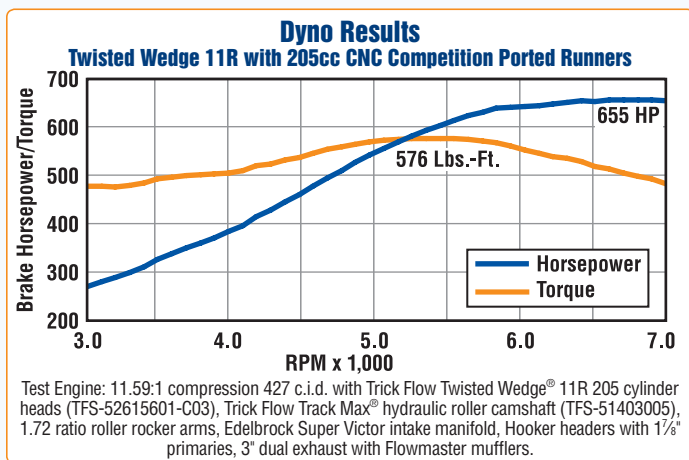
TFS-5261T661-C03

Trick Flow took its track-proven Twisted Wedge design and, using advanced 3D solid modeling and CAD tools, plus a couple decade's worth of racing experience, made it even more potent for serious performance enthusiasts and racers.

Trick Flow's Twisted Wedge 11R cylinder heads feature 11° intake and 13° exhaust valve angles and a restructured combustion chamber arrangement for more airflow and performance potential than original Twisted Wedge heads. The high velocity, race-inspired runners have been optimized for today's popular bore and stroke combinations. Premium certified materials and components, along with the finest CNC tooling, are used to ensure uncompromising quality and durability, dimensional accuracy, and balanced flow from port-to-port. Fully machined castings increase strength and have a great-looking billet-like appearance.

Twisted Wedge 11R 170 and 190 heads with CNC Street Ported runners are great entry-level CNC heads combining fully CNC-machined runners and combustion chambers with a standard resolution surface finish for significant performance gains. Twisted Wedge 11R 190 and 205 heads with CNC Competition Ported runners feature fully CNC-machined runners and chambers with a premium high resolution finish for ultimate performance.

Twisted Wedge 11R heads are for use on non-emissions engines. The heads are a direct replacement for previous Twisted Wedge heads and work with all Twisted Wedge specific pistons. Cylinder heads are available fully assembled or as bare castings. Sold individually.



Twisted Wedge 11R 170 Cylinder Heads, CNC Street Ported Runners, Assembled

TFS-52515301-C00 53cc combustion chambers, 170cc intake runners
TFS-52516301-C00 63cc combustion chambers, 170cc intake runners

Twisted Wedge 11R 190 Cylinder Heads, CNC Street Ported Runners, Assembled

TFS-52515601-C01 56cc combustion chambers, 190cc intake runners
TFS-52516601-C01 66cc combustion chambers, 190cc intake runners

Twisted Wedge 11R 190 Cylinder Heads, CNC Competition Ported Runners, Assembled

TFS-52615601-C02 56cc combustion chambers, 190cc intake runners
TFS-5261T561-C02 56cc combustion chambers and titanium retainers, 190cc intake runners
TFS-52616601-C02 66cc combustion chambers, 190cc intake runners
TFS-5261T661-C02 66cc combustion chambers and titanium retainers, 190cc intake runners

Twisted Wedge 11R 205 Cylinder Heads, CNC Competition Ported Runners, Assembled

TFS-52615601-C03 56cc combustion chambers, 205cc intake runners
TFS-5261T561-C03 56cc combustion chambers and titanium retainers, 205cc intake runners
TFS-52616601-C03 66cc combustion chambers, 205cc intake runners
TFS-5261T661-C03 66cc combustion chambers and titanium retainers, 205cc intake runners

Specifications

Material:	A-356-T61 aluminum
Combustion Chamber Volume:	5301-C00: 53cc CNC-profiled 5601-C01/C02; T-561-C02/C03: 56cc CNC-profiled 6301-C00: 63cc CNC-profiled 6601-C01/C03; T661-C02/C03: 66cc CNC-profiled
Intake Port Volume:	C00: 170cc CNC Street Ported C01: 190cc CNC Street Ported C02: 190cc CNC Competition Ported C03: 205cc CNC Competition Ported Stock
Intake Port Location:	Stock
Intake Port Dimensions:	C00: 2.000" x 1.200" C01/C02: 2.100" x 1.280" C03: 2.250" x 1.400"
Intake Gaskets:	C00: Fel-Pro 1250 C01/C02: Fel-Pro 1262 C03: Fel-Pro 1262R or TFS-52400921
Intake Valve Diameter:	C00: 2.020" (TFS-52500211) C01/C02: 2.055" (TFS-52500213) C03: 2.080" (TFS-52500215)
Intake Valve Seat:	Ductile iron (TFS-52500271)
Exhaust Port Volume:	C00/C01: 66cc CNC Street Ported C02/C03: 66cc CNC Competition Ported Stock
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.250" x 1.480"
Exhaust Gaskets:	Fel-Pro 1415 or TFS-51490931
Exhaust Valve Diameter:	1.600" (TFS-52500212)
Exhaust Valve Seat:	Ductile iron (TFS-30600274)
Valve Angles:	11° intake, 13° exhaust
Valve Guide Material:	Bronze alloy (TFS-52500251)
Valve Seals:	Viton® fluoroelastomer (TFS-30600455)
Valve Seat Angles:	45° x multi angle
Valve Spring Pocket Diameter:	1.640"
Valve Spring I.D. Locators:	1.300" (TFS-21400442)
Valve Spring Retainers:	7" x 1.300" o.d. chromoly steel (TFS-21400415) 7" x 1.300" o.d. titanium (TFS-214T0415)
Valve Stem Locks:	7" steel bead lock (TFS-30600444)
Valve Springs:	1.275" o.d. dual spring (TFS-16306-16) 150 lbs. @ 1.800" installed height 420 lbs. @ 1.200" open 450 lbs. per inch rate .600" max. valve lift
Guideplates:	5/16" (TFS-51400623) 3/8" (TFS-51400624)
Rocker Arm Studs:	7/16" (TFS-51400614)
Rocker Arms:	TFS-51400520 (1.6 ratio, 7/16" studs) TFS-51400521 (1.72 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92005
Head Gaskets:	TFS-51494030-040 or TFS-51494060-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924
NOTE:	Drilled for 1/2" head bolts; 7/16" head bolts require TFS-51400419 reducer

Viton® is a registered trademark of DuPont Performance Elastomers.

Airflow Results

Twisted Wedge® 11R with 205cc CNC Competition Ported Runners

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	71	60
.200"	140	111
.300"	208	150
.400"	261	185
.500"	298	212
.600"	321	227

Tests conducted at 28" of water (pressure). Bore size: 4.030"
66cc CNC-profiled combustion chambers; exhaust with 1½" pipe.

Twisted Wedge® Race 206 and 225 Cylinder Heads for Small Block Ford



TFS-52410003-C01

Specifications

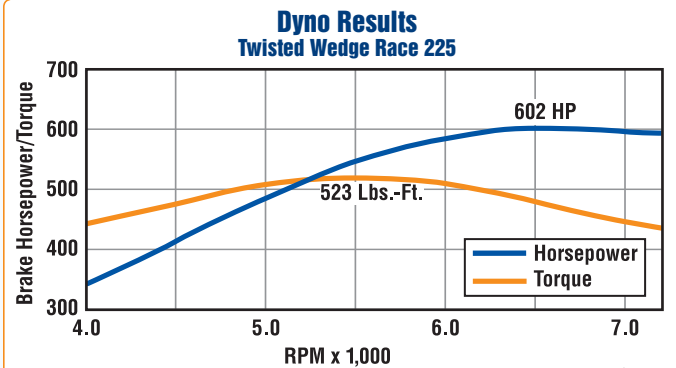
Material:	A356-T61 aluminum
Combustion Chamber Volume:	M61: 61cc CNC-profiled C01: 65cc CNC-profiled
Intake Port Volume:	M61: 206cc Fast As Cast C01: 225cc CNC Competition Ported
Intake Port Location:	Stock
Intake Port Dimensions:	M61: 1.375" x 2.125" C01: 1.375" x 2.240"
Intake Gaskets:	M61: Fel-Pro 1262 C01: Fel-Pro 1262R
Intake Valve Diameter:	2.080" (TFS-52400217)
Intake Valve Seat:	Tungsten alloy (TFS-52400271)
Exhaust Port Volume:	M61: 92cc Fast As Cast C01: 100cc CNC Competition Ported
Exhaust Port Location:	Raised .500" from stock
Exhaust Port Dimensions:	1.510" x 1.660" oval
Exhaust Gaskets:	Fel-Pro 1427
Exhaust Valve Diameter:	1.600" (TFS-52400212)
Exhaust Valve Seat:	Copper bronze alloy (TFS-52400272)
Valve Angles:	Intake 15°, exhaust 17°
Valve Guide Material:	Bronze alloy (intake TFS-51600251, exhaust TFS-51600252)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.760"
Valve Spring I.D. Locators:	1.550" (TFS-21400440), 1.640" (TFS-21400441)
Valve Spring Retainers:	10" x 1.550" o.d. chromoly steel (TFS-21400425) 10" x 1.500" o.d. titanium (TFS-214T0620) 10" x 1.550" o.d. titanium (TFS-214T0520)
Valve Stem Locks:	10" machined steel with lash cap recess (TFS-52400444)
Valve Springs, Standard:	1.550" o.d. dual spring with damper (TFS-16094-16) 138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .680" maximum valve lift
Valve Springs, Option 1:	1.560" o.d. dual spring with damper (TFS-16318-16) 240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .720" maximum valve lift
Valve Springs, Option 2:	1.640" o.d. dual spring with damper (TFS-16414-16) 250 lbs. @ 2.000" installed height 800 lbs. @ 1.150" open 600 lbs. per inch rate .850" maximum valve lift
Guideplates:	5/16" (TFS-52400622), 3/8" (TFS-52400624)
Rocker Arm Studs:	7/16" (TFS-51400614)
Rocker Arms:	TFS-51400520 (1.6 ratio, 7/16" studs) TFS-51400521 (1.72 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92005
Head Gaskets:	TFS-51494060-040, TFS-51494080-040, or TFS-51494155-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3932
NOTE:	Valve cover rail is raised .350" over stock height.
	Viton® is a registered trademark of DuPont Performance Elastomers.

Trick Flow's Twisted Wedge Race 206 heads feature fully CNC-profiled Twisted Wedge combustion chambers and valve arrangement with port-to-valve seat blending (bowl blending), plus .500" raised exhaust runners, and raised valve cover rails. Fast As Cast® runners deliver near-CNC-ported airflow and power for about the same price as cast heads.

The Twisted Wedge Race 225 heads have all of the features of the Race 206 heads but come with top-of-the-line CNC Competition Ported runners with a high resolution surface finish for maximum airflow and power over the entire powerband.

Twisted Wedge Race heads have additional material for porting, thick decks and chamber walls for durability, intake port shaping for Fel-Pro #1262 gaskets, stud mounts for roller rocker arms, and huge valve spring pockets.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



Test Engine: 10.59:1 compression 408 c.i.d. with Trick Flow Twisted Wedge® Race 225 cylinder heads (TFS-5240T005-C01), COMP Cams Xtreme Energy mechanical roller camshaft (254°/260° duration @.050"; .621"/.627" lift; 110° lobe separation), Trick Flow 1.6 ratio roller rocker arms (TFS-51400520), Edelbrock Super Victor intake manifold, Hooker headers with 1½" primaries, open exhaust.

Twisted Wedge Race 206 Heads, Fast As Cast Runners, Assembled

TFS-52410003-M61	1.550" dual valve springs, 206cc intake runners
TFS-52410004-M61	1.550" dual valve springs and O-rings, 206cc intake runners
TFS-52410005-M61	1.560" dual valve springs, 206cc intake runners
TFS-5241T005-M61	1.560" dual valve springs and titanium retainers, 206cc intake runners
TFS-52410006-M61	1.560" dual valve springs and O-rings, 206cc intake runners
TFS-5241T006-M61	1.560" dual valve springs, O-rings, and titanium retainers, 206cc intake runners
TFS-5241T805-M61	1.640" dual valve springs and titanium retainers, 206cc intake runners

Twisted Wedge Race 225 Heads, CNC Competition Ported Runners, Assembled

TFS-52410003-C01	1.550" dual valve springs, 225cc intake runners
TFS-52410005-C01	1.560" dual valve springs, 225cc intake runners
TFS-5241T005-C01	1.560" dual valve springs and titanium retainers, 225cc intake runners
TFS-5241T805-C01	1.640" dual valve springs and titanium retainers, 225cc intake runners

Airflow Results Twisted Wedge Race 225

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	67	59
.200"	141	116
.300"	213	159
.400"	270	205
.500"	308	244
.600"	331	259
.700"	341	271

Tests conducted at 28" of water (pressure).
Bore size: 4.125"; exhaust with 2" pipe.



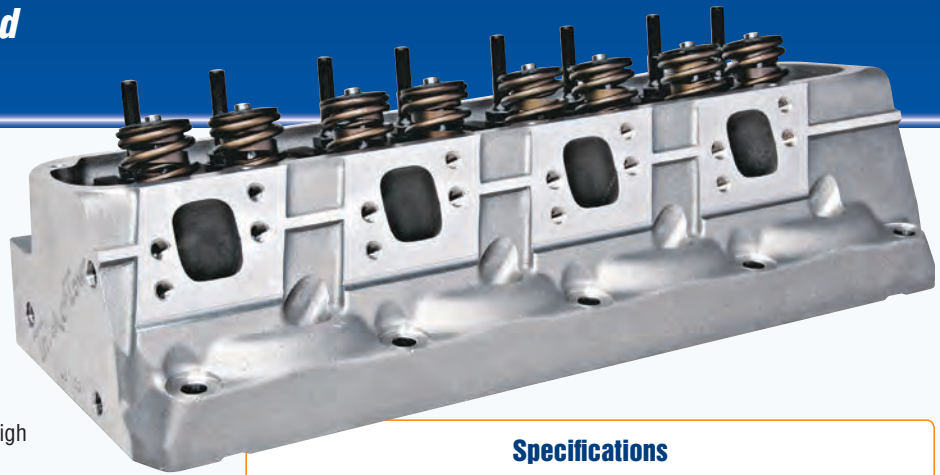
High Port® 192 Cylinder Head for Small Block Ford

Trick Flow High Port 192 cylinder heads for small block Ford are one of the most dominant aftermarket heads in racing. They feature unique valve spacing, .750" raised exhaust runners, extra strong castings and thick decks for additional rigidity and gasket integrity, superior cooling characteristics, and most importantly, excellent airflow.

And that's not all. The entry into the intake runner has been reshaped to help seal the area along the port roof and thicker port walls increase strength and provide more material for porting. Plus, interlocking ductile iron seats are used to handle the stresses of high heat, high horsepower applications.

Other features include fully CNC-profiled combustion chambers with port-to-valve seat blending (bowl blending), raised valve cover rails, and large Fast As Cast® runners that duplicate the profiles of CNC-ported heads to create ultra high-flowing heads without costly CNC-porting.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

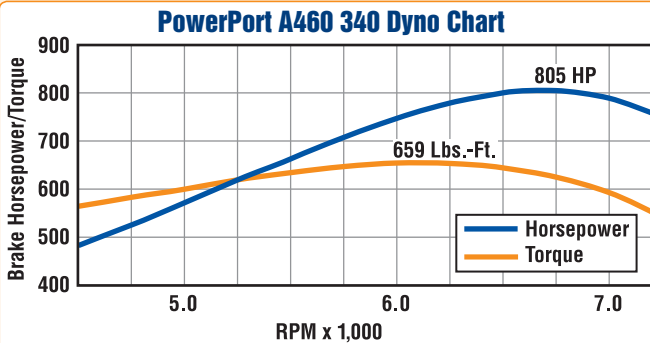


Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	64cc CNC-profiled
Intake Port Volume:	192cc Fast As Cast
Intake Port Location:	Stock
Intake Port Dimensions:	1.200" x 2.000"
Intake Gaskets:	Fel-Pro 1250
Intake Valve Diameter:	2.020" (TFS-51700211)
Intake Valve Seat:	Ductile iron interlock (TFS-51700271)
Exhaust Port Volume:	87cc Fast As Cast
Exhaust Port Location:	Raised .750" from stock
Exhaust Port Dimensions:	1.250" x 1.500"
Exhaust Gaskets:	Fel-Pro 1415
Exhaust Valve Diameter:	1.600" (TFS-51700212)
Exhaust Valve Seat:	Ductile iron (TFS-51700272)
Valve Angles:	20°
Valve Guide Material:	Bronze alloy (TFS-51700252)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring Cups:	1.480" (TFS-51400434)
Valve Spring Retainers:	7" x 1.500" o.d. chromoly steel (TFS-31400424)
Valve Stem Locks:	7" machined steel (TFS-51400444)
Valve Springs:	1.460" o.d. dual spring with damper (TFS-16315-16) 125 lbs. @ 1.800" installed height 376 lbs. @ 1.180" open 420 lbs. per inch rate .600" maximum valve lift
Guideplates:	5/16" (TFS-51700623), 3/8" (TFS-51700624)
Rocker Arm Studs:	3/8" (TFS-51400613)
Rocker Arms:	TFS-51400510 (1.6 ratio, 3/8" studs) TFS-51400511 (1.72 ratio, 3/8" studs) TFS-51400520 (1.6 ratio, 7/16" studs) TFS-51400521 (1.72 ratio, 7/16" studs)
Minimum Bore Diameter:	4.000"
Cylinder Head Bolts:	TFS-92005
Head Gaskets:	TFS-51494060-040, TFS-51494080-040, or TFS-51494155-040
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924
NOTE:	Valve cover rail is raised .400" over stock height.
Viton® is a registered trademark of DuPont Performance Elastomers.	

Trick Flow Fast Fact: Peak Power vs. Area Under the Curve

When looking at a graph from an engine or chassis dyno test, the first things most people look for are peak horsepower and torque figures. These numbers are useful for seeing exactly where in the RPM band an engine makes its power, or for judging the effects a particular part or parts combination can have on output. Peak numbers are great for bragging rights, too.



Test Engine: 10.5:1 compression 520 c.i.d. with Trick Flow Flow PowerPort® A460 340 cylinder heads (TFS-5441T801-M87), Crane mechanical roller camshaft (268°/278° duration @ .050"; .718"/.718" lift; 110° lobe separation), Trick Flow 1.73 ratio roller rocker arms (TFS-53400621), Trick Flow R-Series A460 intake manifold (TFS-54400111), Hooker headers with 2¼" primaries, open exhaust.

But the true measurement of real-world horsepower and torque—the stuff that gets your car moving and keeps it moving—is what's called the area under the curve. In basic terms, area under the curve indicates the overall amount of torque or horsepower an engine makes over its operating range. The wider the power curve is, the more area is underneath it. And more area under the curve means more power is produced over a wider RPM range, not just a particular RPM point or peak.

This principle also applies to cylinder head flowbench data. Peak intake and exhaust flow numbers make great ad copy, but the low and mid-lift flow numbers are just as critical. The area under the curve—in this case the valve lift curve—is the true measure of cylinder head performance.

Take a look at the dyno graph for a 520 cubic inch big block Ford equipped with Trick Flow PowerPort® A460 340 cylinder heads. Notice how smooth and wide the horsepower and torque curves are, and how much area is underneath them. That means this engine pulls like a freight train, and keeps on pulling all the way up to its RPM limit. That's the kind of power that gets respect on the street and wins races at the track—the kind of power Trick Flow products are designed to make!



High Port 192 Head, Fast As Cast Runners, Assembled

TFS-51710001-M64 192cc intake runners

Airflow Results High Port 192

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	67	55
.200"	137	103
.300"	194	138
.400"	244	166
.500"	270	183
.600"	283	193

Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 1¼" pipe.

High Port® 225 and 240 Cylinder Heads for Small Block Ford



TFS-5171T010-C01

Specifications

Material: A356-T61 aluminum

Combustion Chamber Volume: 10-C01: 58cc CNC-profiled
12-C01/13-C01/14-C01: 70cc CNC-profiled
16-C02: 67cc CNC-profiled
18-C02: 76cc CNC-profiled

Intake Port Volume: 10-C01/12-C01/13-C01/14-C01: 225cc CNC Competition Ported
16-C02/18-C02: 240cc CNC Competition Ported

Intake Port Location: Stock

Intake Port Dimensions: C01: 1.380" x 2.240", C02: 1.310" x 2.300"

Intake Gaskets: Fel-Pro 1262R

Intake Valve Diameter: 2.080" (10-C01: TFS-52400217;
12-C01/13-C01/14-C01: TFS-51700217)
2.100" (16-C02: TFS-52400218;
18-C02: TFS-51700218)

Intake Valve Seat: Ductile iron interlock (TFS-51700271)

Exhaust Port Volume: 95cc CNC Competition Ported

Exhaust Port Location: Raised .750" from stock

Exhaust Port Dimensions: 1.520" x 1.620"

Exhaust Gaskets: Fel-Pro 1487

Exhaust Valve Diameter: 1.600" (10-C01: TFS-51700212;
12-C01/13-C01/14-C01/
16-C02/18-C02/C02: TFS-51700213)

Exhaust Valve Seat: Ductile iron (TFS-51700272)

Valve Angles: 20°

Valve Guide Material: Bronze alloy (TFS-51700252)

Valve Seals: Viton® fluoroelastomer (TFS-30400454)

Valve Seat Angles: 45° x multi-angle

Valve Spring Pocket Diameter: 1.615"

Valve Spring Cups: 1.480" (TFS-51400434)
1.550" (TFS-21400440)

Valve Spring I.D. Locators: 7° x 1.500" o.d. chromoly steel (TFS-51400423)

Valve Spring Retainers: 12-C01: 10° x 1.500" o.d. chromoly steel (TFS-31400424)
T12-C01: 10° x 1.500" o.d. titanium (TFS-214T0420)
10-C01/13-C01/14-C01/16-C02/18-C02: 10° x 1.550" o.d. titanium (TFS-214T0525)

Valve Stem Locks: 7° machined steel (TFS-51400444)
10° machined steel with lash cap (TFS-52400444)

Valve Springs, 10-C01: 1.560" o.d. dual spring with damper (TFS-16318-16)
240 lbs. @ 2.000" installed height
600 lbs. @ 1.280" open
500 lbs. per inch rate
.700" maximum valve lift

Valve Springs, 12-C01: 1.460" o.d. dual spring with damper (TFS-16315-16)
125 lbs. @ 1.800" installed height
376 lbs. @ 1.180" open
420 lbs. per inch rate
.600" maximum valve lift

Valve Springs, 13-C01/14-C01/16-C02/18-C02: 1.550" o.d. dual spring with damper (TFS-16324-16)
240 lbs. @ 1.920" installed height
550 lbs. @ 1.270" open
460 lbs. per inch rate
.680" maximum valve lift

Guideplates: 5/16" (TFS-51700623), 3/8" (TFS-51700624)

Rocker Arm Studs: 7/16" (TFS-51400614)

Rocker Arms: TFS-51400510 (1.6 ratio, 3/8" studs)
TFS-51400511 (1.72 ratio, 3/8" studs)
TFS-51400520 (1.6 ratio, 7/16" studs)
TFS-51400521 (1.72 ratio, 7/16" studs)

Minimum Bore Diameter: C01: 4.000", C02: 4.125"

Cylinder Head Bolts: TFS-92005

Head Gaskets: TFS-51494060-040, TFS-51494080-040, or TFS-51494155-040

Pushrod Length: Longer than stock required

Spark Plugs: Autolite 3924

NOTE: Valve cover rail is raised .400" over stock.

Viton® is a registered trademark of DuPont Performance Elastomers.

Trick Flow has developed several fully CNC-ported versions of the High Port cylinder heads specifically for large cubic inch, large power adder, big shot nitrous oxide, and other mega-power combinations.

High Port 225 and 240 cylinder heads for small block Ford have all of the same features of Fast As Cast® High Port heads—unique valve spacing, raised exhaust runners, extra strong castings, thick decks, superior cooling, reshaped intake runner entries, extra material for porting, raised valve cover rails, and excellent airflow—plus top-of-the-line CNC Competition Ported runners with a high resolution surface finish for maximum airflow and power over the entire RPM range.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Airflow Results High Port 225 with 70cc Combustion Chambers

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	72	58
.200"	146	117
.300"	216	162
.400"	268	210
.500"	305	234
.600"	322	247
.700"	335	257

Tests conducted at 28" of water (pressure).
Bore size: 4.030"; exhaust with 2" pipe.

High Port 225 Heads, CNC Competition Ported Runners, Assembled

TFS-5171T010-C01 58cc combustion chambers, 1.560" dual valve springs, and titanium retainers, 225cc intake runners

TFS-51710012-C01 70cc combustion chambers and 1.460" dual valve springs, 225cc intake runners

TFS-5171T012-C01 70cc combustion chambers, 1.460" dual valve springs, and titanium retainers, 225cc intake runners

TFS-5171T013-C01 70cc combustion chambers, 1.550" dual valve springs, and titanium retainers, 225cc intake runners

TFS-5171T014-C01 70cc combustion chambers, 1.550" dual valve springs, O-rings, and titanium retainers, 225cc intake runners

High Port 240 Heads, CNC Competition Ported Runners, Assembled

TFS-5171T016-C02 67cc combustion chambers, 1.550" dual valve springs, and titanium retainers, 240cc intake runners

TFS-5171T018-C02 76cc combustion chambers, 1.550" dual valve springs, and titanium retainers, 240cc intake runners



Cylinder Head Bolt Reducer Bushings for Small Block Ford

These reducer bushings allow the use of 7/16" head bolts in heads with 1/2" head bolt bores.

TFS-51400419 Head bolt reducer bushings, pack of 20



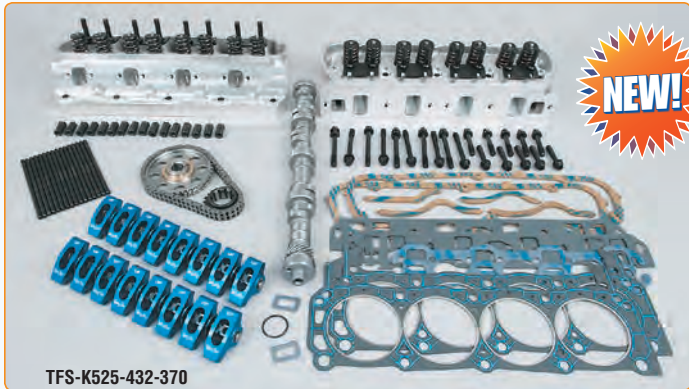
Locating Dowels for Small Block Ford

These cylinder head locating dowels provide positive location of the cylinder heads on the engine block during installation.

TFS-51400420 Locating dowels, .650" high x .675" o.d. x 33/64" i.d., pack of 4



Top-End Engine Kits for Small Block Ford and Ford 5.0L



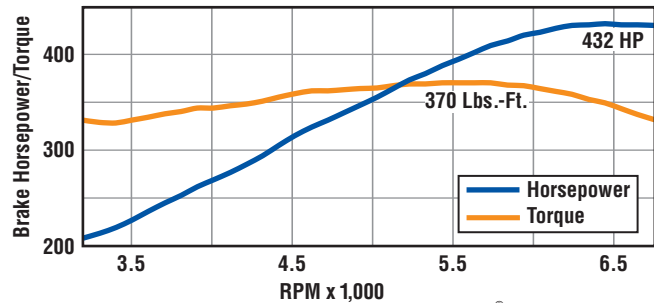
TFS-K525-432-370

Twisted Wedge® 11R Top-End Engine Kit for Small Block Ford

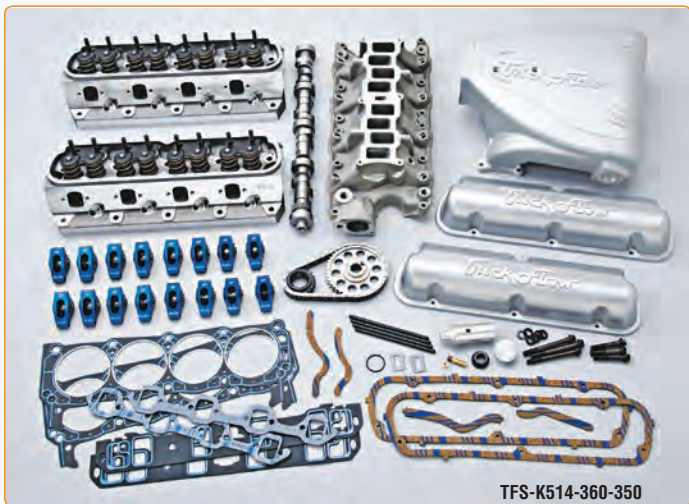
Save cash and take the guesswork out of designing a winning engine combination with this Trick Flow Twisted Wedge 11R top-end engine kit. Carefully tuned by Trick Flow engineers to deliver optimum horsepower and torque on a small block Ford, this kit is built around a set of dyno-proven Twisted Wedge 11R 170 cylinder heads (TFS-52515301-C00). Also included is a Track Max® hydraulic roller camshaft (TFS-51403001), 1.6 ratio roller rocker arms (TFS-51400520), true roller timing chain set (TFS-51478520), chromoly pushrod set (TFS-21407050), cylinder head bolt kit (TFS-92005), and a complete engine gasket set (TFS-51400904).

TFS-K525-432-370 Top-end engine kit, 432 HP/370 lbs.-ft., each

Twisted Wedge 11R Dyno Results



Test Engine: 306 c.i.d. short block with Trick Flow Twisted Wedge® 11R 170 cylinder heads (TFS-52515301-C00), Trick Flow Track Max® hydraulic roller camshaft (TFS-51403001), Trick Flow roller rocker arms (TFS-51400520), Trick Flow true roller timing chain set (TFS-51478520), Trick Flow chromoly pushrods (TFS-20407050), Edelbrock Performer RPM Air Gap intake manifold, Trick Flow by Quick Fuel Technology Track Heat® carburetor (TFS-20750R), Hooker Super Competition headers with 1½" primaries, 3" dual exhaust with Flowmaster 40 Series Delta Flow mufflers.



TFS-K514-360-350

Twisted Wedge® Top-End Engine Kits for Ford 5.0L



Trick Flow Twisted Wedge top-end engine kits provide dyno-proven power without the guesswork. Built around Trick Flow's Twisted Wedge 170 cylinder heads (TFS-51410004-M61), the kits include a specially matched Track Max® hydraulic roller cam (TFS-51403001), roller rockers (TFS-51400510), gasket kit (TFS-51400904), billet timing chain (TFS-51478520), pushrods (TFS-21406700), short valve covers, and our billet oil fill kit (TFS-51400800). Lifters not included.

Twisted Wedge StreetBurner® Top-End Engine Kits

These kits include everything listed above, plus Trick Flow's StreetBurner EFI intake manifold.

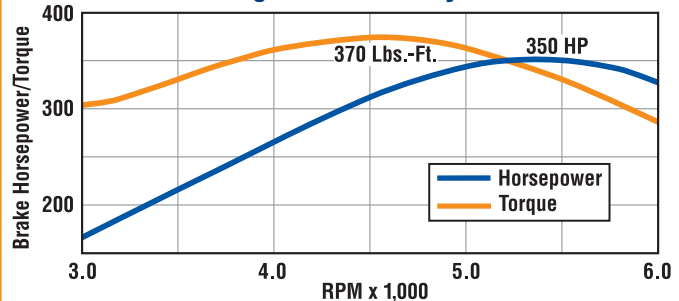
- TFS-K514-350-370 350 HP/370 lbs.-ft., silver valve covers and intake, each
- TFS-K514-350370B 350 HP/370 lbs.-ft., black valve covers and intake, each

Twisted Wedge Track Heat® Top-End Engine Kits

These kits include everything listed above, plus Trick Flow's Track Heat EFI intake manifold.

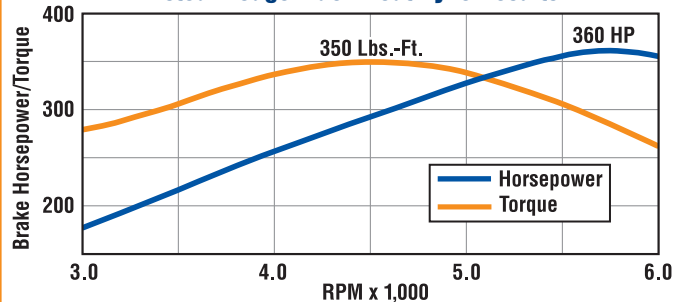
- TFS-K514-360-350 360 HP/350 lbs.-ft., silver valve covers and intake, each
- TFS-K514-360350B 360 HP/350 lbs.-ft., black valve covers and intake, each

Twisted Wedge StreetBurner Dyno Results



Test Engine: 306 c.i.d. short block with 9.5:1 compression, Trick Flow Twisted Wedge® 170 cylinder heads (TFS-51410004-M61), Trick Flow Track Max® hydraulic roller cam (TFS 51403001), Trick Flow StreetBurner® EFI intake manifold (TFS-51500001), Trick Flow TFX™ 70mm throttle body (TFS-24070), Trick Flow TFX™ 24 lb./hr. fuel injectors (TFS-89024), 190 lph fuel pump, mass air, and 10° base timing.

Twisted Wedge Track Heat Dyno Results



Test Engine: 306 c.i.d. short block with 9.5:1 compression, Twisted Wedge® 170 cylinder heads (TFS-51410004-M61), Trick Flow Track Max® hydraulic roller cam (TFS-51403001), Trick Flow Track Heat® EFI intake manifold (TFS-51500002), Trick Flow TFX™ 70mm throttle body (TFS-24070), Trick Flow TFX™ 24 lb./hr. fuel injectors (TFS-89024), 190 lph fuel pump, mass air, and 10° base timing.



EFI Intake Manifold Kits for Ford 5.0L/351W

When it comes to making horsepower, one size doesn't fit all. That's why Trick Flow offers many intake manifold combinations for 5.0L and 351W Fords. Each manifold is computer-engineered to deliver an excellent balance of airflow distribution and velocity to increase low-end torque and provide superior high-RPM horsepower.

All Trick Flow manifold uppers are made from A319 aluminum and available in silver and black powdercoated finishes for long-lasting good looks, or in a natural version for those who prefer a natural aluminum look or wish to use a custom finish.



Silver Black Natural
All EFI intake manifolds are available with silver, black, or natural uppers!

NOTES:

- 5.0L StreetBurner EFI manifolds are emissions-legal under CARB E.O. #D-369-3; all other manifolds are designed for non-EGR engines.
- May require aftermarket fuel rails; computer modification required to operate properly.
- All manifold lowers have a natural aluminum finish.

EFI Intake Manifold Kits for Ford 5.0L

- | | |
|--------------|---|
| TFS-51500001 | StreetBurner manifold kit, silver upper, each |
| TFS-51500002 | Track Heat manifold kit, silver upper, each |
| TFS-51500003 | R-Series 75mm manifold kit, silver upper, each |
| TFS-51500005 | R-Series 90mm manifold kit, silver upper, each |
| TFS-51500008 | Box-R-Series manifold kit, silver upper, each |
| TFS-51511001 | StreetBurner manifold kit, black upper, each |
| TFS-51511002 | Track Heat manifold kit, black upper, each |
| TFS-51511003 | R-Series 75mm manifold kit, black upper, each |
| TFS-51511005 | R-Series 90mm manifold kit, black upper, each |
| TFS-51511008 | Box-R-Series manifold kit, black upper, each |
| TFS-515B0001 | StreetBurner manifold kit, natural upper, each |
| TFS-515B0002 | Track Heat manifold kit, natural upper, each |
| TFS-515B0003 | R-Series 75mm manifold kit, natural upper, each |
| TFS-515B0005 | R-Series 90mm manifold kit, natural upper, each |
| TFS-515B0008 | Box-R-Series manifold kit, natural upper, each |



EFI Intake Manifold Kits for Ford 351W

- | | |
|--------------|---|
| TFS-51500004 | R-Series 75mm manifold kit, silver upper, each |
| TFS-51500006 | R-Series 90mm manifold kit, silver upper, each |
| TFS-51500009 | Box-R-Series manifold kit, silver upper, each |
| TFS-51511004 | R-Series 75mm manifold kit, black upper, each |
| TFS-51511006 | R-Series 90mm manifold kit, black upper, each |
| TFS-51511009 | Box-R-Series manifold kit, black upper, each |
| TFS-515B0004 | R-Series 75mm manifold kit, natural upper, each |
| TFS-515B0006 | R-Series 90mm manifold kit, natural upper, each |
| TFS-515B0009 | Box-R-Series manifold kit, natural upper, each |

PCV Valve, Grommet, and Filter Kit

- | | |
|--------------|--|
| TFS-51500810 | PCV valve, grommet, and filter kit, screen-type filter, each |
|--------------|--|



TFX™ EFI Fuel Rails and Fuel Rail Kit for Ford 5.0L

TFX EFI Fuel Rails

- | | |
|--------------|----------------------|
| TFS-5158000R | EFI fuel rails, pair |
|--------------|----------------------|

TFX EFI Fuel Rail Kit

- | | |
|--------------|--|
| TFS-51580001 | EFI fuel rail kit, includes fuel rails, mounting brackets, fittings, hose, and fuel pressure regulator, each |
|--------------|--|



EFI Intake Manifold Specifications for Ford 5.0L/351W

Manifold	5.0L				351W	
	StreetBurner®	Track Heat®	R-Series	Box-R-Series	R-Series	Box-R-Series
Engine Size	5.0L	5.0L	5.0L	5.0L	351W	351W
Runner	Small cross-section with 15.000" runner	Small cross-section with 12.200" runner	Large cross-section with 12.000" runner	Large cross-section with 9.750" runner	Large cross-section with 13.300" runner	Large cross-section with 11.000" runner
RPM Range	Idle-5,500	1,500-6,500	2,500-7,250/ 3,000-7,750	3,000-8,000	1,500-5,500/ 2,000-7,000	2,500-7,500
Throttle Body Inlet	75mm	75mm	75mm/90mm	90mm	75mm/90mm	90mm
Port Size at Head	2.000" x 1.200"	2.000" x 1.200"	2.000" x 1.200"	2.000" x 1.200"	2.000" x 1.200"	2.000" x 1.200"
Port Size at Mating Flange	2.000" x 1.200"	2.000" x 1.200"	2.380" x 1.380"	2.380" x 1.380"	2.380" x 1.380"	2.380" x 1.380"
Overall Height to Upper Manifold Flange	10.200"	10.200"	11.000"	12.300"	11.700"	13.100"
Overall Height to Lower Manifold Flange	4.625"	4.625"	4.625"	4.625"	5.375"	5.375"

Nitrous Systems for EFI Manifolds • Intake Manifolds for Small Block Ford and Ford 5.0L



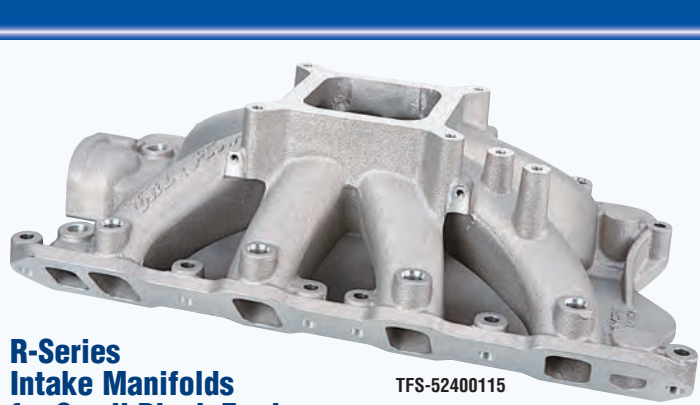
TFS-N5158

TFX™ Nitrous Systems for Trick Flow EFI Manifolds for Ford 5.0L



Trick Flow TFX nitrous systems are an easy, affordable way to bolt on big power. These EFI manifold nitrous systems are specifically designed for 1986-95 5.0L Fords with Trick Flow intake manifolds. TFX systems are adjustable in 50 horsepower increments from 50 to 200 horsepower. The systems include spray bar plates, calibrated solenoids, jets, switches, lines, filter, 10 lb. unfilled bottle, bottle brackets, 14 ft. of -4 AN braided stainless steel line, hardware, and instructions.

- TFS-N5150 Nitrous system, StreetBurner/Track Heat intakes, each
- TFS-N5150PL Plate and jets only, StreetBurner/Track Heat intakes, kit
- TFS-N515R Nitrous system, R-Series intake, each
- TFS-N515RPL Plate and jets only, R-Series intake, kit
- TFS-N5158 Nitrous system, Box-R-Series intake, each
- TFS-N5158PL Plate and jets only, Box-R-Series intake, kit



TFS-52400115

R-Series Intake Manifolds for Small Block Ford

Trick Flow R-Series single plane intake manifolds for small block Ford are designed for maximum power delivery in heavily modified engines that operate in the 3,500-7,500 plus RPM range—right where it's needed the most. Vital features include A319 aluminum construction, integral bosses for nitrous or fuel injection nozzles, extra material for custom port work, and your choice of mounting patterns. The carb-style EFI version accepts standard Bosch or Siemens type fuel injectors. The port size at the head flange for these manifolds is 2.100" x 1.280", but they can be port matched as large as 2.250" x 1.400". Overall height to the mounting pad is 6.300" (5.0L/302) or 6.450" (351W).



R-Series Intake Manifolds

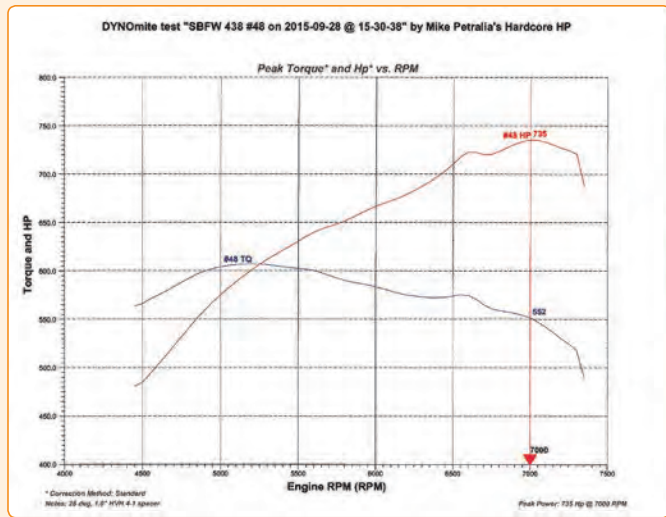
- TFS-52400111 Manifold, 289/302, square bore carburetor, each
- TFS-52400112 Manifold, 289/302, carb-style EFI, each
- TFS-52400114 Manifold, 351W, square bore carburetor, each
- TFS-52400115 Manifold, 351W, carb-style EFI, each

TFX™ EFI Fuel Rails

- TFS-5248000R EFI fuel rails, 289/302, carb-style EFI manifolds, pair
- TFS-52480005R EFI fuel rails, carb-style EFI manifolds, 351W, pair

725 Horsepower Using Trick Flow High Port® 240 Cylinder Heads!

Mike Petralia of Hardcore Horsepower and Dyno Testing in Franklin, Tennessee built a carbureted, 438 cubic inch small block Ford. To feed that big motor the air it needed, he called on Trick Flow for a pair of High Port 240 cylinder heads. The results? 725 horsepower and 614 lbs.-ft. of torque—naturally aspirated!



Small Block Ford



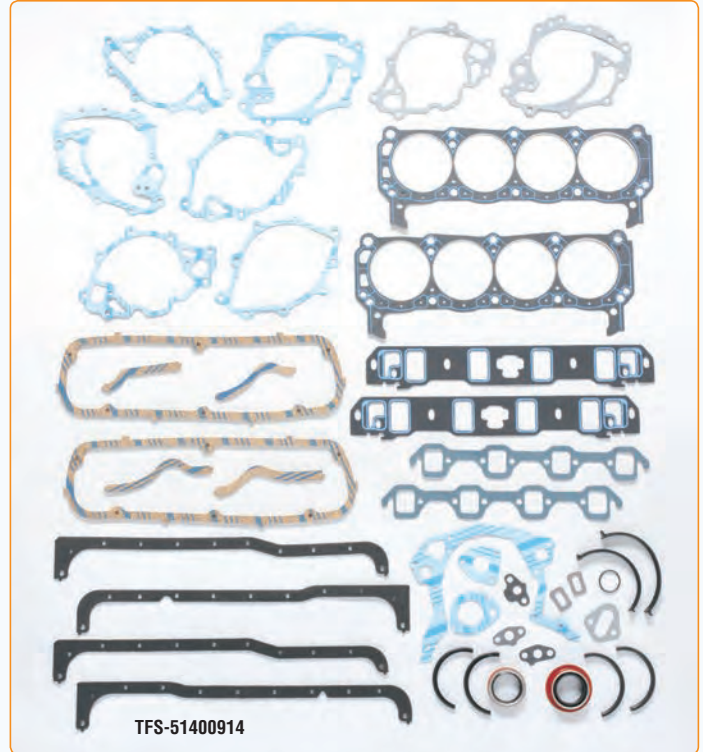
TFS-51400931



Individual Gaskets

Trick Flow gaskets are made from high-quality materials with superior fit and designed to deliver trouble-free performance over the long haul. The individual replacement gaskets save you money by letting you purchase just the gaskets you need instead of an entire kit.

- TFS-51400921 Intake manifold gaskets with crossover, pair
- TFS-51400931 Header gaskets, OE Ford cylinder heads, pair
- TFS-51400941 Valve cover gaskets, molded with steel core, pair
- TFS-51400951 Oil pan gasket, one-piece molded, each
- TFS-51700931 Header gaskets, Trick Flow High Port cylinder heads, pair
- TFS-52400901 Header gaskets, Trick Flow Twisted Wedge® Race cylinder heads, pair
- TFS-52400921 Intake manifold gaskets, large race, 2.250" x 1.400", 1/16" thick, pair
- TFS-52400922 Intake manifold gaskets, large race, 2.250" x 1.400", .090" thick, pair
- TFS-52400923 Intake manifold gaskets, large race, 2.250" x 1.400", 1/8" thick, pair



TFS-51400914

Premium Gasket Sets for Small Block Ford



Sets include cylinder head gaskets, intake gaskets, exhaust gaskets, valve cover gaskets, oil pan gaskets, and other gaskets specific to the application.

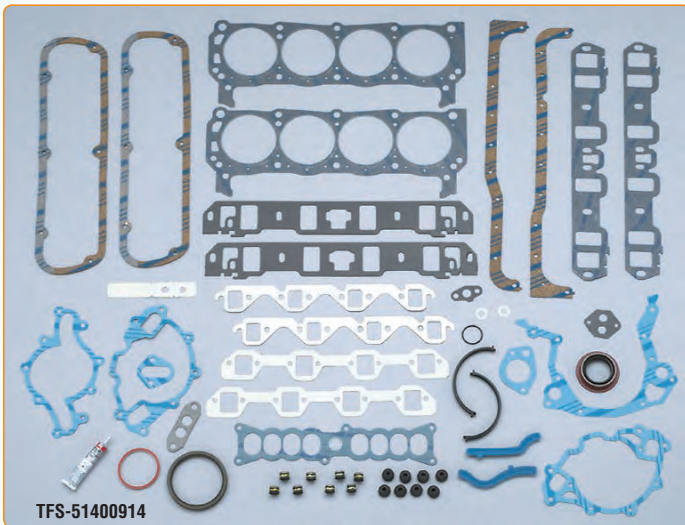
Engine Gasket Sets

- TFS-51400912 Engine gasket set, 302/5.0L, with EFI, includes Loc-Wire and GT-40 upper gasket, each
- TFS-51400914 Engine gasket set, Twisted Wedge cylinder heads, each
- TFS-51400915 Engine gasket set, Twisted Wedge cylinder heads with O-rings, each
- TFS-51700914 Engine gasket set, High Port cylinder heads, each
- TFS-51700915 Engine gasket set, High Port cylinder heads with O-rings, each

Head Gasket Sets

Sets include head gaskets, intake gaskets, exhaust gaskets, valve cover gaskets, and other gaskets specific to the application.

- TFS-51400902 Head gasket set, 302/5.0L with EFI, includes Loc-Wire and GT-40 upper gasket, each
- TFS-51400903 Head gasket set, Twisted Wedge cylinder heads with O-rings, carbureted intake manifold, each
- TFS-51400904 Head gasket set, Twisted Wedge cylinder heads, each
- TFS-51400905 Head gasket set, Twisted Wedge cylinder heads with O-rings, EFI intake manifold, each
- TFS-51700904 Head gasket set, High Port cylinder heads, each
- TFS-51700905 Head gasket set, High Port cylinder heads with O-rings, each



TFS-51400914

Standard Gasket Sets for Small Block Ford



These Trick Flow gasket sets are ideal for stock or mild performance engine buildups. They include everything required to seal an engine, including header gaskets, for about the same price as other companies' less complete kits.

- TFS-5140E912 Engine gasket set, with two-piece rear main seal, each
- TFS-5140E913 Engine gasket set, with EFI and one-piece rear main seal, each



Header Flanges for Small Block Ford

Trick Flow header flanges allow you to custom build your own set of headers and mount them to Trick Flow High Port and Race series small block Ford cylinder heads.

- TFS-51700801 Header flanges, 3/8" thick, High Port and R-Series cylinder heads, pair

Cylinder Head Bolt Kit for Small Block Ford




Keep combustion where it belongs! Trick Flow's high-quality cylinder head bolt kits provide consistent clamping force from bolt-to-bolt. The bolts are made from premium quality alloy steel with cold-formed heads and rolled threads. A black oxide finish protects them from wear and corrosion. The kit contains all the bolts you need to install a pair of heads, including hardened washers.

- TFS-92005 Cylinder head bolt kit, 289/302, hex head, each



Track Max® Hydraulic Roller Camshafts for Ford 5.0L

 Camshaft Specifications		Duration @ .050"	Valve Lift w/1.6 Rocker	Lobe Sep.
Part Number	Characteristics			
TFS-51403001	Good idle, strong midrange power, 2,000-5,000 RPM powerband. Aftermarket intake, heads, and headers recommended. Calibrated mass airflow meter required. Compression: 9:1 minimum.	221°/225°	.499"/.510"	112°
TFS-51403002	Fair idle, good midrange power, 2,500-6,000 RPM powerband. 2,500-3,000 RPM stall converter or 5-speed transmission. 3.55 or numerically higher gears. Calibrated mass airflow meter required. Compression: 9.5:1 minimum.	224°/232°	.542"/.563"	112°
TFS-51403003	Rough idle, strong top-end power, 3,200-6,800 RPM powerband. 3,000-3,500 RPM stall converter. 3.90-4.11 gears. Calibrated mass airflow meter required. Compression: 10:1 minimum.	236°/248°	.574"/.595"	110°
TFS-51403004	Rough idle, strong top-end power, 3,000-7,000 RPM powerband. 3,000-3,500 RPM stall converter. 3.90-4.11 gears. Calibrated mass airflow meter required. Compression: 10:1 minimum.	242°/246°	.595"/.595"	110°
TFS-51403005	Rough idle, strong top-end power, 3,400-7,000 RPM powerband. 3,000-3,500 RPM stall converter. 3.90-4.11 gears. Calibrated mass airflow meter required. Compression: 10:1 minimum.	250°/254°	.595"/.595"	110°

Roller Rocker Arms for Small Block Ford 

These aluminum roller rockers are excellent for use with Trick Flow heads. They can also be used on Ford factory and other aftermarket heads. They feature heat-treated CNC-machined bodies, premium needle-bearing fulcrums, roller tips, and a machined relief for improved valve spring clearance. Trick Flow roller rockers are sold in sets of 16 and come complete with polylocks.



- TFS-51400510 Rocker arms, 1.6 ratio, 3/8" studs, set of 16
- TFS-51400511 Rocker arms, 1.72 ratio, 3/8" studs, set of 16
- TFS-51400512 Rocker arms, 1.6/1.72 ratio split, 3/8" studs, set of 16
- TFS-51400520 Rocker arms, 1.6 ratio, 7/16" studs, set of 16
- TFS-51400521 Rocker arms, 1.72 ratio, 7/16" studs, set of 16
- TFS-51400522 Rocker arms, 1.6/1.72 ratio split, 7/16" studs, set of 16

Rocker Stud Girdles for Small Block Ford 

These CNC-machined stud girdles help control valve lift and timing changes due to stud flex, allowing more consistent high-RPM performance. Each stud girdle is anodized blue and comes with high-quality mounting hardware and hardened adjusting nuts. Tall-style valve covers are required.



Girdles for Twisted Wedge® Heads

- TFS-51400700 Rocker stud girdles, 3/8", pair
- TFS-51400701 Rocker stud girdles, 7/16", pair

Girdles for High Port® Heads

- TFS-51700700 Rocker stud girdles, 3/8", pair
- TFS-51700701 Rocker stud girdles, 7/16", pair

Girdles for Race Heads

- TFS-52400701 Rocker stud girdles, 7/16", pair

Trick Flow by PAC Racing Valve Spring Upgrade Kits for Small Block Ford



These kits include everything needed to upgrade the valve springs on OEM or Twisted Wedge heads. The OEM spring upgrade kit is for 289-351W Ford cast iron heads and will provide 110 lbs. of seat pressure at 1.800" installed height and .540" max lift. The PAC dual spring upgrade kit converts standard Twisted Wedge 170 heads to the optional high lift cam spring set with 125 lbs. of seat pressure at 1.800" installed height and .600" max lift. Both kits include valve springs with dampers, chromoly retainers, valve seals and locks, spring shims, spring height gauge, and instructions.



- TFS-2500100 Valve spring upgrade kit, OEM 289-351W cast iron heads, each
- TFS-2500200 Valve spring upgrade kit, upgrades Twisted Wedge 170 heads to optional high lift cam spring set, each

True Roller Timing Chain Set for Small Block Ford

Billet steel gears and a double roller timing chain combine to make this Trick Flow timing chain set the strongest, most accurate available today. Furthermore, the crank sprocket features multiple keyways to allow the cam to be installed straight-up, retarded, or advanced.



- TFS-51478520 Timing chain set, each

Main Stud Girdles for Small Block Ford

Trick Flow bolt-on main girdles strengthen Ford's factory two-bolt main cap assembly. The girdles are made from tool steel, finished with black oxide, and come with ARP main cap bolts and a provision for an oil pump pickup tube hold down. The race girdle features beefier 1/2" thick construction for extra strength and includes main studs instead of bolts.

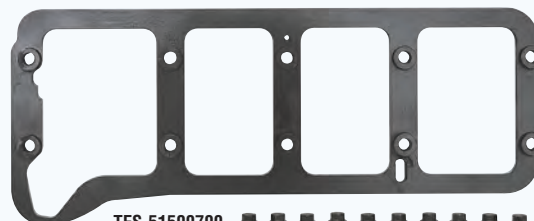
NOTE: Race version requires main cap machining.

Main Stud Girdles, Street

- TFS-51500700 Main stud girdle, 289/302, each
- TFS-51500701 Main stud girdle, 351W, each

Main Stud Girdles, Race

- TFS-5150R700 Main stud girdle, 289/302, each





**Chrome Valve Covers
for Small Block Ford**

Trick Flow chrome plated valve covers provide a great alternative to higher-priced aluminum covers. They feature embossed Trick Flow logos and triple chrome plating for a long-lasting shine. New gaskets are included.

TFS-44002 Valve covers, chrome, pair



TFS-51400802



TFS-51411802

**Cast Aluminum Valve Covers
for Small Block Ford**



Made from durable A319 aluminum, Trick Flow cast aluminum valve covers are much less prone to flex and distortion than stamped steel covers, which helps prevent oil leaks. The covers come in standard height to clear most roller rockers and tall height to clear stud girdles and roller rockers. Covers can be drilled for breathers.

Standard Height Covers, 3" Overall Height

NOTE: These covers will clear roller rocker arms but not rocker stud girdles.

- TFS-51400801 Valve covers, silver, pair
- TFS-51411801 Valve covers, black, pair
- TFS-5140B801 Valve covers, natural, pair
- TFS-25200801 Hardware kit, includes twelve 1/4"-20 x 1.500" studs and 12 flanged nuts, each

Tall Height Covers, 3 3/8" Overall Height

NOTE: These covers will clear roller rocker arms and rocker stud girdles.

- TFS-51400802 Valve covers, silver, pair
- TFS-51411802 Valve covers, black, pair
- TFS-5140B802 Valve covers, natural, pair
- TFS-25200802 Hardware kit, includes ten 1/4"-20 x 1.500" studs, two 1/4"-20 x 4.250" studs and 12 flanged nuts, each



**Fabricated Aluminum Valve Covers
for Small Block Ford**



These good-looking, tall height (3 3/8" overall) fabricated valve covers have an embossed Trick Flow logo and clear roller rockers and stud girdles. They're made from .084" thick aluminum to reduce engine weight and include the necessary fasteners to ensure a correct installation.

TFS-51400804 Valve covers, natural, pair

**Trick Flow by Wiseco
Twisted Wedge® Forged Piston Sets for Small Block Ford**



Trick Flow's lightweight forged pistons are fully skirted and precision-machined from premium aluminum alloy. They feature oversized valve reliefs, precision-fit wrist pins, and Spirolox retainers.

Trick Flow pistons are designed to perfectly match the unique chamber and valve angles of the Twisted Wedge heads. They're available with a choice of compression ratios as low as 8.0:1 for supercharged Ford applications.

All pistons use ring sets with a 1/16" top ring, 1/16" second ring, and 3/16" oil control ring. Sold in sets of 8.

NOTE: Compression ratios are based on 61cc combustion chamber heads.



TFS-51404330



TFS-51404000

Specifications

Part Numbers	Engine Size	Bore	Stroke	Rod	Comp. Height	Comp. Ratio	Pin Dia.
TFS-51404010	306 (302)	4.030"	3.000"	5.090"	1.610"	8.0:1	.912"
TFS-51404000	306 (302)	4.030"	3.000"	5.090"	1.600"	10.0:1	.912"
TFS-51404332	331 (302)	4.030"	3.250"	5.400"	1.165"	10.0:1	.927"
TFS-51404111	347 (302)	4.030"	3.400"	5.400"	1.090"	10.0:1	.927"
TFS-51404110	347 (302)	4.030"	3.400"	5.400"	1.090"	9.0:1	.927"
TFS-51404221	358 (351W)	4.030"	3.500"	5.955"	1.786"	10.0:1	.912"
TFS-51404010	393 (351W)	4.030"	3.850"	5.955"	1.610"	10.0:1	.912"
TFS-51404000	393 (351W)	4.030"	3.850"	5.955"	1.610"	12.0:1	.912"
TFS-51404331	408 (351W)	4.030"	4.000"	6.200"	1.290"	10.0:1	.927"
TFS-51404330	408 (351W)	4.030"	4.000"	6.200"	1.290"	9.0:1	.927"

Oil Fill Kit • A/C Bracket • Underdrive Pulley Kits • Throttle Body Adapters • Throttle Cable Brackets • EFI Heat Spacers for Ford 5.0L/351W

Billet Oil Fill Kit for Ford 5.0L



This great-looking oil fill kit is specially made to work with small block EFI Fords with Trick Flow short valve covers. Made from billet aluminum, it comes with a vacuum fitting, an O-ring cap, and value cover grommet. The kit also has a clear corrosion-resistant finish for long life and is 4" tall.

- TFS-51400800 Billet oil fill kit, each
- TFS-51400800-C Replacement cap, with O-ring, each
- TFS-51400800-G Replacement grommet, 3/4", each



TFS-51400800

A/C Eliminator Bracket for Ford 5.0L

Designed for 1986-93 5.0L Mustang, this Trick Flow A/C eliminator bracket mounts above the water pump and bolts to the power steering unit using your stock hardware. The bracket is made from 6061 aluminum, powdercoated black, and comes with all necessary mounting hardware. Pulley not included.



TFS-51500600

NOTE: New serpentine belt required after installation.

- TFS-51500600 Eliminator bracket, each



TFS-34000

Underdrive Pulley Kits for Ford 5.0L



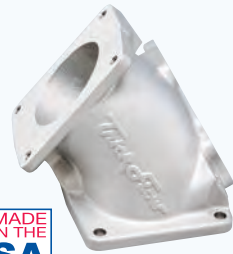
Trick Flow underdrive pulleys are a simple way to boost horsepower. The precision balanced, billet aluminum pulleys have a blue anodized finish and are sold in complete sets that include a 6 groove crankshaft pulley, non-ribbed water pump pulley, 6 groove alternator pulley, and new mounting hardware.

- TFS-34000 Pulleys, 1982-96 Ford 5.0L/5.8L (except 1994-95 Mustang), set of 3
- TFS-34001 Pulleys, 1994-95 Mustang 5.0L, set of 3

EFI Intake Manifold SN95 Throttle Body Adapters for Ford 5.0L

These aluminum adapters allow Trick Flow manifolds to be mounted on 1994-95 5.0L Mustangs. They feature a 75mm throttle bore and include mounting gaskets.

- TFS-5150SN95 Adapter, natural, each
- TFS-5150SN95-00 Adapter, silver, each
- TFS-5150SN95-11 Adapter, black, each



TFS-5150SN95

Throttle Cable Bracket Kits for Ford 5.0L/351W EFI Intake Manifolds



Trick Flow throttle cable bracket kits provide a place to mount throttle cables on 1986-93 5.0L Mustangs with either 75mm or 90mm manifolds and no EGR plate. They feature a clear anodized finish and include gaskets and mounting hardware.

- TFS-51500075 Throttle cable bracket kit, 75mm manifolds, each
- TFS-51500090 Throttle cable bracket kit, 90mm manifolds, each



TFS-51500090



TFS-51520001

TFS-51520009

TFS-51520013

TFS-51520017

EFI Heat Spacer Kits for Ford 5.0L/351W



CNC-machined in the USA from premium phenolic material, Trick Flow EFI heat spacers fit between the upper and lower intakes to create a heat flow barrier. This keeps the air in the upper intake cooler and denser. In addition, they will allow the use of taller valve covers by raising the upper intake.

Trick Flow EFI spacers are available in 3/8" and 1" thick versions. Gaskets and longer mounting bolts are included. 1994-95 Mustangs will require modifications for hood clearance.

5.0L H.O. Heat Spacer Kits, 1986-93

- TFS-51520001 Spacer, 3/8", each
- TFS-51520002 Spacer, 1", each

5.0L H.O. Heat Spacer Kits, 1994-95

- TFS-5152SN01 Spacer, 3/8", each
- TFS-5152SN02 Spacer, 1", each

5.0L Ford Truck Heat Spacer Kits

- TFS-51520003 Spacer, 3/8", each
- TFS-51520004 Spacer, 1", each

Holley Manifold Heat Spacer Kits

- TFS-51520005 Spacer, 3/8", each
- TFS-51520006 Spacer, 1", each

Trick Flow StreetBurner® and Tract Heat® Spacer Kits

- TFS-51520007 Spacer, 3/8", each
- TFS-51520008 Spacer, 1", each

Trick Flow R-Series Spacer Kits

- TFS-51520009 Spacer, 3/8", each
- TFS-51520012 Spacer, 1", each

Edelbrock Performer 5.0L RPM Spacer Kits

- TFS-51520013 Spacer, 3/8", each
- TFS-51520014 Spacer, 1", each

Edelbrock Performer 5.0L RPM II Spacer Kits

- TFS-51520021 Spacer, 3/8", each
- TFS-51520022 Spacer, 1", each

Edelbrock Victor 5.0L Spacer Kits

- TFS-51520015 Spacer, 3/8", each
- TFS-51520016 Spacer, 1", each

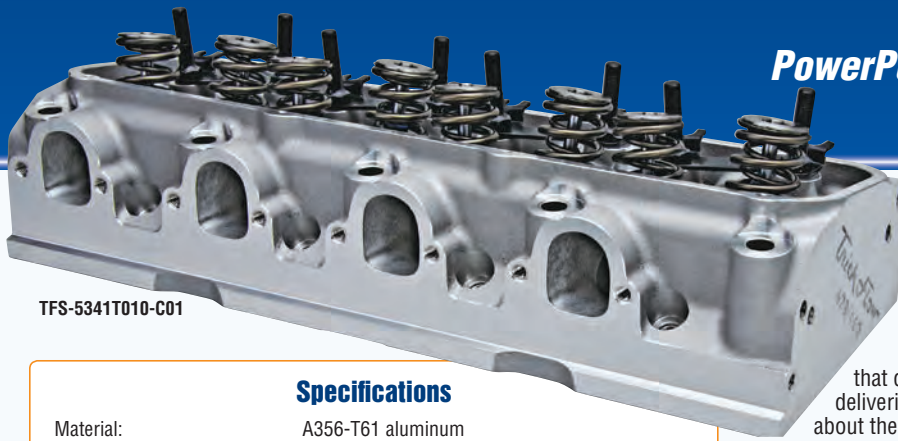
Ford Racing Cobra Heat Spacer Kits

- TFS-51520017 Spacer, 3/8", each
- TFS-51520018 Spacer, 1", each

Ford Racing GT-40 Heat Spacer Kits

- TFS-51520019 Spacer, 3/8", each
- TFS-51520020 Spacer, 1", each

PowerPort® 290 and 325 Cylinder Heads for Ford 429/460



TFS-5341T010-C01

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	01/02/03/04: 74cc standard C00/C01: 78cc CNC-profiled
Intake Port Volume:	01/02/03/04: 290cc Fast As Cast C00: 325cc CNC Street Ported C01: 325cc CNC Competition Ported
Intake Port Location:	Stock
Intake Port Dimensions:	01/02/03/04: 1.960" x 2.210" C00/C01: 2.030" x 2.540"
Intake Gaskets:	01/02/03/04: Fel-Pro 1230 C00/C01: TFS-53400921
Intake Valve Diameter:	01/02/03/04: 2.200" (TFS-53400211) C00/C01: 2.250" (TFS-53400213)
Intake Valve Seat:	Ductile iron (TFS-53400271)
Exhaust Port Volume:	01/02/03/04: 130cc Fast As Cast C00: 145cc CNC Street Ported C01: 145cc CNC Competition Ported
Exhaust Port Location:	Raised .270" from stock
Exhaust Port Dimensions:	01/02/03/04: 1.400" x 1.850" D-shape C00/C01: 1.550" x 1.925"
Exhaust Gaskets:	Fel-Pro 1420
Exhaust Valve Diameter:	1.760" (TFS-53400212)
Exhaust Valve Seat:	Ductile iron (TFS-53400272)
Valve Angles:	Intake 15°/5°, exhaust 15.25°/4.5°
Valve Guide Material:	Bronze alloy (TFS-51600252)
Valve Seals:	Viton® fluoroelastomer (TFS-30400454)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.760"
Valve Spring Cups:	1.640" (TFS-41400434)
Valve Spring I.D. Locators:	1.460"/1.550" (TFS-21400440)
Valve Spring Retainers:	7" x 1.500" o.d. chromoly steel (TFS-51400423) 10" x 1.550" o.d. chromoly steel (TFS-21400425) 10" x 1.550" o.d. titanium (TFS-214T0520) 10" x 1.625" o.d. + .050" titanium (TFS-214T0620)
Valve Stem Locks:	7" machined steel (TFS-51400444) 10" machined steel with lash cap recess (TFS-52400444)
Valve Springs:	1.460" o.d. dual
PowerPort 290/325 Standard	120 lbs. @ 1.900" installed height (TFS-16893-16) 394 lbs. @ 1.175" open 390 lbs. per inch rate .650" maximum valve lift
Valve Springs:	1.550" o.d. dual spring with damper (TFS-16094-16)
PowerPort 290 Option 1	138 lbs. @ 1.950" installed height 430 lbs. @ 1.250" open 420 lbs. per inch rate .680" maximum valve lift
PowerPort 325 Option 1	1.550" o.d. dual spring with damper (TFS-16324-16)
Valve Springs:	215 lbs. @ 1.950" installed height 550 lbs. @ 1.270" open 460 lbs. per inch rate .680" maximum valve lift
PowerPort 290 Option 2	1.550" o.d. dual spring with damper (TFS-16414-16)
Valve Springs:	250 lbs. @ 2.000" installed height 800 lbs. @ 1.150" open 600 lbs. per inch rate .850" maximum valve lift
PowerPort 290 Option 3	1.640" o.d. dual spring with damper (TFS-16414-16)
PowerPort 325 Option 2	250 lbs. @ 2.000" installed height 800 lbs. @ 1.150" open 600 lbs. per inch rate .850" maximum valve lift
Guideplates:	3/8" (TFS-53400623)
Rocker Arm Studs:	7/16" (TFS-51400614)
Rocker Arms:	TFS-53400621 (1.73 ratio, 7/16" studs)
Minimum Bore Diameter:	4.360"
Cylinder Head Bolts:	ARP 155-3603
Head Gaskets:	TFS-53494500-04
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924

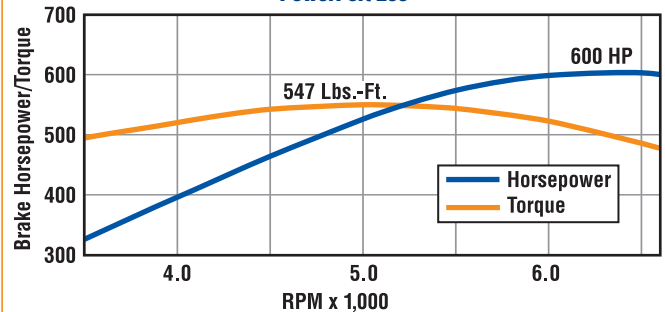
Viton® is a registered trademark of DuPont Performance Elastomers.

Trick Flow PowerPort cylinder heads are designed for high performance Ford 429/460 engines, providing significant horsepower and torque gains over similar-style cylinder heads. Highlights include an extremely efficient intake chamber design for more complete combustion and exhaust ports raised .270" from stock for increased airflow.

The PowerPort 290 heads feature Fast As Cast® runners that duplicate the port shape and profile of CNC-ported heads, delivering near-CNC-ported airflow, power, and performance for about the same price as regular cast cylinder heads. The PowerPort 325 heads are available with two runner configurations: CNC Street Ported or CNC Competition Ported. PowerPort 325 heads with CNC Street Ported runners are great entry-level CNC heads with fully CNC-machined runners and combustion chambers with a standard resolution surface finish for significant performance gains over regular cast heads. PowerPort 325 heads with CNC Competition Ported runners feature CNC-profiled combustion chambers and runners with a premium high resolution surface finish for maximum, all-out performance.

Cylinder heads are available fully assembled or as bare castings. Sold individually.

Dyno Results PowerPort 290



Test Engine: 10.25:1 compression 460 c.i.d. with Trick Flow Flow PowerPort® 290 cylinder heads (TFS-53410003), COMP Cams Xtreme Energy mechanical roller camshaft (254°/260° duration @.050"; 671°/678" lift; 110° lobe separation), Trick Flow 1.73 ratio roller rocker arms (TFS-53400621), Edelbrock Performer RPM intake manifold, Hedman headers with 1 1/2" primaries, 3" dual exhaust with Flowmaster mufflers.

PowerPort 290 Heads, Fast as Cast Runners, Assembled

TFS-53410001	1.460" dual valve springs, 290cc intake runners
TFS-53410002	1.550" dual valve springs, 290cc intake runners
TFS-5341T002	1.550" dual valve springs and titanium retainers, 290cc intake runners
TFS-53410003	1.550" dual valve springs, 290cc intake runners
TFS-5341T003	1.550" dual valve springs and titanium retainers, 290cc intake runners
TFS-5341T004	1.640" dual valve springs and titanium retainers, 290cc intake runners

PowerPort 325 Head, CNC Street Ported Runners, Assembled

TFS-53410007-C00	1.460" dual valve springs, 325cc intake runners
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PowerPort 325 Heads, CNC Competition Ported Runners, Assembled

TFS-53410007-C01	1.460" dual valve springs, 325cc intake runners
TFS-53410008-C01	1.550" dual valve springs, 325cc intake runners
TFS-5341T008-C01	1.550" dual valve springs and titanium retainers, 325cc intake runners
TFS-5341T010-C01	1.640" dual valve springs and titanium retainers, 325cc intake runners



Airflow Results PowerPort 290

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	72	60
.200"	152	110
.300"	219	145
.400"	280	180
.500"	331	204
.600"	344	225
.700"	350	240

Tests conducted at 28" of water (pressure).
Bore size: 4.380"; exhaust with 2" pipe.



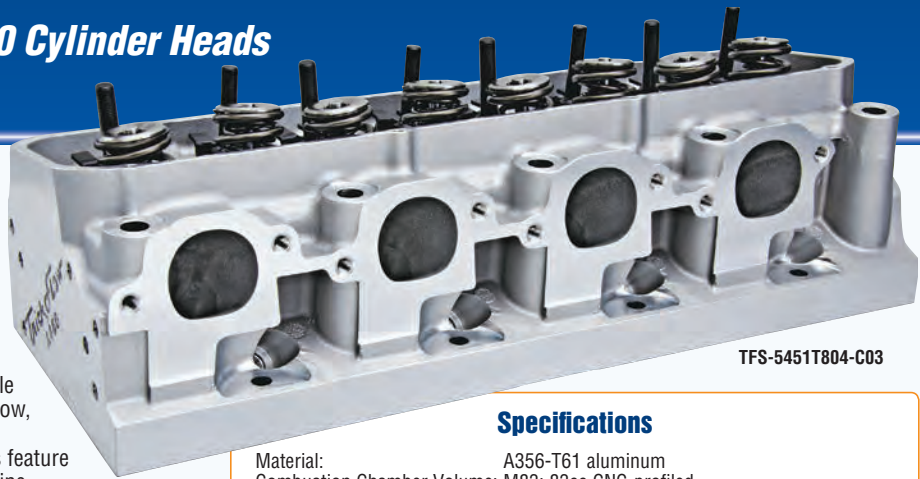
PowerPort® A460 340 and 360 Cylinder Heads for Ford 429/460

Trick Flow's potent PowerPort A460 340 and 360 cylinder heads for Ford 429/460 are ideal for use in drag racing, monster trucks, tractor pulling, and other ultra high power, large cubic inch engine combinations.

Notable features include big block Chevrolet-style exhaust port openings and bolt pattern plus your choice of standard or heavy duty 18-bolt mounting patterns.

The PowerPort 340 heads feature a Fast As Cast® runner design that duplicates the port shape and profile of CNC-ported heads, delivering near-CNC-ported airflow, power, and performance for about the same price as regular cast cylinder heads. The PowerPort 360 heads feature CNC Competition Ported runners with our top-of-the-line, premium high resolution surface finish for maximum airflow and performance in all-out naturally aspirated or forced induction applications.

Cylinder heads are available fully assembled or as bare castings. Sold individually.



TFS-5451T804-C03

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	M83: 83cc CNC-profiled M87: 87cc CNC-profiled C03: 85cc CNC-profiled C04: 87cc CNC-profiled
Intake Port Volume:	M83/M87: 340cc Fast As Cast C03/C04: 360cc CNC Competition Ported
Intake Port Location:	Raised 1.000" from stock
Intake Port Dimensions:	M83/M87: 1.810" x 2.460" C03/C04: 1.810" x 2.490"
Intake Gaskets:	TFS-2706
Intake Valve Diameter:	M87 Standard: 2.300" (TFS-54400211) M83/M87/C03 18-bolt: 2.350" (TFS-54400210) C03/C04 18-bolt: 2.400" (TFS-54503211) C03 Titanium: 2.400" (TFS-5450T211)
Intake Valve Seat:	Ductile iron (TFS-54400271)
Exhaust Port Volume:	M83/M87: 172cc Fast As Cast C03/C04: 180cc CNC Competition Ported
Exhaust Port Location:	Raised 1.500" from stock
Exhaust Port Dimensions:	1.900" x 1.850" D-shape
Exhaust Gaskets:	Fel-Pro 1412
Exhaust Valve Diameter:	M83/M87: 1.880" (TFS-54400212) C03/C04: 1.880" (TFS-54503212)
Exhaust Valve Seat:	Ductile iron interlock (TFS-54400272)
Valve Angles:	Intake 13°/5°, exhaust 9.5°/5°
Valve Guide Material:	M83/M87: Bronze alloy (intake TFS-41400251, exhaust TFS-41400252) C03/C04: Bronze alloy (intake TFS-54500252, exhaust TFS-54500253)
Valve Seals:	M83/M87: Viton® fluoroelastomer (TFS-30400454) C03/C04: Viton® fluoroelastomer (intake TFS-54500454, exhaust TFS-54500455)
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.760"
Valve Spring Cups:	1.640" (TFS-41400434)
Valve Spring Retainers:	M83/M87: 10" x 1.625" o.d. titanium (TFS-214T0620) C03/C04: 10" x 1.625" o.d. titanium (TFS-214T0650)
Valve Stem Locks:	M83/M87: 10° machined steel with lash cap recess (TFS-52400444) C03/C04: 10° steel bead lock with lash cap recess (intake TFS-54500444, exhaust TFS-54500445)
Valve Springs, 340cc:	1.640" o.d. dual spring with damper (TFS-16414-16) 250 lbs. @ 2.000" installed height 800 lbs. @ 1.150" open 600 lbs. per inch rate .850" maximum valve lift
Valve Springs, 360cc:	1.645" o.d. triple spring (TFS-16948-16) 332 lbs. @ 2.100" installed height 950 lbs. @ 1.200" open 688 lbs. per inch rate .900" maximum valve lift
Guideplates:	3/8" (TFS-54400623), 7/16" (TFS-54400624)
Rocker Arm Studs:	7/16" (intake TFS-54400614, exhaust TFS-41400615)
Rocker Arms:	TFS-53400621 (1.73 ratio, 7/16" studs)
Minimum Bore Diameter:	M83/M87: 4.390" C03/C04: 4.500"
Cylinder Head Bolts:	ARP 255-4304
Head Gaskets:	TFS-53494500-04, TFS-53494670-040 (standard), TFS-54594600-045 (18-bolt)
Pushrod Length:	Longer than stock required
Spark Plugs:	Autolite 3924

Viton® is a registered trademark of DuPont Performance Elastomers.

Airflow Results PowerPort A460 340 with Standard Bolt Pattern

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	76	67
.200"	160	120
.300"	246	162
.400"	312	204
.500"	357	237
.600"	392	264
.700"	418	286
.800"	428	303

Tests conducted at 28" of water (pressure).
Bore size: 4.500"; intake valve: 2.350"; exhaust with 2" pipe.

PowerPort A460 340 Heads, Fast As Cast Runners, Assembled

TFS-5441T801-M87	87cc combustion chambers, standard bolt pattern, and 2.300" intake valves, 340cc intake runners
TFS-5441T802-M83	83cc combustion chambers, standard bolt pattern, and 2.350" intake valves, 340cc intake runners
TFS-5441T802-M87	87cc combustion chambers, standard bolt pattern, and 2.350" intake valves, 340cc intake runners
TFS-5451T802-M83	83cc combustion chambers, 18-bolt pattern, and 2.350" intake valves, 340cc intake runners
TFS-5451T802-M87	87cc combustion chambers, 18-bolt pattern, and 2.350" intake valves, 340cc intake runners

PowerPort A460 360 Heads, CNC Competition Ported Runners, Assembled

TFS-5451T804-C03	85cc combustion chambers, 18-bolt pattern, and 2.400" intake valves, 360cc intake runners
TFS-5451T8T5-C03	85cc combustion chambers, 18-bolt pattern, and 2.400" titanium intake valves, 360cc intake runners
TFS-5451T804-C04	87cc combustion chambers, 18-bolt pattern, and 2.400" intake valves, 360cc intake runners

Airflow Results PowerPort A460 360

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	79	71
.200"	162	129
.300"	244	175
.400"	308	216
.500"	369	251
.600"	410	280
.700"	437	304
.800"	453	321

Tests conducted at 28" of water (pressure).
Bore size: 4.600"; intake valve: 2.400"; exhaust with 2" pipe.

R-Series A460 Intake Manifolds for Ford 429/460 with Trick Flow PowerPort® A460 Cylinder Heads

Intended for 500-plus cubic inch, high-RPM engines, the Trick Flow R-Series single plane intake manifold features a one-piece, spider-type design with high-flow, extended individual runners and a raised plenum floor for significant horsepower and torque increases. Other features include A319 aluminum construction, extra material for custom port work, and bosses for nitrous or fuel injection. The manifold is designed for Holley 4500 Dominator-style carbs; overall height to carburetor mounting pad is 8.600".

The R-Series A460 tunnel ram manifold has many new exciting features. For starters, the entire A319 aluminum casting was put on a diet to decrease weight. Part of this process included eliminating the water crossover, but bosses have been incorporated on the intake flange to allow external plumbing of a coolant crossover and thermostat, if desired. Additional bosses have also been added to the runners to accommodate fuel injection or multi-stage nitrous injection. The R-Series A460 tunnel ram excels in large cubic inch, high-RPM applications such as tractor pulling and drag racing. The available top covers mount single or dual Holley 4500 Series Dominator-style carbs. Overall height to the top of carburetor mounting pad is 10.480" with the dual carb top and 13.100" with the single carb top.

NOTE: These intake manifolds only fit engines equipped with Trick Flow PowerPort® A460 cylinder heads.

A460 Single Plane Intake Manifold

TFS-54400111 Manifold, single Holley 4500 Dominator-style carburetor, each

A460 Tunnel Ram Intake Manifold and Accessories

TFS-54494000 Manifold, lower only, each

TFS-54494001 Manifold top cover, for single Holley 4500 Dominator-style carburetor, each

TFS-54494140 Manifold top cover, for dual Holley 4500 Dominator-style carburetors, each

TFS-54494140-G Top cover replacement gasket, each

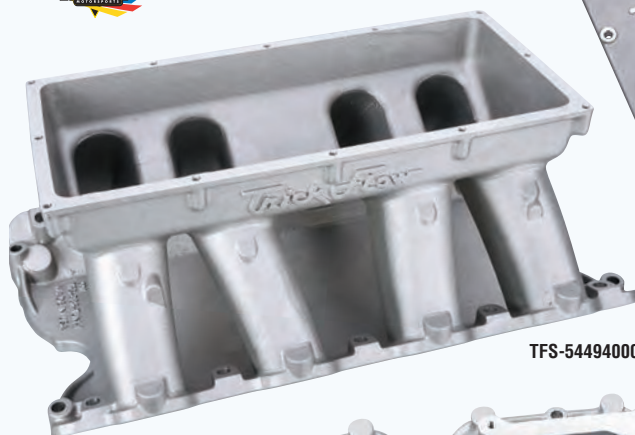
TFS-54494140-LK Linkage kit, for dual Holley 4500 Dominator-style carburetors, each



TFS-54400111



TFS-54494140



TFS-54494000

Track Heat® and R-Series Intake Manifolds for Ford 429/460

Trick Flow's Track Heat single plane intake manifolds for Ford 429/460 are designed for engines that operate in the 3,500-8,000 RPM range. Features include a high-rise, one-piece spider design with high-flow, extended individual runners, A319 aluminum construction, a raised plenum floor for increased flow velocity and fuel atomization, integral bosses for nitrous or fuel injection nozzles, and extra material for custom port work. The manifold is designed to use Holley 4150 and other square bore-style carbs. The overall height to the carburetor mounting pad is 6.800".

The Trick Flow R-Series single plane intake manifold is intended for 500-plus cubic inch, high-RPM engines using single Holley 4500 Dominator-style carbs. The manifold is a one-piece, spider-type design with high-flow extended runners and a raised plenum floor for a significant power boost. A319 aluminum construction, extra material for custom port work, and bosses for nitrous or fuel injection round out the features. Overall height to carburetor mounting pad is 6.800".

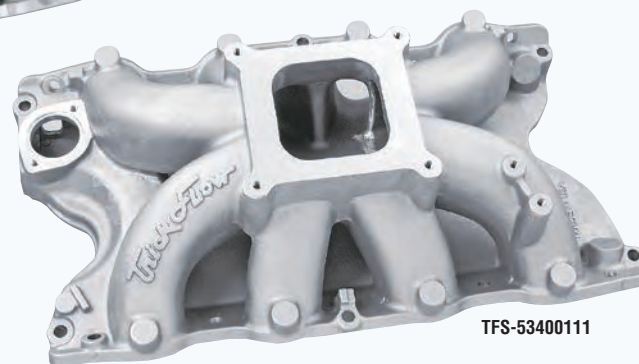
Track Heat Intake Manifold and Bolt Kit

TFS-53400111 Manifold, each

TFS-534INTBK Manifold bolt kit, fits Track Heat intake manifolds only, each

R-Series Intake Manifold

TFS-53400112 Manifold, each



TFS-53400111



TFS-53400112

Timing Chain Set • Rocker Arms • Girdles • Valve Covers for Ford 429/460

Big Block Ford

True Roller Timing Chain Set for Ford 429/460

This billet steel timing set from Trick Flow is engineered for durability and versatility. The .250" diameter, double-row true roller chain and black oxide-coated crank sprocket are heat-treated for unrivaled strength. The CNC-machined cam gear has nine crank sprocket keyways for zero and +/- 2°, 4°, 6°, or 8° timing adjustments. The timing marks are laser-etched.

TFS-53478530 Timing chain set, each



TFS-53411802

Cast Aluminum Valve Covers for Ford 429/460

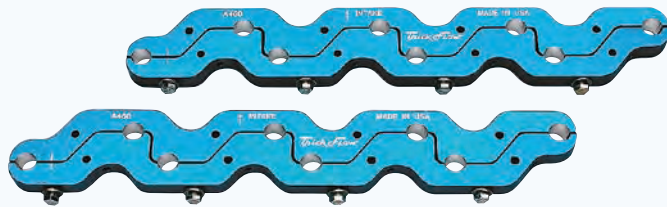
Made from durable A319 aluminum, Trick Flow cast aluminum valve covers are much less prone to flex and distortion than stamped steel covers, which helps prevent oil leaks. The covers have a tall height (4 5/8" overall) to clear stud girdles and roller rockers, and can be drilled for breathers.

- TFS-53400802 Valve covers, silver, pair
- TFS-53411802 Valve covers, black, pair
- TFS-5340B802 Valve covers, natural, pair
- TFS-25200803 Hardware kit, includes fourteen 1/4"-20 x 3.000" studs, fourteen washers, and fourteen nuts, each

Roller Rocker Arms for Ford 429/460

These aluminum roller rockers are excellent for use with Trick Flow heads. They can also be used on factory Ford 429/460 heads. They feature heat-treated CNC-machined bodies, premium needle-bearing fulcrums, roller tips, and a machined relief for improved valve spring clearance. Trick Flow roller rockers are sold in sets of 16 and come complete with polylocks.

TFS-53400621 Rocker arms, 1.73 ratio, 7/16" studs, set of 16



Rocker Stud Girdles for Trick Flow PowerPort A460 Cylinder Heads

These CNC-machined stud girdles help control valve lift and timing changes due to stud flex, allowing more consistent high-RPM performance. Each stud girdle is anodized blue and comes with high-quality mounting hardware and hardened adjusting nuts. Tall-style valve covers are required.

TFS-54400700 Rocker stud girdles, 7/16", pair



Fabricated Valve Covers for Ford 429/460

These good-looking, tall height (3 7/8" overall) fabricated valve covers have an embossed Trick Flow logo and clear roller rockers and stud girdles. They're made from .084" thick aluminum to reduce engine weight and include the necessary fasteners to ensure a correct installation.

TFS-53400804 Valve covers, natural, pair



Main Stud Girdle for Ford 429/460

Trick Flow's bolt-on main girdle strengthens Ford's factory two-bolt main cap assembly. The girdles are made from tool steel, finished with black oxide, and come with ARP main cap bolts and a provision for an oil pump pickup tube hold down.

TFS-53400700 Stud girdle kit, each



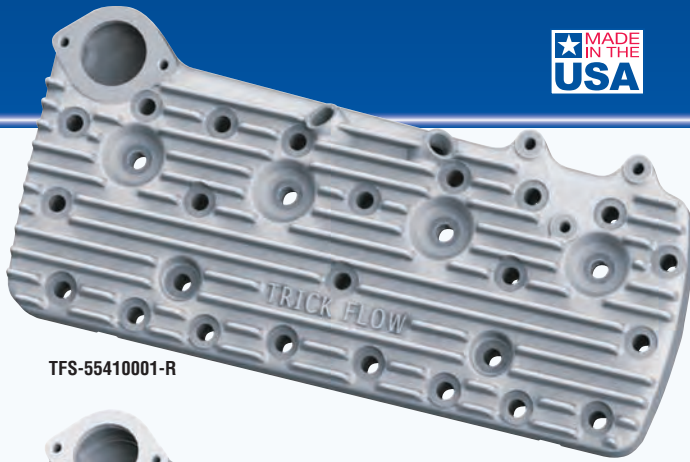
Chrome Valve Covers for Ford 429/460

Trick Flow chrome plated valve covers provide a great alternative to higher-priced aluminum covers. They feature embossed Trick Flow logos and triple chrome plating for a long-lasting shine. New gaskets are included.

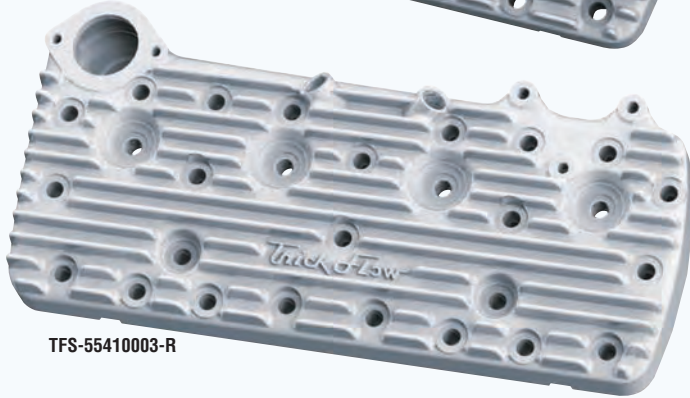
TFS-44003 Valve covers, pair



Cylinder Heads for 1949-53 Ford and Mercury Flathead V8



TFS-55410001-R



TFS-55410003-R

Trick Flow brings modern manufacturing and engineering to the Flathead Ford V8 crowd! These rugged A356-T61 aluminum heads look great with deep fins and your choice of vintage-look "Trick Flow" block or script lettering.

But the heads also work great thanks to excellent breathing characteristics and large water jackets for improved cooling. The fins dissipate power-robbing heat quickly and add strength to the casting to eliminate warping. The heads fit 24-stud 1949-1953 Ford 8BA and Mercury 8CM engines. Sold individually.

- TFS-55410001-L 65cc combustion chambers, left side mount, block logo
- TFS-55410001-R 65cc combustion chambers, right side mount, block logo
- TFS-55410003-L 65cc combustion chambers, left side mount, script logo
- TFS-55410003-R 65cc combustion chambers, right side mount, script logo



Engine Oil Supplement

Protect your high performance engine from the inside! Just a few short years ago engine oils had higher levels of zinc-dialkyl-dithiophosphate (ZDDP), an anti-wear additive crucial to preventing valvetrain wear in flat tappet camshaft engines. Modern oils have much lower levels of ZDDP, leaving all high-RPM racing, performance street, and marine applications as well as classic, vintage, and musclecar engines with flat tappet camshafts vulnerable to premature camshaft failure.

That's why Trick Flow engineered this oil supplement with increased levels of ZDDP and anti-wear additives. It even provides the extra protection engines need during the critical break-in period.

One bottle treats 5-9 quarts of conventional or synthetic oil and should be used at every oil change.

- TFS-94000 Oil supplement, 12 oz. bottle, each
- TFS-94000-12 Oil supplement, 12 oz. bottles, case of 12



TFS-94000

Hydraulic Lifters • Cam Degree and Supplement Kits • Pushrods

• Pushrod Length Checkers

Hydraulic Lifters

Trick Flow hydraulic lifters are the perfect choice to freshen up your engine. These affordable lifters are designed to factory tolerances for a perfect fit and to provide precise oil control to keep your engine running smoothly. The retro-fit roller lifters are designed for a roller cam conversion in engines originally equipped with a hydraulic flat tappet cam.

Special length pushrods may be required.



TFS-21400001



Hydraulic Flat Tappet Lifters

TFS-21400001 Lifters, Chevy 262-454, set of 16

OEM Hydraulic Roller Lifters

TFS-21400002-16* Lifters, Chevy 5.0L/5.7L/GM LS Gen III, set of 16

TFS-21400004-16* Lifters, Ford 5.0L, set of 16

Retro-Fit Hydraulic Roller Lifters with Link Bars

TFS-21400003 Lifters, Chevy 262-400 and 348/409, set of 16

TFS-21400005 Lifters, Chevy 396-502, set of 16

TFS-21400006 Lifters, Ford 221-351W (including Boss), 351C/M-400, set of 16

TFS-21400007 Lifters, Ford 352-428, 370-460, set of 16

*Available individually.

Chromoly Pushrods

The proper length pushrod is critical to achieving correct valvetrain geometry. Trick Flow one-piece chromoly pushrods are available in a variety of lengths for use with any Trick Flow cylinder head as well as other OEM and aftermarket heads.

Designed specifically for high performance applications, the pushrods have the following features:

- Cold-formed from 4130 chromoly steel construction
- .080" wall thickness
- Induction-hardened heat-treating for use with guideplates



In addition, the oil hole is closed to within .040" then drilled and chamfered to .093". This eliminates stress fractures and cracks caused by the cold-forming process.

NOTE: Always check the proper pushrod length for the specific application before ordering.

Trick Flow Chromoly 5/16" Pushrods, Set of 16

TFS-21407200 Pushrods, 7.200" long, small block Chevy with OE roller cam
 TFS-21407400 Pushrods, 7.400" long, GM 4.8L/5.3L, LS1, LS2, and L92
 TFS-21407800 Pushrods, 7.800" long, small block Chevy, 90° V6
 TFS-21408400 Pushrods, 8.400" long, 1970-74 Ford 351C/429CJ
 TFS-21408500 Pushrods, 8.500" long, 1971-72 Ford Boss 351
 TFS-21408550 Pushrods, 8.550" long, 1970-98 Ford 429/460 (except SCJ)
 TFS-21408650 Pushrods, 8.650" long, Ford 429 SCJ
 TFS-21408700 Pushrods, 8.700" long, Ford 429 SCJ +.050"
 TFS-21408750 Pushrods, 8.750" long, Ford 429 SCJ +.100"
 TFS-21457000 Pushrods, 6.600" long intake/7.825" long exhaust, Chrysler 5.7L Hemi

TFS-21461000 Pushrods, 6.650" long intake/7.850" long exhaust, Chrysler 6.1L Hemi

TFS-21464000 Pushrods, 6.800" long intake/8.100" long exhaust, Chrysler 6.4L Hemi

Trick Flow Chromoly 3/8" Pushrods, Set of 8

TFS-21418250-8 Pushrods, 8.250" long, big block Chevy intake
 TFS-21418350-8 Pushrods, 8.350" long, big block Chevy intake +.100"
 TFS-21418550-8 Pushrods, 8.550" long, 1970-98 Ford 429/460 (except SCJ)
 TFS-21418650-8 Pushrods, 8.650" long, tall deck big block Chevy intake
 TFS-21418700-8 Pushrods, 8.700" long, Ford 429 SCJ +.050"
 TFS-21418750-8 Pushrods, 8.750" long, tall deck big block Chevy intake +.100"
 TFS-21418750-8 Pushrods, 8.750" long, Ford 429 SCJ +.100"
 TFS-21419250-8 Pushrods, 9.250" long, big block Chevy exhaust
 TFS-21419350-8 Pushrods, 9.350" long, big block Chevy exhaust +.100"
 TFS-21419650-8 Pushrods, 9.650" long, tall deck big block Chevy exhaust
 TFS-21419750-8 Pushrods, 9.750" long, tall deck big block Chevy exhaust +.100"

How to Build a Pushrod Part Number

Trick Flow offers more pushrod lengths than shown here. They are available in any length from 6.250"–9.000" (5/16") or 7.650"–9.950" (3/8") in .050" increments by building a pushrod part number. Just add the length desired to the end of the part number code. Here's how:

To order 5/16" pushrods use the base number: TFS-2140____ and add the length.

For example: TFS-21406250 designates 5/16" diameter, 6.250" pushrods.

To order 3/8" pushrods use the base number: TFS-2141____-8 and add the length.

For example: TFS-21419000-8 designates 3/8" diameter, 9.000" pushrods.

Adjustable Pushrod Length Checkers

These 5/16" pushrod checkers feature over 1" of travel to help determine proper pushrod length for any application. A must-have tool for setting proper valvetrain geometry, they're made from thinwall steel and have 5/16" ball ends.

TFS-9000 6.125" to 7.500" long, each
 TFS-9001 7.500" to 8.700" long, each
 TFS-9002 8.700" to 9.800" long, each
 TFS-9003 9.700" to 11.000" long, each
 TFS-9004 10.200" to 11.500" long, each
 TFS-9005 7.200" to 8.300" cup style, each
 TFS-9006 8.350" to 9.800" cup style, each
 TFS-9007 10.200" to 11.800" cup style, each



TFS-90000



TFS-90100

Cam Degree and Supplement Kits

Trick Flow's camshaft degree kit will help dial in a camshaft accurately. In addition, the degree kit can be used to check piston-to-valve clearance, flywheel runout, crankshaft endplay, and ring gear backlash. The supplement kit includes two low-tension checking springs, wire pointer, top dead center stop, 11" black degree wheel with laser-etched marks, three adapter bushings (3/8", 7/16", and 1/2"), flat washer, magnetic base, dial indicator, and a carrying case.

The supplement kit contains components to make degreasing the cam in a vehicle easier: a steel plate for the magnetic base, an allen key, adjustable set-up lash adjuster, and an extension for the dial indicator is included. The supplement kit only works with the TFS-90000 cam degree kit.

TFS-90000 Cam degree kit, each
 TFS-90000W Degree wheel only, each
 TFS-90100 Cam degree supplement kit, each
 TFS-90100-BASE Steel plate for magnetic base indicators, each
 TFS-90100-BODY Adjustable set-up lash adjuster, Ford 4.6L/5.4L 2V/4V, each
 TFS-90100-EXT Dial indicator extension, 4" long, 4-48 male threads, each



Track Max® Camshafts

Get significant horsepower and torque increases with Trick Flow's Track Max camshafts. They are dyno-proven to produce a wide power curve over the entire RPM range, not just at a particular RPM point or peak. That's the kind of power that gets respect on the street and wins races at the track!

The cams are cut from premium blank cores and checked for proper hardness before being precision ground to exact tolerances.



TFS-41302000

Track Max Hydraulic Roller Camshafts for GM LS								
Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kits
TFS-30602001	Applications: All GM LS engines. Excellent idle, strong midrange power, 2,000-6,000 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	216°/220°	.560°/.560°	114°	TFS-16904-16 TFS-16306-16*	TFS-21400415 TFS-214T0425^	TFS-30600444	TFS-2500280 TFS-2500285^ TFS-2500295* TFS-2500300*^
TFS-30602002	Applications: All GM LS engines. Good idle, strong midrange/top-end power, 2,500-6,300 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	220°/224°	.575°/.575°	112°	TFS-16904-16 TFS-16306-16*	TFS-21400415 TFS-214T0425^	TFS-30600444	TFS-2500280 TFS-2500285^ TFS-2500295* TFS-2500300*^
TFS-30602003	Applications: All GM LS engines. Fair idle, good midrange/strong top-end power, 2,500-6,500 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	228°/230°	.585°/.585°	112°	TFS-16904-16 TFS-16306-16*	TFS-21400415 TFS-214T0425^	TFS-30600444	TFS-2500280 TFS-2500285^ TFS-2500295* TFS-2500300*^
TFS-30602004	Applications: All GM LS engines. Fair idle, good midrange/strong top-end power, 3,000-7,000 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	238°/242°	.595°/.595°	112°	TFS-16904-16 TFS-16306-16*	TFS-21400415 TFS-214T0425^	TFS-30600444	TFS-2500280 TFS-2500285^ TFS-2500295* TFS-2500300*^
TFS-32603001	Applications: Optimized for GM LS3/L92 engines; works with all GM LS engines. Fair idle, good midrange/strong top-end power, 3,000-7,000 RPM powerband, computer modification recommended. Compression: 10.5:1 minimum. With 3-bolt cam gear mounting and rear integral LS1/LS6 camshaft sensor pick-up ring.	230°/238°	.625°/.625°	113°	TFS-16904-16 TFS-16306-16*	TFS-21400415 TFS-214T0425^	TFS-30600444	TFS-2500280 TFS-2500285^ TFS-2500295* TFS-2500300*^

*Roller rocker arms recommended

^Titanium retainers

Track Max Hydraulic Roller Camshaft for GM LT1								
Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.5 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kit
TFS-31402081	Fair idle, strong midrange power, 1,800-5,800 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 10.25:1 minimum.	220°/227°	.530°/.530°	113°	TFS-16838-16	TFS-51400423	TFS-31400443	TFS-K16838

Track Max Hydraulic Roller Camshafts for Small Block Chevrolet								
Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.5 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kits
TFS-31402001	Fair idle, broad midrange power, 2,800-6,200 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum.	230°/234°	.528°/.539°	110°	TFS-16838-16	TFS-51400423	TFS-31400443	TFS-K16838
TFS-31403001	Fair idle, broad midrange power, 2,800-6,300 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum. For use in 1987-95 OEM hydraulic roller cam engines only.	230°/234°	.530°/.540°	110°	TFS-16838-16	TFS-51400423	TFS-31400443	TFS-K16838
TFS-31402002	Rough idle, excellent top-end power, 3,200-6,800 RPM powerband. 3,000-3,500 RPM stall converter. Compression: 10:1 minimum.	246°/254°	.558°/.558°	112°	TFS-16921-16	TFS-21400410	TFS-31400443	TFS-2500200

Track Max Hydraulic Flat Tappet Camshaft and Camshaft/Lifter Kits for Small Block Chevrolet								
Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.5 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kits
TFS-31401000* TFS-K31401000^	Good idle, strong low-end torque, 2,200-5,700 RPM powerband. Small tube headers and low-restriction exhaust recommended. Compression: 9:1 minimum.	212°/214°	.443°/.449°	110°	TFS-16942-16	TFS-51400423	TFS-31400443	TFS-K16942
TFS-31401001* TFS-K31401001^	Fair idle, strong midrange power, 2,600-6,100 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum.	226°/234°	.480°/.495°	110°	TFS-16981-16	TFS-31400423	TFS-31400443	TFS-K16981
TFS-31401002* TFS-K31401002^	Rough idle, excellent top-end power, 3,500-6,700 RPM powerband. 3,000-3,500 RPM stall converter. Compression: 10:1 minimum.	246°/254°	.510°/.518°	112°	TFS-16838-16	TFS-51400423	TFS-31400443	TFS-K16838

*Camshaft only

^Kit

Track Max® Camshafts (continued)

Track Max Hydraulic Roller Camshaft for Big Block Chevrolet

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kit
TFS-41302000	Fair idle, good midrange and strong top-end power, 3,000-6,200 RPM powerband. 2,500-3,000 RPM stall converter. Compression: 9.5:1 minimum.	236°/242°	.600"/.600"	112°	TFS-16943-16	TFS-21400425	TFS-52400444	TFS-K16943

Track Max® Mechanical Roller Camshaft for Big Block Chevrolet

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kit
TFS-41404002	Rough idle, strong top-end power, 5,400-7,900 RPM powerband. Stall converter recommended. Compression: 12.5:1 minimum.	285°/298°	.850"/.828"	114°	TFS-16948-16	TFS-214T0650	TFS-54500445	TFS-2500450

Track Max Hydraulic Roller Camshafts for Ford 4.6L/5.4L 2V

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kits
TFS-51802001	Fair idle, strong midrange power and torque, 1,500-5,000 RPM powerband. Works with stock PI heads or Trick Flow Twisted Wedge® Series 185 heads; tuning recommended for maximum performance. Piston-to-valve clearance measurement recommended. Compression: stock.	228°/230°	.550"/.550"	112°	TFS-16519-16	TFS-51900423	TFS-51900444	TFS-2500500 TFS-2500525*
TFS-51802002	Fair idle, strong mid to top-end power, 1,800-6,500 RPM powerband. Works with stock PI heads or Trick Flow Twisted Wedge Series 185 heads; tuning recommended for maximum performance. 3.73 or numerically higher gear. Piston-to-valve clearance measurement required. Compression: stock minimum.	234°/234°	.580"/.580"	114°	TFS-16519-16	TFS-51900423	TFS-51900444	TFS-2500500 TFS-2500525*

*Roller rocker arms required

Track Max Hydraulic Roller Camshafts for Small Block Ford

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.6 Ratio Rocker Arms	Lobe Sep.	Recommended Valve Springs	Recommended Valve Spring Retainers	Recommended Valve Locks	Recommended Valve Spring Upgrade Kits
TFS-51403001	Good idle, strong midrange power. Aftermarket intake, heads, and headers recommended. Calibrated mass airflow meter required. Compression: 9:1 minimum.	221°/225°	.499"/.510"	112°	TFS-16315-16	TFS-21400424	TFS-31400443	TFS-2500200
TFS-51403002	Fair idle, good midrange power, 2,500-3,000 RPM stall converter or 5-speed transmission. 3.55 or numerically higher gears. Calibrated mass airflow meter required. Compression: 9.5:1 minimum.	224°/232°	.542"/.563"	112°	TFS-16315-16	TFS-21400424	TFS-31400443	TFS-2500200
TFS-51403003	Rough idle, strong top-end power, 3,000-3,500 RPM stall converter. 3.90-4.11 gears. Calibrated mass airflow meter required. Compression: 10:1 minimum.	236°/248°	.574"/.595"	110°	TFS-16306-16	TFS-21400125	TFS-51400444	TFS-K16306
TFS-51403004	Rough idle, strong top-end power, 3,000-3,500 RPM stall converter. 3.90-4.11 gears. Calibrated mass airflow meter required. Compression: 10:1 minimum. 7,000 maximum RPM.	242°/246°	.595"/.595"	110°	TFS-16306-16	TFS-21400125	TFS-51400444	TFS-K16306
TFS-51403005	Rough idle, strong top-end power, 3,000-3,500 RPM stall converter. 3.90-4.11 gears. Calibrated mass airflow meter required. Compression: 10:1 minimum. 7,200 maximum RPM.	250°/254°	.595"/.595"	110°	TFS-16306-16	TFS-21400125	TFS-51400444	TFS-K16306

Track Max Camshaft for Big Block Mopar

Part Number	Characteristics	Duration @ .050"	Valve Lift w/1.7 Rocker Arms	Lobe Sep.
TFS-61602003	Loppy idle, good midrange to strong top-end power, 3,000-6,500 RPM powerband. Stall converter recommended. Compression: 10:1 minimum. With 3-bolt gear attachment.	234°/247°	.600"/.600"	108°

Valve Spring Compressors

If you work on engines, then you need a Trick Flow valve spring compressor. A must for servicing valve springs, retainers, and valve seals, our specially made tools easily remove valve springs—even while they're on the engine and still in the vehicle. The compressors are made from premium heat-treated steel for a long service life.

- TFS-90306 Valve spring compressor, GM LS1/LS6/LS2, each
- TFS-90307 Valve spring compressor, GM L92/LS3/L99/LS9, each
- TFS-90518 Valve spring compressor, Ford 4.6L/5.4L 2V/4V, each





Single with Damper



Dual



Dual with Damper



Triple Sportsman



Beehive

Trick Flow by PAC Racing Valve Springs

Valve springs compress and rebound hundreds of times a second. Make sure your next set of valve springs are built to last and built to win! Trick Flow by PAC Racing valve springs are the only springs manufactured to Trick Flow's rigorous, world-class testing standards. Every spring is CNC-coiled from high tensile-strength, extra-durable Pacaloy™ chrome-silicon steel and double shot-peened beyond Aerospace Material Specifications (AMS) reliability standards.

The Trick Flow by PAC Racing valve springs are available in four configurations to work with virtually any camshaft and valvetrain combination.

Sold in sets of 16, except for TFS-15410-24 (set of 24) and TFS-15411-32 (set of 32).

Single Valve Springs

Trick Flow by PAC Racing single valve springs have flat internal damping coils to prevent spring surge at high revs, maintaining proper spring pressure at critical load levels.

Dual Valve Springs

Trick Flow by PAC Racing dual valve springs are for more aggressive cam profiles. Choose the standard dual springs, or the dual springs with damper coils for spring surge prevention.

Triple Sportsman Valve Springs

Trick Flow by PAC Racing triple sportsman springs are designed for bracket drag racing, with higher spring rates to withstand ultra high-revving, high-horsepower engines.

Beehive Valve Springs

Drop in a more aggressive cam without machining your spring seats! Trick Flow by PAC Racing beehive springs have heavyweight spring rates but will fit inside the stock valve seats and can be used with the stock retainers.



Trick Flow by PAC Racing Single Valve Springs (with internal damping coils)

Part Number	Specifications							Recommended Components			
	O.D. of Outer Spring (In.)	I.D. of Outer Spring (In.)	I.D. of Inner Spring (In.)	Seat Load (Lbs./In.)	Open Load (Lbs./In.)	Coil Bind (In.)	Rate (Lbs./In.)	Valve Spring Retainers (Chromoly Steel)	Valve Stem Locks	Valve Spring Upgrade Kits	Application Recommendations
TFS-16314-16	1.250	.870	.780	110 @ 1.780	300 @ 1.280	1.180	380	TFS-31400423	TFS-31400443	—	Replacement for Super 23® cylinder heads for small block Chevrolet
TFS-16981-16	1.254	.880	.790	110 @ 1.700	300 @ 1.250	1.150	422	TFS-31400423	TFS-31400443	TFS-K16981	Up to .500" lift @ 1.700" installed height
TFS-16941-16	1.244	.860	.770	125 @ 1.750	350 @ 1.250	1.150	450	TFS-31400423	TFS-51400444	—	Up to .600" lift @ 1.800" installed height
TFS-16848-16	1.255	.871	.781	110 @ 1.700	311 @ 1.200	1.150	402	TFS-31400423	TFS-31400443	—	Up to .500" lift @ 1.700" installed height
TFS-16846-16	1.265	.865	.765	125 @ 1.750	388 @ 1.250	1.150	526	TFS-31400423	TFS-51400444	—	Up to .600" lift @ 1.800" installed height
TFS-16910-16	1.355	.940	.851	90 @ 1.850	300 @ 1.350	1.204	418	TFS-21400410	TFS-31400443	—	Up to .550" lift @ 1.850" installed height
TFS-16984-16	1.430	1.066	.976	110 @ 1.750	225 @ 1.250	1.125	230	TFS-51400423	TFS-31400443	—	Up to .600" lift @ 1.800" installed height
TFS-16942-16	1.437	1.037	.947	115 @ 1.700	285 @ 1.200	1.150	340	TFS-51400423	TFS-31400443	TFS-K16942	Up to .500" lift @ 1.700" installed height
TFS-16990-16	1.437	1.073	1.003	115 @ 1.500	240 @ 1.030	.903	266	TFS-51400423	TFS-31400443	TFS-K16990	Up to .500" lift @ 1.500" installed height
TFS-16840-16	1.460	1.060	.970	92 @ 1.580	296 @ 1.100	1.050	425	TFS-51400423	TFS-30600444	—	Up to .500" lift @ 1.580" installed height
TFS-16972-16	1.460	1.060	.970	109 @ 1.850	293 @ 1.250	1.146	307	TFS-51400423	TFS-31400443	TFS-K16972	Up to .600" lift @ 1.850" installed height
TFS-16940-16	1.464	1.080	.990	95 @ 1.900	236 @ 1.300	1.189	235	TFS-51400423	TFS-31400443	—	Up to .600" lift @ 1.900" installed height
TFS-16926-16	1.476	1.062	.972	110 @ 1.800	318 @ 1.300	1.167	416	TFS-51400423	TFS-31400443	TFS-K16926	Up to .550" lift @ 1.800" installed height
TFS-16514-16	1.488	1.066	.976	118 @ 1.800	333 @ 1.200	1.040	358	TFS-51400423	TFS-31400443	—	Replacement for Twisted Wedge® 170, 185, 190, and 205 cylinder heads for small block Ford
TFS-16901-16	1.495	1.081	.991	101 @ 1.650	253 @ 1.220	1.100	355	TFS-51400423	TFS-31400443	—	Up to .450" lift @ 1.650" installed height
TFS-16839-16	1.500	1.086	.996	98 @ 1.880	316 @ 1.300	1.115	376	TFS-51400423	TFS-31400443	TFS-K16839	Up to .600" lift @ 1.880" installed height
TFS-16911-16	1.525	1.110	1.000	127 @ 1.900	311 @ 1.400	1.110	368	TFS-21400425	TFS-52400444	TFS-K16911	Up to .600" lift @ 1.900" installed height
TFS-16936-16	1.540	1.125	1.016	145 @ 1.900	320 @ 1.338	1.200	311	TFS-21400425	TFS-52400444	—	Up to .600" lift @ 1.900" installed height

Trick Flow by PAC Racing Valve Springs (continued)

Trick Flow by PAC Racing Dual Valve Springs												
Specifications									Recommended Components			
Part Number	O.D. of Outer Spring (In.)	I.D. of Outer Spring (In.)	I.D. of Inner Spring (In.)	Includes Damper	Seat Load (Lbs./In.)	Open Load (Lbs./In.)	Coil Bind (In.)	Rate (Lbs./In.)	Valve Spring Retainers (Chromoly Steel)	Valve Stem Locks	Valve Spring Upgrade Kits	Application Recommendations
TFS-16521-16	1.100	.816	.620	No	150 @ 1.500	290 @ .900	.850	233	TFS-52900424	TFS-52900450	—	Twisted Wedge® Race 195 cylinder heads for Ford 4.6L/5.4L 2V
TFS-16891-16	1.212	.900	.674	No	97 @ 1.516	256 @ .970	.850	291	TFS-31400423	TFS-31400443	TFS-K16891	Buick V6 and 350 cubic inch; up to .550" lift @ 1.500" installed height
TFS-16904-16	1.290	.950	.694	No	150 @ 1.800	400 @ 1.125	1.010	370	TFS-21400415 TFS-214T0415*	TFS-30600444	TFS-2500280 TFS-2500285*	OEM GM LS upgrade; replacement for Trick Flow GenX® LS cylinder heads
TFS-16306-16	1.275	.891	.675	No	150 @ 1.800	420 @ 1.200	1.100	450	TFS-21400415 TFS-214T0415*	TFS-30600444	TFS-2500295 TFS-2500300*	Trick Flow GenX® LS cylinder heads with roller rocker arms
TFS-16921-16	1.300	.895	.655	No	135 @ 1.800	400 @ 1.150	1.110	408	TFS-21400410	TFS-31400443	—	Up to .650" lift @ 1.800" installed height
TFS-16893-16	1.460	1.075	.794	No	120 @ 1.875	394 @ 1.175	1.050	391	TFS-51400423	TFS-31400443	TFS-K16893	Up to .700" lift @ 1.875" installed height
TFS-16315-16	1.460	1.074	.720	Yes	145 @ 1.750	364 @ 1.250	1.100	438	TFS-51400423	TFS-31400443	—	Replacement for Trick Flow Super 23® cylinder heads for small block Chevrolet and Twisted Wedge® cylinder heads for small block Ford
TFS-16950-16	1.464	1.080	.724	Yes	133 @ 1.900	333 @ 1.300	1.198	333	TFS-51400423	TFS-31400443	—	Up to .600" lift @ 1.900" installed height
TFS-16838-16	1.465	1.090	.807	No	106 @ 1.688	306 @ 1.208	.906	417	TFS-51400423	TFS-31400443	TFS-K16838	Up to .650" lift @ 1.688" installed height
TFS-16914-16	1.490	1.105	.810	No	165 @ 1.800	385 @ 1.200	1.073	367	TFS-51400423	TFS-31400443	—	Up to .600" lift @ 1.800" installed height
TFS-16929-16	1.538	1.140	.752	Yes	157 @ 1.850	440 @ 1.200	1.090	436	TFS-51400423	TFS-52400444	—	Up to .650" lift @ 1.850" installed height
TFS-16097-16	1.539	1.125	.731	Yes	200 @ 2.000	550 @ 1.300	1.125	500	TFS-21400425	TFS-52400444	—	Up to .700" lift @ 2.000" installed height
TFS-16927-16	1.539	1.125	.731	Yes	200 @ 1.950	550 @ 1.250	1.125	500	TFS-21400425	TFS-52400444	—	Up to .700" lift @ 1.950" installed height
TFS-16886-16	1.540	1.105	.700	Yes	225 @ 2.000	715 @ 1.250	1.150	653	TFS-21400424	TFS-52400445	—	Up to .750" lift @ 2.000" installed height
TFS-16895-16	1.540	1.140	.754	Yes	144 @ 1.900	403 @ 1.300	1.125	431	TFS-21400425	TFS-52400444	—	Up to .650" lift @ 1.900" installed height
TFS-16896-16	1.540	1.140	.754	Yes	145 @ 1.900	465 @ 1.250	1.130	492	TFS-21400425	TFS-52400444	—	Up to .650" lift @ 1.900" installed height
TFS-16094-16	1.545	1.130	.757	Yes	175 @ 1.900	442 @ 1.275	1.190	427	TFS-21400425	TFS-52400444	—	Replacement for Trick Flow Super 23® 215 and 230 cylinder heads for small block Chevrolet; up to .625" lift @ 1.900" install height
TFS-16112-16	1.545	1.130	.737	Yes	140 @ 1.800	457 @ 1.175	1.130	507	TFS-21400425	TFS-52400444	—	Up to .625" lift @ 1.800" install height
TFS-16089-16	1.550	1.135	.812	No	230 @ 2.000	580 @ 1.300	1.190	500	TFS-21400425	TFS-52400444	—	Up to .700" lift @ 2.000" installed height
TFS-16115-16	1.550	1.125	.720	Yes	220 @ 2.050	625 @ 1.300	1.190	540	TFS-21400425	TFS-52400444	—	Up to .750" lift @ 2.050" installed height
TFS-16928-16	1.550	1.150	.790	Yes	160 @ 1.880	389 @ 1.250	1.140	363	TFS-21400425	TFS-52400444	—	Up to .650" lift @ 1.880" installed height
TFS-16943-16	1.550	1.135	.812	No	240 @ 1.900	625 @ 1.200	1.068	550	TFS-21400425	TFS-52400444	TFS-K16943	Up to .700" lift @ 1.900" installed height
TFS-16955-16	1.550	1.135	.812	No	240 @ 2.000	608 @ 1.300	1.190	525	TFS-21400425	TFS-52400444	—	Up to .700" lift @ 2.000" installed height
TFS-16324-16	1.550	1.136	.750	Yes	215 @ 1.950	550 @ 1.270	1.100	460	TFS-21400425	TFS-52400444	—	Replacement for Trick Flow Super 23® 215 and 230 cylinder heads for small block Chevrolet
TFS-16935-16	1.555	1.140	.747	Yes	194 @ 1.950	500 @ 1.300	1.150	469	TFS-21400425	TFS-52400444	—	Up to .700" lift @ 1.950" installed height
TFS-16318-16	1.560	1.136	.750	Yes	240 @ 2.000	600 @ 1.280	1.100	500	TFS-214T0525*	TFS-52400445	—	Replacement for Trick Flow Ultra 18® 250 cylinder heads for small block Chevrolet and Twisted Wedge® Race cylinder heads for small block Ford
TFS-16944-16	1.570	1.120	.796	No	190 @ 1.950	710 @ 1.250	1.045	742	TFS-21400425	TFS-52400444	—	Up to .800" lift @ 1.950" installed height
TFS-16951-16	1.620	1.170	.846	No	230 @ 1.950	710 @ 1.200	1.045	640	TFS-214T0520*	TFS-52400444	—	Up to .800" lift @ 1.950" installed height
TFS-16099-16	1.625	1.175	.769	Yes	250 @ 2.050	673 @ 1.300	1.211	564	TFS-214T0520*	TFS-52400444	—	Up to .750" lift @ 2.050" installed height
TFS-16998-16	1.635	1.185	.779	Yes	250 @ 1.900	728 @ 1.200	1.090	682	TFS-214T0520*	TFS-52400444	—	Up to .700" lift @ 1.900" installed height
TFS-16414-16	1.640	1.191	.860	Yes	250 @ 2.000	800 @ 1.150	1.050	650	TFS-214T0620*	TFS-52400444	—	Replacement for Trick Flow PowerOval® 280 and PowerPort® 320 cylinder heads for big block Chevrolet
TFS-16959-16	1.645	1.195	.871	No	207 @ 2.050	671 @ 1.250	1.130	580	TFS-214T0620*	TFS-52400444	—	Up to .800" lift @ 2.050" installed height

*Titanium retainers

Trick Flow by PAC Racing Valve Springs (continued)

Trick Flow by PAC Racing Triple Sportsman Valve Springs										
Specifications								Recommended Components		
Part Number	O.D. of Outer Spring (In.)	I.D. of Outer Spring (In.)	I.D. of Inner Spring (In.)	Seat Load (Lbs./In.)	Open Load (Lbs./In.)	Coil Bind (In.)	Rate (Lbs./In.)	Valve Spring Retainers (Titanium)	Valve Stem Locks	Application Recommendations
TFS-16946-16	1.645	1.195	.635	250 @ 2.050	801 @ 1.250	1.130	688	TFS-214T0630	TFS-52400444	Up to .750" lift @ 2.050" installed height
TFS-16947-16	1.645	1.195	.635	290 @ 2.070	835 @ 1.270	1.130	688	TFS-214T0630	TFS-52400444	Up to .850" lift @ 2.070" installed height
TFS-16948-16	1.645	1.195	.635	332 @ 2.100	950 @ 1.200	1.130	688	TFS-214T0630	TFS-52400444	Big block Chevrolet and Chrysler with mechanical roller camshafts; up to .900" lift @ 2.100" installed height

Trick Flow by PAC Racing Beehive Valve Springs										
Specifications							Recommended Components			
Part Number	O.D. of Outer Spring* (In.)	I.D. of Outer Spring* (In.)	Seat Load (Lbs./In.)	Open Load (Lbs./In.)	Coil Bind (In.)	Rate (Lbs./In.)	Valve Spring Retainers (Chromoly Steel)	Valve Stem Locks	Valve Spring Upgrade Kits	Application Recommendations
TFS-16801-32	T: .862 B: 1.025	T: .537 B: .700	80 @ 1.575	200 @ 1.000	.943	209	Use factory retainers	Use factory locks	—	Ford 5.0L DOHC 4V with OEM VVT; up to .575" lift
TFS-15411-32	T: .873 B: 1.061	T: .510 B: .698	115 @ 1.600	300 @ 1.000	.960	308	Use factory retainers	Use factory locks	—	Ford 5.0L DOHC 4V with locked-out VVT; up to .600" lift
TFS-15410-24	T: .930 B: 1.025	T: .567 B: .662	105 @ 1.670	270 @ 1.120	1.060	300	Use factory retainers	TFS-51900444	—	Ford 4.6L/5.4L 3V; up to .550" lift @ 1.670"
TFS-16519-16	T: .940 B: 1.050	T: .640 B: .750	90 @ 1.600	205 @ 1.020	.980	209	TFS-51900423	TFS-51900444	TFS-2500525	Ford 4.6L/5.4L 2V; up to .580" lift @ 1.600"
TFS-16123-32	T: .943 B: 1.105	T: .580 B: .742	90 @ 1.470	252 @ 0.970	.900	324	TFS-21400309	TFS-51900444	—	Ford 4.6L/5.4L 4V
TFS-16213-16	T: .959 B: 1.061	T: .636 B: .738	80 @ 1.640	185 @ 1.090	1.020	191	TFS-51900423	TFS-51900444	—	Ford 4.6L/5.4L 2V
TFS-16213-24	T: .959 B: 1.061	T: .636 B: .738	80 @ 1.640	185 @ 1.090	1.020	191	Use factory retainers	Use factory locks	—	Ford 4.6L/5.4L 3V
TFS-16125-16	T: 1.013 B: 1.101	T: .650 B: .738	125 @ 1.600	275 @ 1.020	.970	258	TFS-51900423	TFS-51900444	TFS-2500525	Ford 4.6L/5.4L 2V; up to .550" lift @ 1.570"
TFS-16125-24	T: 1.013 B: 1.101	T: .650 B: .738	120 @ 1.570	275 @ 1.020	.970	258	TFS-51900423	TFS-51900444	—	Ford 4.6L/5.4L 3V; up to .550" lift @ 1.570"
TFS-16125-32	T: 1.013 B: 1.101	T: .650 B: .738	120 @ 1.570	275 @ 1.020	.970	258	TFS-51900423	TFS-51900444	—	Ford 4.6L/5.4L 4V; up to .550" lift @ 1.570"
TFS-16235-16	T: 1.035 B: 1.210	T: .630 B: .805	135 @ 1.800	350 @ 1.200	1.160	408	Use factory retainers	Use factory locks	—	No machining required for small block Chrysler; up to .600" lift @ 1.800" installed height
TFS-16915-16	T: 1.055 B: 1.290	T: .650 B: .885	105 @ 1.800	293 @ 1.200	1.140	313	Use factory retainers	Use factory locks	—	Upgrade for GM LS and small block Chevrolet with up to .610" lift
TFS-16918-16	T: 1.055 B: 1.290	T: .650 B: .885	130 @ 1.800	318 @ 1.200	1.140	313	Use factory retainers	Use factory locks	—	Upgrade for GM LS and small block Chevrolet with up to .610" lift
TFS-16120-16	T: 1.095 B: 1.445	T: .650 B: 1.000	155 @ 1.880	377 @ 1.280	1.210	370	7": TFS-21400310 10": TFS-21400307	7": TFS-51400444 10": TFS-52400444	—	Small block Ford; big block Buick, Chevrolet, and Ford
TFS-16841-16	T: 1.295 B: 1.450	T: .859 B: 1.014	120 @ 1.940	375 @ 1.380	1.316	455	Use factory retainers	Use factory locks	—	1985-95 small block Ford; up to .560" lift @ 1.940" installed height
TFS-16982-16	T: 1.454 B: 1.250	T: 1.071 B: .880	100 @ 1.750	230 @ 1.250	1.100	362	TFS-51400423	TFS-31400443	—	Up to .550" lift @ 1.750" installed height

*I.D./O.D.: T=Top, B=Bottom

Trick Flow Fast Fact: Compression Ratio

The proper compression ratio is crucial to engine performance. Too high and the engine will detonate, with loss of power and reduced life. Too low and the engine will won't perform to its full potential.

Compression ratio is affected by piston design (dome, flat top, or dish), head gasket thickness, cylinder head volume, and cylinder bore diameter. For example, a 302 c.i.d. engine with 67cc combustion chamber cylinder heads has a compression ratio of 9.15:1. Keeping all of the variables the same but altering the stroke to 3.480" increases compression ratio to 10.45:1 and increases displacement to 350 c.i.d. Going one step further, increasing the stroke to 3.750" increases compression ratio to 11.2:1 and displacement to 383 c.i.d.

Automotive Formulas

Horsepower = (Torque x RPM)/5252

Torque = (Horsepower x 5252)/RPM

Cubic Inch Displacement (c.i.d.) = Bore x Bore x .7854 x Stroke x Number of Cylinders

Compression Ratio = (Compressed Volume + Swept Volume)/Compressed Volume

Compressed Volume = (Chamber Volume – Dome Volume + Deck Clearance Volume + Gasket Volume) x .061

Swept Volume = (3.14159 x Stroke x Bore x Bore)/4



Trick Flow by PAC Racing Performance Valve Spring Upgrade Kits

Installing a new camshaft is a sure way to improve horsepower—just remember that the rest of the valvetrain must be upgraded to support it. These Trick Flow by PAC Racing performance valve spring upgrade kits include the components you need to keep your engine running in tip-top shape after a cam swap. Each kit features high-quality Trick Flow by PAC Racing Pacaloy™ valve springs, hardened chromoly steel or titanium retainers, and precision machined steel valve locks.

Trick Flow by PAC Racing Performance Valve Spring Upgrade Kits

Kit Part Number	Spring Part Number	Spring Style	Seat Load (Lbs./In.)	Open Load (Lbs./In.)	Coil Bind (In.)	Rate (Lbs./In.)	Valve Spring Retainers (Chromoly Steel)	Valve Stem Locks	Lock Type	Max. Lift (In.)	Application Recommendations
TFS-2500100	TFS-16514-16	Single	118 @ 1.800	330 @ 1.200	1.040	358	TFS-21400424	TFS-31400443	7°, 11/32"	.540	OEM Ford 289-351W cast iron cylinder heads
TFS-2500200	TFS-16315-16	Dual	145 @ 1.750	364 @ 1.250	1.100	438	TFS-51400423	TFS-52400444	10°, 11/32"	.600	Upgrade Trick Flow Twisted Wedge® 170 heads to optional high lift cam specifications
TFS-2500280	TFS-16904-16	Dual	150 @ 1.800	372 @ 1.200	1.010	370	TFS-21400415	TFS-30600444	7°, 8mm	.650	OEM GM LS cylinder heads; chromoly retainers
TFS-2500285	TFS-16904-16	Dual	150 @ 1.800	372 @ 1.200	1.010	370	TFS-214T0425*	TFS-30600444	7°, 8mm	.650	OEM GM LS cylinder heads; titanium retainers
TFS-2500286	TFS-16905-16	Dual	160 @ 1.800	425 @ 1.130	1.050	392	TFS-21400415	TFS-30600444	7°, 8mm	.660	OEM GM LS cylinder heads; chromoly retainers
TFS-2500287	TFS-16905-16	Dual	160 @ 1.800	425 @ 1.130	1.050	392	TFS-214T0425*	TFS-30600444	7°, 8mm	.660	OEM GM LS cylinder heads; titanium retainers
TFS-2500289	TFS-16905-16	Dual	160 @ 1.800	425 @ 1.130	1.050	392	TFS-214T0427*	TFS-30600444	7°, 8mm	.660	OEM GM LS9 cylinder heads; titanium retainers
TFS-2500295	TFS-16306-16	Dual	150 @ 1.800	420 @ 1.200	1.100	450	TFS-21400415	TFS-30600444	7°, 8mm	.650	OEM GM LS cylinder heads; chromoly retainers
TFS-2500300	TFS-16306-16	Dual	150 @ 1.800	420 @ 1.200	1.100	450	TFS-214T0425*	TFS-30600445	7°, 8mm	.650	OEM GM LS cylinder heads; titanium retainers
TFS-2500301	TFS-16917-16	Dual	155 @ 1.800	436 @ 1.150	1.000	433	TFS-214T0425*	TFS-30600444	7°, 8mm	.700	OEM GM LS cylinder heads; titanium retainers, .505" I.D. locators
TFS-2500302	TFS-16917-16	Dual	155 @ 1.800	436 @ 1.150	1.000	433	TFS-214T0425*	TFS-30600444	7°, 8mm	.700	OEM GM LS cylinder heads; titanium retainers, .570" I.D. locators
TFS-2500305	TFS-16208-16	Dual	160 @ 1.800	482 @ 1.100	1.000	460	TFS-214T0425*	TFS-30600444	7°, 8mm	.750	OEM GM LS cylinder heads; titanium retainers, .505" I.D. locators
TFS-2500306	TFS-16208-16	Dual	160 @ 1.800	482 @ 1.100	1.000	460	TFS-214T0425*	TFS-30600444	7°, 8mm	.750	OEM GM LS cylinder heads; titanium retainers, .570" I.D. locators
TFS-2500400	TFS-16921-16	Dual	135 @ 1.800	400 @ 1.200	1.100	442	TFS-214T0410	TFS-30600444	7°, 8mm	.700	Trick Flow GenX® LS cylinder heads; titanium retainers
TFS-2500500	TFS-16519-16	Beehive	90 @ 1.600	205 @ 1.020	.980	209	TFS-51900423	TFS-51900444	7mm, 11/32"	.600	Ford 4.6L/5.4L 2V, naturally aspirated engines
TFS-2500525	TFS-16125-16	Beehive	125 @ 1.570	275 @ 1.020	.970	258	TFS-51900423	TFS-51900444	7mm, 11/32"	.580	Ford 4.6L/5.4L 2V, forced induction engines
TFS-2500526	TFS-16521-16	Dual	150 @ 1.500	290 @ .900	.850	233	TFS-52900423	TFS-51900445	7mm, 11/32"	.650	Ford 4.6L/5.4L 2V and Twisted Wedge® 185 cylinder heads
TFS-K16306	TFS-16306-16	Dual	150 @ 1.800	438 @ 1.200	1.100	448	TFS-21400125	TFS-51400444	7°, 11/32"	.650	Up to .650 lift @ 1.800" installed height
TFS-K16838	TFS-16838-16	Dual	106 @ 1.688	306 @ 1.208	.960	417	TFS-51400423	TFS-31400443	7°, 11/32"	.650	Up to .650" lift @ 1.688" installed height
TFS-K16839	TFS-16839-16	Single	98 @ 1.880	316 @ 1.300	1.115	376	TFS-51400423	TFS-31400443	7°, 11/32"	.600	Up to .600" lift @ 1.880" installed height
TFS-K16891	TFS-16891-16	Dual	97 @ 1.516	256 @ .970	.850	291	TFS-31400423	TFS-31400443	7°, 11/32"	.550	Buick V6 and 350 cubic inch; up to .550" lift with 1.500" installed height
TFS-K16893	TFS-16893-16	Dual	120 @ 1.875	394 @ 1.175	1.050	391	TFS-51400423	TFS-31400443	7°, 11/32"	.700	Up to .700" lift @ 1.875" installed height
TFS-K16911	TFS-16911-16	Single	127 @ 1.900	311 @ 1.400	1.110	368	TFS-21400425	TFS-52400444	10°, 11/32"	.600	Up to .600" lift @ 1.900" installed height
TFS-K16926	TFS-16926-16	Single	110 @ 1.800	318 @ 1.300	1.167	416	TFS-51400423	TFS-31400443	7°, 11/32"	.550	Up to .550" lift @ 1.800" installed height
TFS-K16942	TFS-16942-16	Single	115 @ 1.700	285 @ 1.200	1.150	340	TFS-51400423	TFS-31400443	7°, 11/32"	.500	Up to .500" lift @ 1.700" installed height
TFS-K16943	TFS-16943-16	Dual	240 @ 1.900	625 @ 1.200	1.068	550	TFS-21400425	TFS-52400444	10°, 11/32"	.700	Up to .700" lift @ 1.900" installed height
TFS-K16972	TFS-16972-16	Single	109 @ 1.850	293 @ 1.250	1.146	307	TFS-51400423	TFS-31400443	7°, 11/32"	.600	Up to .600" lift @ 1.850" installed height
TFS-K16981	TFS-16981-16	Single	110 @ 1.700	300 @ 1.250	1.150	422	TFS-31400423	TFS-31400443	7°, 11/32"	.500	Up to .500" lift @ 1.700" installed height
TFS-K16990	TFS-16990-16	Single	115 @ 1.500	240 @ 1.030	.930	266	TFS-51400423	TFS-31400443	7°, 11/32"	.500	Up to .500" lift @ 1.500" installed height

*Titanium retainers

Valve Spring Retainers, Spring Cups, Seals, I.D. Locators, and Spring Shims

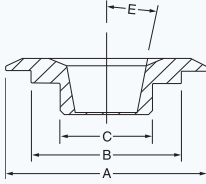
Trick Flow valve spring retainers, valve spring cups, spring shims, and I.D. locators are made from 4140 chromoly steel, through-hardened for long life, and black oxide coated. Trick Flow titanium valve spring retainers substantially reduce weight and are incredibly strong to safely and reliably

rev faster. Trick Flow Viton®* fluoroelastomer valve stem seals feature a posi-stop design to prevent oil from leaking into the valve guides. For use with all cast iron and aluminum cylinder heads.

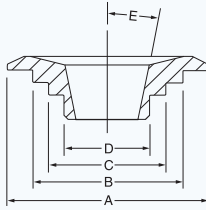
*Viton is a registered trademark of DuPont Performance Elastomers.



Dual Spring Retainer



Dual Spring Retainers



Triple Spring Retainers



Spring Cup



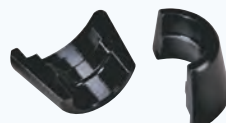
Valve Seal



Spring Shim



I.D. Locator



Valve Stem Locks

Valve Spring Retainers, Sets of 16								
Steel								
Part Number	Spring Description	Valve Spring Max. Dia.	Valve Stem Size	A	B	C	D	E
TFS-21400120	Dual spring	1.300"	11/32"	1.160"	.880"	.675"	—	7°
TFS-21400125	Dual spring +.050	1.300"	11/32"	1.160"	.880"	.675"	—	7°
TFS-21400410	GM LS, Dual spring	1.300"	8mm	1.160"	.880"	.675"	—	7°
TFS-21400415	GM LS, Dual spring +.050	1.300"	8mm	1.160"	.880"	.675"	—	7°
TFS-21400424	Dual spring	1.437"-1.500"	11/32"	1.400"	1.050"	.690"	—	10°
TFS-21400425	Dual spring	1.550"	11/32"	1.500"	1.115"	.690"	—	10°
TFS-31400423	Single spring	1.300"	11/32"	1.187"	.850"	.650"	—	7°
TFS-30300423	Single spring +.050	1.300"	11/32"	1.187"	.850"	.650"	—	7°
TFS-41400423	Dual spring +.050	1.550"	11/32"	1.500"	1.115"	.690"	—	10°
TFS-51400423	Dual spring	1.437"-1.500"	11/32"	1.375"	1.060"	.675"	—	7°
TFS-51900423	Single spring	1.000"	7mm	.880"	.620"	.500"	—	7°
TFS-52900423	Dual spring	1.100"	7mm, 3 groove	.980"	.805"	.610"	—	7°
TFS-52900424	Dual spring	1.100"	7mm, 1 groove	.980"	.805"	.610"	—	7°

Titanium								
Part Number	Spring Description	Valve Spring Max. Dia.	Valve Stem Size	A	B	C	D	E
TFS-214T0120	Dual spring	1.300"	11/32"	1.160"	.880"	.675"	—	7°
TFS-214T0125	Dual spring +.050	1.300"	11/32"	1.160"	.880"	.675"	—	7°
TFS-214T0410	Dual spring	1.300"	8mm	1.240"	.880"	.615"	—	7°
TFS-214T0415	GM LS, Dual spring	1.300"	8mm	1.160"	.880"	.675"	—	7°
TFS-214T0420	Dual spring	1.437"-1.500"	11/32"	1.442"	1.065"	.705"	—	10°
TFS-214T0425	GM LS, Dual spring, +.050	1.300"	8mm	1.160"	.880"	.675"	—	7°
TFS-214T0520	Dual spring	1.500"-1.550"	11/32"	1.500"	1.110"	.690"	—	10°
TFS-214T0525	Dual spring +.050	1.500"-1.550"	11/32"	1.500"	1.110"	.710"	—	10°
TFS-214T0620	Dual spring	1.625"	11/32"	1.500"	1.180"	.765"	—	10°
TFS-214T0630	Triple spring	1.625"	11/32"	1.500"	1.180"	.870"	.635"	10°
TFS-214T0650	Triple spring	1.625"	11/32"	1.500"	1.195"	.875"	.635"	10°



Valve Spring Cups							
Part Number	Outer Diameter	Inner Diameter	Max. Spring O.D.	Overall Thickness	Shim Thickness	Fits Valve Guide O.D.	Quantity
TFS-52900434	1.175"	.620"	1.100"	.280"	.100"	.500"	8
TFS-52900444	1.175"	.620"	1.100"	.180"	.045"	.500"	8
TFS-31400433	1.415"	.505"	1.270"	.180"	.060"	.500"	16
TFS-51400434	1.610"	.640"	1.480"	.180"	.060"	.560"	16
TFS-21400426	1.670"	.705"	1.560"	.180"	.060"	.560"	16
TFS-41400434	1.745"	.630"	1.640"	.180"	.060"	.560"	16



Valve Stem Seals					
Part Number	Outer Diameter	Inner Diameter	Overall Thickness	Fits Valve Guide O.D.	Quantity
TFS-30400454	.625"	11/32"	.500"	.500"	16
TFS-30600455	.600"	8mm	.500"	.500"	16
TFS-51900454	.700"	7mm	.640"	.500"	8
TFS-52400454	.640"	11/32"	.575"	.530"	16
TFS-52900454	.600"	7mm	.575"	.495"	8
TFS-54500454	.540"	8mm	.500"	.500"	8



Valve Spring Shims, Set of 16				
Part Number	Outer Diameter	Inner Diameter	Max. Spring O.D.	Overall Thickness
TFS-31500432	1.460"	.680"	1.500"	.060"



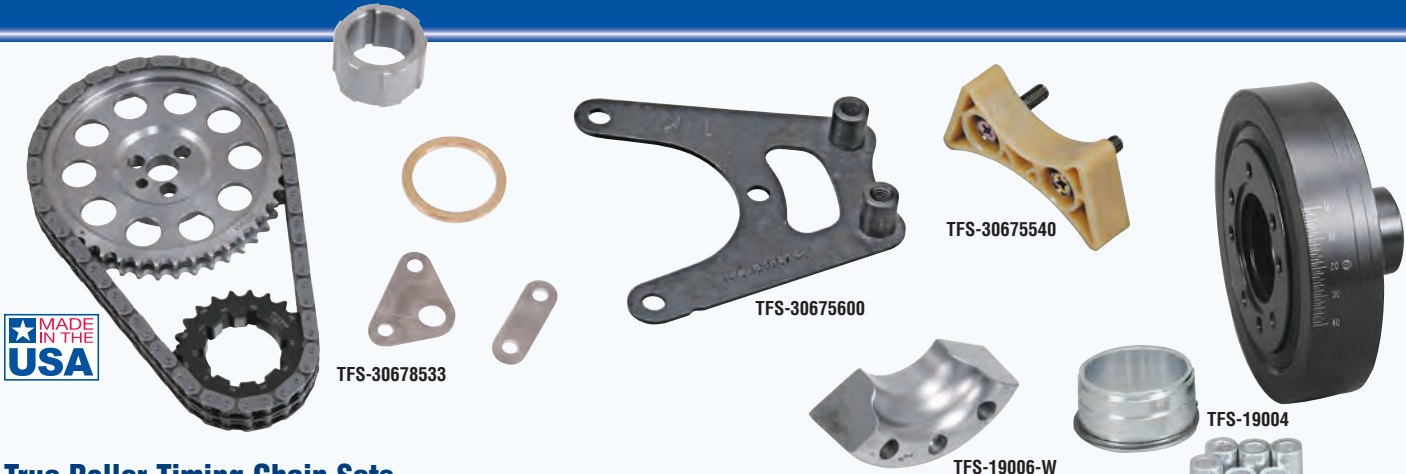
Valve Spring I.D. Locators, Sets of 16						
Part Number	Outer Diameter	Inner Diameter	Max. Spring O.D.	Overall Thickness	Shim Thickness	Fits Valve Guide O.D.
TFS-21400442	1.270"	.570"	1.300"	.200"	.050"	.560"
TFS-21400443	1.270"	.505"	1.300"	.200"	.050"	.500"
TFS-21400440	1.500"	.570"	1.550"	.180"	.053"	.560"
TFS-21400441	1.740"	.570"	1.620"	.180"	.060"	.560"



Steel Valve Stem Lock Specifications, Sets of 16				
Valve Locks	Description	Valve Stem Size	Groove Type	Color
TFS-30600444	GM LS standard	8mm	Single groove	Black
TFS-31400444	7° +.050"	11/32"	Square	Gold
TFS-51400444	7° standard	11/32"	Square	Black
TFS-51900444	7° Ford 4.6L/5.4L	7mm	Triple groove	Silver
TFS-52400444	10° standard	11/32"	Square	Black
TFS-52400445	10° -.050"	11/32"	Square	Black
TFS-54500444	10° standard	5/16"	Single beadlock	Black
TFS-54500445	10° standard	11/32"	Single beadlock	Black

Valve Stem Locks

Trick Flow valve stem locks are perfect for upgrades and rebuilds. They are precision machined from hardened chromoly steel for long lasting durability and are available in many popular sizes.



True Roller Timing Chain Sets and Accessories

These billet steel timing sets from Trick Flow are engineered for durability and versatility. The .250" diameter, double-row true roller chain and black oxide-coated crank sprocket are heat-treated for unrivaled strength. The CNC-machined cam gear has nine crank sprocket keyways for zero and +/- 2°, 4°, 6°, or 8° timing adjustments. The timing marks are laser-etched.

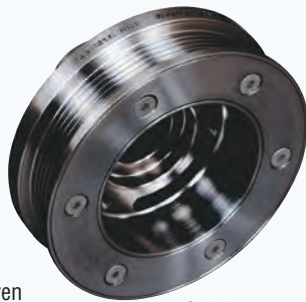
The timing chain damper for GM LS provides a small amount of tension on the timing chain to keep it from "whipping" during gear changes and damaging the engine. It's manufactured from durable OE-quality plastic and includes mounting bolts. The damper fits non-VVT (variable valve timing) GM LS2/L92/LS3 engines, and it should be replaced when changing camshafts or timing chain sets.

The GM LS timing chain damper adapter bracket allows the use of LS2 timing chain dampers on any GM LS engine block. The bracket uses the three lower cam/thrust retainer plate bolts for attachment. The bracket can also be used with aftermarket LS2 timing chain dampers (such as TFS-30675540) with the included hardware.

TFS-30675540	Timing chain damper, GM LS2/L92/LS3 non-VVT engines, each
TFS-30675600	Timing chain damper adapter bracket, GM LS, each
TFS-K30675600	Timing chain damper and adapter bracket kit, each
TFS-30678533	Timing chain set, LS1, each
TFS-30678534	Timing chain set, LS2, each
TFS-30778536	Timing chain set, 58x/4x camshaft sensor, 3-bolt, L92/LS3, each
TFS-30778535	Timing chain set, 58x/4x camshaft sensor, 1-bolt, L92/LS3, each
TFS-31478500	Timing chain set, Chevrolet 262-400, each
TFS-41478510	Timing chain set, Chevrolet 396-454, each
TFS-51478520	Timing chain set, Ford 255-351W, each
TFS-53478530	Timing chain set, Ford 429/460, each

Track Max® Underdrive Harmonic Dampers

Trick Flow's underdrive harmonic dampers have many of the same features as our harmonic dampers—SFI 18.1 safety rating, carbon steel construction, injection-molded and bonded elastomer, and corrosion-resistant black powdercoat finish—but are underdriven to increase horsepower by reducing the amount of power required to drive external accessories.



TFS-18015

TFS-18004	Underdrive damper, 1998-2002 5.7L Chevrolet/Pontiac Camaro/Firebird; 2004-06 5.7L/6.0L Pontiac GTO, 25% underdrive, each
TFS-18005	Underdrive damper, 1997-2006 5.7L/6.0L Chevrolet Corvette, 25% underdrive, each
TFS-18012	Underdrive damper, 1999-2006 4.8L-6.0L trucks/SUVs, 25% underdrive, each
TFS-18015	Underdrive damper, 2005-08 5.7L Chrysler 300C; Dodge Magnum/Charger, 20% underdrive, each
TFS-18016	Underdrive damper, 2003-08 5.7L Dodge Ram 1500-3500/Durango, 20% underdrive, each

Track Max® Harmonic Dampers

Put Trick Flow's advanced engineering to work for you with a Track Max harmonic damper. Engineered for safety and power, these SFI 18.1 rated, carbon steel dampers contain an injection-molded and bonded elastomer and come with removable counterweights. They also have engraved timing marks for easy adjustment and a corrosion-resistant black powdercoat finish for durability.

TFS-19000	Damper, Chevrolet 283-350, internal balance, each
TFS-19001	Damper, Chevrolet 400, external balance, each
TFS-19002	Damper, Chevrolet 396-427, internal balance, each
TFS-19003	Damper, Chevrolet 454, external balance, each
TFS-19004	Damper, 1997-2002 5.7L Chevrolet/Pontiac Camaro/Firebird; 2005-06 6.0L Pontiac GTO, each
TFS-19005	Damper, 1997-2007 5.7L/6.0L Chevrolet Corvette, each
TFS-19006	Damper, Ford 289-351W (except 5.0L), 28 ounce external balance, each
TFS-19006-W	Counterweight, Ford 289-351W (except 5.0L), 28 ounce external balance, bolt-on, each
TFS-19007	Damper, 1981-2001 Ford 5.0L, 50 ounce external balance, each
TFS-19008	Damper, Ford 429/460, internal/external balance, each
TFS-19009	Damper, 1996-2004 Ford 4.6L 2V, external balance, each
TFS-19010	Damper, Chrysler 273-360, internal balance, each
TFS-19011	Damper, Chrysler 318-360, external balance, each
TFS-19012	Damper, Chrysler 383-440, neutral balance, each



TFS-18010

Track Max® Underdrive Harmonic Damper and Pulley Kits for Ford 4.6L 2V/3V/4V

Trick Flow assembled these Track Max underdrive harmonic damper and pulley kits just for the Ford 4.6L. The kits start with an underdrive damper, then Trick Flow adds black powdercoated steel pulleys for the water pump and alternator to protect those accessories from high-speed burnout while allowing more power to go to the wheels.

TFS-18009	Underdrive damper/pulley kit, 1996-2000 Ford 4.6L 2V/4V, with long water pump, 25% underdrive, each
TFS-18010	Underdrive damper/pulley kit, 2001-04 Ford 4.6L 2V/4V, with short water pump, 25% underdrive, each
TFS-18011	Underdrive damper/pulley kit, 2005-07 Ford 4.6L 3V, 25% underdrive, each



Trick Flow by Quick Fuel Technology Carburetors



TFS-21050R

Realizing the need for carburetion that can keep up with the increased power levels generated by Trick Flow engine components, Trick Flow teamed up with the fuel delivery specialists at Quick Fuel Technology to produce four-barrel carburetors capable of feeding high-horsepower street and race engines.

The Street Heat™ 650 cfm mechanical secondary carburetor features the power and tunability of a race carb in a streetable, lightweight package. Attributes include billet aluminum throttle body and metering blocks, replaceable idle feed restrictors, power valve channel restrictions, idle and high-speed air bleeds, 4-corner idle system, Holley 4500 Dominator-style fuel bowls with sight glass windows, additional links to tune the secondary opening rate, downleg boosters, dual fuel inlets, and an electric choke.

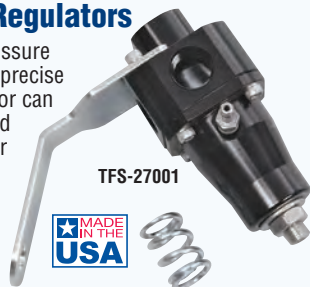
The Track Heat® (750 cfm) and Track Heat Pro (850 cfm and 950 cfm) mechanical secondary, choke-less carburetors feature high-flow main bodies with a blended venturi area to help smooth out the airflow into the intake manifold. Trick Flow added screw-in idle air bleeds, high-speed air bleeds, and accelerator pump discharge nozzles for almost unlimited tunability. The CNC-machined billet metering blocks have 4-stage emulsion bleeds for more precise fuel metering, improved throttle response, and a more uniform fuel performance curve. Rounding out the features are dual fuel inlets, downleg boosters, and additional links to tune the secondary opening rate.

The Race carburetor is a 1,050 cfm, Dominator-style carb featuring a new die-cast aluminum main body with a lengthened venturi section for greater midrange torque and better airflow. The annular discharge booster venturis are precision die-cast with CNC-machined billet aluminum inserts for smoother and more refined air entry, stronger vacuum signal, less turbulence, and improved fuel emulsion for better combustion. Other notable features include CNC-machined billet metering blocks with 3-circuit metering, changeable emulsion, idle feed, intermediate bowl, and feed discharge bleeds, dual fuel inlets, mechanical secondaries, and die-cast aluminum fuel bowls with sight glass windows. The external linkage comes with links for moderate progressive (25 percent), medium progressive (40 percent), full progressive (50 percent), and 1:1 primary throttle opening rates.

- TFS-20650 Street Heat carburetor, 650 cfm, square bore carburetor flange, each
- TFS-20750R Track Heat carburetor, 750 cfm, square bore carburetor flange, each
- TFS-20850R Track Heat Pro carburetor, 850 cfm, square bore carburetor flange, each
- TFS-20950R Track Heat Pro carburetor, 950 cfm, square bore carburetor flange, each
- TFS-21050R Race carburetor, 1,050 cfm, Dominator carburetor flange, each
- TFS-203210 Rebuild kit for Street Heat, Track Heat, and Track Heat Pro carburetors, each

TFX™ Bypass Fuel Pressure Regulators

Trick Flow TFX universal bypass fuel pressure regulators are ideal for applications where precise fuel control is required. The Type 1 regulator can be adjusted from 3-20 psi with the standard pressure spring (perfect for carburetors) or from 20-60 psi after installing the included high-pressure spring (EFI systems). The Type 2 regulator is designed to provide total control of the fuel pressure settings on EFI-equipped cars. This regulator has a -6 AN O-ring boss inlet, outlet, and return fittings, a 1/8" NPT gauge port, and can be adjusted from 30-70 psi. Both regulators include a boost reference port that raises fuel pressure on a 1:1 ratio. Like our other TFX fuel system components, the regulators are black anodized for stealthy looks and corrosion resistance.



TFS-27001



- TFS-27001 Fuel pressure regulator, Type 1, 3-60 psi, each
- TFS-5158REG1 Fuel pressure regulator, Type 2, 30-70 psi, each



TFS-20000



TFS-20000-F

TFS-20000-L

Throttle Cable Mounting Brackets, Regulator Brackets, and Linkage Adapters

Crafted from black anodized billet aluminum, these Trick Flow throttle cable brackets make carb installation look clean and perform great. All of the hardware you need is included (including dual return springs!) and installation is easy as mounting the appropriate bracket to the base of your carburetor. The brackets are compatible with most square bore and Holley Dominator-style carburetor designs and transmission kickdown cables.

Also available are fuel pressure regulator brackets and linkage adapters made from the same great-looking black anodized aluminum as the cable brackets. The regulator brackets mount to the passenger side of a carburetor to make plumbing easy and reduce the distance of the fuel lines to the float bowls. They'll clear throttle linkages, electric and manual chokes, and vacuum ports. The linkage adapters allow you to easily attach the throttle cable to the mounting bracket on vehicles equipped with Ford or Lokar-style throttle cables—no fabrication required. Mounting hardware included.

Throttle Cable Mounting Brackets

- TFS-20000 Throttle cable bracket, square bore carburetor, each
- TFS-20005 Throttle cable bracket, Holley Dominator carburetor, each

Throttle Cable Linkage Adapters

- TFS-20000-F Linkage adapter, for Ford-style throttle cables, 5/16" slotted hole with 1/4" bolt tab, each
- TFS-20000-L Linkage adapter, for Lokar-style throttle cables, 5/16" slotted hole, each

Fuel Pressure Regulator Brackets

- TFS-20010 Regulator bracket, square bore carburetor with Holley regulator, each
- TFS-20011 Regulator bracket, square bore carburetor with Aeromotive regulator, each
- TFS-20020 Regulator bracket, Holley Dominator carburetor with Holley regulator, each
- TFS-20021 Regulator bracket, Holley Dominator carburetor with Aeromotive regulator, each



TFS-2145001C

TFS-2141501C

TFS-2141501B

Carburetor Spacers

Give your carburetor a little more space for a noticeable power boost with a premium quality Trick Flow carburetor spacer.

The unique, CNC-ported exit shape on Trick Flow's four-hole carburetor spacers smooth the airflow between the bottom of the carburetor and the intake manifold plenum for more torque and horsepower. Available in two versions, phenolic/composite and billet aluminum, they fit Holley 4150 and other square bore-style carbs.

The open-style spacer for Holley Dominator carbs features a cloverleaf design that increases power in the mid-to-upper RPM range.

The spacers are 1" thick and come complete with mounting studs and gaskets.

- TFS-2141501B Billet aluminum spacer, black anodized, square bore carburetors, each
- TFS-2141501C Phenolic/composite spacer, square bore carburetors, each
- TFS-2145001C Phenolic/composite spacer, Holley Dominator carburetors, each





TFS-27022



TFS-5188000S



TFX™ Fuel Rail and Pressure Sensor Adapters for Ford 4.6L 2V/3V/4V

Trick Flow has engineered two easy ways to upgrade the factory fuel systems on Ford 4.6L engines for better performance.

The TFX fuel rail adapters make it simple to install a nitrous oxide solenoid, a fuel pressure gauge, or any other component that requires a 1/8" NPT fitting. They mount between the factory fuel rail and pressure sensor.

The fuel pressure sensor adapter allows the installation of Trick Flow fuel rails on engines that retain the factory returnless fuel system. Its design permits the pressure sensor to be mounted either remotely or coupled directly to the fuel rails; -8 AN ORB inlet and outlet ports provide a positive seal and eliminate the need for thread sealant.

The adapters feature a black anodized finish with a white engraved Trick Flow logo for good looks and durability; mounting hardware is included.

- | | |
|--------------|--|
| TFS-27021 | Fuel rail adapter, 1999-2004 Ford 4.6L 2V, each |
| TFS-27022 | Fuel rail adapter, 2005-10 Ford 4.6L 3V, each |
| TFS-5188000S | Fuel pressure sensor adapter, universal Ford-style, 1997-2004 4.6L 2V/4V, each |



TFS-25000



TFS-25017



TFS-25013P

TFX™ Fuel Pumps

TFX Electric Fuel Pump and Regulator Combo for Carbureted Engines

To feed the serious demands of your carbureted racing engine, you need the serious performance of this TFX fuel pump and regulator combo from Trick Flow.

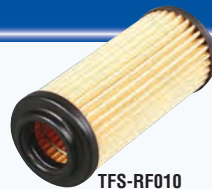
This combo features the compact, external-mount TFX fuel pump (3.500" wide x 3.125" high x 5.500" long) capable of free-flowing 140 gph of fuel at a maximum pressure of 14 psi. It has 3/8" NPT ports for easy connections and externally accessible pressure relief valves. To control all that fuel flow, you also get the universal bypass-style TFX fuel pressure regulator. It's CNC-machined from cast aluminum and is adjustable from 4.5 to 9 psi. The combo also includes a fuel pump mounting bracket with a rubber isolator to minimize cabin noise. For drag race use only; not recommended for street applications that require a continuous flow fuel pump.

- | | |
|------------|--|
| TFS-25013 | TFX fuel pump and regulator combo for carbureted engines, each |
| TFS-25013P | TFX fuel pump only for carbureted engines, each |
| TFS-25017 | TFX fuel pressure regulator only for carbureted engines, each |

TFX Electric Fuel Pumps for 1986-97 EFI Mustang

Trick Flow TFX high-volume, in-tank electric fuel pumps for 1986-97 EFI Mustangs are not only great for stock replacement, but are designed to meet the fuel requirements of modified engines. And unlike stock fuel pumps that only flow 88-95 lph, Trick Flow pumps are available in 155, 190, and 255 lph flow rates to help your modified engine meet its full power potential. New fuel strainer included; E85 compatible.

- | | |
|-----------|---|
| TFS-25000 | Fuel pump, 155 lph, in-tank mount, each |
| TFS-25001 | Fuel pump, 190 lph, in-tank mount, each |
| TFS-25002 | Fuel pump, 255 lph, in-tank mount, each |



TFS-RF010



TFS-RF040



TFS-RF100

TFX™ Inline Fuel Filters

Trick Flow TFX inline fuel filters keep fuel clean without restricting it—just what your high performance engine requires. The black anodized billet aluminum filters can handle up to 300 psi of fuel pressure and 1,000 horsepower. Available with your choice of 10, 40, or 100 micron elements and with -6, -8, or -10 AN male inlet and outlet fittings.

- | | |
|-----------|--|
| TFS-23000 | Inline filter, -6 AN, 40 micron element, 1.250" x 4.000", each |
| TFS-23001 | Inline filter, -8 AN, 40 micron element, 1.250" x 4.000", each |
| TFS-23002 | Inline filter, -8 AN, 10 micron element, 1.750" x 6.500", each |
| TFS-23003 | Inline filter, -10 AN, 10 micron element, 1.750" x 6.500", each |
| TFS-23004 | Inline filter, -8 AN, 100 micron element, 1.750" x 6.250", each |
| TFS-23005 | Inline filter, -10 AN, 100 micron element, 1.750" x 6.250", each |
| TFS-RF010 | Replacement element, 10 micron, each |
| TFS-RF040 | Replacement element, 40 micron, each |
| TFS-RF100 | Replacement element, 100 micron, each |

TFS-23000



TFS-23003

TFX™ Canister Fuel Filter

Trick Flow's TFX billet aluminum, high-flow canister-style fuel filter can handle the pressures of the most extreme high performance carbureted or fuel injected fuel system. The lightweight filter assembly flows 1,500 lbs. per hour with less than 1 psi of pressure drop through its 3/8" inlet and outlet fittings. The maximum fuel pressure rating is a whopping 2,000 psi! A 10 micron replaceable filter element and chrome-plated mounting hardware are included.

- | | |
|-----------|---|
| TFS-23006 | Canister filter, 6.125" x 3.250", each |
| TFS-RF006 | Canister filter replacement element, each |



TFS-23006



TFS-25004



TFX™ Universal Electric Fuel Pump for EFI Engines

Multi-port EFI systems need a stable fuel supply at all RPMs, and Trick Flow's high-pressure, high-flow electric fuel pump can supply it. Features include a free-flow rate of 43 gph at a maximum pressure of 85 psi, 5/16" inlet and outlets, brass stud terminals for secure connections, and two cushioned clamps for mounting. This fuel pump is ideal as a stand-alone pump for multi-port EFI systems on engines making up to 500 HP, or as a booster for nitrous-assisted engines. Kit includes fuel pump, 30 amp relay, fuse holder, wire, connectors, and mounting hardware; E85 compatible.

- | | |
|------------|---|
| TFS-25004 | Fuel pump kit, universal fit, EFI, includes fuel pump and wiring kit, 43 gph @ 85 psi, each |
| TFS-25004P | Fuel pump only, universal fit, EFI, 43 gph @ 85 psi, each |
| TFS-25004K | Fuel pump wiring kit, includes 30 amp relay, fuse holder, wire, and connectors, each |

Trick Flow by Injector Dynamics Fuel Injectors

Developed for extreme demand, severe race duty applications, these high quality fuel injector sets are made by Injector Dynamics, one of the premier names in high-flow fuel injectors. Injector Dynamics batch-tests large quantities of specially modified fuel injectors and carefully matches them into sets based on their dynamic fuel flow across the pulsewidth range. The result is vastly superior cylinder-to-cylinder consistency, even at very low pulsewidths.

Dead time compensation values for pressure and voltage are provided in native Ford or GM formats to ensure proper compensation for ECU tuning and to confirm air/fuel ratios will remain consistent as atmospheric or voltage conditions change.

All flow values are at 3 bar (43.5 psi).

- TFS-891000 Fuel injectors, GM LT1/LS1, 1,000cc/min., 95 lbs./hr., set of 8
- TFS-891001 Fuel injectors, GM LS2/LS3/LS7/L76/L92/L99, 1,000cc/min., 95 lbs./hr., set of 8
- TFS-891002 Fuel injectors, 1986-2004 Ford 5.0L/4.6L, 1,000cc/min., 95 lbs./hr., set of 8
- TFS-891003 Fuel injectors, 2005 and later Ford 4.6L/5.4L and 5.0L, 1,000cc/min., 95 lbs./hr., set of 8
- TFS-891004 Fuel injectors, GM LT1/LS1, 850cc/min., 81 lbs./hr., set of 8
- TFS-891005 Fuel injectors, GM LS2, 850cc/min., 81 lbs./hr., set of 8
- TFS-891006 Fuel injectors, GM LS3/LS7/L76/L92/L99/LSA/LS9, 850cc/min., 81 lbs./hr., set of 8
- TFS-891007 Fuel injectors, 2005 and later Ford 4.6L/5.4L and 5.0L, 850cc/min., 81 lbs./hr., set of 8



TFS-891000



TFS-89030



TFS-89860



TFS-89960

TFX™ Fuel Injectors

With electronically drilled and machined disc-type fuel control valves, plus improved nozzles and coil windings, Trick Flow TFX fuel injectors atomize fuel better, resist clogging, are quieter, and require less energy to operate than other aftermarket injectors.



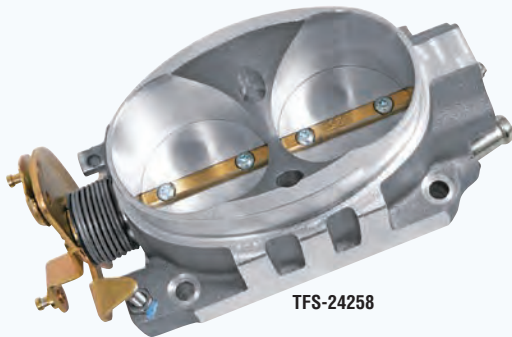
And the features don't stop there. Low magnetic stainless steel injector bodies prevent corrosion from underhood contaminants and seal the injectors from moisture contamination. OEM-style clip grooves secure the injectors to fuel rails and eliminate possible fuel leaks. Viton® fluoroelastomer O-rings seal the injectors to the fuel rails and intake manifold to prevent fuel and air leaks under extreme operating conditions. High-quality, 1/2 micron filter screens keep foreign debris and contaminants from entering the injectors to ensure proper performance and a long life cycle. TFX fuel injectors are 100% duty cycle tested to ensure reliability and performance. Sold in sets of 8. Also available individually by adding "-1" to the end of the part number. All flow values are at 3 bar (43.5 psi).

TFX Bosch-Style Fuel Injectors

- TFS-89024 Fuel injectors, 24 lbs./hr., 14.4 ohms, Jetronic plugs, set of 8
- TFS-89030 Fuel injectors, 30 lbs./hr., 14.4 ohms, Jetronic plugs, set of 8
- TFS-89036 Fuel injectors, 36 lbs./hr., 14.4 ohms, Jetronic plugs, set of 8
- TFS-89044 Fuel injectors, 44 lbs./hr., 12.0 ohms, Jetronic plugs, set of 8
- TFS-89048 Fuel injectors, 48 lbs./hr., 12.0 ohms, Jetronic plugs, set of 8
- TFS-89055 Fuel injectors, 55 lbs./hr., 2.2 ohms, Jetronic plugs, set of 8
- TFS-89072 Fuel injectors, 72 lbs./hr., 2.0 ohms, Jetronic plugs, set of 8
- TFS-89083 Fuel injectors, 83 lbs./hr., 2.2 ohms, Jetronic plugs, set of 8
- TFS-89095 Fuel injectors, 95 lbs./hr., 2.2 ohms, Jetronic plugs, set of 8
- TFS-89120 Fuel injectors, 120 lbs./hr., 2.2 ohms, Jetronic plugs, set of 8
- TFS-89160 Fuel injectors, 160 lbs./hr., 2.2 ohms, Jetronic plugs, set of 8

TFX Siemens-Style Fuel Injectors

- TFS-89860 Fuel injectors, 60 lbs./hr., 12.0 ohms, Jetronic plugs, set of 8
- TFS-89960 Fuel injectors, 60 lbs./hr., 12.0 ohms, USCAR plugs, set of 8
- TFS-89880 Fuel injectors, 80 lbs./hr., 12.0 ohms, Jetronic plugs, set of 8
- TFS-89980 Fuel injectors, 80 lbs./hr., 12.0 ohms, USCAR plugs, set of 8



TFS-24258

TFX™ EFI Throttle Bodies

Add 5-15 more rear-wheel horsepower in less than an hour with a Trick Flow TFX EFI throttle body. The cast aluminum throttle bodies are crafted with hand-assembled butterflies for maximum quality and dependability. Idle adjustment is as easy as turning a screw, so you'll be enjoying that new power and responsiveness in no time. The LS1 models benefit from multiple throttle linkages for a wide variety of custom installations. Includes gaskets and mounting hardware.

- TFS-24070 Throttle body, 1996-2004 Ford 4.6L/5.4L 2V, 70mm, each
- TFS-24075 Throttle body, 1996-2004 Ford 4.6L/5.4L 2V, 75mm, each
- TFS-24080 Throttle body, 1998-2002 5.7L Chevrolet/Pontiac Camaro/Firebird, 2004 GTO, 80mm, each
- TFS-24085 Throttle body, 1998-2002 5.7L Chevrolet/Pontiac Camaro/Firebird, 2004 GTO, 85mm, each
- TFS-24258 Throttle Body, 1994-97 5.7L Chevrolet/Pontiac Camaro/Firebird/Corvette, twin 58mm, each
- TFS-24570* Throttle body, 1986-93 5.0L Ford Mustang, 70mm, each
- TFS-24575* Throttle body, 1986-93 5.0L Ford Mustang, 75mm, each

*EGR plate required, not included.

TFX™ Fuel Line Fittings

Trick Flow's reusable TFX fuel line fittings are easy to install. They're made from precision CNC-machined aerospace grade aluminum and feature a sharp, black anodized finish for great looks and long-lasting durability. Best of all, they're available in several sizes and styles for any plumbing job.

- TFS-22006 Hose end, -6 AN, straight, each
- TFS-22008 Hose end, -8 AN, straight, each
- TFS-22001 Hose end, -10 AN, straight, each
- TFS-22456 Hose end, -6 AN, 45°, each
- TFS-22458 Hose end, -8 AN, 45°, each
- TFS-22451 Hose end, -10 AN, 45°, each
- TFS-22906 Hose end, -6 AN, 90°, each
- TFS-22908 Hose end, -8 AN, 90°, each
- TFS-22901 Hose end, -10 AN, 90°, each
- TFS-22386 Adapter, 3/8" NPT to -6 AN, each
- TFS-22388 Adapter, 3/8" NPT to -8 AN, each
- TFS-22666 Union, -6 AN to -6 AN, each
- TFS-22888 Union, -8 AN to -8 AN, each
- TFS-22111 Union, -10 AN to -10 AN, each



TFS-22456



TFS-22906



TFS-22006



TFS-22386



TFS-22666

Viton® is a registered trademark of DuPont Performance Elastomers.

Trick Flow by Magnuson Supercharger Systems



The airflow experts at Trick Flow teamed up with the supercharger experts at Magnuson to produce application-specific systems that can add up to 150 horsepower to your GM, Ford, or Dodge hot rod!

At the core of each system is the Magnuson supercharger, a Roots design upgraded with intermeshed helical rotors and special port geometry to increase power with original equipment quietness and reliability and no adverse effects on fuel economy. The supercharger is overdriven for instantaneous boost off-idle, and an internal bypass valve eliminates part throttle power loss. Rounding out the features is a self contained lubrication system. Trick Flow by Magnuson supercharger systems come with a three year warranty.



MP1900 TVS Supercharger Systems

Systems include an MP1900 TVS supercharger, cast aluminum intake manifold, air-to-water intercooler, high capacity fuel injectors and/or fuel pump, plumbing, wiring harnesses, brackets, hardware, programmer to properly calibrate your ECM (TFS-K26015 only), and an instruction manual complete with color photographs (exact contents vary by application). Customers purchasing part numbers TFS-K26013, TFS-26014, TFS-26016, and TFS-26018 must send their ECM to Magnuson via the enclosed pre-paid shipping container to be reprogrammed.

- TFS-K26013 Supercharger system, 2007-08 6.0L/6.2L Chevrolet/GMC Silverado/Sierra, black, each
- TFS-K26014 Supercharger system, 2007-08 6.0L/6.2L Cadillac/Chevrolet/GMC Escalade/Tahoe/Yukon/Suburban/Avalanche, black, each
- TFS-K26015 Supercharger system, 2008-early 2009 6.0L Pontiac G8 GT, black, each
- TFS-K26016 Supercharger system, 2007-09 4.8L/5.3L Chevrolet/GMC Silverado/Sierra, black, each
- TFS-K26018 Supercharger system, 2007-09 5.3L Flex Fuel (J-code only) Chevrolet/GMC Silverado/Sierra and Trailblazer/Envoy, each
- TFS-K26026 Supercharger system, 2004-07 4.8L-6.0L Chevrolet/GMC Silverado/Sierra, Trailblazer/Envoy, Tahoe/Yukon, and Suburban, each

MP2300 TVS Supercharger Systems

Magnuson's MP2300 TVS supercharger technology is the same used for the Corvette ZR1. The four-lobe rotor features a high-twist 160° helix that increases efficiency, lowers discharge temperatures, and is much quieter than previous superchargers. The superchargers also interface seamlessly with OE cylinder deactivation systems for improved fuel economy during light throttle applications.

MP2300 TVS supercharger systems come complete with a high-velocity aluminum intake manifold, integral air-to-water intercooler, a programmer to properly calibrate your ECU, new fuel injectors and fuel rails, an instruction manual complete with color photographs, and all necessary brackets, connectors, hardware, and specialized tools required for installation (exact contents vary by application).

- TFS-K26017 Supercharger system, 2010-13 6.2L Chevrolet Camaro SS, each
- TFS-K26020 Supercharger system, 2009-10 5.7L Hemi Dodge Challenger R/T, each
- TFS-K26021 Supercharger system, 2009-10 6.1L Hemi Dodge Challenger SRT8, each
- TFS-K26022 Supercharger system, 2005 6.0L Pontiac GTO, each
- TFS-K26023 Supercharger system, 2011 5.0L Ford Mustang GT, each
- TFS-K26024 Supercharger system, 2009-10 5.7L Hemi Dodge Ram 1500-3500, each
- TFS-K26025 Supercharger system, 2006-10 6.1L Hemi Jeep Grand Cherokee SRT8, each

Phenolic TBI Spacer Kits for Trucks



Increase pulling power and enhance throttle response without sacrificing drivability with Trick Flow's 1" tall phenolic throttle body spacers. The spacers improve both low-end power and fuel economy, and come with gaskets and installation hardware. Emissions-legal under CARB E.O. #D-369-17.



- TFS-30620001 TBI Spacer for 1999-2001 4.8L-6.0L Chevy/GMC trucks, each
- TFS-30620002 TBI Spacer for 2001-02 8.1L and 2002-03 4.8L-6.0L Chevy/GMC trucks, each
- TFS-31520001 TBI Spacer for 1986-92 4.3L-5.7L Chevy/GMC trucks, each
- TFS-31520002 TBI Spacer for 1993-95 4.3L-5.7L Chevy/GMC trucks, each
- TFS-31520003 TBI Spacer for 1996-2003 4.3L Chevy/GMC trucks, each
- TFS-31520004 TBI Spacer for 1996-99 5.0L/5.7L Chevy/GMC trucks, each
- TFS-51620001 TBI Spacer for 1997-2003 4.6L Ford F-150/Expedition, each
- TFS-51620002 TBI Spacer for 1997-2003 5.4L Ford F-150/Expedition, each
- TFS-61520001 TBI Spacer for 1992-2001 3.9L-5.9L Dodge Ram/Dakota/Durango, each
- TFS-61520002 TBI Spacer for 1991-2002 4.0L Jeep YJ/TJ/XJ, each



TFS-31520002



TFS-23100



TFS-23070

TFX™ High-Flow Air Intake Kits

The Trick Flow TFX high-flow air intake kits are built for performance and show, using the highest quality components available to provide late-model vehicles with more power and acceleration. The filters are washable cotton-gauze, and a polished aluminum inlet tube adds some sparkle under the hood. The kits also feature heat shields to isolate cooler air from engine heat (most applications), plus all necessary mounting hardware and instructions. Manufactured by K&N for Trick Flow.

- TFS-23074 High-flow air intake kit, 2010-15 6.2L Chevrolet Camaro SS, each
- TFS-23083 High-flow air intake kit, 2010-11 3.6L Chevrolet Camaro, each
- TFS-23097 High-flow air intake kit, 2011-13 5.0L Ford F-150, each
- TFS-23100 High-flow air intake kit, 1999-2004 4.8L/5.3L Chevrolet/GMC Silverado/Sierra, each
- TFS-23101*† High-flow air intake kit, 1999-2007 4.8L-6.0L Cadillac/Chevrolet/GMC trucks/SUVs, each
- TFS-23102*† High-flow air intake kit, 2005-07 4.8L-6.0L Cadillac/Chevrolet/GMC trucks/SUVs, each
- TFS-23103† High-flow air intake kit, 1997-2004 4.6L/5.4L Ford/Lincoln F-150/250 and Expedition/Navigator, each
- TFS-23104† High-flow air intake kit, 2003-08 5.7L Hemi Dodge Ram 1500-3500, each
- TFS-23105*† High-flow air intake kit, 2007-08 4.8L-6.2L Cadillac/Chevrolet/GMC trucks/SUVs, each

*Many more applications available.
†Emissions-legal under CARB E.O. #D-369-14.



TFX™ Cold Air Intake Kits

Trick Flow TFX cold air intake kits replace an engine's restrictive stock air cleaner or airbox with a black composite, low-restriction unit and reusable cotton-gauze filter that will increase airflow to the engine. As we all learned in Horsepower 101, more air equals more power. The kits include an air filter assembly, a plenum (where applicable), mounting hardware, and instructions. Manufactured by K&N for Trick Flow.

- TFS-23050† Cold air intake kit, 1999-2004 4.8L-5.3L Chevrolet/GMC Silverado/Sierra 1500, each
- TFS-23051† Cold air intake kit, 1996-2005 4.3L Chevrolet/GMC S10/15 trucks/SUVs, each
- TFS-23052† Cold air intake kit, 2001-07 6.0L Chevrolet/GMC 2500HD/3500, each
- TFS-23053*† Cold air intake kit, 2005 4.8L-6.0L Chevrolet/GMC trucks/SUVs, each
- TFS-23054 Cold air intake kit, 1988-95 5.7L Chevrolet/GMC trucks/SUVs, each
- TFS-23055*† Cold air intake kit, 1999-2004 6.0L Chevrolet/GMC Silverado/Sierra, each
- TFS-23056† Cold air intake kit, 1996-2000 5.0L/5.7L Chevrolet/GMC trucks/SUVs, each
- TFS-23057† Cold air intake kit, 1993-97 5.7L Chevrolet/Pontiac Camaro/Firebird, each
- TFS-23058† Cold air intake kit, 1994-96 5.7L Chevrolet Impala SS/Caprice, each
- TFS-23059† Cold air intake kit, 1994-2002 5.2L/5.9L Dodge Ram 1500/2500, each
- TFS-23060† Cold air intake kit, 2003-08 5.7L Hemi Dodge Ram 1500/2500, each
- TFS-23061† Cold air intake kit, 1988-95 5.0L/5.8L Ford F-150/Bronco, each
- TFS-23062† Cold air intake kit, 1997-2003 4.6L/5.4L Ford F-150; 1997-2002 4.6L/5.4L Ford/Lincoln Expedition/Navigator, each
- TFS-23063† Cold air intake kit, 2004-05 4.6L Ford F-150, each
- TFS-23064† Cold air intake kit, 2004-08 5.4L Ford F-150, each
- TFS-23065† Cold air intake kit, 1999-2004 5.4L F-250/350 Super Duty/Excursion, each
- TFS-23066† Cold air intake kit, 1996-2004 4.6L Ford Mustang GT, each
- TFS-23067† Cold air intake kit, 2005-06 4.6L Ford Mustang GT, each
- TFS-23068† Cold air intake kit, 1988-95 4.9L-7.5L Ford F-150-350/Bronco, each
- TFS-23069† Cold air intake kit, 2004 5.7L Pontiac GTO, each
- TFS-23070† Cold air intake kit, 2005 6.0L Pontiac GTO, each
- TFS-23071 Cold air intake kit, 2007-09 4.6L Ford Mustang GT, each
- TFS-23072 Cold air intake kit, 2010 4.0L Ford Mustang, each
- TFS-23077 Cold air intake kit, 2008 5.4L Ford/Lincoln F-150/Mark LT, each
- TFS-23078† Cold air intake kit, 2005-07 5.7L/6.1L Hemi Chrysler 300C; Dodge Charger/Magnum, each
- TFS-23079*† Cold air intake kit, 2007 4.8L-6.2L Cadillac/Chevrolet/GMC trucks/SUVs, each
- TFS-23080 Cold air intake kit, 2006-07 6.0L Chevrolet Corvette, each
- TFS-23081† Cold air intake kit, 2001-04 5.7L Chevrolet Corvette, each
- TFS-23082 Cold air intake kit, 2014-15 6.2L Chevrolet SS, 2008-09 6.0L/6.2L Pontiac G8 GT/GXP, each
- TFS-23084 Cold air intake kit, 2005-06 5.4L Ford F-250 Super Duty, each
- TFS-23086* Cold air intake kit, 2009-14 5.7L Hemi Dodge Ram 1500, each
- TFS-23087 Cold air intake kit, 2008 4.6L Ford F-150, each
- TFS-23088* Cold air intake kit, 2007-14 5.4L Ford/Lincoln Expedition/Navigator, each
- TFS-23089 Cold air intake kit, 2009-10 4.6L Ford F-150, each
- TFS-23091 Cold air intake kit, 2007-12 3.7L Chevrolet/GMC Colorado/Canyon, each
- TFS-23092* Cold air intake kit, 2009-14 4.8L-6.2L Chevrolet/GMC Silverado/Sierra, each
- TFS-23093 Cold air intake kit, 2008-13 6.2L Chevrolet Corvette, each
- TFS-23094 Cold air intake kit, 2010-15 6.2L Chevrolet Camaro SS, each
- TFS-23095 Cold air intake kit, 2010 3.6L Chevrolet Camaro, each
- TFS-23096 Cold air intake kit, 2008-10 5.4L Ford F-250 Super Duty; 2007-10 5.4L Ford F-350 Super Duty, each

*Many more applications available.
†Emissions-legal under CARB E.O. #D-369-14.



TFS-N4500

TFX™ Nitrous Systems

TFX Carbureted Nitrous Systems

Trick Flow TFX nitrous systems are an affordable way to bolt on big power. TFX systems are adjustable in 50 horsepower increments from 50 to 200 horsepower, and include everything you need to install them on to your vehicle.

- TFS-N4150 Nitrous system, Holley 4150, each
- TFS-N4500 Nitrous system, Holley 4500, each

TFX EFI Nitrous Systems

These EFI manifold nitrous systems are specifically designed for 1986-95 5.0L Fords with Trick Flow intake manifolds. TFX systems are adjustable in 50 horsepower increments from 50 to 200 horsepower. The systems include spray bar plates, calibrated solenoids, jets, switches, lines, filter, 10 lb. unfilled bottle, bottle brackets, 14 ft. of -4 AN braided stainless steel line, hardware, and instructions.

- TFS-N5150 Nitrous system, StreetBurner®/Track Heat® intake, each
- TFS-N5150PL Plate and jets only, StreetBurner/Track Heat intake, kit
- TFS-N515R Nitrous system, R-Series intake, each
- TFS-N515RPL Plate and jets only, R-Series intake, kit
- TFS-N5158 Nitrous system, Box-R-Series intake, each
- TFS-N5158PL Plate and jets only, Box-R-Series intake, kit



Trick Flow by Stainless Works Headers

Headers

Flow is about more than just stuffing as much air and fuel as possible into an engine. In order to draw a new air/fuel charge into the cylinder heads to burn, everything left over from igniting the previous air/fuel charge must be removed from the cylinders efficiently.

That's why Trick Flow turned to the exhaust specialists at Stainless Works for headers designed to complement the high-flow characteristics of Trick Flow's cylinder heads and other performance engine components. Made in the USA from 304L stainless steel, the Trick Flow by Stainless Works Headers feature CNC mandrel-bent tubing for maximum flow and extra-thick, laser-cut 3/8" flanges for a leak-free fit. Plus, the headers are fully TIG-welded—no need to worry about tubes cracking at the flanges or collectors. All headers are backed by a lifetime warranty.

Turbo Headers

Trick Flow even offers headers just for turbo applications. These Trick Flow by Stainless Works turbo headers are engineered to handle the higher EGTs typically found in turbocharged applications. The headers are made from heavy wall 16 gauge 304L stainless steel for added durability and are carefully TIG welded using 308 SS weld wire and are back purged to assure full weld penetration. Requires fabrication to fit an exhaust system.

NOTE: These turbo headers are designed to work with dimensionally stock cylinder heads and valve covers. If you are using aftermarket heads and valve covers, please contact the Trick Flow Technical Department for additional measurements.

Headers with Catalytic Converters Systems

Trick Flow by Stainless Works headers for late model vehicles also include high flow stainless steel catalytic converters and O₂ sensor extensions to keep you street legal, along with clamps, bolts, and RTV silicone for an easy installation.

Headers with Off-Road Intermediate Pipe Systems

Announce your arrival with a raspy, race car like growl with a Trick Flow by Stainless Works header and off-road intermediate pipe system. The lack of catalytic converters increases the engine's volume while the high-flow design of the low restriction lead pipes greatly improves horsepower, torque, and engine efficiency. For off-road use only.



TFS-CVLS1



TFS-BBCDFT



TFS-CA11HDROR



TFS-Z062CAT

Trick Flow by Stainless Works Headers

	Application	Type	Year	Engine	Tube Diameter	Collector Size and Style	Notes	Part Number
Cadillac	CTS-V	Headers with Converters System	2009-15	LSA	2"	Fits to factory connection point	Includes 3" lead pipes and X-pipe	TFS-CTSV09HCAT
	CTS-V	Headers with Converters System	2009-15	LSA	2"	Fits to Stainless Works Performance Connect system	Includes 3" lead pipes	TFS-CTSV09HCATSW
	CTS-V	Headers with Off-Road Pipe System	2009-15	LSA	2"	Fits to factory connection point	Includes 3" off-road lead pipes and X-pipe	TFS-CTSV09HOR
	CTS-V	Headers with Off-Road Pipe System	2009-15	LSA	2"	Fits to Stainless Works Performance Connect system	Includes 3" off-road lead pipes	TFS-CTSV09HORSW
Chevrolet	Universal	Turbo Headers	—	396-454	2¼"	3½" slip-on	Up and forward turbo mounting position	TFS-BBCT
	Universal	Turbo Headers	—	396-454	2½"	3½" slip-on	Down and forward turbo mounting position	TFS-BBCDFT
	Universal	Turbo Headers	—	LS	1¾"	3" slip-on	Down and forward turbo mounting position, works with factory A/C	TFS-LS1DFT
	Universal	Turbo Headers	—	LS	1⅞"	3" slip-on	Up and forward turbo mounting position	TFS-LSXT
	Universal	Turbo Headers	—	283-400	1⅞"	3" slip-on	Up and forward turbo mounting position	TFS-SBCT
Camaro		Headers	1970-81	283-400	1⅝"	3" slip-on		TFS-CA6781SB
		Headers	1970-81	LS engine swap	1⅞"	3" slip-on with O ₂ sensor bungs	Includes 1" set-back motor mount adapters for small block motor mounts	TFS-CA7081LS1
		Headers with Converters System	1994-95	LT1	1¾"	Fits to factory connection point	Includes 2½" Y-pipe and AIR tubes	TFS-CA9495CAT
		Headers with Converters System	1996-97	LT1	1¾"	Fits to factory connection point	Includes 2½" Y-pipe and AIR tubes	TFS-CA9697CAT

Trick Flow by Stainless Works Headers (continued)								
	Application	Type	Year	Engine	Tube Diameter	Collector Size and Style	Notes	Part Number
Chevrolet (continued)	Camaro	Headers with Converters System	1998-99	LS1	1¾"	Fits to factory connection point	Includes 2½" Y-pipe and AIR tubes	TFS-CA9899CAT
	Camaro	Headers with Converters System	2000	LS1	1¾"	Fits to factory connection point	Includes 2½" Y-pipe	TFS-CA00CAT
	Camaro	Headers with Converters System	2001-02	LS1	1¾"	Fits to factory connection point	Includes 2½" Y-pipe	TFS-CA0102CAT
	Camaro	Headers with Converters System	2010-15	LS3/L99/LSA	1⅞"	Fits to factory connection point		TFS-CA11HDRCATST
	Camaro	Headers with Converters System	2010-15	LS3/L99/LSA	2"	Fits to factory connection point		TFS-CA11HDRCAT
	Camaro	Headers with Converters System	2010-15	LS3/L99/LSA	1⅞"	3" slip-on, fits to Stainless Works Performance Connect system	Includes 3" lead pipes	TFS-CA11HDR3CATS
	Camaro	Headers with Converters System	2010-15	LS3/L99/LSA	2"	3" slip-on, fits to Stainless Works Performance Connect system	Includes 3" lead pipes	TFS-CA11HDR3CAT
	Camaro	Headers with Off-Road Pipe System	2010-15	LS3/L99/LSA	2"	3" slip-on; fits to Stainless Works Performance Connect System	Includes 3" off-road lead pipes	TFS-CA11HDR3OR
	Camaro	Headers with Off-Road Pipe System	2010-15	LS3/L99/LSA	1⅞"	3" slip-on, fits to Stainless Works Performance Connect system	Includes 3" off-road lead pipes	TFS-CA11HDR3ORST
	Camaro	Headers with Off-Road Pipe System	2010-15	LS3/L99/LSA	2"	Fits to factory connection point	Includes 3" off-road lead pipes	TFS-CA11HDROR
	Camaro	Headers with Off-Road Pipe System	2010-15	LS3/L99/LSA	1⅞"	Fits to factory connection point	Includes 3" off-road lead pipes	TFS-CA11HDRORST
	Camaro/Nova	Headers	1967-69	283-400	1¾"	3" slip-on	Will not work with factory A/C	TFS-CA679S7
	Camaro/Nova	Headers	1967-69	LS engine swap	1¾"	3" slip-on with O ₂ sensor bungs	With rack and pinion steering, will not work with factory A/C box	TFS-CALS1
	Camaro/Nova	Headers	1967-69	LS engine swap	1¾"	3" slip-on with O ₂ sensor bungs	With OEM steering box, will not work with factory A/C box	TFS-CALS1SB
	Camaro/Nova	Headers	1967-69	396-454	2"	3½" slip-on	With power steering	TFS-CANV679
	Nova	Headers	1962-67	LS engine swap	1⅞"	3" slip-on	With aftermarket rack and pinion steering Includes motor mount adapters for use with stock motor mounts in neutral position	TFS-NVLS1
	Chevelle/Malibu/El Camino/Monte Carlo	Headers	1968-72	283-400	1⅞"	3" slip-on		TFS-CV6872SB
	Chevelle/Malibu/El Camino/Monte Carlo	Headers	1968-72	396-454	2"	3½" slip-on	Recommend mini starter for clearance	TFS-CVBB2
	Chevelle/Malibu/El Camino/Monte Carlo	Headers	1968-72	LS engine swap	1⅞"	3" slip-on with O ₂ sensor bungs		TFS-CVLS1
	Chevelle/Malibu/El Camino/Monte Carlo	Headers	1968-72	LS engine swap	1¾"	3" slip-on with O ₂ sensor bungs		TFS-CVLS1ST
	Dragster	Headers	—	396-454	2¼"	4" merge-style slip-on	Downswept style, with conventional heads	TFS-DNBBC225
	Dragster	Headers	—	396-454	2⅝"	4½" merge-style slip-on	Downswept style, with conventional heads	TFS-DNBBC238
	Dragster	Headers	—	396-454	2½"	5" merge-style slip-on	Downswept style, with conventional heads	TFS-DNBBC250
	Dragster	Headers	—	396-454	2¼" x 2⅝" stepped	4½" merge-style slip-on	Downswept style, with conventional heads	TFS-DBBC225238
	Dragster	Headers	—	396-454	2⅝" x 2½" stepped	5" merge-style slip-on	Downswept style, with conventional heads	TFS-DBBC238250
	Dragster	Headers	—	396-454	2¼"	4" merge-style slip-on	Upswept style, with conventional heads	TFS-UPBBC225
	Dragster	Headers	—	396-454	2¼"	4" merge-style slip-on	Upswept style, with conventional heads	TFS-UPBBC250
	Dragster	Headers	—	396-454	2⅞" x 2¼" stepped	5" with merge spikes	Upswept style, with conventional heads	TFS-UBBC213225
	Dragster	Headers	—	396-454	2¼" x 2⅝" stepped	4½" merge-style slip-on	Upswept style, with conventional heads	TFS-UBBC225238
	Dragster	Headers	—	396-454	2¼" x 2½" stepped	5" with merge spikes	Upswept style, with conventional heads	TFS-UBBC225250

Trick Flow by Stainless Works Headers

Trick Flow by Stainless Works Headers (continued)

	Application	Type	Year	Engine	Tube Diameter	Collector Size and Style	Notes	Part Number
Chevrolet (continued)	Dragster	Headers	—	396-454	2 ³ / ₈ " x 2 ¹ / ₂ " stepped	5" merge-style slip-on	Upswept style, with conventional heads	TFS-UBBC238250
	Corvette	Headers with Converters System	1992-96	LT1/LT4	1 ⁵ / ₈ "	2 ¹ / ₂ "; fits to factory connection point	Includes AIR tubes and O ₂ sensor bungs installed	TFS-C-492-96CAT
	Corvette	Headers with Converters System	1997-2000	LS1	1 ³ / ₄ "	Fits to factory connection point	Includes 3" X-pipe and center section AIR tubes and O ₂ sensors installed	TFS-C5LS1CAT
	Corvette	Headers with Converters System	1997-2000	LS1	1 ⁷ / ₈ "	Fits to factory connection point	Includes 3" X-pipe and center section AIR tubes and O ₂ sensors installed	TFS-C5LS178CAT
	Corvette	Headers with Converters System	2001-04	LS1/LS6	1 ³ / ₄ "	Fits to factory connection point	Includes 3" X-pipe and center section AIR tubes and O ₂ sensors installed	TFS-C5LS103CAT
	Corvette	Headers with Converters System	2001-04	LS1/LS6	1 ⁷ / ₈ "	Fits to factory connection point	Includes 3" X-pipe and center section AIR tubes and O ₂ sensors installed	TFS-C5LS103CATBT
	Corvette	Headers with Converters System	2005-08	LS2/LS3	1 ⁷ / ₈ "	Fits to factory connection point	Includes 2 ¹ / ₂ " X-pipe and center section	TFS-C6CAT
	Corvette	Headers with Converters System	2009-13	LS3	1 ⁷ / ₈ "	Fits to factory connection point		TFS-C609178HCAT
	Corvette	Headers with Converters System	2009-13	LS3	2"	Fits to factory connection point		TFS-C6092HCAT
	Corvette	Headers with Converters System	2006-13	LS7	1 ⁷ / ₈ "	Fits to factory connection point	Includes 3" X-pipe and center section Includes oil cooler lines	TFS-Z06178CAT
	Corvette	Headers with Converters System	2006-13	LS7	2"	Fits to factory connection point	Includes 3" X-pipe and center section Includes oil cooler lines	TFS-Z062CAT
	Corvette	Headers with Off-Road Pipe System	2006-13	LS7	1 ⁷ / ₈ "	3" slip-on; fits to factory connection point	Includes 3" off-road lead pipes and X-pipe, O ₂ extensions, Accuseal clamps, clamp/hanger assemblies, oil cooler lines, compression fittings, zip ties, cable clamps, center section, and oil cooler lines	TFS-Z06178OR
Dodge	Challenger	Headers with Converters System	2008-15	Hemi	1 ⁷ / ₈ "	Fits to factory connection point		TFS-HM64HDCAT
	Challenger	Headers with Off-Road Pipe System	2008-15	Hemi	1 ⁷ / ₈ "	3" slip-on; fits to factory connection point or to Stainless Works Performance Connect system	Includes 3" off-road lead pipes, clamps, O ₂ sensor extensions, and RTV silicone	TFS-HM64HDROR
Ford	Universal	Turbo Headers	—	260-351 Windsor	1 ⁷ / ₈ "	3" slip-on	Down and forward turbo mounting position	TFS-SBFDFT
	Universal	Turbo Headers	—	429/460	2 ¹ / ₂ "	3 ¹ / ₂ " slip-on	Down and forward turbo mounting position	TFS-BBFDFT
	Mustang	Turbo Headers with Downpipe Kit	—	260-351 Windsor	1 ⁷ / ₈ "	3" slip-on	Down and forward turbo mounting position Includes 3" crossover tube with 3/8" T6 turbo flange, 3" V-band flanges and clamps, 1/4" aluminum motor plate, and coned 5"-to-4" 90° bend downpipe	TFS-SBFDFTKIT
	Mustang	Headers	1979-93	351W	1 ⁷ / ₈ "	3 ¹ / ₂ " slip-on	With Brodix T1 F STD and Trick Flow High Port® cylinder heads; fits all manual/auto transmissions up to GM TH400 case dimensions	TFS-FOXHP188
	Mustang	Headers	1979-93	351W	2"	3 ¹ / ₂ " slip-on	With Brodix T1 F STD and Trick Flow High Port® cylinder heads; fits all manual/auto transmissions up to GM TH400 case dimensions	TFS-FOXHP2
	Mustang	Headers	1979-93	351W	1 ⁷ / ₈ "	3 ¹ / ₂ " slip-on	With UPR Products and AJE Suspension K-members; fits all manual/auto transmissions up to GM TH400 case dimensions	TFS-FOXTW188
	Mustang	Headers	1979-93	351W	2"	3 ¹ / ₂ " slip-on	With UPR Products and AJE Suspension K-members; fits all manual/auto transmissions up to GM TH400 case dimensions	TFS-FOXTW2
	Mustang	Headers	1979-93	351W	1 ⁷ / ₈ "	3 ¹ / ₂ " slip-on	With Brodix T1 F STD X, Ford Racing SVO N351, Trick Flow Twisted Wedge®, and Edelbrock Victor II cylinder heads; fits all manual/auto transmissions up to GM TH400 case dimensions	TFS-FOXTWR188
	Mustang	Headers	1979-93	351W	2"	3 ¹ / ₂ " slip-on	With Brodix T1 F STD X, Ford Racing SVO N351, Trick Flow Twisted Wedge®, and Edelbrock Victor II cylinder heads; fits all manual/auto transmissions up to GM TH400 case dimensions	TFS-FOXTWR2

Trick Flow by Stainless Works Headers (continued)								
	Application	Type	Year	Engine	Tube Diameter	Collector Size and Style	Notes	Part Number
Ford (continued)	Mustang	Headers with Converters System	1996-2002	4.6L 2V	1½"	2½" slip-on; fits to factory connection point	Includes 2½" X-pipe	TFS-M9604
	Mustang	Headers with Converters System	2005-10	4.6L 2V	1½"	3" slip-on; fits to factory connection point	Includes 3" lead pipes	TFS-M05H175
	Mustang	Headers with Converters System	2011-13	5.0L 4V	1½"	3" slip-on with merge spikes; fits to factory connection point	Includes 3" X-pipe and lead pipes	TFS-M11HDCATX
	Mustang	Headers with Off-Road Pipe System	2011-14	5.0L 4V	1½"	3" slip-on with merge spikes; fits to factory connection point	Includes 3" off-road lead pipes and X-pipe	TFS-M11HDRORX
	GT500	Headers with Converters System	2007-10	5.4L 4V S/C	1½"	3" slip-on with merge spikes; fits to factory connection point or to Stainless Works Performance Connect system	Includes 3" X-pipe and lead pipes	TFS-GT5HCAT
	GT500	Headers with Off-Road Pipe System	2007-10	5.4L 4V S/C	1½"	3" slip-on with merge spikes; fits to factory connection point or to Stainless Works Performance Connect system	Includes 3" off-road lead pipes and X-pipe	TFS-GT5HOR
	GT500	Headers with Converters System	2011-14	5.4L 4V S/C	1½"	3" slip-on with merge spikes; fits to factory connection point or to Stainless Works Performance Connect system	Includes 3" X-pipe and lead pipes	TFS-GT115HCAT
	GT500	Headers with Off-Road Pipe System	2011-14	5.4L 4V S/C	1½"	3" slip-on with merge spikes; fits to factory connection point or to Stainless Works Performance Connect system	Includes 3" off-road lead pipes and X-pipe	TFS-GT115HOR
	F-150	Downpipe	2011-14	3.5L EcoBoost	—	Fits to factory connection point	Includes 3" downpipe and Y-pipe, does not come with headers	TFS-FTECODPCAT
	F-150	Downpipe	2011-14	3.5L EcoBoost	—	Fits to factory connection point	Includes 3" off-road downpipe and Y-pipe, does not come with headers	TFS-FTECODP
	Raptor SuperCab	Headers with Converters System	2010-14	6.2L	1½"	3" slip-on with merge spikes; fits to Stainless Works Performance Connect system	Includes 3" lead pipes, X-pipe, and clamps	TFS-FTRPT10HCAT
	Raptor SuperCab	Headers with Converters System	2010-14	6.2L	1½"	3" slip-on with merge spikes; fits to factory connection point	Includes 3" lead pipes, Y-pipe, and clamps	TFS-FTRPT10HCATY
	Raptor SuperCab	Headers with Off-Road Pipe System	2010-14	6.2L	1½"	3" slip-on with merge spikes; fits to Stainless Works Performance Connect system	Includes 3" off-road lead pipes, X-pipe, and clamps	TFS-FTRPT10HOR
	Raptor SuperCab	Headers with Off-Road Pipe System	2010-14	6.2L	1½"	3" slip-on with merge spikes; fits to factory connection point	Includes 3" off-road lead pipes, Y-pipe, and clamps	TFS-FTRPT10HORY
	Raptor SuperCrew	Headers with Converters System	2011-14	6.2L	1½"	3" slip-on with merge spikes; fits to Stainless Works Performance Connect system	Includes 3" lead pipes, X-pipe, and clamps	TFS-FTRPT11HCATS
	Raptor SuperCrew	Headers with Converters System	2011-14	6.2L	1½"	3" slip-on with merge spikes; fits to factory connection point	Includes 3" lead pipes, Y-pipe, and clamps	TFS-FTRPT11HCATY
	Raptor SuperCrew	Headers with Off-Road Pipe System	2011-14	6.2L	1½"	3" slip-on with merge spikes; fits to Stainless Works Performance Connect system	Includes 3" off-road lead pipes, X-pipe, and clamps	TFS-FTRPT11HORSC
	Raptor SuperCrew	Headers with Off-Road Pipe System	2011-14	6.2L	1½"	3" slip-on with merge spikes; fits to factory connection point	Includes 3" off-road lead pipes, Y-pipe, and clamps	TFS-FTRPT11HORYS
Pontiac	GTO	Headers with Converters System	2004	LS1	1½"	Fits to factory connection point	Includes 3" pipes	TFS-GTOHCAT
	GTO	Headers with Off-Road Pipe System	2004	LS1	1½"	Fits to factory connection point	Includes 3" pipes and O ₂ sensor extensions	TFS-GTOHDR
	GTO	Headers with Converters System	2005-06	LS2	1½"	Fits to factory connection point	Includes 3" pipes	TFS-05GTOHCAT

Trick Flow by Cometic MLS Exhaust Gaskets

These superior quality exhaust gaskets from Trick Flow and Cometic offer better torque retention and less distortion compared to conventional exhaust gaskets.

The gaskets are constructed from multiple layers of stainless steel for outstanding corrosion resistance and will not burn through or push out, even under extreme cylinder pressures. No sealants are required for installation; all gaskets are .030" thick.

- TFS-30490931 MLS exhaust gaskets, small block Chevrolet, 1.500" x 1.500" D-port shape, pair
- TFS-30490941 MLS exhaust gaskets, GM LT1/LT4, 1.500" x 1.500" D-port shape, pair
- TFS-30690931 MLS exhaust gaskets, GM LS, 1.820" round port shape, pair
- TFS-41490931 MLS exhaust gaskets, big block Chevrolet, 2.125" round port shape, pair



TFS-52990951

- TFS-51490931 MLS exhaust gaskets, small block Ford, 1.250" x 1.500" rectangular port shape, pair
- TFS-51890931 MLS exhaust gaskets, Ford 4.6L/5.4L 2V, 1.700" round port shape, pair
- TFS-52990931 MLS exhaust gaskets, Ford 4.6L/5.4L 3V, 1.600" x 1.570" D-port shape, pair
- TFS-52990951 MLS exhaust gaskets, Ford 5.0L 4V, 1.875" round port shape, pair
- TFS-53490931 MLS exhaust gaskets, Ford 429/460, 1.550" x 2.350" oval port shape, pair
- TFS-61690931 MLS exhaust gaskets, big block Mopar, 1.460" x 1.780" rectangular port shape, pair





TFS-30694030-045

**Trick Flow by Cometic
MLS Head Gaskets**



These multi-layer steel head gaskets from Trick Flow and Cometic are the best way to seal aftermarket cylinder heads to an engine. With three layers of stainless steel, these gaskets offer better torque retention, less distortion, and better sealing than conventional or composite head gaskets in high horsepower, high cylinder-pressure applications.

- TFS-30494040-040 MLS head gasket, GM LT1/LT4, 4.040" bore, .040" thick, each
- TFS-30494060-040 MLS head gasket, small block Chevrolet, 4.060" bore, .040" thick, each
- TFS-30494200-040 MLS head gasket, small block Chevrolet, 4.200" bore, .040" thick, each
- TFS-30694030-045 MLS head gasket, GM LS1/LS6, 3.910" bore, .045" thick, each
- TFS-30694030-051 MLS head gasket, GM LS1/LS6, 3.910" bore, .051" thick, each
- TFS-30694060-045 MLS head gasket, GM LS2, 4.060" bore, .045" thick, each
- TFS-30694060-051 MLS head gasket, GM LS2, 4.060" bore, .051" thick, each
- TFS-30694125L051 MLS head gasket, GM LSX, 4.125" bore, .051" thick, 6-bolt, left, each
- TFS-30694125R051 MLS head gasket, GM LSX, 4.125" bore, .051" thick, 6-bolt, right, each
- TFS-30694130-051* MLS head gasket, GM LS2/6.0L, 4.130" bore, .051" thick, each
- TFS-30694160-045 MLS head gasket, GM LS7/LSX, 4.150" bore, .045" thick, each
- TFS-30694160-051 MLS head gasket, GM LS7/LSX, 4.150" bore, .051" thick, each
- TFS-30694185L051 MLS head gasket, GM LSX, 4.185" bore, .051" thick, 6-bolt, left, each
- TFS-30694185R051 MLS head gasket, GM LSX, 4.185" bore, .051" thick, 6-bolt, right, each
- TFS-32694100-045 MLS head gasket, GM LS3/L92, 4.100" bore, .045" thick, each
- TFS-32694100-051 MLS head gasket, GM LS3/L92, 4.100" bore, .051" thick, each
- TFS-41394375-040 MLS head gasket, big block Chevrolet, 4.375" bore, .040" thick, each
- TFS-41394540-040 MLS head gasket, big block Chevrolet, 4.540" bore, .040" thick, each
- TFS-51494030-040 MLS head gasket, small block Ford, 4.030" bore, .040" thick, each
- TFS-51494060-040 MLS head gasket, small block Ford, 4.060" bore, .040" thick, each
- TFS-51494080-040 MLS head gasket, small block Ford, 4.080" bore, .040" thick, each
- TFS-51494155-040 MLS head gasket, small block Ford, 4.155" bore, .040" thick, each
- TFS-5180902L MLS head gasket, Ford 4.6L/5.4L 2V, Twisted Wedge® Race 195 cylinder heads and Ford Racing M-6010B0SS50 engine block only, 3.700 bore, .030" thick, left, each
- TFS-5180902R MLS head gasket, Ford 4.6L/5.4L 2V, Twisted Wedge Race 195 cylinder heads and Ford Racing M-6010B0SS50 engine block only, 3.700 bore, .030" thick, right, each
- TFS-5180903L MLS head gasket, Ford 5.0L 4V, 3.700" bore, .040" thick, left, each
- TFS-5180903R MLS head gasket, Ford 5.0L 4V, 3.700" bore, .040" thick, right, each
- TFS-53494500-040 MLS head gasket, Ford 429/460 and Trick Flow A460, 4.500" bore, .040" thick, each
- TFS-53494670-040 MLS head gasket, Ford 429/460 and Trick Flow A460, 4.670" bore, .040" thick, each
- TFS-54594600-045 MLS head gasket, Ford 429/460 and Trick Flow A460, 4.600" bore, .045" thick, 18-bolt, each

* Required when using Trick Flow GenX® 235 or 245 cylinder heads on 4.000" and larger bore engine blocks.



TFS-8510600



TFS-85101-1



TFS-8510300

Differential Covers

Trick Flow differential covers feature heavy-duty A319 cast aluminum construction and extreme-duty bearing cap support studs to prevent cap movement and breakage, as well as ensure proper pinion depth and backlash. The covers come with support studs, jam nuts, ARP stainless steel bolts, gasket, and a 3/8" magnetic drain plug.

The carrier bearing cap stud kits replace the weak factory differential carrier bearing cap bolts with much stronger studs to further increase differential strength. Includes all necessary studs, nuts, and washers for a complete installation.

Differential Covers

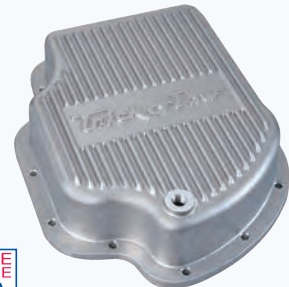
- TFS-8510200 Differential cover kit, GM 12-bolt passenger car, each
- TFS-8510300 Differential cover kit, GM 8.2"/8.5", each
- TFS-8510400 Differential cover kit, GM 7.5"/7.625", each
- TFS-8510500 Differential cover kit, Ford 8.8", each
- TFS-8510600 Differential cover kit, Ford 10.25"/10.5" Sterling, each

Carrier Bearing Cap Stud Kits

- TFS-85101-1 Carrier bearing cap stud kit, Ford 8.8", each
- TFS-85102-1 Carrier bearing cap stud kit, GM 12-bolt passenger car, each



TFS-1012



TFS-1001

Transmission Pans

Trick Flow transmission pans are made from A319 cast aluminum. They hold between one to three extra quarts of fluid (depending on application) and are finned to help the transmission dissipate heat faster for maximum efficiency. The pans come complete with mounting bolts, drain plug, filter extension, and a new gasket (where applicable). Part number TFS-1012 also includes a dipstick and tube.

- TFS-1000 Transmission pan kit, GM TH250/350, each
- TFS-1001 Transmission pan kit, GM TH400, each
- TFS-1003 Transmission pan kit, Ford C-6, each
- TFS-1006 Transmission pan kit, Ford C-4 1970 and later, case-fill, each
- TFS-1007 Transmission pan kit, Ford AOD, each
- TFS-1009 Transmission pan kit, Chrysler A-727 Torqueflite, each
- TFS-1011 Transmission pan kit, Ford E40D/4R100/5R110, each
- TFS-1012 Transmission pan kit, Ford 5R55N/5R55S/5R55W, includes dipstick, each
- TFS-1018 Transmission pan kit, GM TH700R4/4L60/E, each
- TFS-1006-PFK Pan fill dipstick tube fitting, Ford C-4, each

Valve Cover Breather Systems and Accessories

Protect your investment with Trick Flow valve cover breather systems and accessories. Made from premium components, these pieces deliver great performance and add the perfect finishing touch to your engine compartment.

The oil vapor separator tank systems pre-clean crankcase ventilation gasses before introducing them into the intake manifold. The modular design fits a variety of applications, including traditional open breather systems, late model closed systems, and systems for forced induction engines. Manufactured from billet aluminum with a black anodized finish, the systems feature a ball-style drain valve, fluid level sight plug, stainless steel mounting bracket, -8 AN male inlet, and a customizable outlet for 3/4" push-in breathers, PCV valves, and push-in filter elements.

The oil vapor line limiting breather fittings attach to the valve cover breather opening and reduce the amount of oil vapor vented from the crankcase. The fittings are manufactured from billet aluminum and feature a cleanable, reusable sintered metal strainer element.



TFS-K51400852

Oil Vapor Separator Tank Systems and Components

Oil Vapor Tank Systems

- TFS-K51400850 Single separator tank system and plumbing kit, fits 1/4" hole valve covers, each
- TFS-K51400852 Dual separator tank system and plumbing kit, fits 1/4" hole valve covers, each

Oil Vapor Tank Individual Components

- TFS-51400850 Separator tank only, -8 AN single inlet, each
- TFS-51400851 Separator tank only, -6 AN single inlet, each
- TFS-51400852 Separator tank only, -8 AN dual inlet, each
- TFS-51400853 Separator system plumbing kit only, 3' of hose and limiting fittings, single tank, each
- TFS-51400854 Separator system plumbing kit only, 6' of hose and limiting fittings, dual tank, each
- TFS-51400870 Clamp-on filter, 2" O.D., with tank adapter, each

Oil Vapor Line Limiting Breather Fittings and Components

- TFS-51400855 Valve cover separator/breather fitting, 1.220" hole, 3/4" or 1" breather or PCV valve, push-in, each

Oil Fill Plugs

- TFS-51800800 Oil fill plug, 1.150" hole, each
- TFS-51400803 Oil fill plug, with Trick Flow logo, 1.150" hole, each

Filler Tubes

- TFS-51400805 Filler tube, short, weld-on, each
- TFS-51400806 Filler tube, tall, weld-on, each
- TFS-51400807 Filler tube cap, each

Weld-In Bungs

- TFS-51400808 Bung, 1/8" NPT female, each
- TFS-51400809 Bung, 1/4" NPT female, each
- TFS-51400810 Bung, 3/8" NPT female, each
- TFS-51400811 Bung, 1/2" NPT female, each
- TFS-51400812 Bung, 3/4" NPT female, each
- TFS-51400813 Bung, -6 AN male, each
- TFS-51400814 Bung, -8 AN male, each
- TFS-51400815 Bung, -10 AN male, each
- TFS-51400816 Bung, -12 AN male, each
- TFS-51400817 Bung, -16 AN male, each



TFS-51400808

TFS-51400805

TFS-51400807

TFS-51400813



TFS-44000

TFS-23020

Chrome Engine Accessories

Trick Flow 14" diameter air cleaners feature a high-flow, 3" tall cotton gauze element and triple chrome plated steel construction. The Trick Flow logo is embossed into the lid and three different base options will fit just about any carburetor and ignition combination. Includes mounting stud and wing nut.

The chrome plated valve covers provide a great alternative to higher priced aluminum covers. They're baffled to prevent oil breather blow-by (except small block Ford) and feature embossed Trick Flow logos, triple chrome plating, and new gaskets.

The valve cover breathers feature a pre-treated cotton gauze filter element that protects your engine while letting it breathe freely. Other features include a push-in design for quick installation and chrome tops with embossed Trick Flow logos.

Chrome Air Cleaners

- TFS-23020 Air cleaner, flat base, each
- TFS-23021 Air cleaner, 13/16" drop base, each



TFS-44020

Chrome Valve Covers

- TFS-44000 Valve covers, Chevrolet 283-400, pair
- TFS-44001 Valve covers, Chevrolet 396-454, pair
- TFS-44002 Valve covers, Ford 260-351W, pair
- TFS-44003 Valve covers, Ford 429/460, pair



TFS-44022

Chrome Valve Cover Breathers

- TFS-44020 Valve cover breather, fits 1.250" hole, rubber base, shielded, each
- TFS-44021 Valve cover breather, fits 1.250" hole, rubber base, each
- TFS-44022 Valve cover breather, fits 1.250" hole, steel base, each
- TFS-44023 Valve cover breather, fits 1.000" i.d. grommets, steel base, each

Header Spark Plug Socket

To help save your knuckles while installing headers in crowded engine compartments (like fourth- and fifth-generation GM F-bodies), Trick Flow designed this modified socket. The square drive has been removed so the spark plug protrudes through the end for more clearance at the header tubes; just use your 3/4" open or box end wrench to turn the hex base. The socket is made from vanadium steel and has a black oxide finish for protection against corrosion and wear. Fits all 5/8" spark plugs.



- TFS-90500 Header spark plug socket, each

Coolant Overflow/Recovery Tank

The Trick Flow stainless steel overflow/recovery tank will prevent excess coolant from spilling out onto the street or track. The brightly polished tank features a custom drain petcock and includes all necessary brackets and fittings for an easy installation.

- TFS-30004 Overflow/recovery tank, 3.000" x 10.750", each



TFS-30004



TFS-30600600

Steam Line Plumbing Kits and Accessories for GM LS

Trick Flow steam line plumbing kits and accessories allow owners of modified LS-powered cars and trucks to upgrade the factory steam tubes to the more desirable and easier-to-service race car plumbing system.

The plumbing kits are available two ways—just for the front of the heads or for all four corners. They include all of the necessary hose, fittings, and other components needed for installation. Plus, the components are available separately for those who want to design a custom system.

Steam Line Plumbing Kits, Black Rubber Hose

- TFS-30600600 Steam line plumbing kit, front of heads only, each
- TFS-30600601 Steam line plumbing kit, front and rear of heads, each

Steam Line Plumbing Kits, Black Nylon Braided AN Hose

- TFS-306SB600 Steam line plumbing kit, front of heads only, each
- TFS-306SB601 Steam line plumbing kit, front and rear of heads, each

Steam Line Plumbing Kits, Stainless Steel Braided AN Hose

- TFS-306S0600 Steam line plumbing kit, front of heads only, each
- TFS-306S0601 Steam line plumbing kit, front and rear of heads, each

Steam Line Individual Components

- TFS-30600611 Steam line fitting, -4 AN male, each
- TFS-30600612 Steam line cap, each
- TFS-30600613 Steam line fitting, 1/8" female NPT, 90°, each
- TFS-30600615 Cylinder head coolant sensor plug and seal, 12mm, each



TFS-K90015



Cylinder Head Porting Tools

Trick Flow's cylinder head porting tools and accessories are essential for cleaning up ports, combustion chambers, and port-matching intake manifolds at home.

The Deluxe Cartridge Roll Kit (TFS-90001) for cast iron and aluminum cylinder heads includes (4) 60-grit cartridge rolls, (40) 80-grit rolls, and (40) 120-grit rolls in assorted sizes, plus two 1/4" shank mandrels and a durable plastic storage box.

The Carbide Deburring Set (TFS-90002) for aluminum heads and intakes includes one 3/8" oval, one 3/8" cylindrical, and one 3/8" tree-style bit. The bits are six inches long to reach deep inside the ports.

The Complete Port Match Tool Kit (TFS-K90015) includes the Deluxe Cartridge Roll Kit plus precision measuring instruments, two 3/8" oval carbide burrs, layout dye, and grinding wax. This kit works with both cast iron and aluminum heads.

Many of the tools custom head and manifold porters use in their own shops to turn out race-winning parts are also available individually.

- TFS-K90015 Complete port match tool kit, each
- TFS-90001 Deluxe cartridge roll kit, each
- TFS-90002 Carbide deburring set, single-cut for aluminum, set of 3
- TFS-90003 L-square, 3" x 4", 90°, stainless steel, each
- TFS-90004 Precision scribe, each
- TFS-90005 Carbide burr, 2 5/8" long x 3/8" oval, 1/4" shank, single-cut for aluminum, each
- TFS-90006 Centering scale, 24" long, each
- TFS-90007 Layout dye, blue, 8 ounces, each
- TFS-90008 Grinding wax, .43 ounces, each
- TFS-90025 Carbide burr, 2 5/8" long x 3/8" oval, 1/4" shank, double-cut for aluminum and cast iron, each

Cylinder Head Work Stands

These Trick Flow cylinder head work stands are ideal for home porting, polishing, or CCing jobs. They'll work with most popular cylinder heads and disassemble for easy storage.

- TFS-9100 Work stands, pair



Engine Priming Pump Kit for Late Model Engines

Looking for an easy way to pre-lube your freshly-built LSX, Ford modular, or late model Hemi engine? Then look no farther than this engine priming pump kit from Trick Flow. Specifically designed just for late model engines with crank driven oil pumps, this pump kit allows easy pre-oiling of your engine. It can also be used to transfer non-flammable fluids such as gear lube and transmission fluid. The kit includes an engine priming/fluid transfer pump, a driveshaft, 10 ft. of -6 AN hose, and an assortment of fittings and adapters required to turn any 3/8" drill into an oil pumping machine!

- TFS-90400 Engine priming pump kit, each



Engine Oil Supplement

Protect your high performance engine from the inside! Just a few short years ago engine oils had higher levels of zinc-dialkyl-dithiophosphate (ZDDP), an anti-wear additive crucial to preventing valvetrain wear in flat tappet camshaft engines. Modern oils have much lower levels of ZDDP, leaving all high-RPM racing, performance street, and marine applications as well as classic, vintage, and musclecar engines with flat tappet camshafts vulnerable to premature camshaft failure.

That's why Trick Flow engineered this oil supplement with increased levels of ZDDP and anti-wear additives. It even provides the extra protection engines need during the critical break-in period.

One bottle treats 5-9 quarts of conventional or synthetic oil and should be used at every oil change.

- TFS-94000 Oil supplement, 12 oz. bottle, each
- TFS-94000-12 Oil supplement, 12 oz. bottles, case of 12



TFS-94000

Apparel

From 100% cotton T-shirts to sweatshirts and everything in between, Trick Flow has something for every fashionable motorsports enthusiast!

Trick Flow T-Shirts

- TFS-P61M T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, white, medium, each
- TFS-P61L T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, white, large, each
- TFS-P61XL T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, white, X-large each
- TFS-P61XXL T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, white, 2X-large each
- TFS-P61XXXL T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, white, 3X-large each
- TFS-P62M T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, black, medium, each
- TFS-P62L T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, black, large, each
- TFS-P62XL T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, black, X-large each
- TFS-P62XXL T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, black, 2X-large each
- TFS-P62XXXL T-shirt, "Trick Flow Specialties" on front/"Ultimate Bolt-On Performance" on back, black, 3X-large each



TFS-P62

Trick Flow Sweatshirts

- TFS-P70S Sweatshirt, white, Small, each
- TFS-P70M Sweatshirt, white, Medium, each
- TFS-P70L Sweatshirt, white, Large, each
- TFS-P70XL Sweatshirt, white, X-Large, each
- TFS-P70XXL Sweatshirt, white, 2X-Large, each
- TFS-P70XXXL Sweatshirt, white, 3X-Large, each
- TFS-P75S Sweatshirt, gray, Small, each
- TFS-P75M Sweatshirt, gray, Medium, each
- TFS-P75L Sweatshirt, gray, Large, each
- TFS-P75XL Sweatshirt, gray, X-Large, each
- TFS-P75XXL Sweatshirt, gray, 2X-Large, each
- TFS-P75XXXL Sweatshirt, gray, 3X-Large, each
- TFS-P80S Sweatshirt, black, Small, each
- TFS-P80M Sweatshirt, black, Medium, each
- TFS-P80L Sweatshirt, black, Large, each
- TFS-P80XL Sweatshirt, black, X-Large, each
- TFS-P80XXL Sweatshirt, black, 2X-Large, each
- TFS-P80XXXL Sweatshirt, black, 3X-Large, each



TFS-P70

TFS-P75

TFS-P80

Trick Flow Polo Shirts

- TFS-P90S Polo, black, Small, each
- TFS-P90M Polo, black, Medium, each
- TFS-P90L Polo, black, Large, each
- TFS-P90XL Polo, black, X-Large, each
- TFS-P90XXL Polo, black, 2X-Large, each
- TFS-P90XXXL Polo, black, 3X-Large, each
- TFS-P95S Polo, gray, Small, each
- TFS-P95M Polo, gray, Medium, each
- TFS-P95L Polo, gray, Large, each
- TFS-P95XL Polo, gray, X-Large, each
- TFS-P95XXL Polo, gray, 2X-Large, each
- TFS-P95XXXL Polo, gray, 3X-Large, each



TFS-P90

TFS-P95



TFS-167



TFS-168



TFS-HAT-KH



TFS-P201



TFS-HAT-BK

Promotional Items

- TFS-167 Banner, 96" wide x 36" high, each
- TFS-168 "RACING" license plate, each
- TFS-P102 Windshield decal, white, 18" wide x 3" high, each
- TFS-P102-B Windshield decal, blue, 18" wide x 3" high, each
- TFS-P102-O Windshield decal, orange, 18" wide x 3" high, each
- TFS-P102-S Windshield decal, silver, 18" wide x 3" high, each
- TFS-P103 Decal, Trick Flow logo, 5½" wide x 1¼" high, each
- TFS-P106 Contingency decal, Trick Flow, 12" wide x 3" high, each
- TFS-P106-C Contingency decal, cylinder head, 12" wide x 3" high, each
- TFS-P106-M Contingency decal, intake manifold, 12" wide x 3" high, each



TFS-106

Ball Caps

These Trick Flow® embroidered hats are made of a cotton twill material and have an adjustable back closure.

- TFS-HAT-BK Ball cap, Trick Flow Racing, black, each
- TFS-HAT-KH Ball cap, Trick Flow Racing, khaki, each
- TFS-P201 Ball cap, Ultimate Bolt-On Performance!™, black, each

Erik Miller for the Win—Again!

Congratulations to Erik and the entire Miller Motorsports off-road racing team on their second King of the Hammers (KOH) Desert Race Championship Win from their fans at Trick Flow!



**Strong Enough
for the
Toughest Races!**



The 427 GM LS powering Erik's truck relies on a set of Trick Flow GenX® 260 cylinder heads for the power needed to blast across the desert at over 100 miles per hour and the finesse to climb tortuous rocky canyons at barely more than a standstill.



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Trick Flow
Specialties

