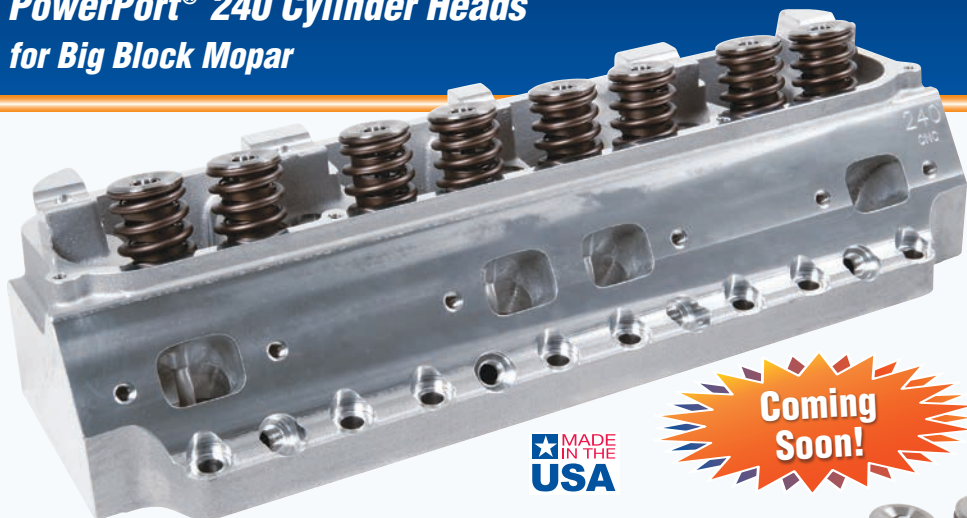


PowerPort® 240 Cylinder Heads for Big Block Mopar



Once you see Trick Flow's new PowerPort® 240 head for big block Mopar in action, you'll agree they are the only aftermarket aluminum heads worth using on your engine!

What makes PowerPort 240 heads so great? For starters, they're made from premium grade A356-T61 aluminum. That's important because it weighs a lot less than cast iron and is very strong. Trick Flow engineers then fixed the shortcomings of the factory head design by enhancing the rocker shaft and runner areas. After 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. Fully profiled combustion chambers and CNC Street Ported runners guarantee proper dimensional accuracy and balanced flow from runner-to-runner for maximum power potential.

Additional improvements of PowerPort 240 heads over stock heads include clearance for 3/8" pushrods, ductile iron valve seats, bronze alloy valve guides, and multi-angle valve seat machining on precision Serdi® equipment. Assembled cylinder heads also 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 240 heads to use all factory-style big block Mopar pistons, roller rocker arms, intake manifolds, and headers so upgrading to these more powerful heads will be fast and easy.

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-6161783-C00	1.550" dual valve springs and titanium retainers, 240cc intake runners
TFS-6161784-C00	1.560" dual valve springs and titanium retainers, 240cc intake runners

Trick Flow
Specialties

TrickFlow.com

PowerPort® 240 Cylinder Heads for Big Block Mopar

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	78cc CNC-profiled
Intake Port Volume:	240cc CNC Street Ported
Intake Port Location:	Stock
Intake Port Dimensions:	2.270" x 1.230"
Intake Valve Diameter:	2.190"
Intake Valve Seat:	Ductile iron
Exhaust Port Volume:	74cc CNC Street Ported
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.250" x 1.650" oval
Exhaust Valve Diameter:	1.760"
Exhaust Valve Seat:	Ductile iron
Valve Angles:	15°
Valve Guide Material:	Bronze alloy
Valve Seals:	Viton® fluoroelastomer canister
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.615"
Valve Spring I.D. Locators:	1.300"
Valve Spring Retainers:	Steel or titanium
Valve Stem Locks:	7° or 10° steel
Valve Springs, Standard:	1.460" o.d. dual spring with damper 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 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 with damper 240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .700" max. valve lift
Rocker Arms:	Roller rocker arms recommended
Minimum Bore Diameter:	4.320"
Spark Plugs:	Autolite 3924

Viton® is a registered trademark of DuPont Performance Elastomers.

Airflow Results

PowerPort 240 Cylinder Heads for Big Block Mopar

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.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.