

COMING
SOON!

PowerPort® 190 Cylinder Heads for Small Block Mopar

Horsepower fans know that Trick Flow is all about developing products that achieve maximum performance. One engine Trick Flow hasn't worked its magic on was Chrysler's venerable small block V8. Well folks, that's about to change—introducing the PowerPort® 190 cylinder heads for small block Mopar!

The PowerPort 190 heads are a direct bolt-on for all non-emissions 1967-91 318, 340, and 360 LA-series engines. The heads are made from top-quality A356-T61 aluminum because it's much lighter but still every bit as strong as cast iron. The intake runners are enhanced to increase airflow speed, and both intake and exhaust runners will feature Trick Flow's special CNC Street Ported treatment that combines premium quality CNC-machining with a standard resolution finish that's perfect for making more power.

New rocker arm shaft mounting bosses have been strengthened over the OE design. Bronze alloy valve guides, ductile iron valve seats, and multi-angle valve seat machining from precision Serti® equipment further increase performance and durability. Assembled cylinder heads include premium 11/32" stainless steel valves, Trick Flow by PAC Racing valve springs, steel valve stem locks, and have chromoly and titanium retainer options. Heads sold individually.



Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	60cc CNC-profiled
Intake Port Volume:	190cc CNC Street Ported
Intake Port Location:	Standard
Intake Port Dimensions:	1.160" x 2.270"
Intake Gaskets:	Fel-Pro 1213
Intake Valve Diameter:	2.020"
Intake Valve Seat:	Ductile iron
Exhaust Port Volume:	81cc CNC Street Ported
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.250" x 1.400"
Exhaust Gaskets:	Fel-Pro 1413
Exhaust Valve Diameter:	1.600"
Exhaust Valve Seat:	Ductile iron
Valve Angles:	18°
Valve Guide Material:	Bronze alloy
Valve Seals:	Viton® fluoroelastomer canister
Valve Seat Angles:	45° x multi-angle
Valve Spring Pocket Diameter:	1.740"
Valve Spring I.D. Locators:	1.500" x .060"
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 240 lbs. @ 2.000" installed height 600 lbs. @ 1.280" open 500 lbs. per inch rate .700" max. valve lift
Minimum Bore Diameter:	3.830"
Head Gaskets:	Fel-Pro 1008
Spark Plugs:	Autolite 3924.
Viton® is a registered trademark of DuPont Performance Elastomers.	

Airflow Results PowerPort 190

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	66	54
.200"	134	121
.300"	200	181
.400"	248	213
.500"	281	231
.600"	293	237
.700"	301	240

Tests conducted at 28" of water (pressure).
Bore size: 4.000"; exhaust with 1 1/8" pipe.

PowerPort 190 Heads, CNC Street Ported Runners, Assembled

TFS-61417801-C00	1.460" dual valve springs, 190cc intake runners
TFS-61417802-C00	1.550" dual valve springs, 190cc intake runners
TFS-6141783-C00	1.550" dual valve springs and titanium retainers, 190cc intake runners
TFS-6141784-C00	1.560" dual valve springs and titanium retainers, 190cc intake runners

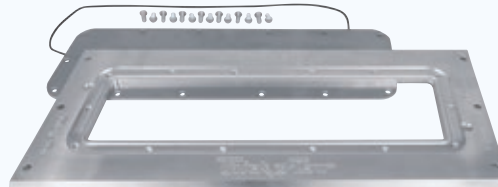


TFS-61600802

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-61608802	Valve covers, natural, pair



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



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

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: 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!



TFS-30210007

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.	
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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.

PowerPort® 175 Cylinder Heads for Ford 390-428



TFS-56417002-C00

Specifications

Material:	A356-T61 aluminum
Combustion Chamber Volume:	70cc CNC-profiled
Intake Port Volume:	175cc CNC Street Ported
Intake Port Location:	Stock
Intake Port Dimensions:	1.400" x 2.100"
Intake Gaskets:	Fel-Pro 1247
Intake Valve Diameter:	2.190"
Intake Valve Seat:	Ductile iron
Exhaust Port Volume:	113cc CNC Street Ported
Exhaust Port Location:	Stock
Exhaust Port Dimensions:	1.300" x 1.670"
Exhaust Gaskets:	Fel-Pro 1442
Exhaust Valve Diameter:	1.625"
Exhaust Valve Seat:	Ductile iron
Valve Angles:	13°
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 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
Minimum Bore Diameter:	4.050"
Cylinder Head Bolts:	ARP 155-3601
Cylinder Head Studs:	ARP 155-4001
Head Gaskets:	Fel-Pro 1020
Spark Plugs:	Fel-Pro 8554PT Autolite 3924

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Trick Flow cut its performance teeth helping big block Ford enthusiasts get more power out of their engines. Trick Flow then brought its unique brand of performance expertise to Ford Windsor small blocks before eventually serving up more powerful parts for 351 Cleveland, mod motors, and Flathead V8s.

Well Ford fans, Trick Flow is at it again! This time they're serving up a heaping helping of horsepower for the legendary Ford FE. Introducing PowerPort 175 cylinder heads—freshly designed and engineered to deliver more flow and more go for your 390-428 engine!

To begin with, the heads are a direct bolt-on for all 1961-76 engines. They're made from top-quality A356-T61 aluminum so they're much lighter but still as strong as OE castings. The intake runners have been optimized to increase flow velocity and Trick Flow's special CNC Street Ported treatment guarantees proper dimensional accuracy and balance between the runners. Other performance improvements of the PowerPort 175 heads include bronze alloy valve guides, ductile iron valve seats, and multi-angle valve seat machining on Serdi® equipment. Assembled cylinder heads include premium 11/32" stainless steel valves, Trick Flow by PAC Racing valve springs, 7° or 10° steel valve stem locks, and chromoly or titanium retainer options.

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

Airflow Results PowerPort 175

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100"	72	63
.200"	151	117
.300"	238	171
.400"	284	219
.500"	317	239
.600"	332	245
.700"	338	249

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

PowerPort 175 Heads, CNC Street Ported Runners, Assembled

TFS-56417001-C00	1.460" dual valve springs, 175cc intake runners
TFS-56417002-C00	1.550" dual valve springs, 175cc intake runners
TFS-56417003-C00	1.550" dual valve springs and titanium retainers, 175cc intake runners

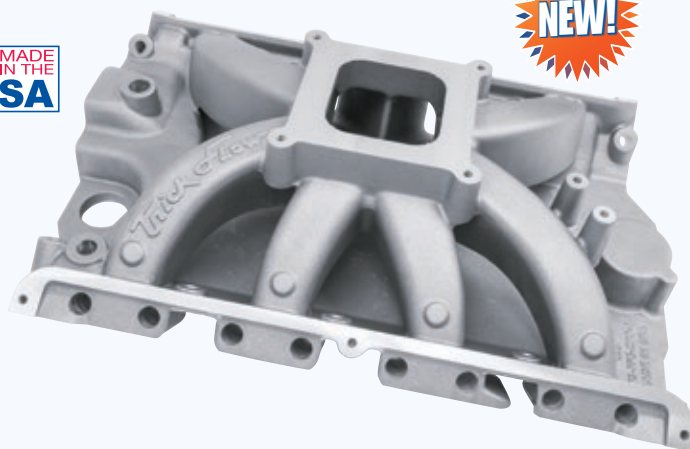


Track Heat® Intake Manifold for Ford 390-428

A new set of performance cylinder heads isn't much good without an intake manifold with the same power-building characteristics, so Trick Flow engineers designed an intake to work with them and other similar-style cylinder heads.

Trick Flow's Track Heat single plane intake manifold for Ford 390-428 features a high-rise, one-piece spider-type design with high flow extended runners and a raised plenum floor to significantly increase horsepower and torque in the 4,000-7,500 RPM range. There are also bosses for nitrous nozzles and extra material for custom port work. Overall height to the carburetor mounting pad is 6.250". Accepts Holley 4150 and other square bore-style carbs.

TFS-56400112 Manifold, each



Shawn Pevlor and Trick Flow— a Winning Combination!

Shawn Pevlor wins a lot of races. To feed his small block Ford the air it needs to make big power, Shawn called on Trick Flow for a pair of High Port® 240 cylinder heads. He didn't stop there. Shawn also picked up some Trick Flow TFX™ fuel injectors, MLS head gaskets, chromoly pushrods, stainless steel headers, TFX fuel line fittings, a transmission pan, and a differential cover. Why? Because high performance Trick Flow products give him the edge to keep on winning!



Do you need more proof? Check out the races Shawn has won in just the past two seasons:

July 2016: Nitrous X at Shadyside (set track record)

September 2016: Ultra 275 at YellowBullet (set track record)

September 2016: Ultra Street at Shakedown at the Summit (set track record)

October 2016: Nitrous X at No Mercy (set track record)

November 2016: MX235 at Fall Brawl (set track record)

December 2016: Ultra Street at Bradenton (set track record)

February 2017: Nitrous X at Lights Out

March 2017: Nitrous X Shadyside

March 2017: Ultra Street at OSCR (set track record)

April 2017: Small Block NOS at MIR

May 2017: Nitrous X at Take Down (set track records in Nitrous X and Ultra Street)

June 2017: N/T Shootout at Prize Fight (set Nitrous X track record)

June 2017: Small Block Shootout at Payso

July 2017: Small Block NOS Shootout at Piedmont

September 2017: Ultra Street at Shakedown at the Summit

October 2017: Nitrous X at No Mercy (won championship)

YouTube



Trick Flow
Specialties

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