
SPD
SPECIALTY
PRODUCTS
DESIGN INC.
2009
Merge Collectors
Mandrel Bends
CNC Machined
Header & Exhaust Flanges
Transitions
Tubing
Accessories
Quality Exhaust Components
For the novice or industry professional

A History and Memorial

The roots of SPD go back to the late 50's and the booming Hot Rod industry in the Los Angeles area. Jim Hill was a schooled engineer studying Mechanical Engineering at Cal Poly-San Luis Obispo. In 1959, after marrying his wife Peggy, and settling in Van Nuys, CA, Jim began work in the exhaust industry installing mufflers & exhaust systems for Sepulveda Muffler in the San Fernando Valley.

In 1963, Jim opened Exhaust Engineering and began designing & building custom headers & exhaust systems for racers and enthusiasts in the area. The business was a success and helped him further his trade.

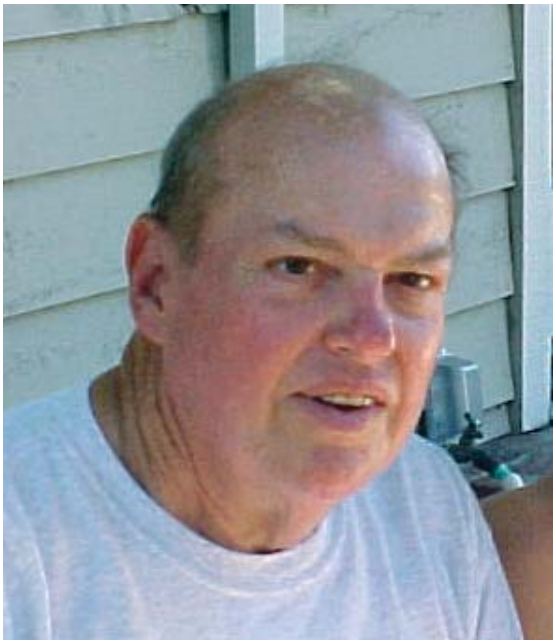
From late 1966 thru much of 1968, Jim worked for Tom Patterson Enterprises (of Patterson Oil Tanks) and Nelson Tyler Enterprises. While working with Nelson Tyler, Jim was involved in the "Rocket Belt" project, as flown in the opening ceremony of the 1984 LA Olympics. He was also involved in the construction of the first passenger cradle on a Helium blimp & aerial camera mounts used on helicopters to film any event from the air. Jim was very proud of his involvement in helping pioneer these now commonplace tools of today's movie & sporting events.

In late 1968, Jim was offered a job managing a new division of Cragar Industries called Saber Manufacturing. Saber Mfg. was the subsidiary that manufactured the old "Cragar Hotpipes". He successfully managed Saber and enjoyed the constant weekend trips to the races while working for Cragar and learning all he could about the exhaust industry.

In 1973, after tiring of the commute from Van Nuys to Long Beach each day for nearly 5 years, Jim took a job in Northridge, CA with Torque Engineering. Torque was a motorcycle exhaust manufacturing company. Twenty minutes from home each way, Jim enjoyed his new job and would successfully manage the manufacturing side of Torque Engineering until his big move north.

In 1976, Jim and his complete family moved to the Sacramento area. Although SPD had begun as a moonlight business in 1969, Jim decided to continue with the name Specialty Products Design and renewed his self employment journey again. The business would continue to grow thru his hard work and perseverance. Later came the addition of Jim's son Chris who would become a partner in the business. The two would establish a reputation in the area as the place to go if you wanted it done right.

Over many years, SPD has designed and built components and complete exhaust systems for all forms of motorsports. (cars, boats, motorcycles, even airplanes). The family's continued involvement in racing has helped keep them up to speed with the rapidly evolving technology.



Founder Jim Hill 1936-2006

In 1992, after considerable thought, SPD embarked on a manufacturing course. The investment in equipment, tooling and personnel were only the beginning of what is today's result; a successful small manufacturing company.

The company has progressed from a regional, to national, and what is now an international supplier of specialty exhaust components. Through it all, the company has remained family owned and focused on the goal of providing quality products and services. SPD continues to grow, keeping a pace that will not jeopardize the standard of quality and service that our customers have become accustomed to.

In 1999, SPD was incorporated and the leadership roll in the company passed to son Chris.

Jim enjoyed all forms of motorsports but, it only took one trip in 1957 to fall in love with the Bonneville Salt Flats. In 1982, Jim & Chris began building Land Speed cars to compete at SCTA/BNI & USFRA events. The duo would go on to establish 4 world speed records in several classes and a land speed record of 307.797 mph in their V6 Buick powered Hill & Hill streamliner. They would eventually push the car to a one way top speed of 331 mph. Jim made his last trip to Bonneville in August of 2006. Unfortunately, it was after his death on June 28th. But, he did get a ride at near 200 mph in the SPD 1929 4 wheel drive roadster he had originally designed & built.

Jim had been battling complications of diabetes and heart disease for years but it wasn't enough to keep him away from doing what he loved. He worked till near closing that Tuesday before his passing and shocked us all when he didn't wake that next morning.

He is and will always be sorely missed.

He was my Father, my partner & my friend.

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Header & Exhaust Systems

Getting Everthing You Can (Out Of It)

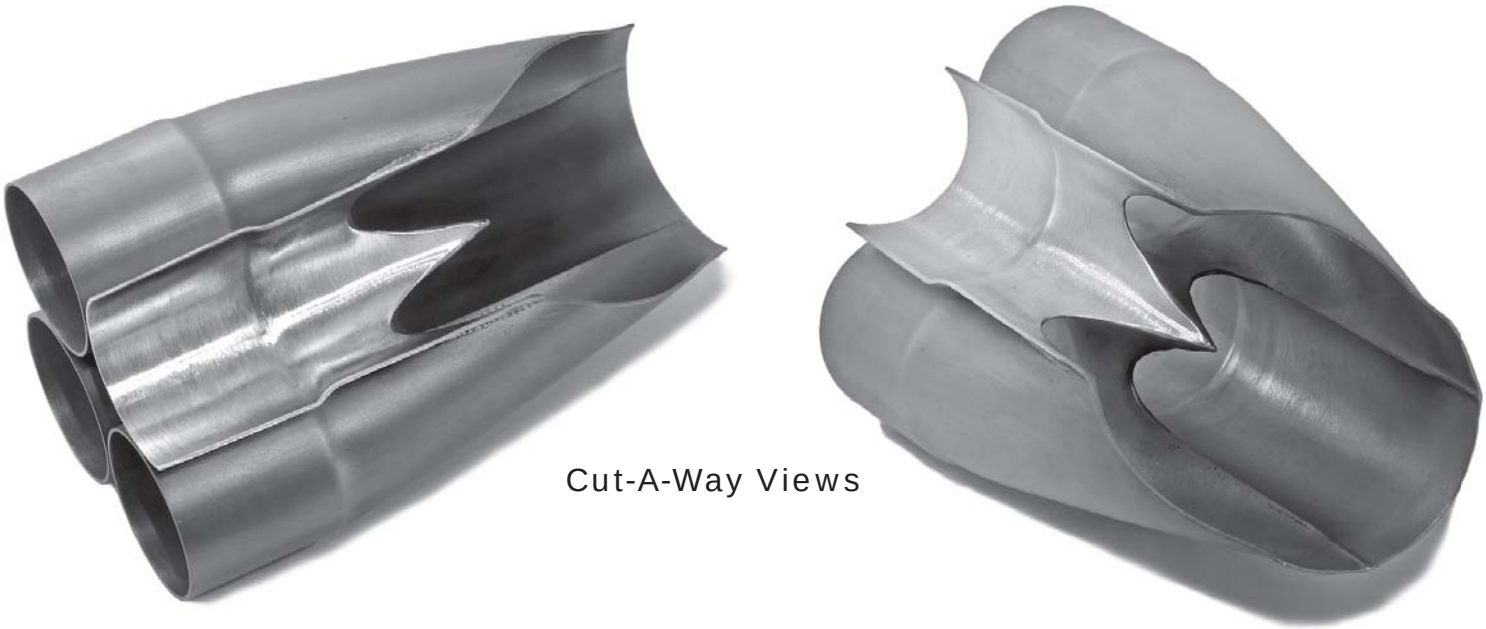
The exhaust systems role in increasing engine performance centers around improving volumetric efficiency. Volumetric efficiency (VE) refers to the ability of an engine to intake and expel gases (i.e.: air/fuel and exhaust gas), in relation to the actual pumping volume of the engine. Free flowing intake and exhaust systems help an engine to achieve this. Achieving greater than 100% VE is done in part by optimizing exhaust gas scavenging to draw out exhaust and bring in air fuel mixture during valve overlap. As the piston reaches the top of the exhaust stroke, it dwells as the crankshaft sweeps across the top of its stroke. This is where valve overlap occurs. Before the piston reaches Top Dead Center, the intake valve begins to open. The trick is to design the exhaust system so that the exhaust pulse (pressure wave) leaves behind a pressure drop or vacuum to take advantage of the valve overlap. If successful the combustion chamber will exchange residual exhaust gases for a fresh air/fuel mixture before the piston has any real effect on the intake charge.

To design a successful exhaust system or tuned header, the tube size and length are selected based on a list of engine specifications and application characteristics. The tube size controls the speed of the exhaust pulse, too big and the velocity (energy) is lost. The tube length is all about timing the pulse to synchronize with the cam in a specific RPM range.

At the collector, the timing of the pulses is crucial to scavenging. Imagine a four lane freeway on ramp merging into one lane. If you get the timing and speed right, the pulses draft each other like stock cars at Daytona, increasing their speed. This is where the Merge Collector comes in. It makes that transition from primary tube to collector as smooth as possible. This reduction in turbulence helps maintain velocity through the collector, thus increasing the scavenging power of the header system.

If you are not sure of your header and collector design please fill out the ***vehicle specification sheet*** on page 66 and send it to us.

Merge Collectors



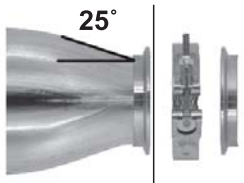
Cut-A-Way Views

Merge Collectors have been used for many years in F-1 and Indy cars. The technology has trickled down into almost all forms of professional racing. Today they have become common place. In competition, merge collectors are used wherever rule books allow.

On pages 3 through 11 you will find information on merge collectors to help you decide what type is for you. If you need more help give us a call or fill out the **vehicle specification sheet** (pg. 66) and fax / e-mail it to us.

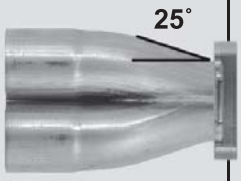
Merge Collectors Configurations

WMC25200-4-30416



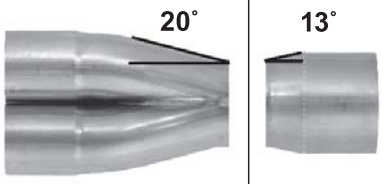
VBK300S
(V-Band Clamp)

MC25200-4-30416



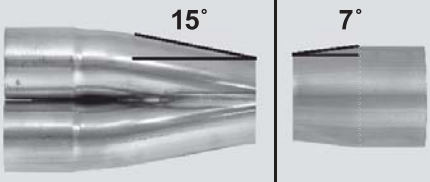
TF041813
(T04 Turbo Flange)

MC20200-4-30416



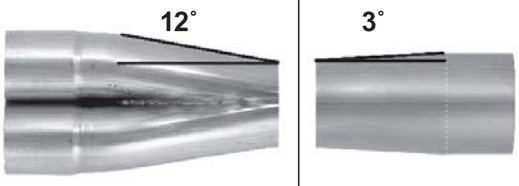
CT300-350S16

MC15200-4-30416



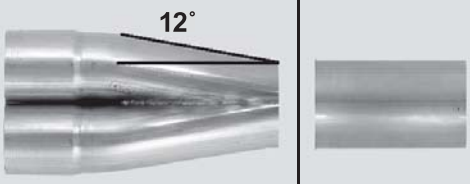
CT3007-350S16

MC12200-4-30416



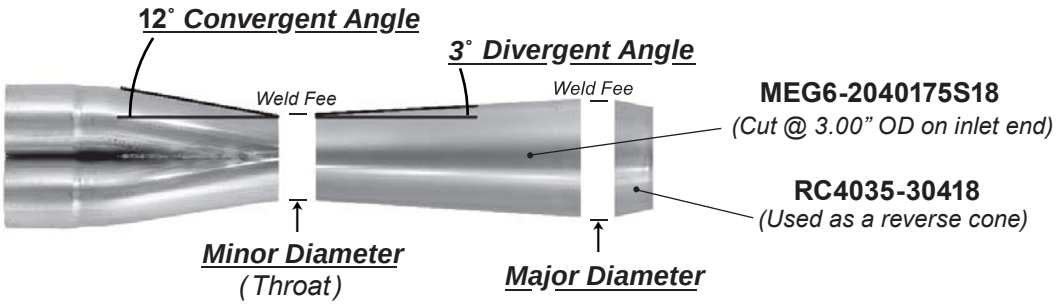
CT3003-350S16

MC12200-4-30416



ST300S16
(Straight Tubing)

MC12200-4-30416

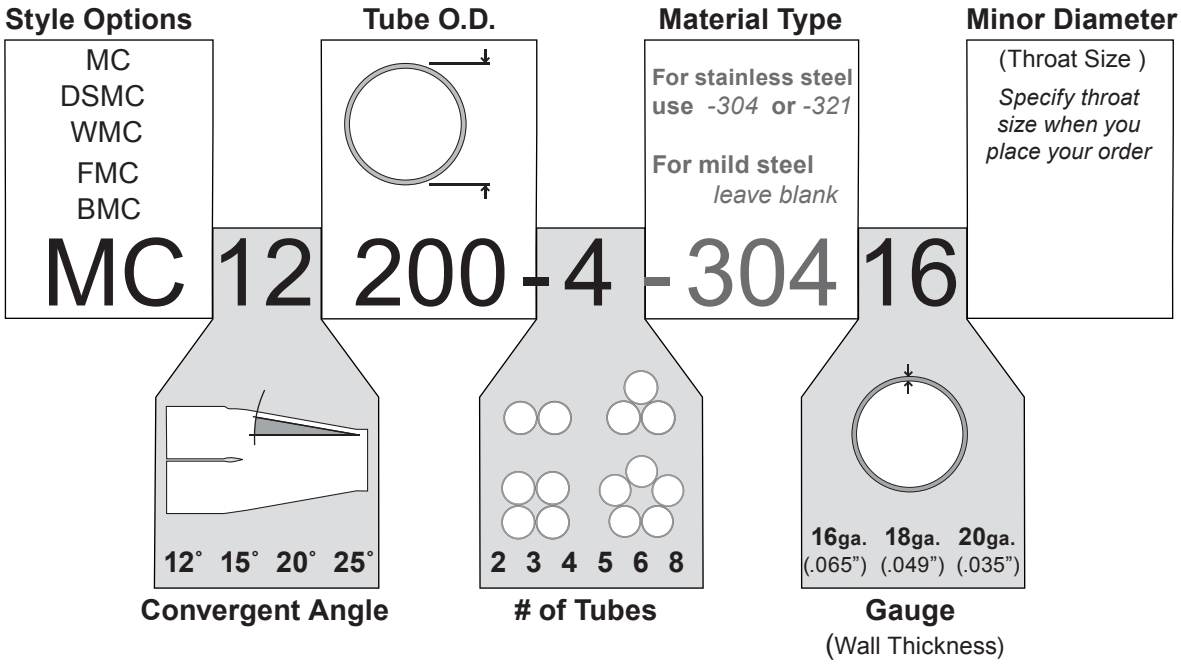


MEG6-2040175S18
(Cut @ 3.00" OD on inlet end)

RC4035-30418
(Used as a reverse cone)

- ► 12 & 15 degree convergent angles offer the greatest performance gains.
- ► 20 & 25 degree convergent angles are used where space constraints are the primary concern.
- ► Call for recommendations on transitions.

How to order Merge Collectors



Merge Inlet Tube Size	2 into 1	3 into 1	4 into 1	5 into 1	6 into 1	8 into 1
1.250	MCxx125-2	MCxx125-3	MCxx125-4	S/O	S/O	S/O
1.375	MCxx138-2	MCxx138-3	MCxx138-4	S/O	S/O	S/O
1.500	MCxx150-2	MCxx150-3	MCxx150-4	MCxx150-5	MCxx150-6	MCxx150-8
1.625	MCxx163-2	MCxx163-3	MCxx163-4	MCxx163-5	MCxx163-6	MCxx163-8
1.750	MCxx175-2	MCxx175-3	MCxx175-4	MCxx175-5	MCxx175-6	MCxx175-8
1.875	MCxx188-2	MCxx188-3	MCxx188-4	MCxx188-5	MCxx188-6	MCxx188-8
2.000	MCxx200-2	MCxx200-3	MCxx200-4	MCxx200-5	MCxx200-6	MCxx200-8
2.125	MCxx213-2	MCxx213-3	MCxx213-4	MCxx213-5	MCxx213-6	MCxx213-8
2.250	MCxx225-2	MCxx225-3	MCxx225-4	MCxx225-5	MCxx225-6	MCxx225-8
2.375	MCxx238-2	MCxx238-3	MCxx238-4	S/O	S/O	S/O
2.500	MCxx250-2	MCxx250-3	MCxx250-4	S/O	S/O	S/O
2.625	MCxx263-2	S/O	MCxx263-4	S/O	S/O	S/O
2.750	MCxx275-2	S/O	MCxx275-4	S/O	S/O	S/O
3.000	MCxx300-2	S/O	S/O	S/O	S/O	S/O
3.500	MCxx350-2	S/O	S/O	S/O	S/O	S/O

Ordering Options

Part Only

6 way MC

With Transition

4 Way WMC
w/ 7 degree transition

Finished Assembly
(flanges, tabs, or bungs)

2 Way DSMCs
w/transitions &
T04 tangental flange

Merge Collectors Styles

(MC) Merge Collector

The traditional merge collector can be used as a removable piece or welded. Prebent tubes are machine cut and hand fit to form a pyramid inside each collector for proper airflow management.

(DSMC) Double Slip Merge Collector

DSMC's are used primarily in turbo applications where the benefits of a true merge are needed and a removable collector offers the best design solution. The double slip receivers provide the extra seal necessary to prevent the loss of exhaust manifold pressure.

(WMC) Weld-on Merge Collector

Used primarily in turbo applications where space constraints are the biggest concern. The WMC's form is like that of a formed collector but, is constructed like a merge collector to provide the material strength necessary to withstand the stresses of a turbo application. WMC's also allow for the use of a smaller outlet size than is possible with a formed collector.

(FMC) Flat Merge Collector

This FMC style collector allows for maximum ground clearance. Applications include street rods and transverse mounted inline 4 cylinders and flat opposed 4 or 6 cylinders .

(BMC) Bent Merge Collector

Building a tuned header in a confined space can present some real challenges. The BMC is designed to help solve some of those problems that can arise when building a Tri-Y system. Rather than compromise tube length, this part allows you to place the primary or secondary 2 way collector while changing direction.

Merge Collectors

- Merge Collectors are a common choice of professional engine builders and race teams.
- Prebent tubes are machine cut and hand fit to form a pyramid inside each collector.
- Merge Collectors are TIG welded (Purge style) to ensure professional performance and appearance.
- SPD Merge Collectors are cleaned and polished inside for maximum flow.

Collector shown with: **megaphone**
reverse cone
wing-tabs
vac-u-pan

Available Options

- *12˚, 15˚, 20˚, 25˚ convergent angle*
- 1.25” to 3.50” *tube size*
- 2 way - 8 way
- 304, 321, 1008
- .065”, .049”,(*.035” SST only)* *wall thickness*

See page 4 for part numbering system

When Ordering Specify

- Throat Size *(Minor Diameter)*
- Outlet Options
  (Flanges, Transition, Tubing)
- Custom Finish Work
  (Tabs, Bungs, Wastegate Tube)

Double Slip Merge Collectors

Double Slip Merge Collectors are used primarily in turbo applications where the benefits of a true merge are required and a removable collector offers the best design solution. The double slip receivers provide the extra seal necessary to prevent the loss of exhaust manifold pressure. The slip connection allows the system to expand and contract under the extreme temperature swings seen in turbo headers, reducing the potential for cracking.

- External slip tubes are included in the price of the collector.
- Use collector as a jig when welding external slips to your header tubes

Available Options

- *12˚, 15˚, 20˚, 25˚ convergent angle*
- 1.25" to 2.50" *(2 ways up to 3.50") tube size*
- 2 way - 8 way
- 304, 321, 1008
- .065", .049",(*.035" SST only) wall thickness*

See page 4 for part numbering system

When Ordering Specify

- Throat Size *(Minor Diameter)*
- Outlet Options
  (Flanges, Transition, Tubing)
- Custom Finish Work
  (Tabs, Bungs, Wastegate Tube)

Tri-Y (Slip Together)

Tri-Y collectors are steadily increasing in popularity and being used in applications where 4 into 1 collectors were previously the only way to go. The attraction is a broader, less "peaky" power band. Most are used in applications with wide RPM swings and part throttle situations, such as street cars, road racing, late model stocks, and off-road racing. The Tri-Y stereotype of only low end torque applications continues to be erased as Tri-Y's break into new arenas like the NHRA and IHRA.

Adjustablity is another selling point for the 4-2-1 design. You can change primary or secondary collector sizes, lengths and tube sizes between the Y's or even convert back to 4 into 1 to alter the engines power band. This allows you to keep up with ever changing track and/or weather conditions.

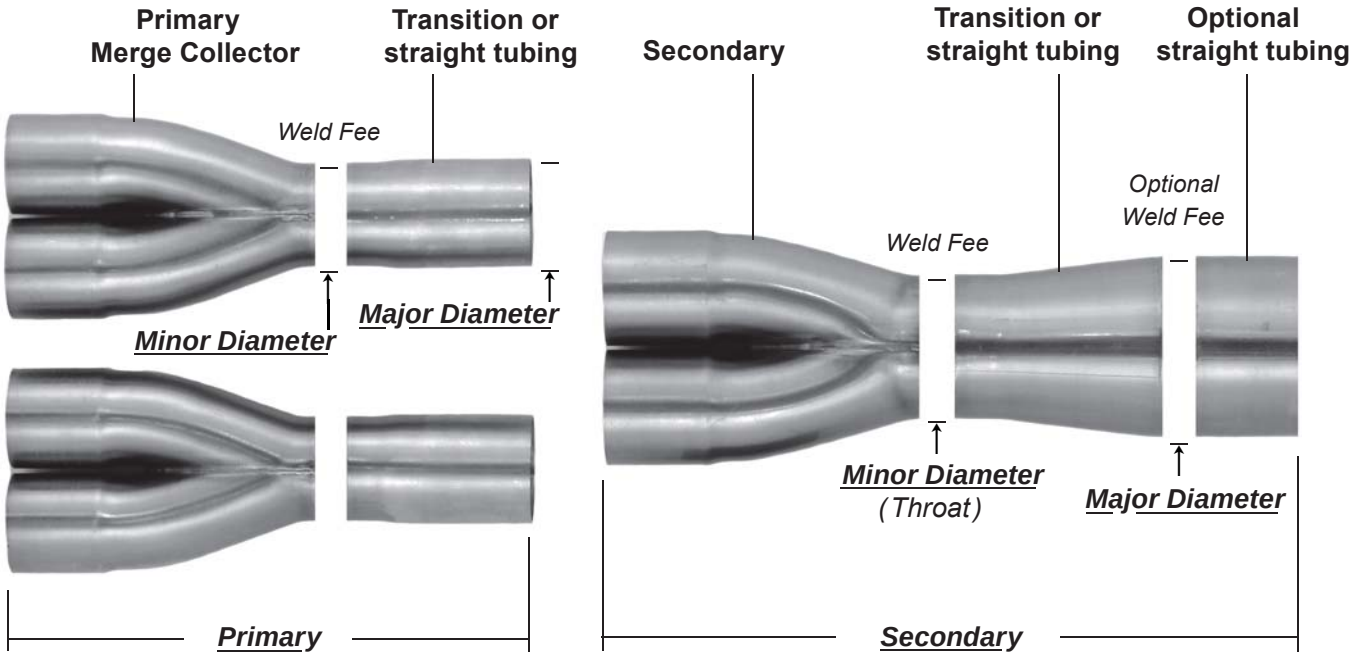
Available Options

- ► *12˚, 15˚, 20˚, 25˚ convergent angle*
- ► 1.25" and up *tube size*
- ► 304, 321, 1008
- ► .065", .049",(*.035" SST only) wall thickness*

See page 4 for part numbering system

When Ordering Specify

- ► Throat Size *(Minor Diameter)*
- ► Outlet Options
  (*Flanges, Transition, Tubing)*
- ► Custom Finish Work
  (*Tabs, Bungs, Flanges*)



Tri-Y (Welded)

Available Options

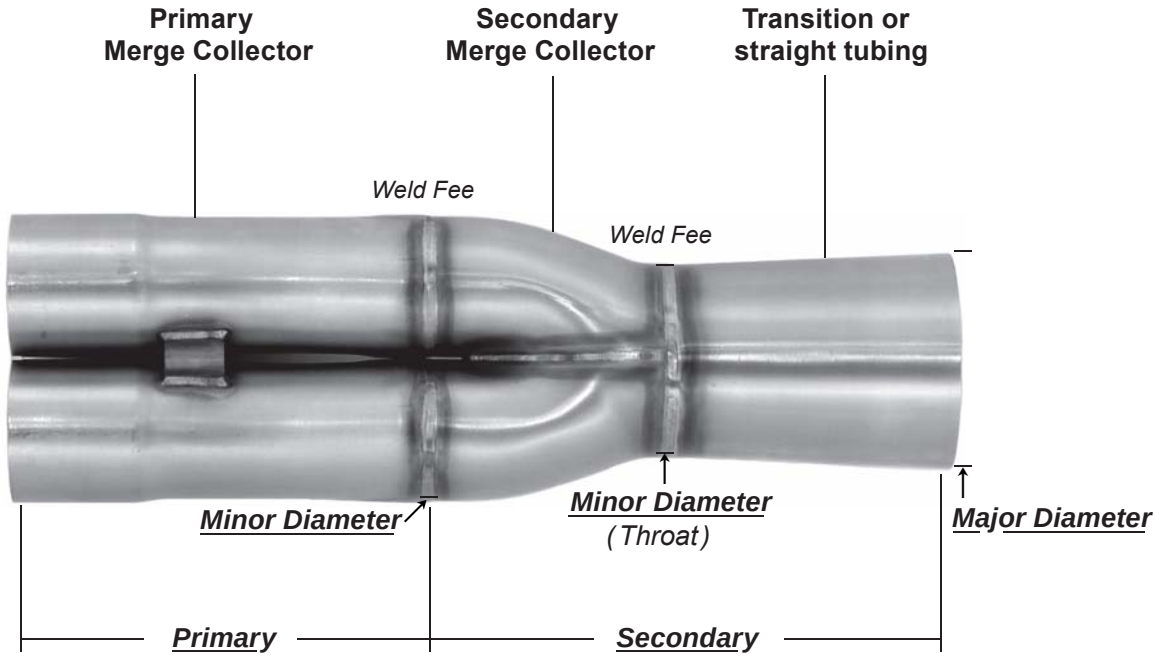
- ► *12˚, 15˚, 20˚, 25˚ convergent angle*
- ► 1.25" and up *tube size*
- ► 304, 321, 1008
- ► .065", .049",(*.035" SST only) wall thickness*

See page 4 for part numbering system

When Ordering Specify

- ► Assembled or Parts Only
- ► Throat Size *(Minor Diameter)*
- ► Outlet Options
  (Flanges, Transition, Tubing)
- ► Custom Finish Work
  (Tabs, Bungs, Flanges)

Welded Tri-Y headers offer the same benefits as the slip-together but without the adjustability. Once you have settled on a design, a welded Tri-Y can be built to the same specifications as a slip together. The advantage is reduction in weight and/or space. For applications such as midgets and motorcycles, these are huge concerns.



Weld-On Merge Collectors

5 Way
WMC25188530416

4 Way
WMC25188430416

3 Way
WMC15150530416

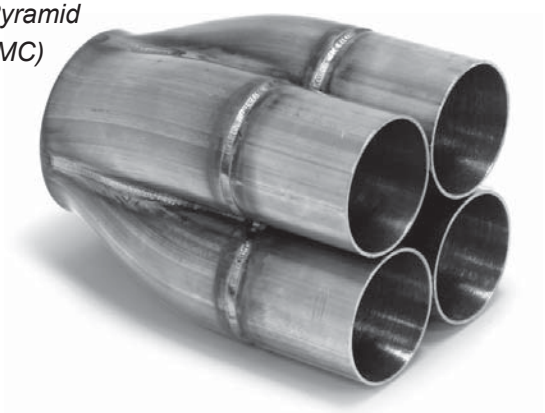
2 Way
WMC20163230416

The advantage of a Weld-on Merge Collector is it's size/ length compared to a standard Merge Collector (see example below). The **WMC**'s form is like that of a formed collector but, it is constructed like a merge collector to provide the material strength necessary to withstand the stresses of a turbo application. It's construction allows for smaller outlet sizes than are possible with a formed collector.

WMC's are made using a tube one size larger than the primary tubes on your application, allowing them to seat just inside the collector. After assembly the straight section is removed as well as the center.

NEW! **SWMC** (Slip-On Weld-On Merge Collectors)
We now offer WMC's with swedged slip-over tubes on the inlet. These collectors allow for largest possible outlet sizes on our shortest collectors.
(Available for primary tube sizes up to 2.75")

SWMC
No Internal Pyramid
(As found in MC)



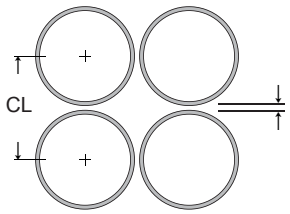
Available Options

- ► *12˚, 15˚, 20˚, 25˚ convergent angle*
- ► 1.25"- 3.50" *tube size*
- ► 2 way - 6 way
- ► 304, 321, 1008
- ► .065", .049",(*.035" SST only) wall thickness*

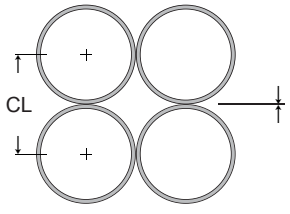
See page 4 for part numbering system

When Ordering Specify

- ► Throat Size (*Minor Diameter)*
- ► Outlet Options
  (*Flanges, Transition, Tubing)*
- ► Custom Finish Work
  (*Tabs, Bungs, Wastegate Tube*)



Turbo Style WMC's are built with a slightly wider centerline. This leaves a gap between each of the header pipes allowing for expansion. Use shims to maintain this spacing when welding the collected header tubes together.



Street Style WMC's are designed for header tubes that are collected together with a net fit (no clearance). This makes them easy to assemble.

Y & X Collectors

SPD Y-Collectors are made the same as a 25 degree 2 way Merge Collector. The difference is the spacing between the inlet legs is wider.

On the table at the bottom of the page you will find the standard ***inlet center***

Shown with:
Wing Tabs
V-Band inlet & outlet
Collector Transition
(Welds Fees Apply)

SPD Sportsman
(Typical SPD Late Model System)

Standard (Slip fit inlets)

Shown with:
Collector Transition
Wing Tabs
(Welds Fees Apply)

When Ordering Specify

- ► Throat Size (*Minor Diameter)*
- ► Outlet Options
  (*Flanges, Transition, Tubing)*
- ► Inlet Options
  (*Swedging, Flanges)*
- ► Custom Finish Work
  (*Tabs, Bungs, Wastegate Tube*)

Ask about custom fabrication as shown above

I.D. *I.D.*

Standard
Both Legs Swedged

O.D.

SPD Sportsman
One Leg Swedged

O.D. *O.D.*

Straight Inlets
No Swedging

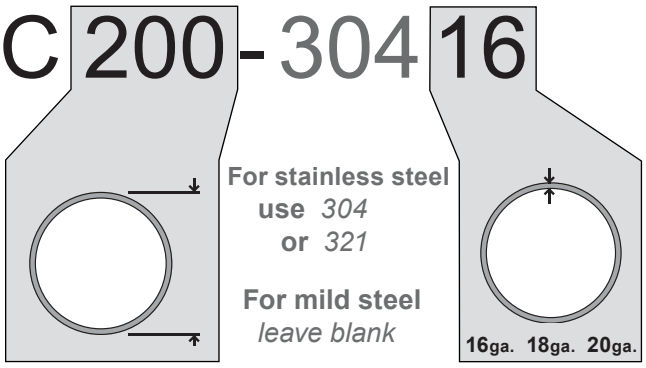
Weld Fee Applies ►

I.D. *I.D.*

X-Pipe

Inlet Tube Size (ID)	SPD Part #	Inlet Center Line	Oulet Sizes (OD)
(2) 2.00”	YC200	3.00	2.13” - 3.00”
(2) 2.25”	YC225	3.25	2.25” - 3.00”
(2) 2.50”	YC250	3.50	2.50” - 3.50”
(2) 2.75”	YC275	3.75	2.75” - 3.50”
(2) 3.00”	YC300	4.25	3.00” - 4.00”
(2) 3.50”	YC350	5.00	3.50” - 4.50”

YC 200 - 304 16



Style **Inlet Tube O.D.** **Material Type (Optional)** **Gauge Wall Thickness**

Formed Collectors

(FC2) 2-Way

(FC3) 3-Way

Formed collectors are an economical way to collect header primary tubes together. This weld-on style is the most common of all header collectors still used today.

(FC4) 4-Way

(SFC) Slip-on Formed Collector

Swedged to fit advertised tube size.

SPD *Slip-on formed collectors utilize swedged slips (shown above) to provide a positive stop and seat for your primary tubes to seal against.*

Rolled Cone Formed Collector
(FC4213-30016C)

These collectors are formed from rolled and seam welded sheet metal. This process allows for smaller outlet sizes than are possible using tubing.

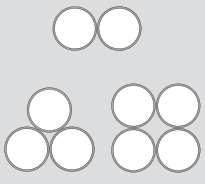
(Available in Mild & Stainless Steel)

FC 4 200-350 16

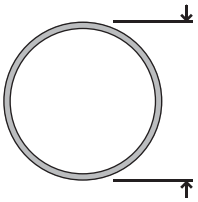
Style

FC
SFC

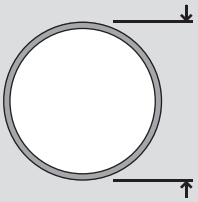
# of Tubes



Inlet Tube O.D.



Outlet Size

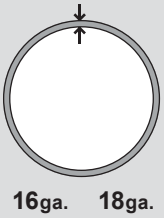


Material Type

For mild steel
leave blank

For stainless steel
use *"S"*
Check availability

Gauge



16ga. (.065")
18ga. (.049")

Formed Collectors

Formed Collector Stars

Add a "S" for 304 stainless

Inlet Tube Size	4-WAY
1.500"	FCS150
1.625"	FCS163
1.750"	FCS175
1.875"	FCS188
2.000"	FCS200
2.125"	FCS213
2.225"	FCS225
2.375"	FCS238
2.500"	FCS250
2.625"	FCS263

Slip-On Formed Collector Stars

NEW!

Add a "S" for 304 stainless

Designed to seal the center of your primary tubes when using a Weld-on style formed collector

Inlet Tube Size	4-WAY
1.500"	SFCS150
1.625"	SFCS163
1.750"	SFCS175
1.875"	SFCS188
2.000"	SFCS200
2.125"	SFCS213
2.225"	SFCS225
2.375"	SFCS238
2.500"	SFCS250

Inlet Size	2-WAY	3-WAY	4-WAY
1.25"	FC2125-150		FC4125-15018C* FC4125-200 FC4125-225
1.375"	FC2138-163		FC4138-17518C*
1.50"	FC2150-175	FC3150-225 FC3150-250* FC3150-300*	FC4150-20016C* FC4150-250 FC4150-300*
1.625"	FC2163-188	FC3163-20016C* FC3163-250* FC3163-300*	FC4163-20016C* FC4163-25016C* FC4163-250 FC4163-300*
1.750"	FC175-200	FC3175-20016C* FC3175-250* FC3175-300*	FC4175-25016C* FC4175-30016C* FC4175-300 FC4175-350*
1.875"	FC2188-213	 FC3188-300* 	FC4188-25016C* FC4188-30016C* FC4188-300 FC4188-350*
2.00"	FC2200-225	FC3200-300*	FC4200-30016C* FC4200-350 FC4200-400*
2.125"	FC2213-250		FC4213-30016C* FC4213-350 FC4213-400*
2.25"	 FC2225-275 FC2225-300 		FC4225-30016C* FC4225-350 FC4225-400* FC4225-450
2.375"	FC238-300		FC4238-35016C* FC4238-400 FC4238-450 FC4238-500
2.50"	FC2250-300		FC4250-35016C* FC4250-400 FC4250-450* FC4250-500
2.625"			FC4263-40016C* FC4263-450 FC4263-500*
2.750"	Outlet Sizes 3.00" to 4.00"		

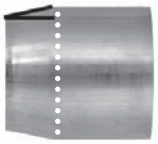
C Formed from Rolled Cone

*** Available in 304 stainless**

Collector Transitions

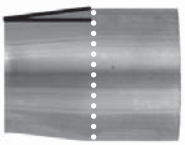
Minor Tube OD	3-degree taper	7-degree taper	13-degree taper	Major Tube OD
1.25”	CT1253-138	CT1257- 138	CT125-138	1.375
	CT1253-150	CT1257-150	CT125-150	1.500
	CT1253-163	CT1257-163	CT125-163	1.625
	CT1253-175	CT1257-175	CT125-175	1.750
		CT1257-188	CT125-188	1.875
			CT125-200	2.000
1.375”	CT1383-150	CT1387-150	CT138-150	1.500
	CT1383-163	CT1387-163	CT138-163	1.625
	CT1383-175	CT1387-175	CT138-175	1.750
	CT1383-188	CT1387-188	CT138-188	1.875
		CT1387-200	CT138-200	2.000
1.50”	CT1503-163	CT1507-163	CT150-163	1.625
	CT1503-175	CT1507-175	CT150-175	1.750
	CT1503-188	CT1507-188	CT150-188	1.875
	CT1503-200	CT1507-200	CT150-200	2.000
		CT1507-213	CT150-213	2.125
		CT1507-225	CT150-225	2.250
1.625”	CT1633-175	CT1637-175	CT163-175	1.750
	CT1633-188	CT1637-188	CT163-188	1.875
	CT1633-200	CT1637-200	CT163-200	2.000
	CT1633-213	CT1637-213	CT163-213	2.125
		CT1637-225	CT163-225	2.250
1.75”	CT1753-188	CT1757-188	CT175-188	1.875
	CT1753-200	CT1757-200	CT175-200	2.000
	CT1753-213	CT1757-213	CT175-213	2.125
	CT1753-225	CT1757-225	CT175 -225	2.250
		CT1757-238	CT175-238	2.375
		CT1757-250	CT175-250	2.500
1.875”	CT1883-200	CT1887-200	CT188-200	2.000
	CT1883-213	CT1887-213	CT188-213	2.125
	CT1883-225	CT1887-225	CT188-225	2.250
	CT1883-238	CT1887-238	CT188-238	2.375
		CT1887-250	CT188-250	2.500
2.00”	CT2003-213	CT2007-213	CT200-213	2.125
	CT2003-225	CT2007-225	CT200-225	2.250
	CT2003-238	CT2007-238	CT200-238	2.375
	CT2003-250	CT2007-250	CT200-250	2.500
		CT2007-275	CT200-275	2.750
			CT200-300	3.000
2.125”	CT2133-225	CT2137-225	CT213-225	2.250
	CT2133-238	CT2137-238	CT213-238	2.375
	CT2133-250	CT2137-250	CT213-250	2.500
	CT2133-275	CT2137-275	CT213-275	2.750
		CT2137-300	CT213-300	3.000
2.25”	CT2253-250	CT2257-250	CT225-250	2.500
	CT2253-275	CT2257-275	CT225-275	2.750
		CT2257-300	CT225-300	3.000
2.375”	CT2383-250	CT2387-250	CT238-250	2.500
	CT2383-275	CT2387-275	CT238-275	2.750
		CT2387-300	CT238-300	3.000

13°



CT300-350

7°



CT3007-350

◀ Turbo Transitions

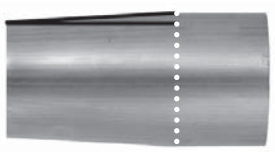
Available in:
Mild Steel
304 stainless
321 stainless

CT300-T0432116

Turbo Housing	Tubing Size
T-03	1.88” - 2.50”
T-04	2.25” - 3.00”
T-100	3.00” - 3.50”

Turbo transitions are made to fit SPD turbo flanges
(see pages 58-59 for port dimensions)

Collector Transitions



CT3003-350

Minor Tube O.D	3-degree taper	7-degree taper	13-degree taper	Major Tube OD
2.50”	CT2503-275	CT2507-275	CT250-275	2.750
	CT2503-300	CT2507-300	CT250-300	3.000
		CT2507-325	CT250-325	3.250
		CT2507-350	CT250-350	3.500
2.625”	CT2633-275	CT2633-275	CT263-275	2.750
	CT2633-300	CT2637-300	CT263-300	3.000
		CT2637-325	CT263-325	3.250
		CT2637-350	CT263-350	3.500
2.75”	CT2753-300	CT2757-300	CT275-300	3.000
	CT2753-325	CT2757-325	CT275-325	3.250
		CT2757-350	CT275-350	3.500
3.00”	use below	CT3007-325	CT300-325	3.250
	CT3003-350	CT3007-350	CT300-350	3.500
		CT3007-375	CT300-375	3.750
		CT3007-400	CT300-400	4.000
3.25”	CT3253-350	CT3257-350	CT325-350	3.500
		CT3257-375	CT325-375	3.750
		CT3257-400	CT325-400	4.000
3.50”	use below	CT3507-375	CT350-375	3.750
	CT3503-400	CT3507-400	CT350-400	4.000
		CT3507-425	CT350-425	4.250
		CT3507-450	CT350-450	4.500
4.00”	use below	CT4007-425	CT400-425	4.250
	CT4003-450	CT4007-450	CT400-450	4.500
		CT4007-500	CT400-500	5.000
4.50”	CT4503-500	CT4507-500	CT450-500	5.000
		CT4507-550	CT450-550	5.500
5.00”	CT5003-550	CT5007-550	CT500-550	5.500
		CT5007-600	CT500-600	6.000

Add a “S” for 304 stainless steel *example: (CT3007-350**S**16)*

Reverse Cones

RC4030-30416

Reverse Cones are made to order. Please Inquire.

Megaphones

Megaphones ▲

MEG6-2040175S18

Minor Tube O.D	4-degree taper 28” OAL	6-degree taper 17.5” OAL	7-degree taper 16.5” OAL	Major Tube OD
1.50”		MEG6-1535175-18	MEG7-1535165-18	**3.50**
		MEG6-1535175S20	MEG7-1535165S20	**3.50**
	MEG4-1537280-18			**3.75**
1.625”				**3.50**
	MEG4-1640300-16			**4.00**
1.75”		MEG6-1735175-18		**3.50**
		MEG6-1735175S20		**3.50**
2.00”	MEG4-2040280-18	MEG6-2040175-18	MEG7-2040165-18	**4.00**
		MEG6-2040175S18	MEG7-2040165S18	**4.00**
2.50”			MEG7-2545165-18	**4.50**
			MEG7-2545165S18	**4.50**
3.00”			MEG7-3050165-18	**5.00**
			MEG7-3050165S18	**5.00**

“S” indicates 304 stainless steel *example: (MEG7-1535165**S**20)*

Collector Retainers

Wing Tab

Shown as one kit

	Part #	Description
Kits	CWTK100	(2) CWT100, (1) 10-32 bolt, (2) AN washers, (1) lock nut
	CWTK100S	(2) *CWT100S*, (1) *10-32 bolt*, (2) *AN washers*, (1) *lock nut*
Individual Parts	CWT100	Collector Wing Tab
	CWT100S	Collector Wing Tab (304 Stainless)
	AN3-24A	10-32 x 2.50" UHL Bolt
	AN3-30A	10-32 x 3.00" UHL Bolt
	AN960-10	#10 AN Washer
	AN363-10	10-32 Mechanical Lock Nut

Spring Tab

Shown as one kit

	Part #	Description
Kits	STK100	(2) ST100 & (1) CES238
	STK100S	(2) ST100S & (1) CES238
Individual Parts	ST100	Spring Tab
	ST100S	Spring Tab (stainless)
	CES238	Coned Extension Spring (2.375" oal)

Static length of spring - 2.375"

Preload - .250" to .375"

A & B Tab

Shown as one kit

	Part #	Quantity
Kits	ABK100	A100 & B100 w/1/4-20 bolt & lock nut
	ABK100S	A100S & B100S w/1/4-20 bolt & lock nut
Individual Parts	A100	A Tab
	A100S	A Tab - Stainless
	B100	B Tab
	B100S	B Tab - Stainless

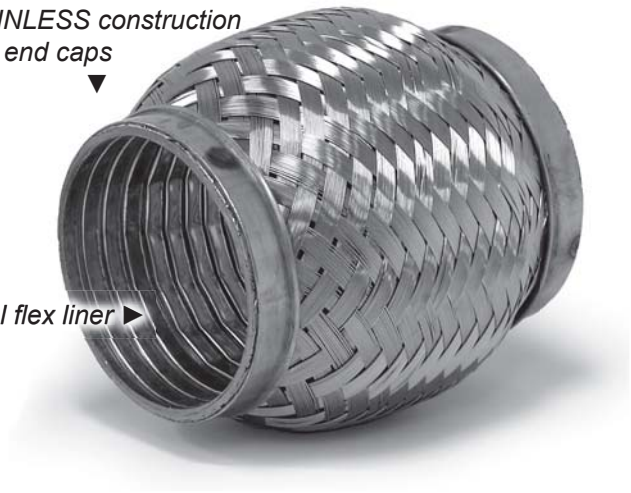
Bellows

Standard Bellows

Tube Size OD	SPD Part #	Overall Length
1.75”	SB175-4V	4.00”
2.00”	SB200-4V	4.00”
2.25”	SB225-4V	4.00”
2.50”	SB250-4V	4.00”
	SB250-6V	6.00”
3.00”	SB300-4V	4.00”
	SB300-6V	6.00”
4.00”	SB400-8V	8.00”
5.00”	SB500-8V	8.00”

ALL STAINLESS construction including end caps ▼

Internal flex liner ►



Features & Recommended Usage

- ► Standard bellows are typically used somewhere between the header collector and the muffler to absorb axial movement (engine and chassis flex).
- ► Not recommended for use in pre-turbo plumbing.

Slip Joint Bellows

Tube Size OD	SPD Part #	Overall Length
2.00”	SJSB200-3	3.00”
2.25”	SJSB225-3	3.00”
2.50”	SJSB250-3	3.00”
3.00”	SJSB300-3	3.00”
3.50”	SJSB350-3	3.00”

Other sizes available by special order.

Features & Recommended Usage

- ► Slip Joint bellows are designed for use in high temperature and high pressure environments.
- ► 321 SST internal slip joint provides a smooth surface for directional flow.
- ► 625 inconel accordion style bellows absorb linear growth caused by heat expansion.
- ► Limited angular flex. Not made for extreme axial movement.

Zoomie Kits

Top Fuel / Top Alcohol / Puller Truck

Kit Includes: (8) *125 degree bends*

◄ (B) Leg = *18”*

◄ (A) Leg = *6”*

125˚*on a* 6.0” clr.

Available Options

- ► 2.00”- 2.50” on a 6.0” clr
- ► 304 or 1008
- ► .065 *wall thickness*

Funny Car

Kit Includes: (2) *79 degree bends*
(2) *82 degree bends*
(2) *85 degree bends*
(2) *88 degree bends*

◄ (B) Leg = *26”*

◄ (A) Leg = *4”*

79˚ 82˚ 85˚ 88˚ *on a* 4.0” clr.

Available Options

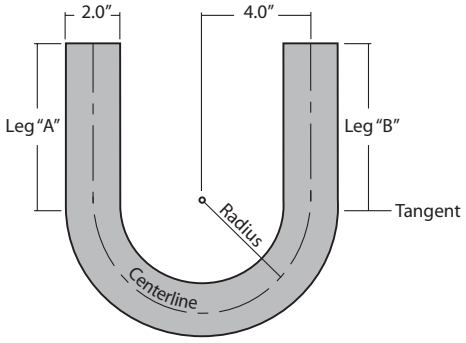
- ► 2.00” on a 3.0” clr
- ► 2.25” on a 3.5” clr
- ► 2.50” on a 4.0” clr
- ► 304 or 1008
- ► .065 *wall thickness*

Cover Tubes

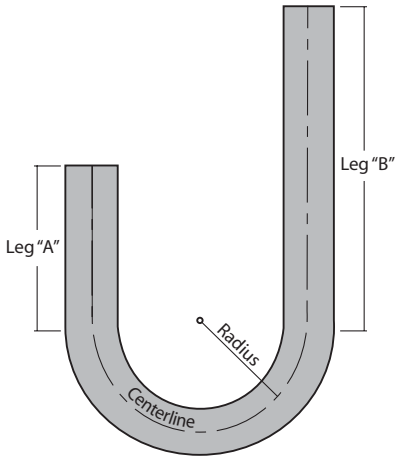
Available for 2.50” Zoomies
3” x .049 MS or SST

part number ZC30018

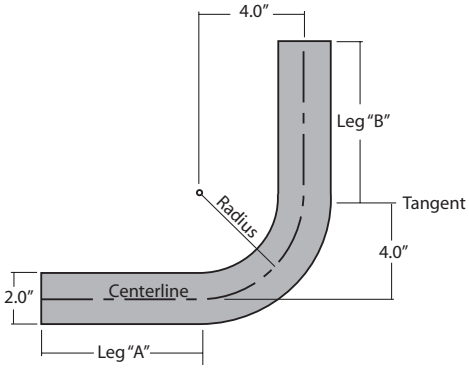
Mandrel Bends



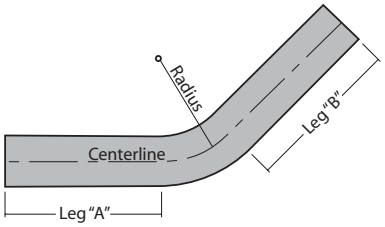
U bend 180°



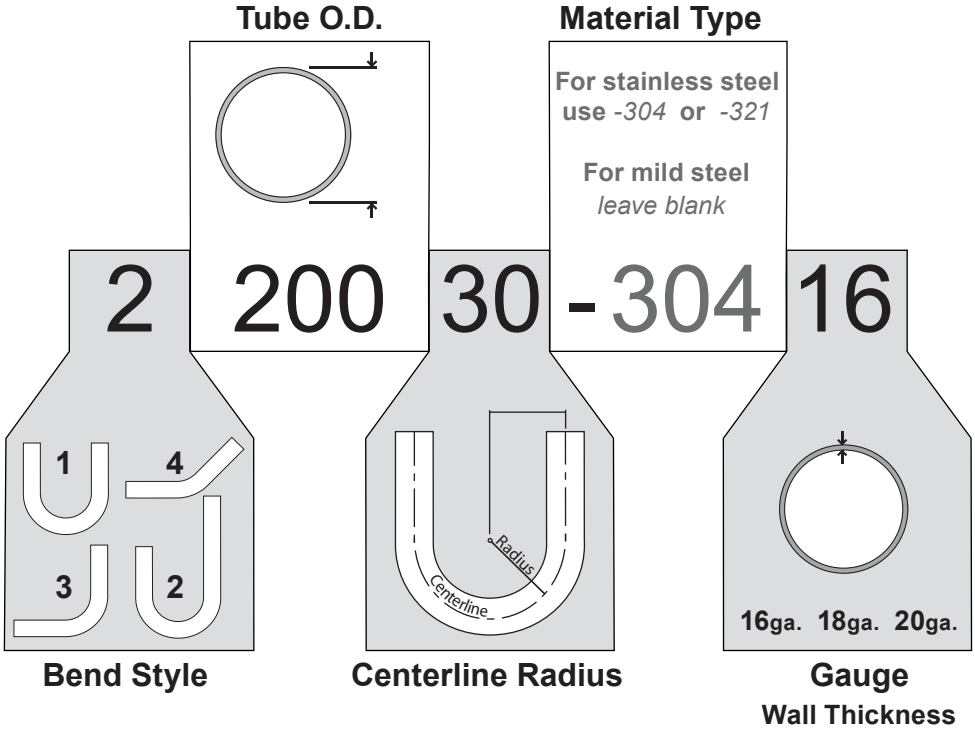
J bend 180°



90° Bend



45° Bend



Mandrel Bends

Tube Size (OD)	Center Line Radius	Part # U-bend	Part # J-bend	Part # 90-bend	Part # 45-bend
1.00”	2.00	********	Call for availability	********	
1.125”	2.00	********	Call for availability	********	
1.25”	2.50	112525	212525	312525	412525
	4.00	********	Call for availability	********	
1.375”	2.50	113825	213825	313825	413825
	4.00	********	Call for availability	********	
1.50”	2.00	115020	215020	315020	415020
	2.50	115025	215025	315025	415025
	3.00	115030	215030	315030	415030
	4.00	115040	215040	315040	415040
1.625”	2.00	116320	216320	316320	416320
	2.50	116325	216325	316325	416325
	3.00	116330	216330	316330	416330
	4.00	116340	216340	316340	416340
1.75”	2.00	117520	217520	317520	417520
	2.50	117525	217525	317525	417525
	3.00	117530	217530	317530	417530
	4.00	117540	217540	317540	417540
	5.00	117550	217550	317550	417550
	6.00	117560	217560	317560	417560
1.875”	2.00	118820*	218820	318820	418820
	2.50	118825	218825	318825	418825
	3.00	118830	218830	318830	418830
	4.00	118840	218840	318840	418840
	5.00	118850	218850	318850	418850
	6.00	118860	218860	318860	418860
2.00”	2.00			320020	420020
	2.50	120025	220025	320025	420025
	3.00	120030	220030	320030	420030
	3.50	********	Call for availability	********	
	4.00	120040	220040	320040	420040
	5.00	120050	220050	320050	420050
	6.00	120060	220060	320060	420060
	8.00			320080	420080
2.125”	2.50	121325	221325	321325	421325
	3.00	121330	221330	321330	421330
	3.50	121335	221335	321335	421335
	4.00	121340	221340	321340	421340
	5.00	121350	221350	321350	421350
	6.00	121360	221360	321360	421360

“U” bends

45’s

P/N’s *118820 & *218820
Bends are 150 degrees

Denotes 6” leg lengths for;
“U” bends, 45’s, and 90’s

Denotes 6” & 12” leg lengths for:
“J” bends

Denotes 8” leg lengths for;
“U” bends, 45’s, and 90’s

Denotes 8” & 15” leg lengths for:
“J” bends

Mandrel Bends

"J" bends

90's

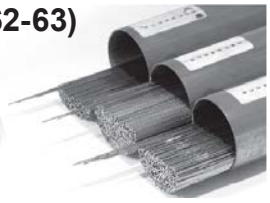
Tube Size (OD)	Center Line Radius	Part # U-bend	Part # J-bend	Part # 90-bend	Part # 45-bend
2.25"	2.25			322522	422522
	2.50	********	Call for availability	********	
	3.00	122530	222530	322530	422530
	3.50	122535	222535	322535	422535
	4.00	122540	222540	322540	422540
	6.00	122560	222560	322560	422560
2.375"	2.38			323824	423824
	3.00	123830	223830	323830	423830
	3.50	123835	223835	323835	423835
	4.00	123840	223840	323840	423840
	6.00	123860	223860	323860	423860
2.50"	2.50			325025	425025
	3.00	125030	225030	325030	425030
	3.50	********	Call for availability	********	
	4.00	125040	225040	325040	425040
	5.00	125050	225050	325050	425050
	6.00	125060	225060	325060	425060
2.625"	3.50	********	Call for availability	********	
	4.00	126340	226340	326340	426340
	6.00	********	Call for availability	********	
2.75"	2.75			327527	427527
	4.00	127540	227540	327540	427540
	5.50	127555		327555	427555
	6.00	********	Call for availability	********	
3.00"	3.00			330030	430030
	3.50	********	Call for availability	********	
	4.00	130040	230040	330040	430040
	6.00	130060	230060	330060	430060
3.50"	3.50			335035	435035
	6.00	135060		335060	435060
	7.00	135070		335070	435070
4.00"	4.00			340040	440040
	8.00	140080		340080	440080
4.50"	4.50			345045	445045
	9.00	145090		345090	445090
5.00"	5.00			350050	450050
	10.00	150010		350010	450010

Merge Collector Bends

available in:
12°- 15° - 20° - 25°
Example: MBC12200-30416

☐ *Denotes Varied leg lengths most less than 4.00"*

Fabrication Supplies (see pages 62-63)



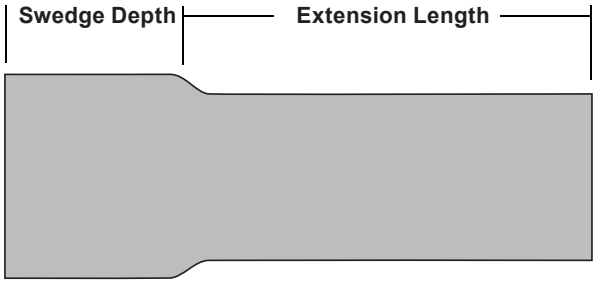
Straight Tube

Tube Size OD	SPD Part #	Wall Thickness	Materials Available
1.00	ST10020	.035	304
	ST10018	.049	1008, 304, 321
	ST10016	.063	1008, 304
1.125”	ST11320	.035	304
	ST11318	.049	1008, 304, 321
	ST11316	.063	1008, 304
1.25”	ST12520	.035	304, 321
	ST12518	.049	1008, 304, 321
	ST12516	.063	1008, 304,
1.375”	ST13820	.035	304, 321
	ST13818	.049	1008, 304, 321
	ST13816	.063	1008, 304
1.50”	ST15020	.035	304, 321
	ST15018	.049	1008, 304, 321
	ST15016	.063	1008, 304, 321, 6061
1.625”	ST16320	.035	304, 321
	ST16318	.049	1008, 304, 321
	ST16316	.063	1008, 304, 321
1.75”	ST17520	.035	304, 321
	ST17518	.049	1008, 304, 321
	ST17516	.063	1008, 304, 321, 6061
1.875”	ST18820	.035	304, (321 Special Order)
	ST18818	.049	1008, 304, 321
	ST18816	.063	1008, 304, 321
2.00”	ST20020	.035	304, 321
	ST20018	.049	1008, 304, 321
	ST20016	.063	1008, 304, 321, 6061
2.125”	ST21320	.035	304, 321
	ST21318	.049	1008, 304, 321
	ST21316	.063	1008, 304
2.25”	ST22520	.035	304, 321
	ST22518	.049	1008, 304, 321
	ST22516	.063	1008, 304, 321, 6061
2.375”	ST23820	.035	304
	ST23818	.049	1008, 304, 321
	ST23816	.063	1008, 304
2.50”	ST25020	.035	304, 321
	ST25018	.049	1008, 304, 321
	ST25016	.063	1008, 304, 321, 6061

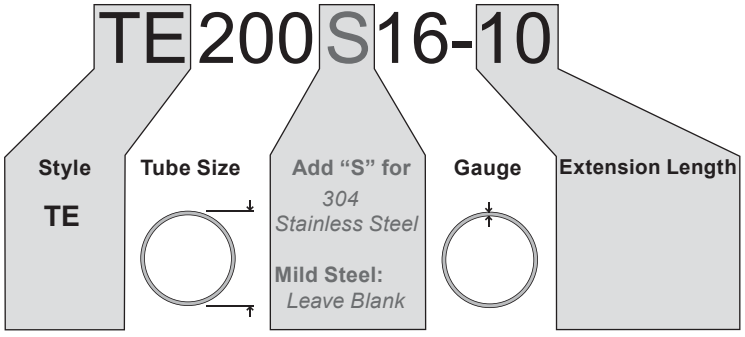
Straight Tube

Tube Size OD	SPD Part #	Wall Thickness	Materials Available
2.625”	ST26320	.035	321
	ST26318	.049	1008, 304
	ST26316	.063	1008, 304
2.75”	ST27518	.049	1008, 304, 321
	ST27516	.063	1008, 304
3.00”	ST30020	.035	321
	ST30018	.049	1008, 304, 321
	ST30016	.063	1008, 304, 321, 6061
3.25”	ST32516	.063	1008, 304
3.50”	ST35020	.035	321
	ST35018	.049	1008, 321
	ST35016	.063	1008, 304
4.00”	ST40020	.035	321
	ST40018	.049	321
	ST40016	.063	1008, 304
4.50”	ST45016	.063	1008, 304
5.00”	ST50016	.063	1008, 304

Tube Extensions



Tube extensions are available in most tube sizes and lengths



About Our CNC Machined Flanges

Materials: All flanges are available in Cold Rolled Steel or 304 Stainless Steel by special order.
Add S for 304 Stainless

Thickness: Standard thickness is 3/8". Most flanges can be special ordered 1/2" thick.

Port Size = Tube Size: Sizes shown for port in flange indicates the size tube that can be formed to slip into the flange. Most of our flanges are designed to allow the tube to slip through the flange.

Stub Tubes available for most flanges by Special Order.

Port Shapes: Round ports are machined .020"-.030"over advertized size.
Other shapes are as much as .070" over nominal tube size to allow for easier tube shaping.

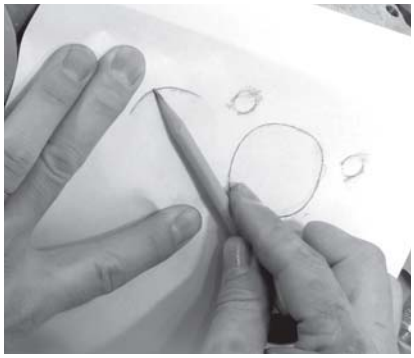
SAP - "Same As Port" - Flange closely matches port shape in cylinder head.
Round - For stock round ports or oversized tube applications
D-Port - Typically flat floor and sides with radius on roof of port.
Oval - Two sides half round. Horizontal and vertical oval.
Square - Nearly equal height and width with varied corner radius.
Square Oval - Made popular by the 18° Chevy, has radiused roof and floor.
Rectangle - Longer or taller than wide or high.

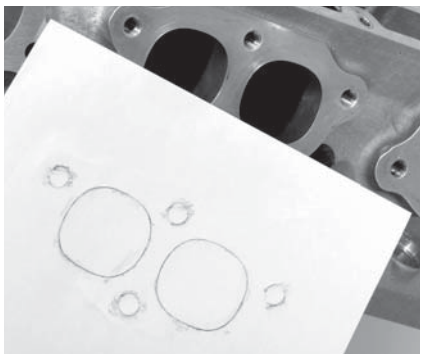
Making a pencil transfer *(Rubbing)*

Due to the rapidly changing cylinder head industry, you may be asked to send a rubbing of your exhaust ports.

Place a sheet of paper covering port(s). Holding it firmly with one hand, use your index finger to rub the edges of the port(s) and bolt holes.

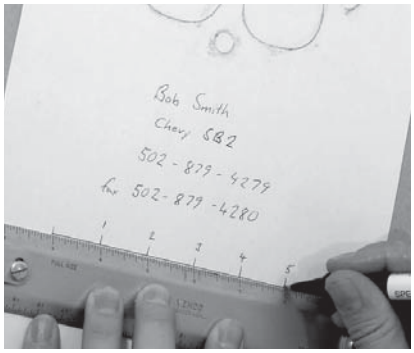
Holding the pencil's face flat against the paper, define the ports, bolt pattern and sealing surface.





Make sure the transfer is accurate and the paper did not slip during the process.

If you are faxing or scanning, please include a scale along with your contact information as the fax machine will shrink the image.



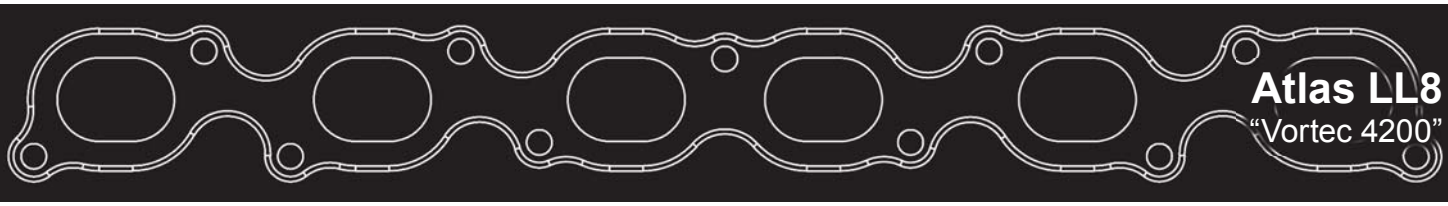
General Motors

GMC OHV Six

Left
GMC615113-5LT

Right
GMC615113-5RT

1939-1962 GMC Overhead Valve Straight Six engines. 248cid. - 270cid. - 302cid.



Atlas LL8
"Vortec 4200"

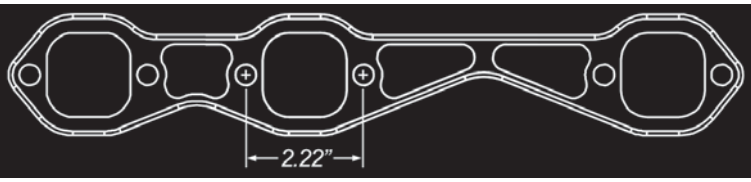
Atlas LL8 "Vortec 4200"

2002-09 Trailblazer (Chevy)
2002-09 Envoy (GMC)
2002-04 Bravada (Olds)
2002-09 Renier (Buick)
2002-09 Ascender (Isuzu)
2002-09 9-7x (SAAB)

C6156xx

C615641 1.50" Oval
C615642 1.63" Oval
C615643 1.75" Oval

Left	Center	Right
C615641L	C615641C	C615641R 1.50" Oval
C615642L	C615642C	C615642R 1.63" Oval
C615643L	C615643C	C615643R 1.75" Oval



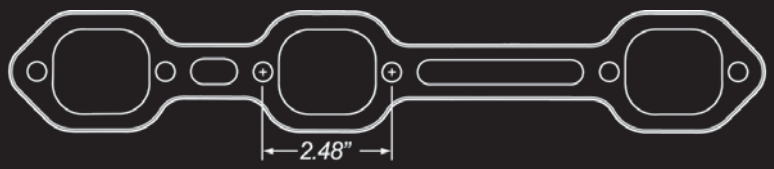
90 Degree V6

1977-Present 4.3L / 262cid.

Square C60052 1.63"
C60053 1.75"

C600xx

For individual flanges see C800xx-I



90 Degree V6
18° Head

"Busch" Grand National
(Up to-1995)

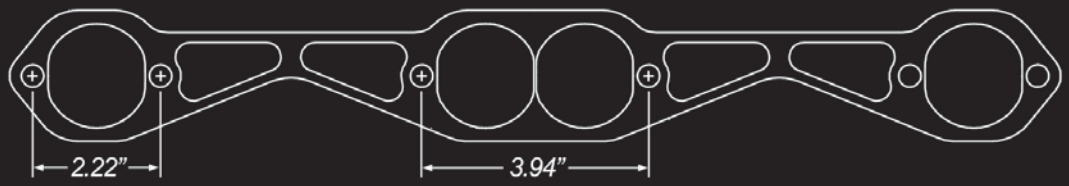
Square C60464 1.63"
C60465 1.75"

C604xx

For individual flanges see C804xx-I

General Motors

Gen I & Gen II Small Block



C800xx
Add "C" & "E" for individual flanges

Round	C80022	1.63"	Early (stock OEM)
D-Port	C80032	1.63"	Brodix Track 1, Spec
	C80033	1.75"	Brodix KC 227 CNC Track 1
Oval	C80043	1.75"	1.80" Height x 1.68" Width .650" Radius
Square	C80052	1.63"	Late Model, Vortec (stock
	C80053	1.75"	OEM)
	C80054	1.88"	Edelbrock Perf RPM

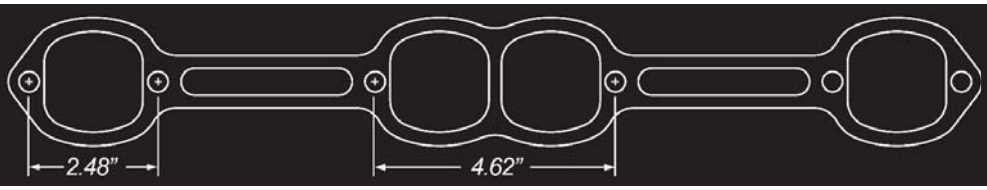
C803xx
Add "C" & "E" for individual flanges

D-Port	C80332	1.63"	LT-1 / LT-4 / ZZ4 (stock OEM)
	C80333	1.75"	

C835xx
Add "C" & "E" for individual flanges

D-Port	C83532	1.63"	Fastburn (stock OEM)
	C83533	1.75"	

GM 18 Degree

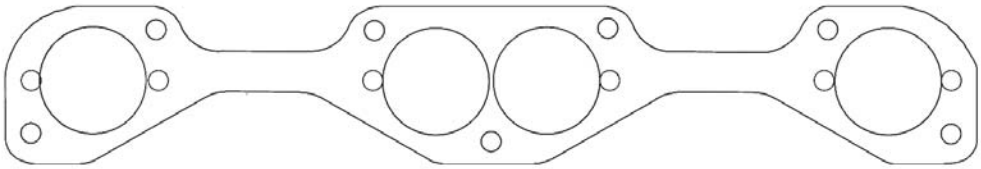


C804xx

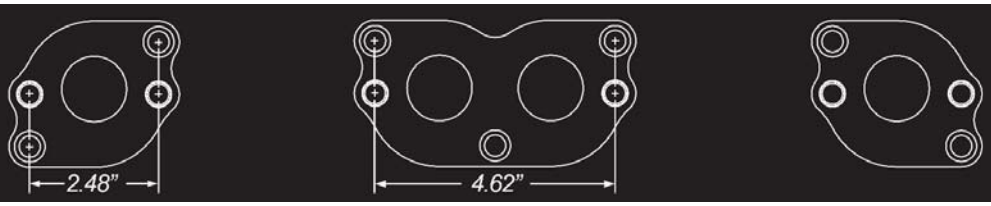
Sq. Oval	C80444	1.88"	GM Perf Parts 18°
	C80445	2.00"	CFE 18° • TFS 18°
Sq. Oval Raised Port	C80444RP	1.88"	
	C80445RP	2.00"	

Reher-Morrison
GM 18° Adapters

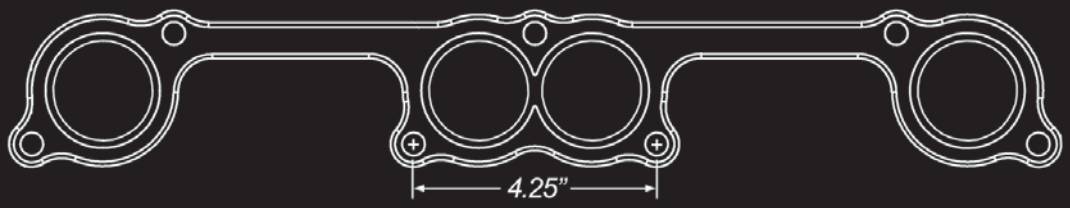
Not available from SPD



GM 18 Degree Hendrick Adaptor
Call for availability



General Motors



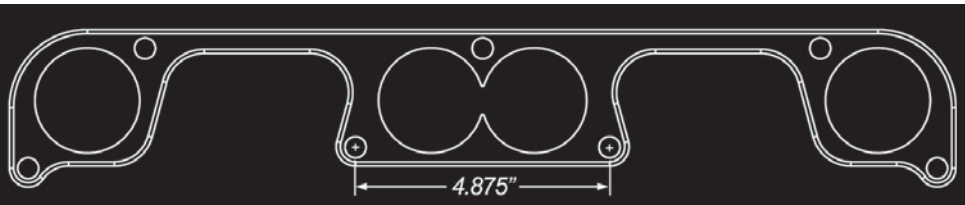
7 Bolt
Hooker Pattern
23° Adapters

Use with **Hooker** adapters

Round	C83423	1.75”	**C834xx**
	C83424	1.88”	
	C83425	2.00”	
	C83426	2.13”	

ARAO Engineering
Dominion 32 Valve

D-Port	C84855	2.00”	**C848xx**
	C84856	2.13”	



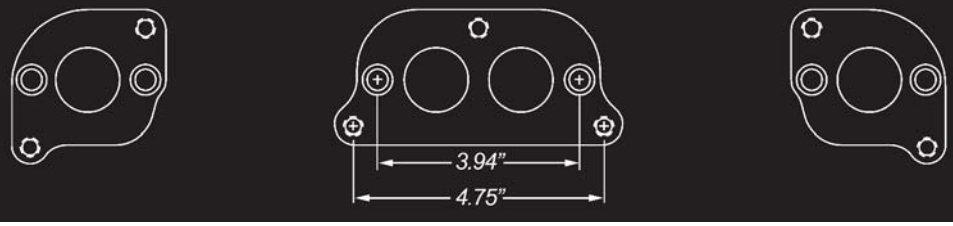
7 Bolt
Stahl Pattern
23° Adapters

Use with AC80120 adapters
or other Stahl pattern adapters.
Also fits some ***non-spread port***
aftermarket heads such as:
Brodix -8 / -10 / -11

C80223	1.75”	**Round**	**C802xx**
C80224	1.88”		
C80225	2.00”		
C80226	2.13”		

• Pontiac 867 • Chapman -10X •
• All Pro 227 •
(or use with AC80120 adapters)
Ports raised .150” over stock

C82963	1.75”	**Square**	**C829xx**
C82964	1.88”		
C82965	2.00”		



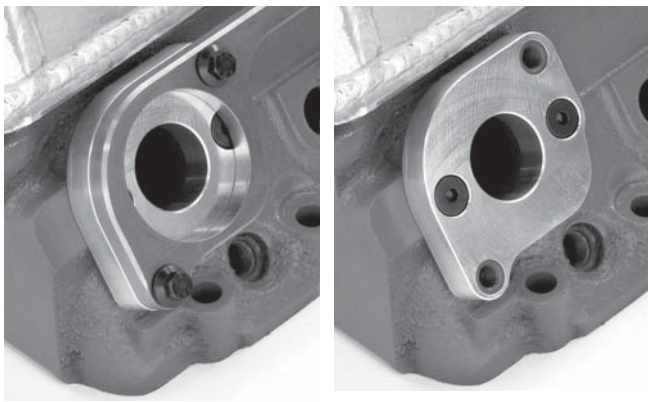
7 Bolt
Stahl Pattern
Adapter Kit

AC80120
Aluminum Adapter Kit

For use with 23° Non Spread Port heads to allow the use of larger tube sizes than are possible with the stock bolt pattern.

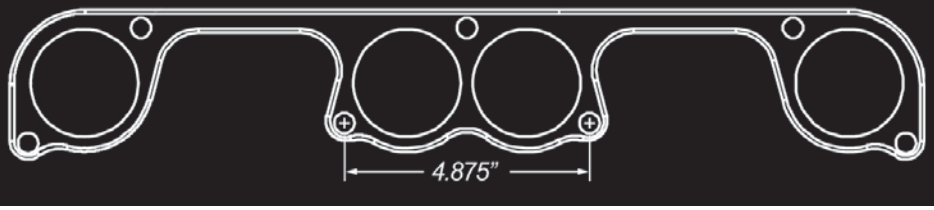
Shown as one kit

Uses low head allen bolts



General Motors

Spread Port
7 Bolt
Stahl Pattern



C812xx

Round	C81224	1.88"
	C81225	2.00"
	C81226	2.13"

Sq Oval	C81244	1.88"
	C81245	2.00"

Add "C", "L" & "R" for individual flanges

Brodix 12° 13° 15° 16° 18°

Chapman 18°

All Pro 18°

C813xx

Round	C81324	1.88"
	C81325	2.00"
	C81326	2.13"

Sq Oval	C81344	1.88"
	C81345	2.00"

C814xx

Square	C81463	1.75"
	C81464	1.88"
	C81465	2.00"

Chapman -10x Spread Port

C816xx

D-Port	C81634	1.88"
	C81635	2.00"
	C81636	2.13"

Brodix 12 x 12

C818xx

Round	C81824	1.75"
	C81825	1.88"
	C81826	2.00"

Brodix -10 & 11SP

Weld Tech 23SP

D-Port	C81833	1.75"
	C81834	1.88"
	C81835	2.00"

ARF220 23SP

C830xx

SAP	C83053	1.75"
	C83054	1.88"

All Pro 227SP

C8159xx

Add "C", "L" & "R" for individual flanges

SAP	C815954	1.88"
	C815955	2.00"

Ultra Pro Machine 9°

General Motors
SBC Spread Port Stahl Pattern (Continued)

Early: Dart 15° & 18° & Olds 14°

C84324	1.88"	**Round**
C84325	2.00"	
C84326	2.13"	

Add "C", "L" & "R" for individual flanges

C843xx

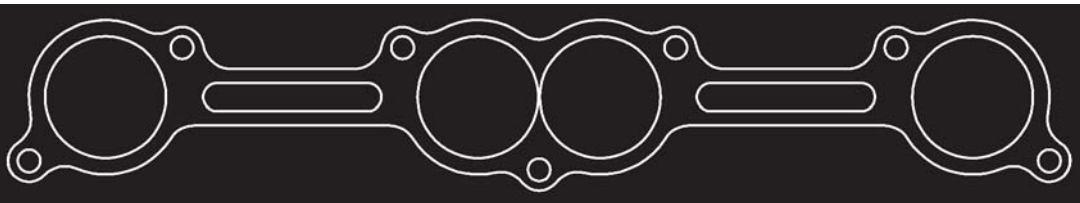
C84324RP	1.88"	**Raised Port Round**
C84325RP	2.00"	
C84326RP	2.13"	

Dart 15° 16° & 18° — C84454 1.88" **SAP**

C844xx

Dart 12.5° — C815414 1.88" C815415 2.00" **Rectangle**

C8154xx

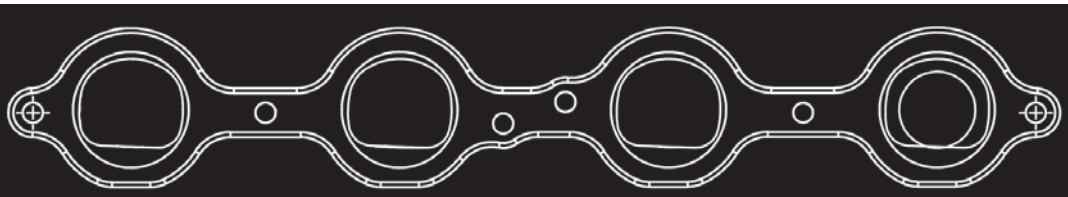


7 Bolt
Alan Johnson
Not Reher Morrison

21° & 23° Dominator
18° Outlaw Late Model
Early Version 12° Pro Outlaw
Later Version (see C812xx)

C82224	1.88"	**Round**
C82225	2.00"	
C82226	2.13"	

C822xx



Gen III & Gen IV Small Block

LS3-L92 ► C81123 1.75" C81124 1.88" C81125 2.00" **Round**

LS1 - LS2 - LS6 — C81142 1.63" C81143 1.75" C81144 1.88" **SAP**

C811xx

LS7 — C80524 1.88" C80525 2.00" All-Pro LSW (may require 3/8" drilled flange) ► C80526 2.13" **Round**

LS7 / LQ9 Stock port size & shape (Evolved from Katech C5-R) — C80553 1.75" C80554 1.88" **SAP**

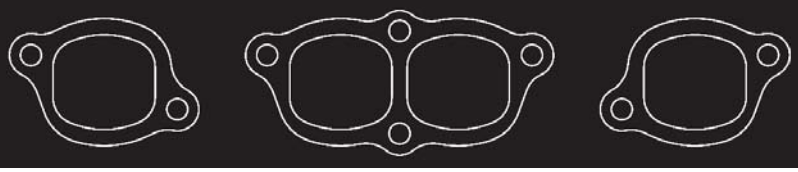
C805xx

NEW! World Products LSX — C816155 2.08" C816156 2.13" **SAP**

C8156xx

General Motors (SBC Splayed Valve)

SB2

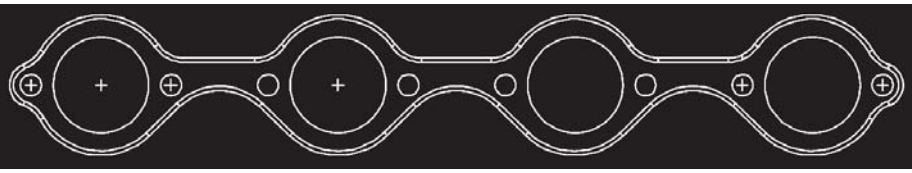


C806xx

Round	C80624	1.88”	
	C80625	2.00”	
	C80626	2.13”	
Square Oval	C80644	1.88”	1998-07 NASCAR Cup Series
	C80645	2.00”	Same as factory port SB2 & SB2.2

Add *I* for Individual flanges

GM Racing Splayed Valve



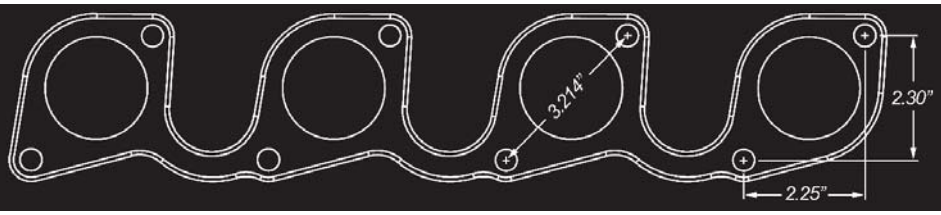
C820xx

Round	C82023	1.75”	Chevy “Splayed” GM Performance
	C82024	1.88”	
	C82025	2.00”	

B837xx

Square	B83764	1.88”	Dart / Buick GM Performance
	B83765	2.00”	
	B83766	2.13”	

Brodix BD



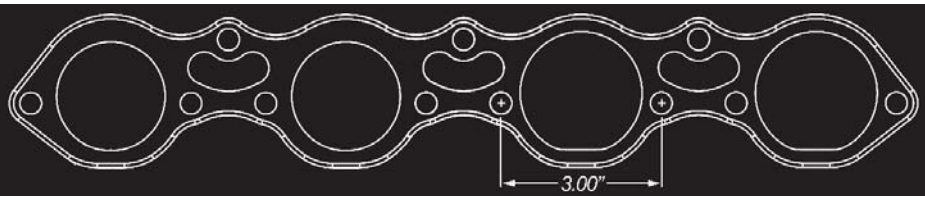
C817xx

Round	C81724	1.88”	Brodix BD2000
	C81725	2.00”	
	C81726	2.13”	Add *I* for Individual flanges

C819xx

Round	C81924-I	1.88”	Brodix BD1010
	C81925-I	2.00”	*Use individual flange only*

Alan Johnson Billet SBC



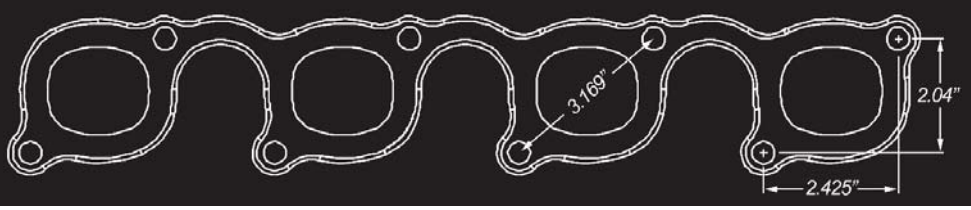
C821xx

SAP	C82125	2.00”	AJPE Billet SBC
	C82126	2.13”	Alcohol / Nitro
	C82127	2.25”	

C82125B	2.00”	
C82126B	2.13”	
C82127B	2.25”	

Add *I* for Individual flanges

General Motors (SBC Splayed Valve)

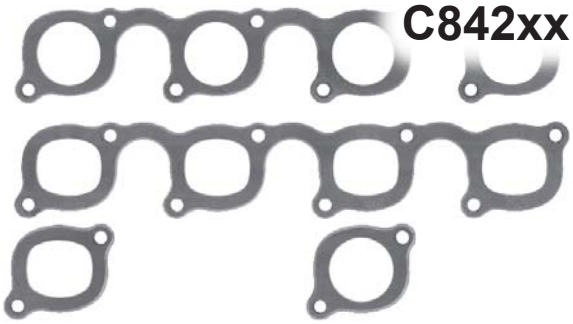


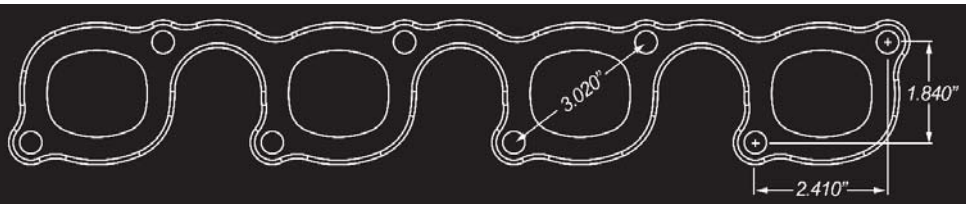
Dart "Little Chief"
Reher-Morrison Pattern

	C84224	1.88"	**Round**
	C84225	2.00"	
	C84226	2.13"	
Dart "Little Chief" Same as factory port	C84243	1.75"	**Square Oval**
	C84244	1.88"	
	C84245	2.00"	

Add *I* for Individual flanges

C842xx



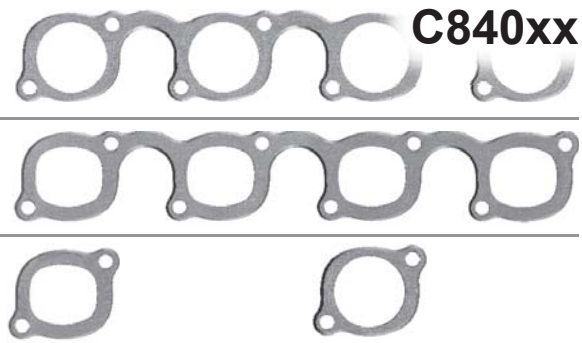


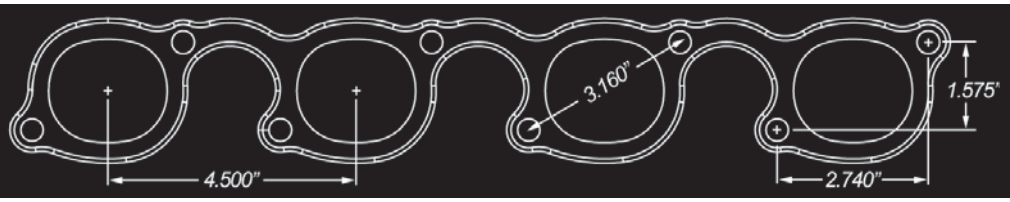
CFE SBX

	C84024	1.88"	**Round**
	C84025	2.00"	
Counter Bored ►	C84076	2.13"	
CFE "SBX" same as factory port	C84043	1.75"	**Square Oval**
	C84044	1.88"	
	C84045	2.00"	

Add *I* for Individual flanges

C840xx



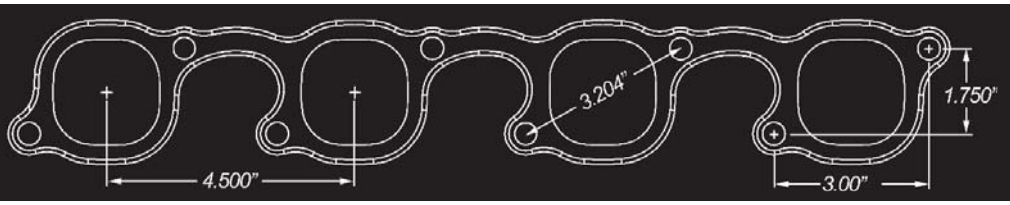


Assassin
4.5 Bore Center

Same port size and shape as ported by Terrace Performance	C84555	2.00"	**SAP**
	C84556	2.13"	
	C84557	2.25"	

Add *I* for Individual flanges

C845xx



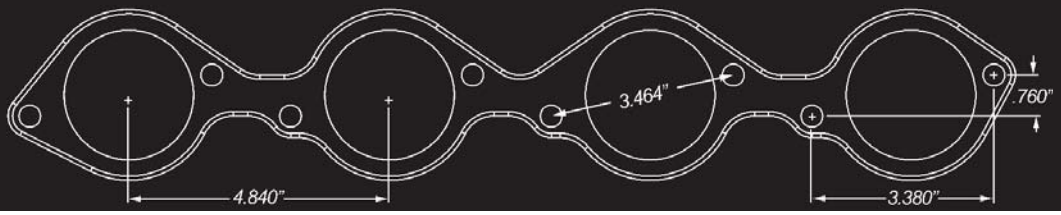
R0X
4.5 Bore Center

NEW!	C815255	2.00"	**SAP**
	C815256	2.13"	

C8152xx

GM (Big Block Chevy) 4.84" b.c.

Mark IV
396-572 ci



C850xx

Square	C85055	2.00"	Stock Cast Iron Heads
	C85056	2.13"	
	C85057	2.25"	*Call for World Products Merlin*

C851xx

Round	C85125	2.00"	Small Profile Flange
	C85126	2.13"	
	C85127	2.25"	Large Profile Flange
	C85128	2.38"	
	C85129	2.50"	

Add *I* for Individual flanges

C852xx

Canted Square	C85257	2.25"	Dart 320-360 / Olds 14 deg.
	C85258	2.38"	
	C85259	2.50"	

Add *I* for Individual flanges

C856xx

Round	C85626	2.13"	Brodix BB-2 Xtra
	C85627	2.25"	
Square	C85656	2.13"	CFE BMF 320
	C85657	2.25"	Same port shape as ported
	C85658	2.38"	by CFE

Add *I* for Individual flanges

C857xx

D-Port	C85734	1.88"	◄ GM Perf. NHRA Super Stock
	C85735	2.00"	
	C85736	2.13"	GM 502-572 Aluminum
	C85737	2.25"	Edlebrock Performer 454

Add *I* for Individual flanges

C8153xx

SAP	C815357	2.25"	**NEW!** 11 & 14 degree Big Chief
	C815358	2.38"	

Add *I* for Individual flanges

C8163xx

Counter-Bored	C816377-I	2.25"	**NEW!** AJPE Billet BBC
	C816378-I	2.38"	
	C816379-I	2.50"	

C8164xx

Oval	C816447	2.25"	**NEW!** Universal flange profile
	C816448	2.38"	allows for small adjustments in port
	C816449	2.50"	location to match cylinder head.

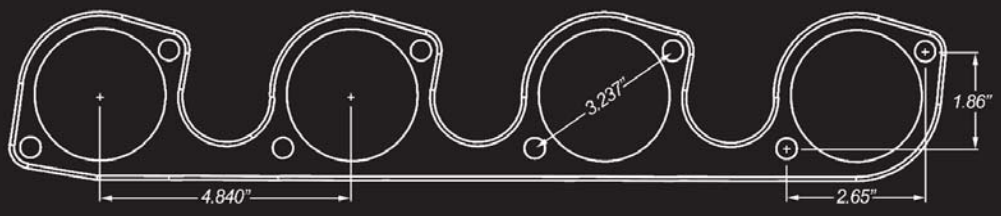
Add *I* for Individual flanges

C8166xx

Round	C816627	2.25"	**NEW!** Universal flange profile
	C816628	2.38"	allows for small adjustments in port
	C816429	2.50"	location to match cylinder head.

Add *I* for Individual flanges

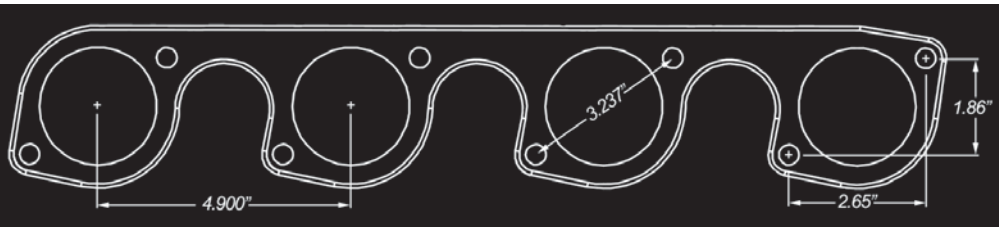
GM Pro Stock - Pro Mod



BBC/Olds DRCE
4.84" Bore Center

DRCE	C82627	2.25"	**Round**
Alan Johnson 481X	C82628	2.38"	
(use inverted for 481x)	C82629	2.50"	

C826xx

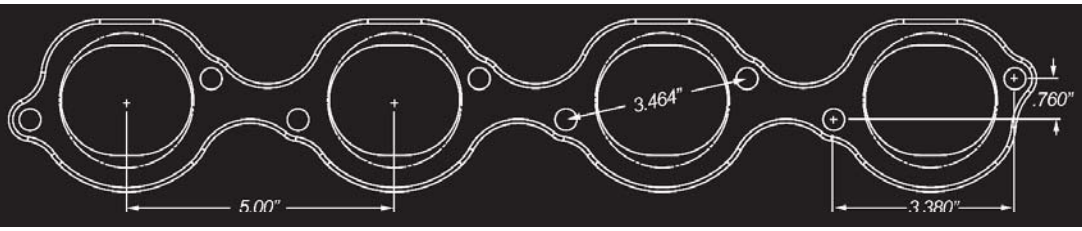


BBC/Olds DRCE II
4.9" Bore Center

DRCE II	C82827	2.25"	**Round**
Pro-Filer 165 (4.9" b.c.)	C82828	2.38"	
	C82829	2.50"	

C828xx

Pro-Filer 166 (5.0" b.c.) Add *I* for Individual flanges



BBC
5.0 Bore Center
CFE 5.2 use indvidual

Brodix PB5000	C85427	2.25"	**Round**
	C85428	2.38"	
	C85429	2.50"	

C854xx

(see C851xx-I for Individual flanges)

Sonny's & *CFE / Fulton*	C85527	2.25"	**Round**
Port center moved .180" left	C85528	2.38"	
	C85529	2.50"	

C855xx

Add *I* for Individual flanges

CFE 5.0	C816547	2.25"	**Oval**
Sonny's 5x13	C816548	2.38"	
	C816549	2.50"	

C8165xx

(see C8164xx-I for Individual flanges)

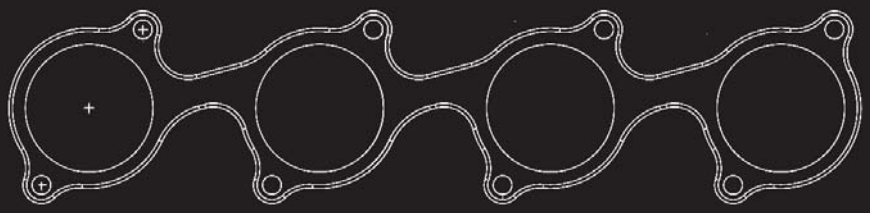
	C816727	2.25"	**Round**
	C816728	2.38"	
	C816729	2.50"	

C8167xx

(see C8166xx-I for Individual flanges)

GM Pro Stock - Pro Mod

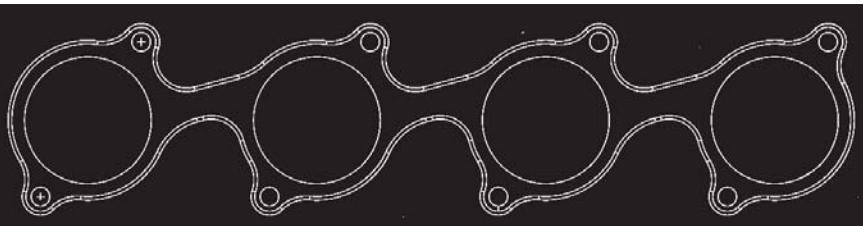
Sonny's Semi Hemi 5.0



C8168211

Round	C8168211	2.75"	Semi Hemi
SAP	C8168510	2.63"	Port match to Sonny's port
Round	C8168211-I	2.75"	Semi Hemi
SAP	C8168510-I	2.63"	Port match to Sonny's port

Sonny's Semi Hemi 5.3



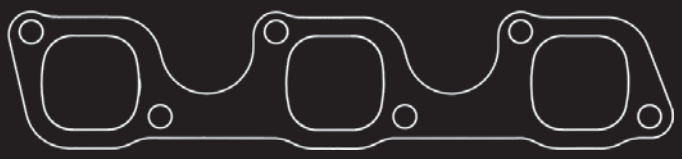
C8169211

Round	C8169211	2.75"	Semi Hemi
SAP	C8169510	2.63"	Port match to Sonny's port
Round	*(see C8168211-I for Individual flanges)*		
SAP	C8168510-I	2.63"	Port match to Sonny's port

AJPE 5.0 Bore Center *Call for availability*

AJPE 5.3 Bore Center *Call for availability*

General Motors (Buick-Pontiac-Olds-Cadillac)



Buick Stage II V6

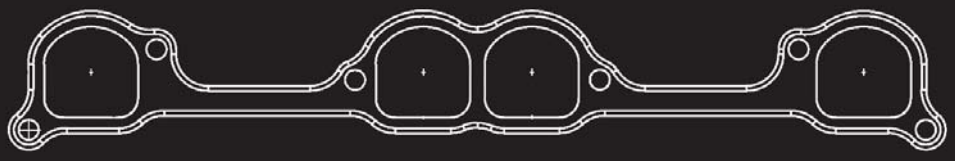
Indy Buick/Menard V6 (85-96)	B63964	1.88"	**Square**
Nascar "Busch GN Div. (82-95)	B63965	2.00"	

Will Not Fit OEM Cast Iron Heads

B639xx

Dart Buick V8

See pg. 30 (Small Block Chevy Splayed Valve)



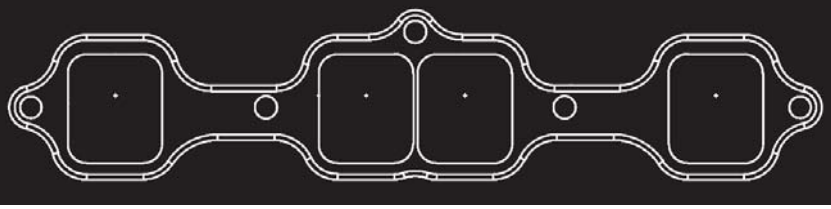
Pontiac Edelbrock

Edelbrock	P85833	1.75"	**D-Port**
Performer & Performer RPM	P85834	1.88"	
	P85835	2.00"	
Will Not Fit OEM Cast Iron Heads	P85836	2.13"	

P858xx

Pontiac 867

See pg. 27 (Small Block Chevy Stahl Pattern)



Oldsmoble Edelbrock

Edelbrock	O82764	1.88"	**Square**
Performer RPM	O82765	2.00"	

Will Not Fit OEM Cast Iron Heads

O827xx

See page. 33 (Big Block Chevy DRCE 4.84 & 4.90)

Olds DRCE

Cadillac Northstar

93-Present Cadillac	C816042	1.63"	**Oval**
04-06 Pontiac Bonneville	C816043	1.75"	
04-Present Buick Lucerne	C816044	1.88"	
	C816045	2.00"	
.150" Counterbore	C816074	1.88"	**Counter-bored**
.150" Counterbore	C816075	2.00"	

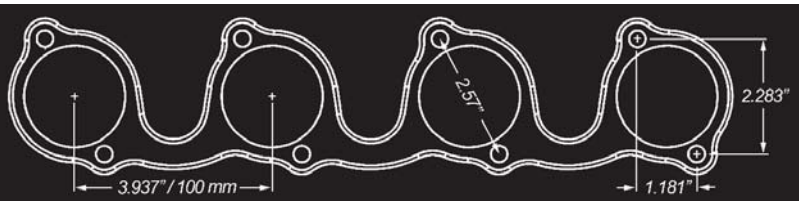
C8160xx

Ford Motor Company

Focus Zetec & Duratec

See pg. 50 (Imports - Ford / Mazda)

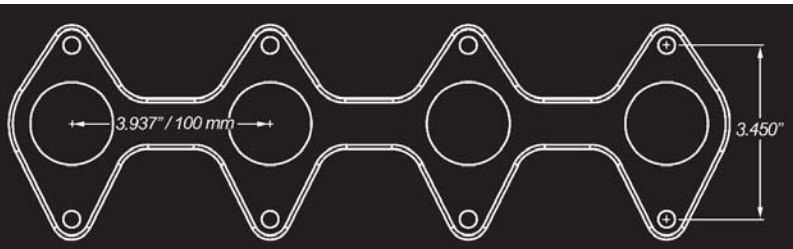
Modular 2 Valve SOHC



F859xx

Round	F85922	1.63"	91-up Lincoln / 92-up Ford
	F85923	1.75"	96-04 Mustang
	F85924	1.88"	97- up F-150 4.6L

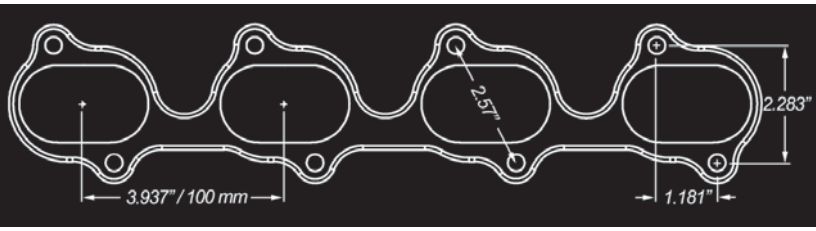
Modular 3 Valve *SOHC*



F8138xx

Round	F813822	1.63"	**NEW!**
	F813823	1.75"	04-up F150 5.4L
	F813824	1.88"	05-up Mustang 4.6L
			Livernois Stage III

Modular 4 Valve *DOHC*

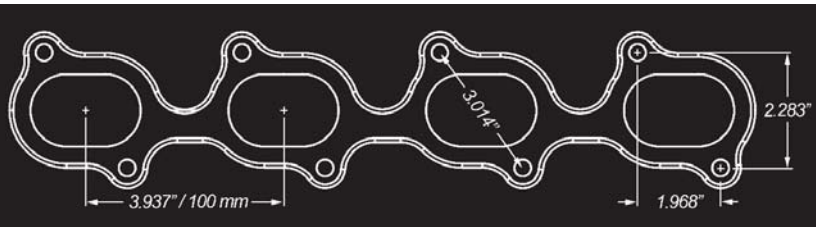


F872xx

Oval	F87243	1.75"	Livernois Stage III
	F87244	1.88"	M-6007-T50EA 5.0L
	F87245	2.00"	
	F87246	2.13"	

D-Oval	F87253	1.75"	Pre - 1998
	F87254	1.88"	

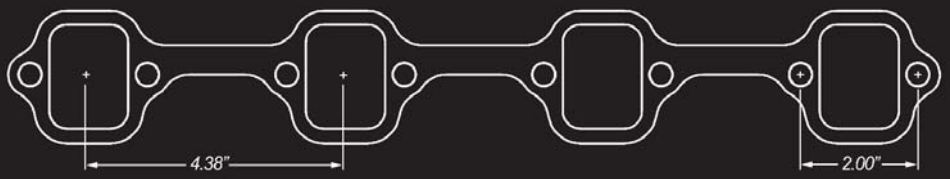
Modular 4 Valve "Cammer" *DOHC*



F8115xx

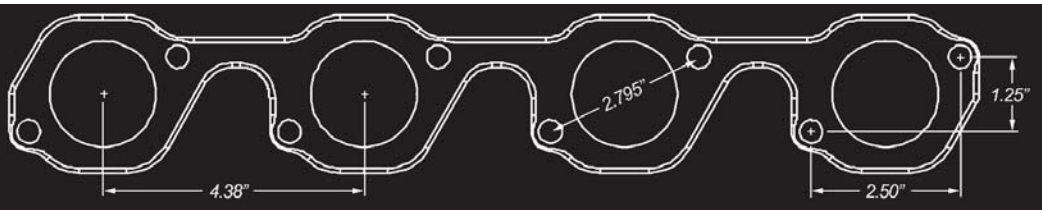
			Cars	*Crate Engines*	*Cyl. Heads*
Oval	F811554	1.88"	Ford GT	M-6007-GT	M-6049-GT
	F811555	2.00"	GT500	M-6007-C54	M-6099-GT
			FR500-C	M-6007-R50	

Ford (Windsor) 260/289/302/351w



2.0" Bolt Pattern

OEM Iron 260/289/302/351W SVO I302 & Y302 Edelbrock Performer	F86911 1.50" F86912 1.63" F86913 1.75"	**Rectangle**	**F869xx** For individuals add "I"
Edelbrock Victor Jr. #77169, #77179, Brodix Track I	F813951 1.50" F813952 1.63" F813953 1.75"	**Rectangle**	**F8139xx** For individuals add "I"
NEW! Roush	F814032 1.63" F814033 1.75"	**D-Port**	**F8140xx**
NEW! Dart Pro1 (As Cast) AFR 165-185 & Renagade IV	F814412 1.63" F81441 3 1.75"	**Rectangle**	**F8144xx**



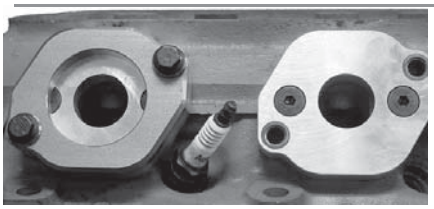
SPD-Windsor 2.0" / 2.5" b.c. Outer Flange

SPD-Windsor 2.0" / 2.5" b.c. Inner Flange

OUTER FLANGE
For Use With SPD Adaptors Only

F812623 1.75" F812624 1.88" F812625 2.00"	**Round**	**F8126xx**

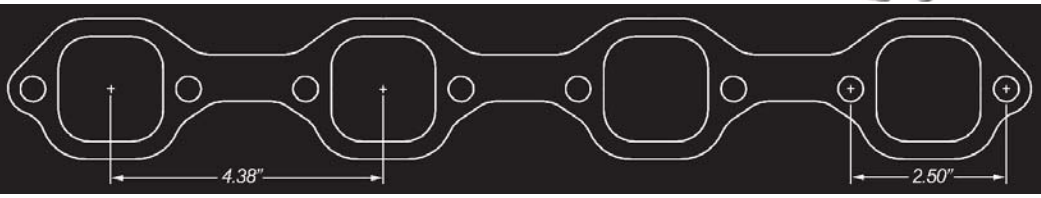
Add "I" for individual flanges (F8126xx-I)



6061 Aluminum w/ Steel Thread Inserts
Uses low head allen bolts
Shown as one kit

Aluminum Adapter Set

AF812020 2.0" Bolt Pattern
AF812025 2.5" Bolt Pattern

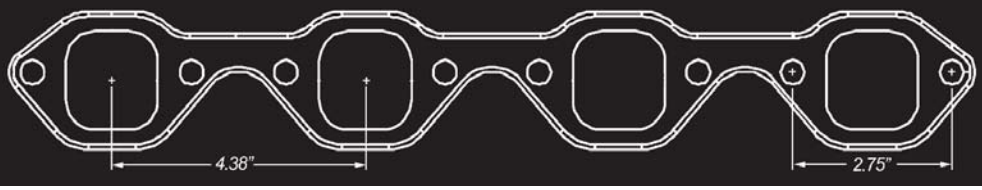


Edelbrock Victor Jr. 2.5" Bolt Pattern

#61279 Glidden 18 Victor Jr. #61309 Chapman Victor #61299 Victor Ford #77219 Glidden Victor CNC #61099	F87362 1.63" F87363 1.75" F87364 1.88" F87365 2.00"	**Square**	**F873xx**

Ford (Windsor) 260/289/302/351w

SVO
2.75” Bolt Pattern



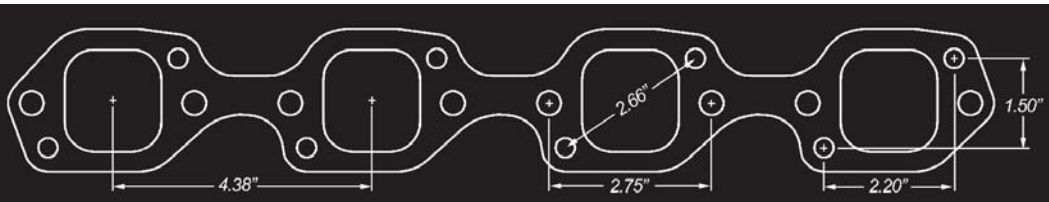
F870xx

Square	F87063	1.75”	SVO N/R/S351 “Sportsman”
	F87064	1.88”	
	F87065	2.00”	

F8117xx

Square	F811763	1.75”	SVO N352 “Cast Iron”
	F811764	1.88”	

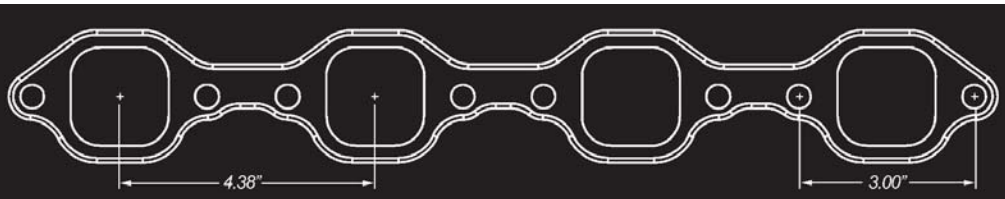
TFS
(Dual Pattern)
2.75” Bolt Pattern



F871xx

Square	F87163	1.75”	TFS Twisted Wedge “R”
	F87164	1.88”	
	F87165	2.00”	

SVO / Dart / AFR
3.0” Bolt Pattern



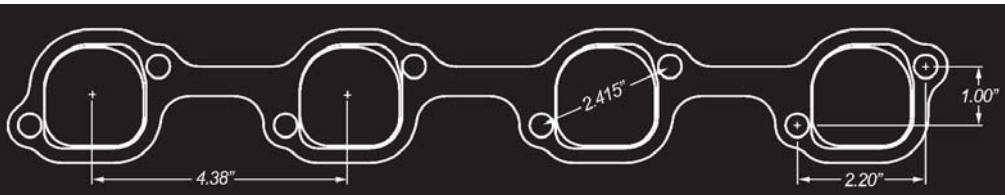
F865xx
For individuals add “I”

Square	F86563	1.75”	SVO E351 / Dart 351
	F86564	1.88”	AFR 205 & 225
	F86565	2.00”	18 degree “Man O War”

F8116xx

Square	F811655	2.06”	**NEW!**
	F811656	2.13”	World Products
			10 degree “Man O War”

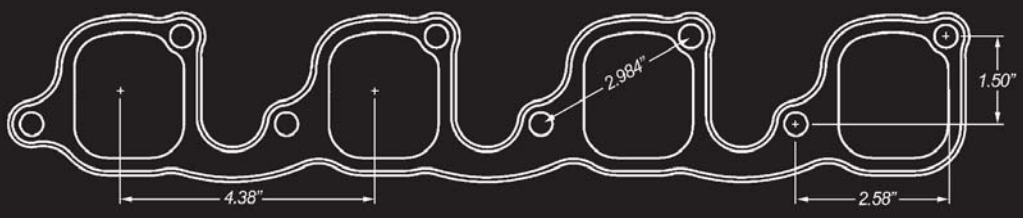
SVO J302
(Alan Root)



F868xx

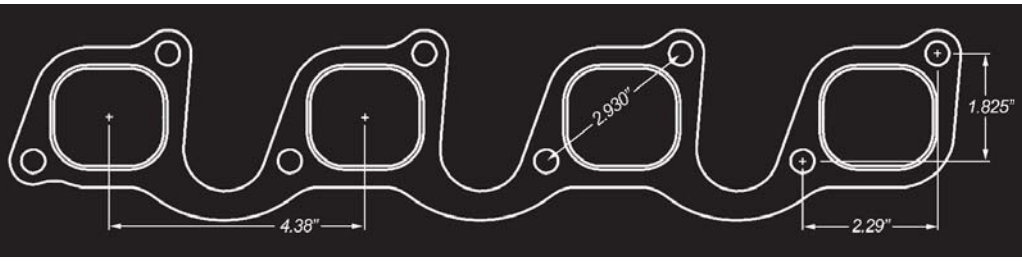
Square	F86833	1.75”	Alan Root / SVO J 302
	F86834	1.88”	

Ford



"335 Series"
BOSS 302
351C/351M-400

Cleveland 2V 351M / 400 Edelbrock Performer	F87463 1.75" F87464 1.88" F87465 2.00"	**Oval**	**F874xx**
BOSS 302 Cleveland 4V	F87556 2.13"	**SAP**	**F875xx**
CHI UNI Port	F812853 1.75" F812854 1.88"	**SAP**	**F8128xx**
CHI Race Port	F814514 1.88" F814515 2.00"	**SAP**	**F8145xx**

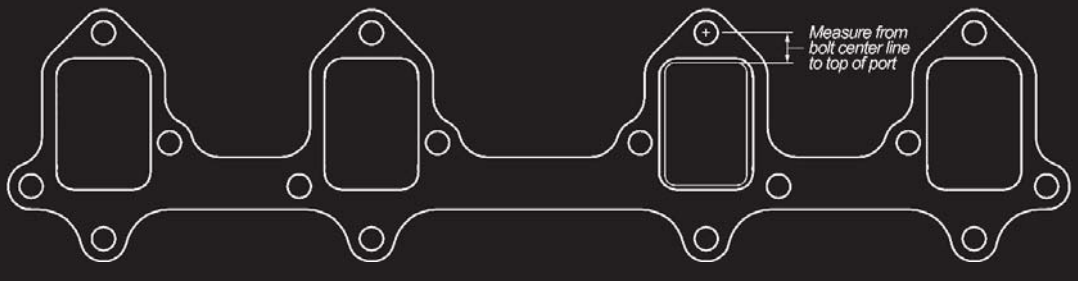


"SVO High Port"

C3-C33 1992-2003 NASCAR Cup Series M-6049-C3, C3L, C33	F86363 1.75" F86364 1.88" F86365 2.00"	**SAP**	**F863xx** For individuals add "I"
Brodix-Neal BF200	F87624 1.88" F87625 2.00" F87626 2.13"	**Round**	**F876xx**
Brodix-Al Neal BF301 NASCAR Touring Series	F87763 1.75" F87764 1.88" F87765 2.00"	**Square**	**F877xx**
SC1 "Sprint Car 1 Head" M-6049-SC1	F87844 1.88" F87845 2.00" F87846 2.13"	**SAP**	**F878xx** For individuals add "I"
SC-1R (Raised Port) CFE Storm	F87945 2.00" F87946 2.13"	**SAP**	**F879xx** For individuals add "I"
D3 -D35 2004-2008 NASCAR Cup Series M-6049-D3 & D35	F814244 1.88" F814245 2.00" F814246 2.13"	**SAP**	**F8142xx** For individuals add "I"

Ford

"FE" Series
352-390-406-427-428



F8131xx

Rec

F813115	2.00"	OEM
F813116	2.13"	"Special Order"
F813117	2.25"	

Low or High Port Location?
Measure exhaust port from *center* of top bolt to *top* port.

F8132xx

Rec

F813215	2.00"	OEM "Special Order"
F813216	2.13"	GT390 Mustang & Fairlane
F813217	2.25"	428SCJ Mustang & Torino

Low or High Port?
Measure exhaust port from *center* of top bolt to top port.

F866xx

Rec

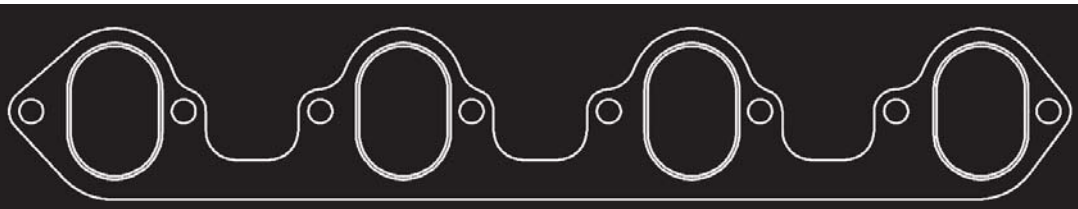
F86615	2.00"	Edelbrock Performer RPM
F86616	2.13"	
F86617	2.25"	

F867xx

Rec

F86715	2.00"	Edelbrock Performer RPM
F86716	2.13"	
F86717	2.25"	

"385" Series
429-460



F860xx

Round

F86044	1.88"	1969-87 OEM Cast Iron
F86045	2.00"	Edelbrock Perf RPM 460
		#60669 & #60679

F861xx

Square

F86134	1.88"	1988-up OEM EFI
F86135	2.00"	

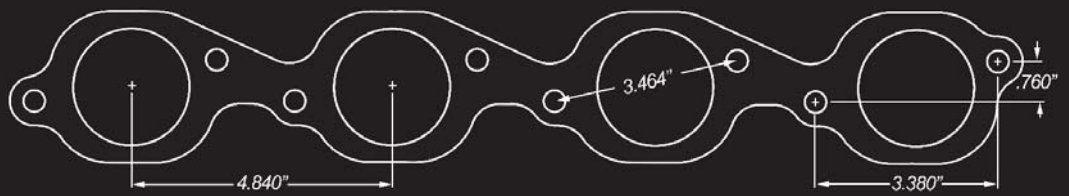
F862xx

SAP

F86246	2.13"	Ford Racing SCJ B429
F86247	2.25"	Jon Kasse P51
F86248	2.38"	TFS Street 429/460
		Blue Thunder 429-460

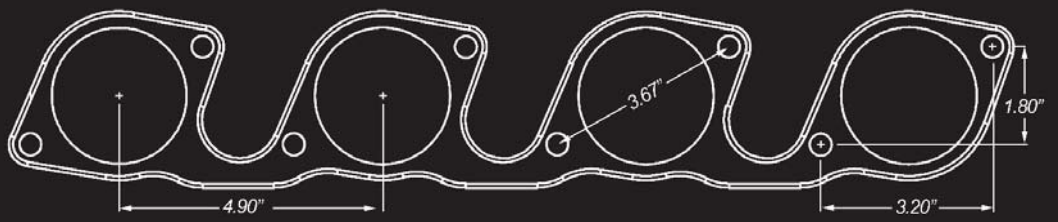
Aluminum Heads Only

Ford



A460 BBC Bolt Pattern

Blue Thunder SCJ Part #CHCA - CC #CHCA - OC	F812956 F812957	2.00” 2.13”	**Rec**	**F8129xx**
	F812978 F812979	2.38” 2.50”	**Counter-bored**	
TFS A460	F811426 F811427	2.13” 2.25”	**Round**	**F81142xx**

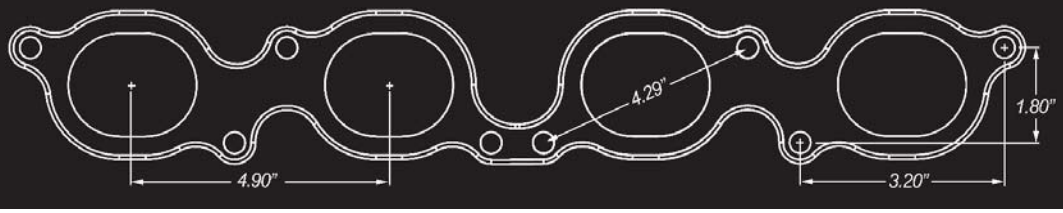


C/D/E460 Pro Stock Pro Mod A460 (Pro-Filer)

Ford Racing M-6049-C460	F86467 F86468 F86469	2.25” 2.38” 2.50”	**Square**	**F864xx**
Ford Racing M-6049-E460 Pro-Filer 205 (Invert Flange) Blue Thunder “Thor”	F811826 F811827 F811828 F811829	2.13” 2.25” 2.38” 2.50”	**Round**	**F8118xx**

Ford

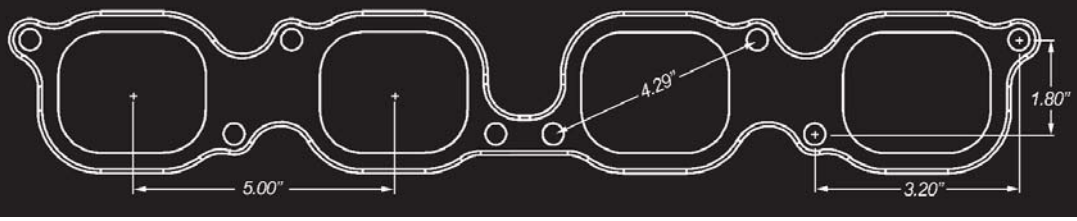
IHRA Hemi
4.9 Bore Spacing



F8124xx

Oval	F812447	2.25"	Ford Racing A441 & B441
	F812448	2.38"	
	F812449	2.50"	

IHRA Hemi
5.0 Bore Spacing



F8135xx

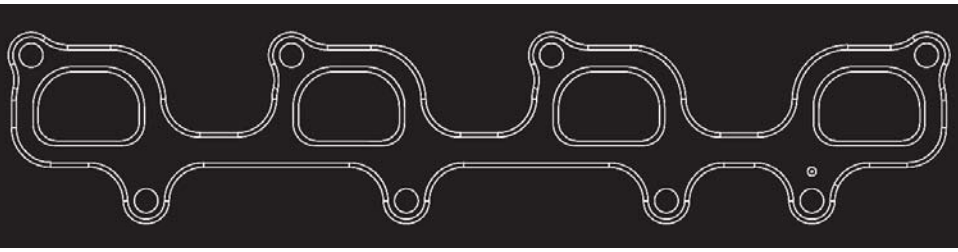
Oval	F813528	2.38"	Ford Racing M-6049-C441
	F813529	2.50"	

F8136410

Oval	F8136410	2.63"	Jon Kaase C441

Mopar

2002 & Up Hemi
5.7 / 6.1 / 6.4 (392)



M81986xD

Square	M819863D	1.75"	2002 & Up **5.7 Hemi**
	M819864D	1.88"	

M81986xP

M819863P	1.75"	
M819864P	1.88"	

Call for Individual flanges

M81993xD

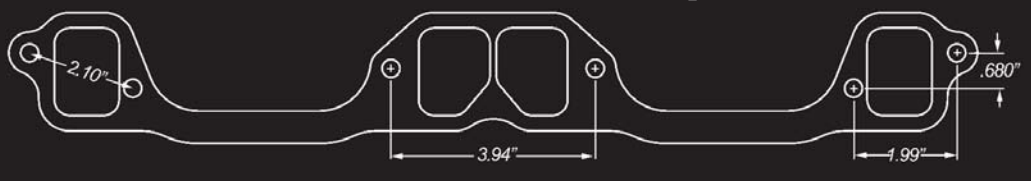
D-Port	M819933D	1.75"	2005 & Up **6.1 SRT8 & Challenger**
	M819934D	1.88"	6.4L (392) Crate Engine
	M819935D	2.00"	Indy Cylinder Head 370 CNC

M81993xP

M819933P	1.75"	
M819934P	1.88"	
M819935P	2.00"	

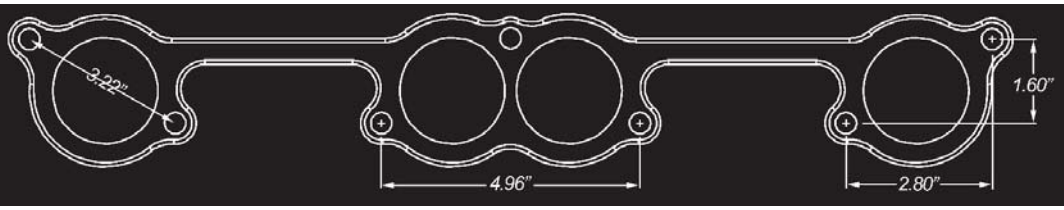
Call for Individual flanges

Mopar



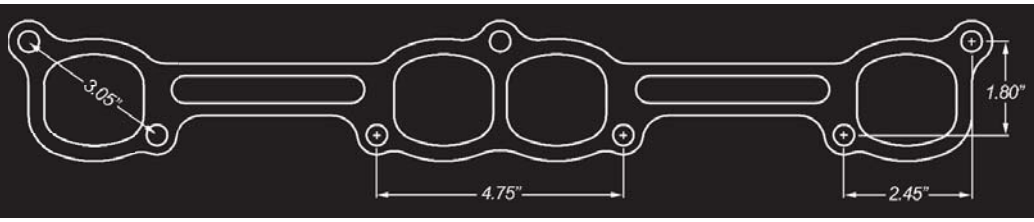
"LA" & Magnum 273-318-340-360

1967-2002 **OEM Cast Iron**	M88052 1.63" M88053 1.75"	**SAP**		**M880xx**
NEW! Edelbrock Perf RPM Chrysler & 340 #60779 & #60179	M811153 1.75"	**SAP**		**M8111xx**
92-up 5.2 & 5.9 *Magnum* Edelbrock Perf RPM *Magnum* #60779 & #60179	M810112 1.63"	**SAP**		**M8101xx**
Spec Mopar "SP MO" Brodix B-1 BA	M89452 1.63" M89453 1.75"	**SAP**		**M894xx**
Brodix B-1 BA MC	M89644 1.88"	**SAP**		**M896xx**



W-8 Drag Race

1997-up W-8 "Drag Head"	M89124 1.88" M89125 2.00" M89126 2.13"	**Round**		**M891xx**

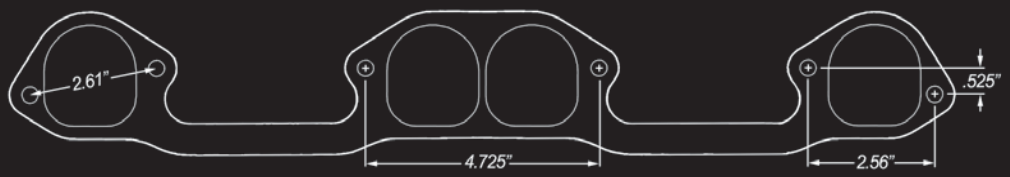


W8 Circle Track W9 Sprint Car

1997-up W8 NASCAR Craftsman Truck Series	M88324 1.88" M88325 2.00" M88326 2.13"	**Round**		**M883xx**
	M88344 1.88" M88345 2.00"	**Square Oval**		
Caldwell Development (Sprint Car) Ports Raised .250" higher on bolt pattern than M883xx	M89324 1.88" M89325 2.00"	**Round**		**M893xx**

Mopar

W-2



M881xx

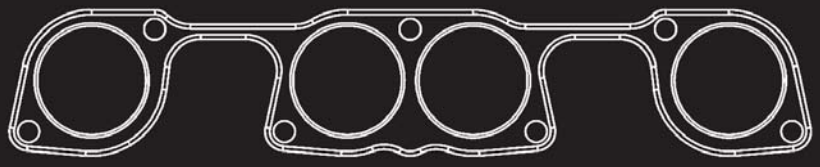
SAP	M88153	1.75"	1976-up Mopar Parts W-2
	M88154	1.88"	
	M88155	2.00"	

P-5
NHRA

M895xx

Oval	M89544-I	1.88"	NHRA Pro Stock Truck
	M89545-I	2.00"	USAC Midget
			P5007509AB

P-7
NASCAR



M897xx

Round	M89723	1.75"	NASCAR (Cup, Busch, Truck)
	M89724	1.88"	2001-2008 NASCAR Cup Series
	M89725	2.13"	P-5007428

"B"
350/361/383/400
"RB"
383/413/426/440

M884xx
For Aluminum
add "A"

SAP	M88414	1.88"	361-440 OEM B & RB
	M88415	2.00"	Brodix B1 BS
	M88416	2.13"	
	M88417	2.25"	

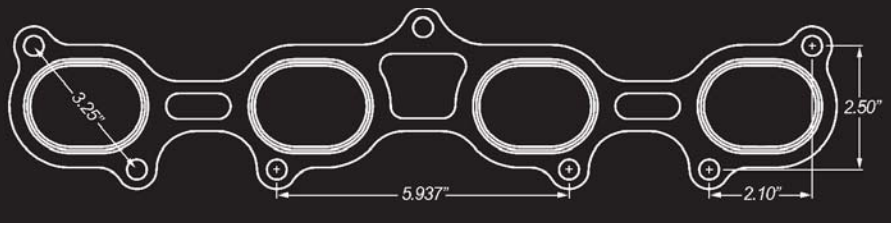
M885xx

SAP	M88517	2.25"	Indy 572-600 series
	M88518	2.38"	
	M88519	2.50"	

M8112xx-A

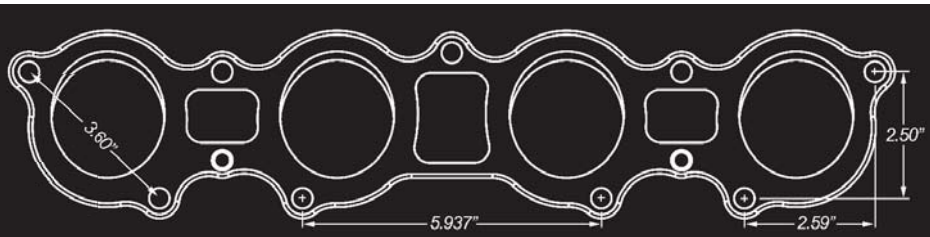
SAP	M811256A	2.13"	**NEW!** Brodix B1-MO
	M811257A	2.25"	

Mopar



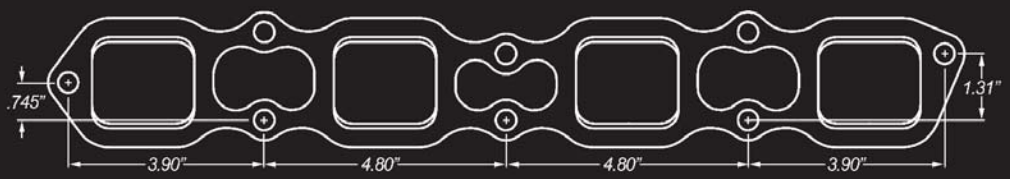
Fire Power Hemi
331-354-392

1951-up Chrysler - Fire Power 331 - 354 - 392	**Oval**	M88645 2.00” M88646 2.13” M88647 2.25”	**M886xx**
Blown 392 Tapped for blower restraints	**SAP**	M88647Z 2.25” M88648Z 2.38” M88649Z 2.50”	**M886xxZ**



AJPE
Alan Johnson Perf. Engineering
Billet 392 Hemi
Nostalgia Top Fuel

Alan Johnson Billet 392 Hemi *Top-Outer bolts relocated*	**Round** **Angled** **Up 10°**	M89227 2.25” M89228 2.38” M89229 2.50”	**M892xx**

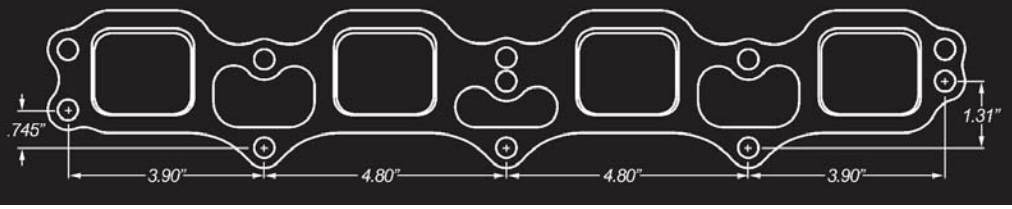


426 Hemi
OEM Bolt Pattern

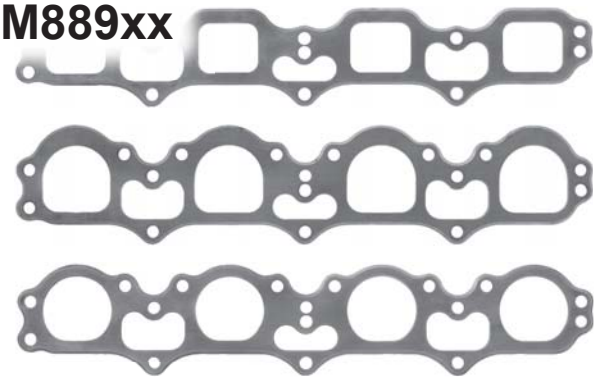
1964-up OEM 426	**Rec**	M88816A 2.13”	**M8881x**
Indy Cylinder Head	**Rec**	M88815B 2.00” M88816B 2.13”	
Stock style port w/ oversize primaries	**D-Port**	M88817 2.25” M88818 2.38” M88819 2.50”	
NEW! Stage V Engineering Low Port (End Bolt Holes Relocated)	**Rec**	M810515 2.00” M810516 2.13” M810517 2.25”	**M81051x**

Mopar

High Port Hemi
Dart/KB/Stage V



M889xx



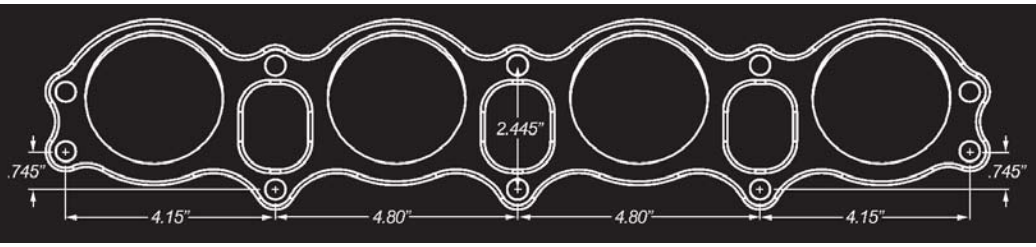
Rec	M88915 2.00” M88916 2.13”	
D-Port	M88937 2.25” M88938 2.38” M88939 2.50”	
D-Port	M88955 2.00” M88855 2.13”	Keith Black

M8107xx

Image Not Available

	M810715 2.00” M810716 2.13” M810717 2.25”	**NEW!** Stage V Engineering High Port (End Bolt Holes Relocated)

AJPE
Alan Johnson Perf Engineering
“Top Alcohol”

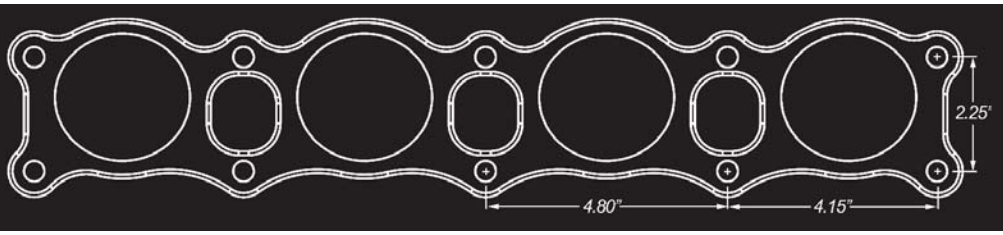


M898xx

Round Angled UP 13˚	M89819 2.50”	AJPE “Top Alcohol Head”

BAE
Brad Anderson Enterprises

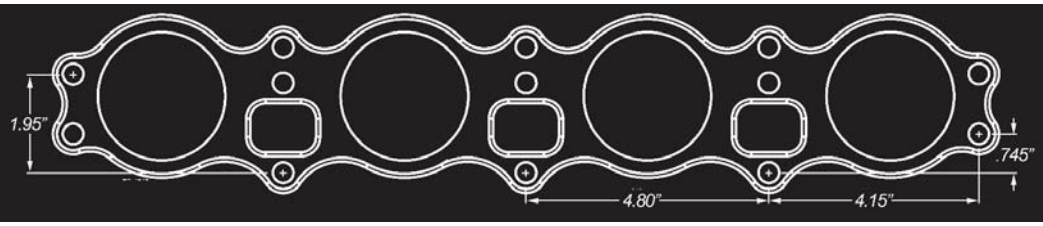
AJPE
Alan Johnson Perf Engineering
“Top Alcohol”



M8110xx

Round	M811029 2.50”	BAE Stage IV, V, IV “Fat Head” AJPE ”Muscle Head”

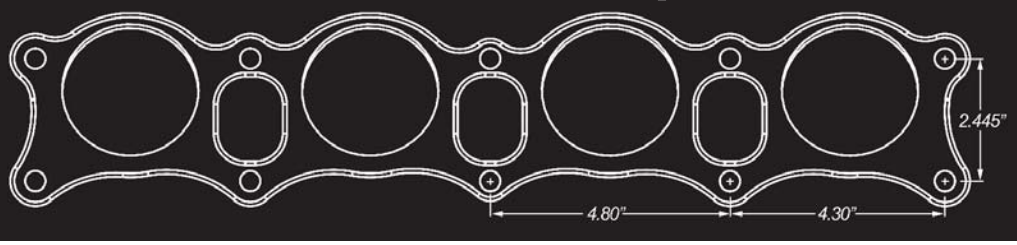
Stage V Eng.
Billet Hi Port
“Top Alcohol”



M8113xx

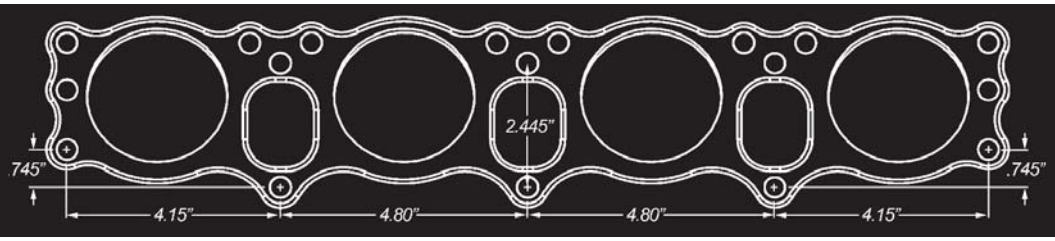
Round	M811329 2.50”	**NEW!** Stage V Engineering Billet High Port “Top Alcohol Head”

Mopar



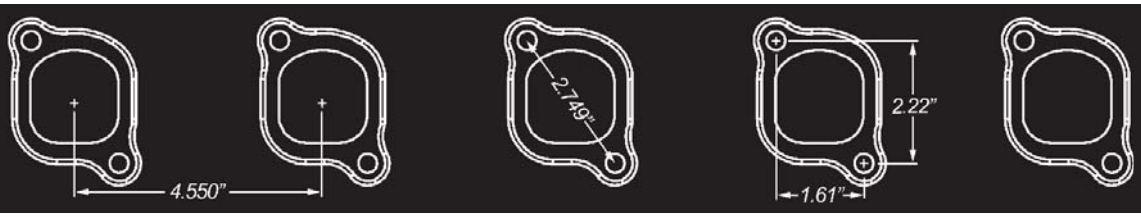
WAR
Walt Austin Racing
"Top Fuel"

WAR "Top Fuel"	**Round Angled UP 13°**	M810929	2.50"	**M810929**



AJPE
Alan Johnson Perf Engineering
"Top Fuel"

Stage II thru Stage V *(call for Stage VI)* Nostalgia 426 "Top Fuel"	**Round Angled UP 13°**	M89929	2.50"	**M899xx**

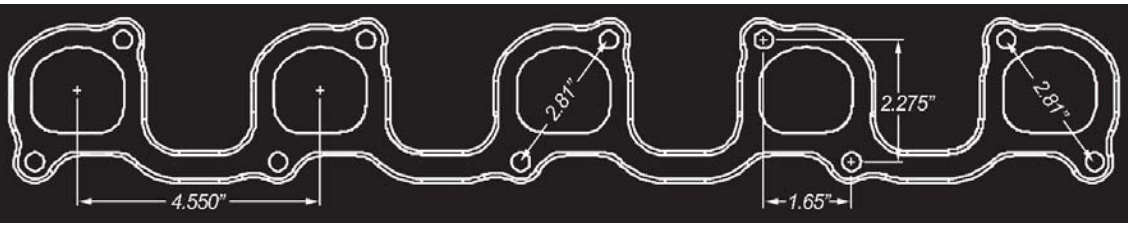


Viper V10 Gen I & II

1992-1996 Viper 8.0L	**D-Port**	M1010633-I	1.75"	**M1010633-I**

1997-2002 Viper 8.0L	**D-Port**	M1010433	1.75"	**M101043x**
		M1010434	1.88"	

D-Port	M1010433-I	1.75"	
	M1010434-I	1.88"	



Viper V10 Gen III

2003-2006 Viper 8.3L	**D-Port**	M1010233	1.75"	**M101023x**
		M1010234	1.88"	

Qty. 6 Required	**D-Port**	M1010233-I1	1.75"
		M1010234-I1	1.88"
Qty. 4 Required		M1010233-I4	1.75"
		M1010234-I4	1.88"

Imports (European)

BMW
M10

BMW4230xx Image Not Available

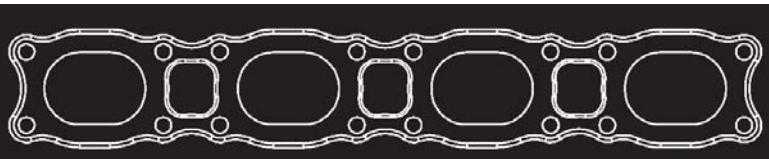
Round BMW423021 1.50" M10

BWM
M20

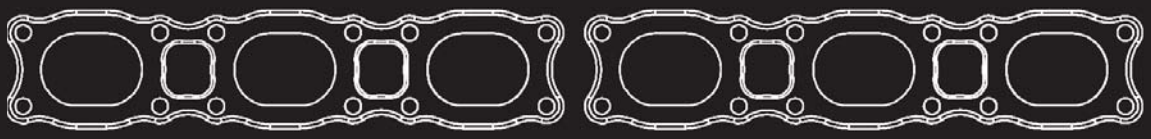
BMW6231xx

Round BMW623120 1.38" M20
BMW623121 1.50"
BMW623122 1.63"

BMW
M42-M44



M50-S50
M52-S52
M54



BMW42324x

Oval BMW423241-I 1.50" M42 & M44
BMW423242-I 1.63"

BMW423241-2 1.50"
BMW423242-2 1.63"

BMW423241 1.50"
BMW423242 1.63"

BWM62334x

Oval BMW623341 1.50" M50 & S50
BMW623342 1.63" M52 & S52
M54

Lamborghini V12 3.5

LAM121802x

Round LAM1218021 1.50"

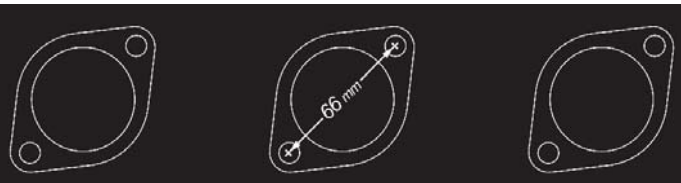
Imports (European)

Ferrari Lampredi V12

1955-1966 5.0L Lampredi 410 Superamerica 500 Superfast	FE122821-1 (12 Reqired)	1.50”	**Round**	Image Not Available	**FE122821-1**

Ferrari Colombo V12

1966 1976 4.4L Colombo 365 & Daytona	FE1229821-1 (4 Reqired)	1.50”	**Round**	Image Not Available	**FE122921-1**
	FE1229821-2 (4 Reqired)	1.50”	**Round**	Image Not Available	**FE122821-1**

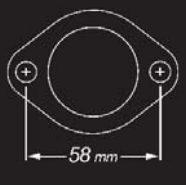


Porsche Opposed 6 Air Cooled

Air Cooled Opposed 6 cyl.	PO617121 PO617122 PO617123	1.50” 1.63” 1.75”	**Round**		**PO6171xx**

Porsche Opposed 6 Water Cooled

99-up 3.4L & 3.6L 996 & 997	PO617546-1	2.13”	**Oval**		**PO6175xx**



Volkswagen Opposed 4 Air Cooled

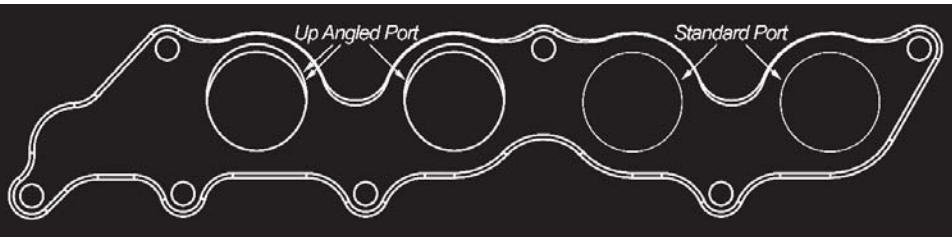
Air Cooled Opposed 4 cyl.	F125-2VWCNC F138-2VWCNC F150-2VWCNC F163-2VWCNC	1.25” 1.38” 1.50” 1.63”	**Round**		**F1xx-2VWCNC**

Ford
Zetec

F4145xx

Image Not Available

Ford / Mazda
Duratec



F4143xx

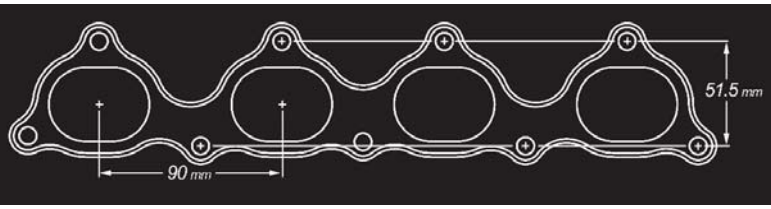
Round	F414323 1.75” F414324 1.88” F414325 2.00”	Standard Ports
Round	F414353 1.75” F414354 1.88” F414355 2.00”	Port in flange angled to match exhaust port in head.

General Motors
Ecotech

C4157xx

Image Not Available

Counter-bored	C415772 1.63” C415773 1.75”	Oval port in flange measures 1.060” H x 1.650” W Counterbored to primary tube size
Oval	C415751 1.50” C415752 1.63” C415753 1.75”	Thru Ports

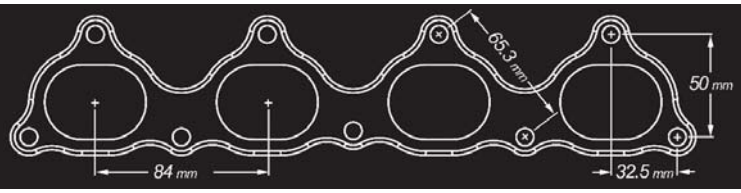


Honda B-Series

Integra & Civic Si

H420423	1.75”	**Round**
H420424	1.88”	
H420442	1.63”	**Oval**
H420443	1.75”	
H420444	1.88”	

H4204xx

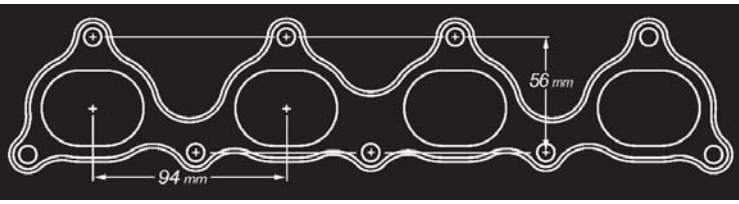


Honda D-Series

Civic

H420642	1.63”	**Oval**
H420643	1.75”	

H4206xx



Honda H-Series

Prelude & Accord

H420842	1.63”	**Oval**
H420843	1.75”	
H420844	1.88”	

H4208xx

Honda K-Series

RSX & TSX
Civic

H421524	1.88”	**Round**
H421525	2.00”	
H421543	1.75”	**Oval**
H421544	1.88”	
H421545	2.00”	

H4215xx

Honda F-Series

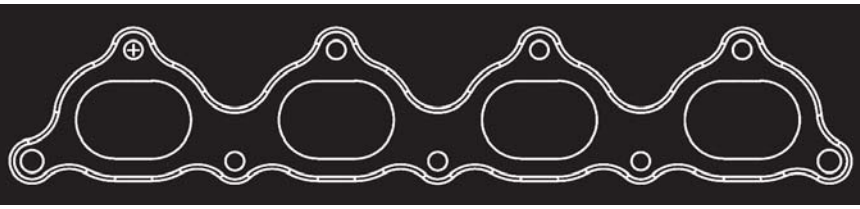
S2000

H422024	1.88”	**Round**
H422025	2.00”	
H422043	1.75”	**Oval**
H422044	1.88”	
H422045	2.00”	

H4220xx

Import

Mitsubishi
4G6
DOHC 16 Valve



MIT4264xx

Oval

MIT426444 1.88”
MIT426445 2.00”
MIT426446 2.13”

1984-Present 4G61 - 4G63

Mitsubishi
6G7
V6 24 Valve

MIT6263xx

Oval

MIT626343 1.75”
MIT626344 1.88”
MIT626345 2.00”

1987-Present 6G72

Nissan
SR20DE

N4280xx

Oval

N428042 1.63”
N428043 1.75”
N428044 1.88”

1987-Present SR16 - SR20

Nissan
KA24DE
2.4L 16 Valve

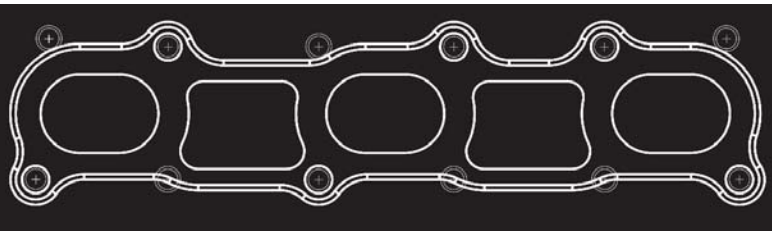
N4281xx

Round

N428153 1.75”
N428154 1.88”

1991-2004 KA24DE & DET

Nissan
VQ30-35-40

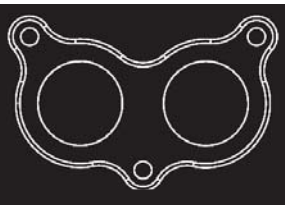


N6282

Oval

N628242 1.63”
N628243 1.75”
N628244 1.88”

1996-Present VQ



Subaru
EJ15 - EJ25

1989-Present EJ Engines 1.5L - 2.5L SOHC & DOHC	SU4290022 1.63” SU4290032 1.75” SU4290033 1.88”	**Round**		**SU42900x2**

Toyota
2TC / 3TC

T424111 1.50” T424112 1.63” T424113 1.75”	**Square**		**T4241xx**

Toyota / Scion
2AZ-FE 4 cyl.

00-up 2.4L 16 v Camry, Highlander, tC		Image Not Available	**T4xxxxx**

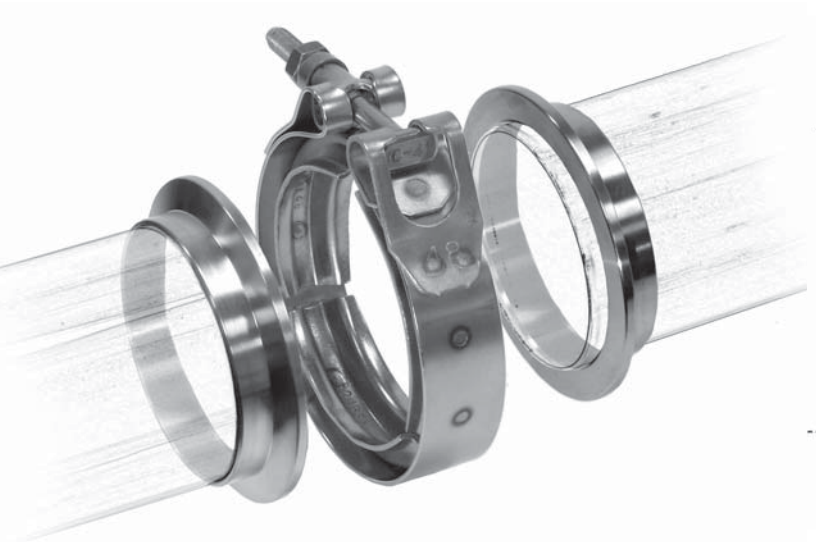
Toyota
3VZE V6

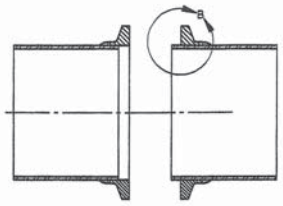
3.0L V6	T624552 1.63” T624553 1.75”	**Oval**		**T6245xx**

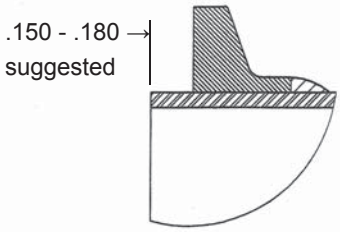
Toyota / Lexus
UZ-FE V8

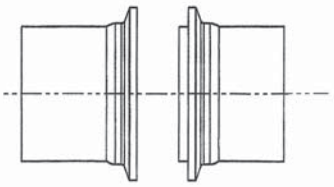
98-00 1UZ-FE 4.0L 01-up 2UZ-FE 4.7L 01-up 3UZ-FE 4.3L	T824023 1.75” T824024 1.88” T824025 2.00”	**Round**		**T8240xx**

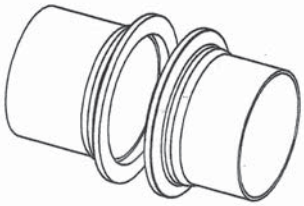
V-Band











V-Band Clamps have been around for ages. Most notably called “Marmon Clamps & Flanges”, they are used in a variety of commercial and industrial applications, including turbo exhaust. In recent years their popularity has grown. The high tech form and function of our universal V-band clamps and sealing flanges has made them irresistible to racers and customizers.

SPD **Sealing Flanges** are CNC machined from billet 1020 carbon steel or 304 stainless. The close tolerances, high quality material, and male / female set-up arrangement (as shown above), provide a gasketless seal.

Tube Size OD	V-Band Kit	V-Band Clamp	Sealing Flange	V-Band Assembly
2.00”	VBK200	VBC200	SF200	VBA200
2.25”	VBK225	VBC225	SF225	VBA225
2.50”	VBK250	VBC250	SF250	VBA250
3.00”	VBK300	VBC300	SF300	VBA300
3.50”	VBK350	VBC350	SF350	VBA350
4.00”	VBK400	VBC400	SF400	VBA400
4.50”	VBK450	VBC450	SF450	VBA450
5.00”	VBK500	VBC500	SF500	VBA500
				
Includes	(1) Clamp (2) Sealing Flanges	(1) Clamp	(1) Sealing Flange	(1) Clamp (2) Sealing Flanges (2) 3” Stub Tubes (2) Weld Fees

Add a “S” for 304 stainless steel *example: (VBK300**S** or SF300**S**)*

Replacement Hardware	T-Bolt (1/4-28)	C1037-20
	Lock Nut	C1315

All clamps are made of stainless steel

CNC Exhaust Flanges

2 Bolt

Flange Part #	Use Gasket P/N	Flange ID	Bolt Center	Material Thickness
F150-2CNC	EG150-2	1.500	2.63	0.375
F163-2CNC	EG163-2	1.625	2.63	0.375
F175-2CNC	EG175-2	1.750	3.00	0.375
F188-2CNC	EG188-2	1.875	3.00	0.375
F200-2CNC	EG200-2	2.000	3.00	0.375
F213-2CNC		2.125	3.00	0.375
F225-2CNC	EG225-2	2.250	3.50	0.375
F250-2CNC	EG250-2	2.500	3.88	0.375
F300-2CNC		3.000	4.12	0.375
▼ Special Flanges ▼				
F163-2CNC-1		1.625	2.875	0.375
F175-2CNC-1		1.750	2.875	0.375
F188-2CNC-1		1.875	2.875	0.375
F188-2CNC-2		1.875	2.750	0.375

Add a "S" for 304 stainless steel
*example: (F300-2**S**CNC)*

SPD 2 bolt flanges are designed to fit the standard flange patterns used in the exhaust industry.

3 Bolt

Flange Part #	Use Gasket P/N	Flange ID	Bolt Circle	Material Thickness
F200-3CNC	EG200-3	2.000	3.13 bc	0.375
F225-3CNC	EG225-3	2.250	3.13 bc	0.375
F250-3CNC	EG250-3	2.500	3.50 bc	0.375
F275-3CNC		2.750	3.94 bc	0.375
F300-3CNC	EG300-3	3.000	3.94 bc	0.375
F350-3CNC	EG350-3	3.500	4.46 bc	0.375
▼ Porsche Exhaust Flange ▼				
F213-3CNC-P		2.125	83 mm	0.375
F225-3CNC-P		2.250	83 mm	0.375

Add a "S" for 304 stainless steel
*example: (F300-3**S**CNC)*

SPD 3 bolt flanges are designed to fit the standard flange patterns used in the exhaust industry.

Block Off Plate

Flange Part #	Use Gasket P/N		Bolt Circle (bc)	Material Thickness
F250-3BPCNC	EG250-3		3.50 bc	0.375
F300-3BPCNC	EG300-3		3.94 bc	0.375
F350-3BPCNC	EG350-3		4.46 bc	0.375

Add a "S" for 304 stainless steel *example: (F300-3**S**BPCNC)*

SPD Block Off Plates allow one to cap the exhaust manifold / header outlets and run exhaust back under the car.

Used mostly on vintage Hot Rod "cut out" or "log" style manifolds.

Specialty Flanges

BMW

3.0CSI Outlet Flange

F5222808 *.500 304 SST*

M30 Exhaust Flange

F5202507 *.500 Mild Steel*
F5202707 *.500 304 SST*

Mitsubishi Eclipes

Catalytic Conv. Flange

F5122113 *.375 304 SST*

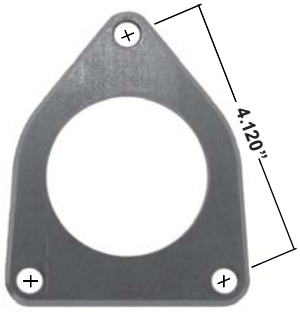
Muffler Flange

F5112113 *.375 304 SST*

Late Model GM

Gen III Truck (Pass. Side)
2.50" I.D.

F5172109 *.375 Mild Steel*
F5172609 .500 *Mild Steel*
F5172309 *.375 304 SST*
F5172809 *.500 304 SST*



Gen III Truck (Dr. Side)
2.50" I.D.

F5162109 *.375 Mild steel*
F5162609 .500 *Mild steel*
F5162309 *.375 304 SST*
F5162809 *.500 304 SST*

92-04 Corvette
(Includes LT-1 / LT-4 & LS-1 / LS-6)
2.50" I.D.

F5152109 *.375 Mild Steel*
F5152309 *.375 304 SST*

95-02 LT-1 LS-1 Camaro (Pass. Side)
94-96 Caprice
2.50" I.D.

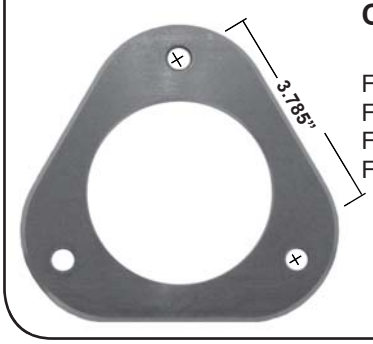
F5262109 *.375 Mild Steel*
F5262309 *.375 304 SST*

98-02 LS-1 Camaro (Driver Side)
2.63" I.D.

F5252110 *.375 Mild Steel*
F5252310 *.375 304 SST*

Specialty Flanges

Ford GT



Catalytic Conv. Flange
3.00" I.D.

F5062113 *.375 MildSteel*
F5062613 *.500 MildSteel*
F5062313 .375 304 SST
F5062813 *.500 304 SST*

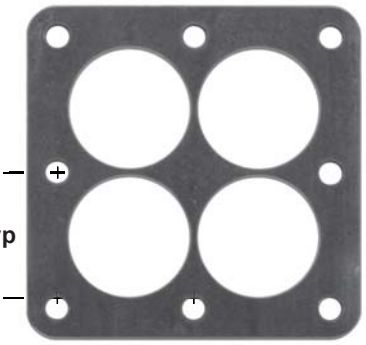
Manifold Flange

2.75" F5052611 *.500 Mild Steel*
3.00" F5052613 *.500 Mild Steel*
2.75" F5052811 *.500 304 SST*
3.00" F5052813 *.500 304 SST*

See page 29 for header flanges

Side Pipes

Flange Part #	Flange ID	Bolt Holes	Bolt Centers (bc)	Material Thickness
F5016114	1.875	8	58mm(2.283)	0.375
F5016115	2.000	8	58mm(2.283)	0.375
F5016116	2.125	8	58mm(2.283)	0.375
304 Stainless Steel				
F5016314	1.875	8	58mm(2.283)	0.375
F5016315	2.000	8	58mm(2.283)	0.375
F5016316	2.125	8	58mm(2.283)	0.375



Typically used on Cobras to join side pipes to the header tubes just inside the fender well.

Motorcycle Flanges

Ducati

999 Vista DA/B
2.00" Tube

F5344305 *.250 304 SST*

Harley Davidson

Weld-on (not compression style)

F5302304 *.375 304 SST*

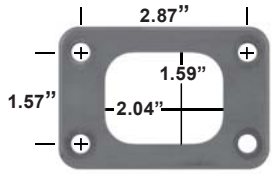
Yamaha R6V

Loose Style (compression style)
1.53" I.D.
Lightened (Face Relieved)

F5502301 *.375 304 SST*
F5502101 .375" Mild Steel

Turbo Flanges

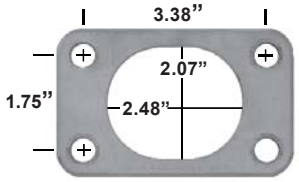
T25 / T28



T25-T28 Rectangle

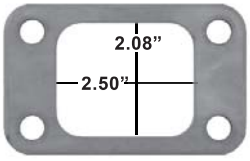
TF251005 *.375 Mild Steel*
TF251205 *.375 304 SST*

T3



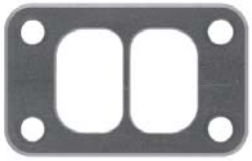
2.25” Oval

TF034607 *.500 Mild Steel*
TF034807 *.500 304 SST*



3.00” Rectangle

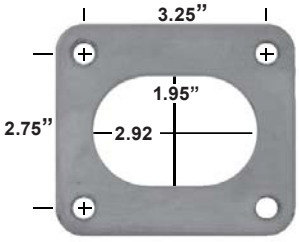
TF031110 *.500 Mild Steel*
TF031310 *.500 304 SST*



1.625” x (2) Tangental

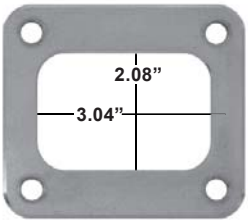
TF331102 *.500 Mild Steel*
TF331302 *.500 304 SST*

T4



2.50” Oval

TF044609 *.500 Mild Steel*
TF044809 *.500 304 SST*

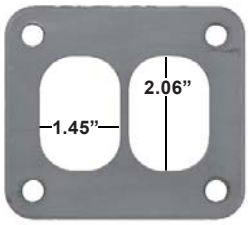


3.00” Rectangle

TF041113 *.500 Mild Steel*
TF041313 *.500 304 SST*

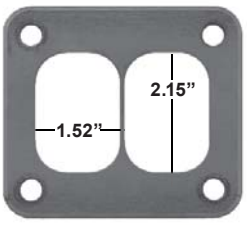
3.00” Lightened

TF041813 *.500 Mild Steel*
TF041813 *.500 304 SST*



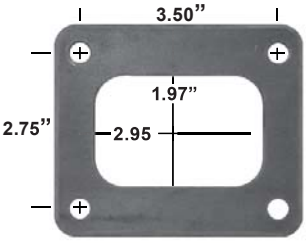
1.875” x (2) Tangental

TF441104 *.500 Mild Steel*
TF441304 *.500 304 SST*



2.00” x (2) Tangental

TF441105 *.500 Mild Steel*
TF441305 *.500 304 SST*



T04E (Wide Bolt Pattern)

TF071614 *.500 Mild Steel*
TF071814 *.500 304 SST*

Mounting Holes Tapped 3/8-16

Mounting Tabs
3.00” Rectangle

TF041113-MT *.500 Mild Steel*
TF041313-MT *.500 304 SST*

Turbo Flanges

T6 / T100 (Large Frame)

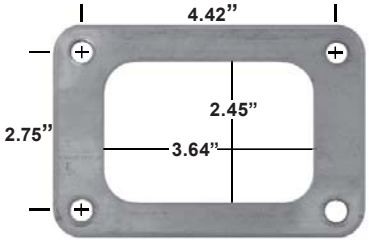
Mounting Holes Tapped 3/8-16

Mounting Tabs

TF101620-MT *.500 Mild Steel*
TF101820-MT *.500 304 SST*

Lightened

TF101620 *.500 Mild Steel*
TF101820 *.500 304 SST*



Rectangle

TF101120 *.500 Mild Steel*
TF101320 *.500 304 SST*

Turbo Outlets

100mm / 3.93” Bolt Circle

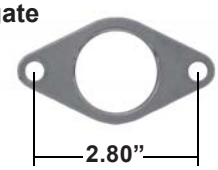
Tube Size	*1018 Mild Steel*	*304 Stainless*
2.75”	TF272111	TF272311
3.00”	TF272113	TF272313

106mm / 4.175” Bolt Circle

Tube Size	*1018 Mild Steel*	*304 Stainless*
2.75”	TF242011	TF242211
3.00”	TF242013	TF242213

Wastegates

Deltagate



Counterbored for 1.50” O.D.tube

TF122601 *.375 Mild Steel*
TF122701 *.375 Mild Steel (Tapped 5/16-18)*
TF122801 *.375 304 SST*
TF122901 *.375 304 SST (Tapped 5/16-18)*

Racegate

Counterbored for 1.75” O.D.tube

TF152603 *.375 Mild Steel*
TF152703 *.375 Mild Steel (Tapped 3/8-16)*
TF152803 *.375 304 SST*
TF152903 *.375 304 SST (Tapped 3/8-16)*

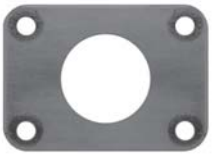
Indygate

Counterbored for 2.125” O.D.tube

TF182606 *.375 Mild Steel*
TF182806 *.375 304 SST*

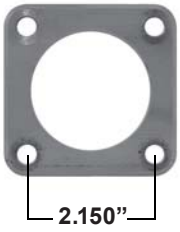
3.00” ID Sandwich Flange

TF062613 *.500 Mild Steel (Tapped 3/8-16)*
TF062813 *.500 304 SST (Tapped 3/8-16)*



HKS Standard 40mm

TF262001 *.375 Mild Steel*
TF262201 *.375 304 SST*



Greddy 47 mm

TF222005 *.375 Mild Steel*
TF222205 *.375 304 SST*

Header Bolts

Thread Size & Pitch	Head	UHL	ARP Black Oxide	ARP SST 300 Series	Pkg Qty
3/8-16	3/8 Hex	.750”	ARP100-1101	ARP400-1101	12 pcs.
		.750”	ARP100-1102	ARP400-1102	16 pcs.
		1.00”	ARP100-1112		16 pcs.
	3/8 Hex (Drilled)	1.00”		ARP334-2102	12 pcs.
		.750”	ARP100-1103	ARP400-1103	12 pcs.
		.875”		ARP400-1104	16 pcs.
		.750”		ARP400-1105	16 pcs.
		.875”		ARP400-1106	12 pcs.
	5/16 Hex	.750”	ARP100-1107	ARP400-1107	12 pcs.
		.750”	ARP100-1108	ARP400-1108	16 pcs.
		1.00”	ARP100-1109	ARP400-1109	12 pcs.
		1.00”	ARP100-1110	ARP400-1110	16 pcs.
	3/8 12pt.	.750”	ARP100-1201	ARP400-1201	12 pcs.
		.750”	ARP100-1202	ARP400-1202	16 pcs.
		.750”	ARP100-1203	ARP400-1203	12 pcs.
	3/8 12pt. (Drilled)	.875”		ARP400-1204	16 pcs.
		.750”		ARP400-1205	16 pcs.
		.875”		ARP400-1206	12 pcs.
	5/16 12pt.	.750”	ARP100-1207	ARP400-1207	12 pcs.
		.750”	ARP100-1208	ARP400-1208	16 pcs.
		.750”	ARP100-1209	ARP400-1209	12 pcs.
		1.00”	ARP100-1210	ARP400-1210	16 pcs.
5/16-18	3/8 Hex	.750”	ARP144-1102	ARP444-1102	14 pcs.
	3/8 12pt.	.750”	ARP144-1202	ARP444-1202	14 pcs.
LS-1 Stud Kit	8mm. 12pt.	1.250”		ARP434-1301	12 pcs.

O2 - NPT - A.I.R. - E.G.T.

	Part #	Thread & Pitch	Description
O2	O2-1815	18mm x 1.5	O-2 Weld-on 18 mm x 1.50 pitch
	O2-1815S	18mm x 1.5	O-2 Weld-on 304 SST 18 mm x 1.50 pitch
	O2-1815P	18mm x 1.5	O-2 Plug 18 mm x 1.50 pitch
	O2-1815G	18mm x 1.5	O-2 Gasket (copper)

	Part #	Thread & Pitch	Description
NPT Bungs	NPT125	1/8" NPT	Female 1/8" NPT Bung
	NPT125S	1/8" NPT	Female 1/8" NPT Bung 304 SST
	NPT250	1/4" NPT	Female 1/4" NPT Bung
	NPT250S	1/4" NPT	Female 1/4" NPT Bung 304 SST
	NPT375	3/8" NPT	Female 3/8" NPT Bung
	NPT375S	3/8" NPT	Female 3/8" NPT Bung 304 SST
	NPT500	1/2" NPT	Female 1/2" NPT Bung
	NPT500S	1/2" NPT	Female 1/2" NPT Bung 304 SST
NPT Plugs	NPT125SP	1/8" NPT	Female 1/8" NPT Plug 304 SST
	NPT250SP	1/4" NPT	Female 1/4" NPT Plug 304 SST
NPT Nipples	NPT500-M	1/2" NPT	Male 1/2" NPTx 6.00"oal coupler (for Vac-U-Pan)
	NPT500-MS	1/2" NPT	Male 1/2" NPTx 6.00"oal 304 SST Coupler (for Vac-U-Pan)

	Part #	Thread & Pitch	Description
A.I.R.	GM1/2-18	1/2" - 18	Female fitting to accept OEM GM A.I.R. manifold

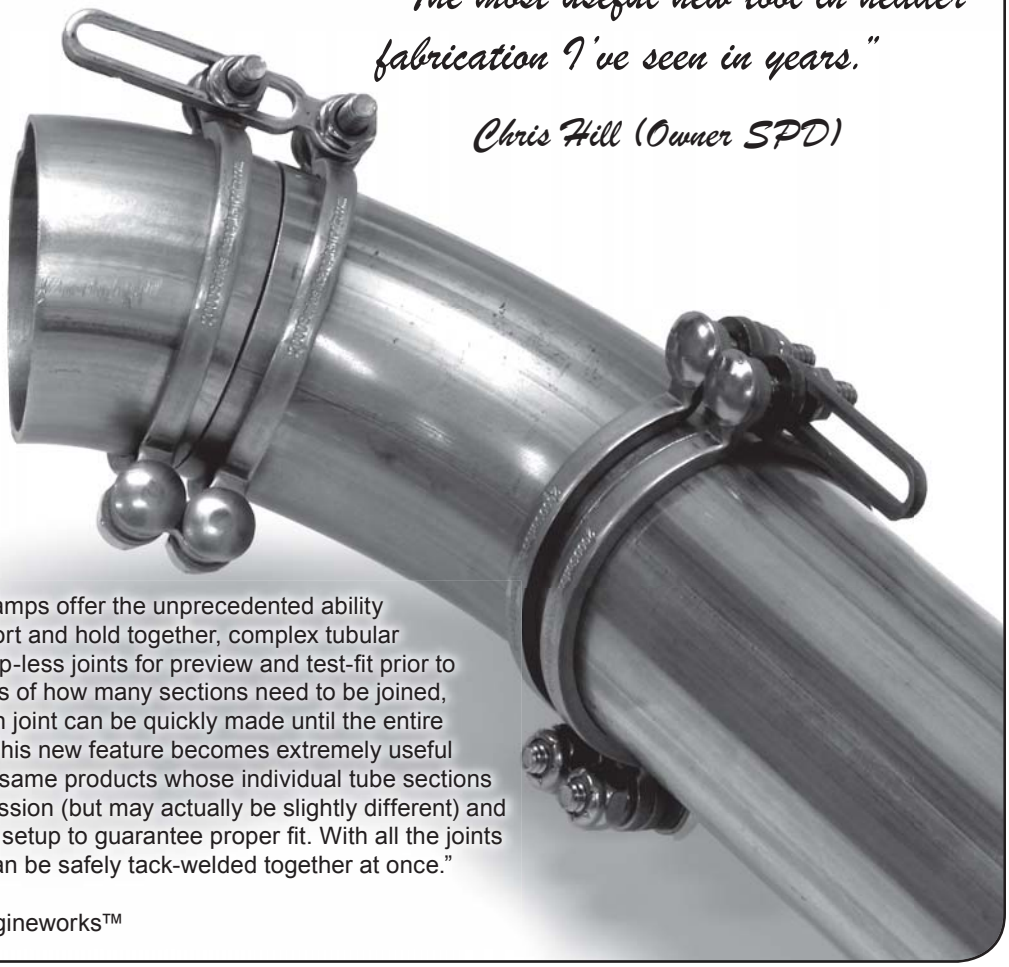
	Part #	Thread & Pitch	Description
E.G.T.	TF0125S		Male 1/8" Compression Fitting 304 SST
	For use with Racepak E.G.T. Probes		
	TF0250		Male 1/4" Compression Fitting
	TF0250S		Male 1/4" Compression Fitting 304 SST

icengineworksTM tack-welding clamps

NEW!
Call for Availability!

"The most useful new tool in header fabrication I've seen in years."

Chris Hill (Owner SPD)



"The icengineworks™ tack-welding clamps have been specifically designed to simplify the actual fabrication of complex multi-section exhaust headers and other tubular projects that need to be welded together. Typically, these clamps will simplify, or even replace complete assembly jigs and other traditional welding support devices giving the fabricator a new level of efficiency."

"The icengineworks™ tack-welding clamps offer the unprecedented ability for the user to temporarily build, support and hold together, complex tubular assemblies through concentric and gap-less joints for preview and test-fit prior to tack welding them in place. Regardless of how many sections need to be joined, precise rotational adjustments for each joint can be quickly made until the entire assembly fits its intended endpoints. This new feature becomes extremely useful when building multiple samples of the same products whose individual tube sections may seem to be identical at first impression (but may actually be slightly different) and may require minor adjustments during setup to guarantee proper fit. With all the joints locked in place, the entire assembly can be safely tack-welded together at once."

Victor Franco President icengineworks™

T-Bolt Clamps

Part #	Tube Size ID	Size Range
TBC125	1.250	1.16 - 1.47
TBC150	1.375 - 1.500	1.25 - 1.56
TBC163/175	1.625 - 1.750	1.55 - 1.83
TBC188	1.750 - 1.875	1.73 - 2.03
TBC200	2.000	1.86 - 2.17
TBC213	2.125	2.03 - 2.34
TBC225	2.250	2.16 - 2.47
TBC238	2.375	2.20 - 2.51
TBC250	2.500	2.34 - 2.65
TBC263	2.625	2.41 - 2.72
TBC275	2.750	2.66 - 2.97
TBC300	3.000	2.91 - 3.22
TBC325	3.250	3.16 - 3.47
TBC350	3.500	3.41 - 3.72
TBC375	3.750	3.66 - 3.97
TBC400	4.000	3.78 - 4.09
TBC413	4.125	4.03 - 4.35

Welding Rod

Part #	Description
	For use in TIG welding **304 Stainless**
30803536	308 x .035 x 36” oal Stainless Tig Welding Wire
30804536	308 x .045 x 36” oal Stainless Tig Welding Wire
30806236	308 x .062 x 36” oal Stainless Tig Welding Wire
	For use in TIG welding **304 Stainless to Carbon**
30903536	309 x .035 x 36” oal Stainless Tig Welding Wire
30904536	309 x .045 x 36” oal Stainless Tig Welding Wire
30906236	309 x .062 x 36” oal Stainless Tig Welding Wire
	For use in TIG welding **321 or 304 Stainless**
34703536	347 x .035 x 36” oal Stainless Tig Welding Wire
34704536	347 x .045 x 36” oal Stainless Tig Welding Wire
34706236	347 x .062 x 36” oal Stainless Tig Welding Wire
Solarflux B	Flux for welding stainless & alloy steels
	Used in place of an inert purge inside of parts being welded.
	For use in TIG welding **Carbon Steel**
70S203536	70S-2 mild steel TIG welding rod
70S204536	70S-2 mild steel TIG welding rod
70S206236	70S-2 mild steel TIG welding rod
	For use in TIG brazing **Carbon or Stainless Steel**
SIB03536	Silicone Bronze TIG brazing rod
SIB06236	Silicone Bronze TIG brazing rod

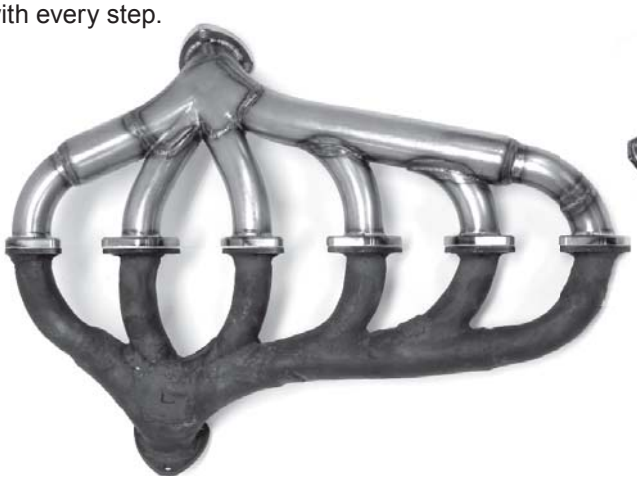
Sanding & Cutting

Part #	Description
CW14MA	14” x 7/64” x 1” metal cut-off wheel
CW14MASR	14” x 7/64” x 1” metal cut-off wheel (stainless)
HR10040	Handy roll 40-grit (1” x 50+yds)
PSA16	16” cloth PSA disc - 36 grit
AFD40	Abrasive flap disc - 40 grit x 4.50 OD

Proprietary Manufacturing

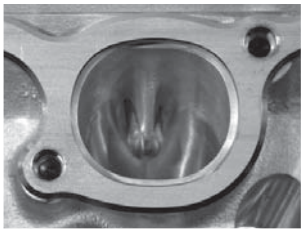
SPD currently manufactures private label components and finished products for a number of companies in the automotive industry. We can work from an existing design or create a prototype for you. Our years of experience in research and development on exhaust products, for the racing industry, are at your disposal to ensure the best results for your finished product.

We will gladly quote on special headers with a quantity of 25 sets or greater. As with all of our products, we use the best materials available in the manufacturing process. From prototype to finished product, SPD can help with every step.



Custom Bends & Tube Bending

Our NC and CNC mandrel benders are capable of bending up to 3.5" in most materials. We also have an extensive and growing list of tooling to provide you with the right radius for your project (see mandrel bend table pgs.20-21). To make parts more cost effective and reduce or eliminate set-up time costs, we have a 50 piece minimum per tube size and center line radius.



CNC Machining

With our Mazak VTC200-50 CNC machining center, we produce machined header flanges that meet exacting standards. We stock well over 100 different applications for OEM and aftermarket cylinder heads. Most come in a variety of port shapes and sizes and are available from ⅜" thick 1018 cold rolled steel.

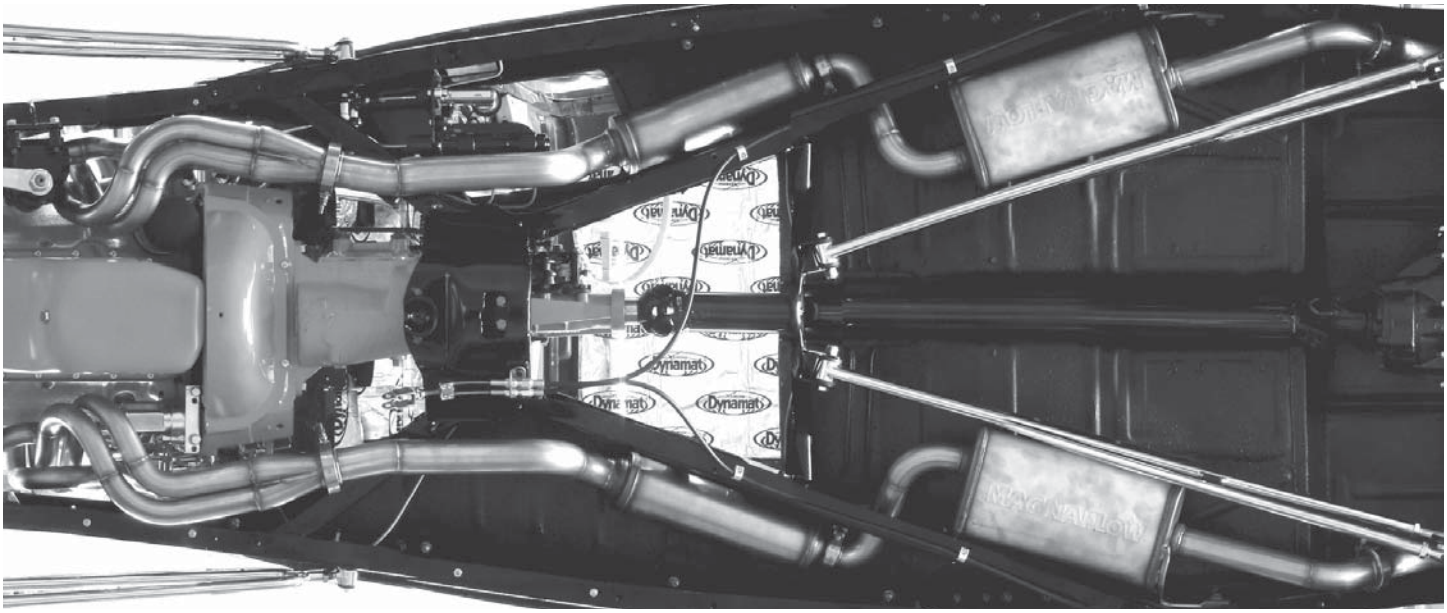
If you don't see your application in our catalog, it is possible we can machine them for you. The popularity of some applications may make ideal additions to our product line. In this case, any special programming and set-up fees can be reduced or eliminated.

½" thick and/or 304 stainless are available by special order.

Component Fabrication

With your technical drawings or simple specification (depending on the complexity of your part) we can fabricate your custom parts. Parts costs are figured at time and materials. Some parts may require fixtures.

Custom Exhaust



The primary focus at SPD continues to be supplying fabricators and distributors with quality components. We do still regularly put those parts to use building custom headers and exhaust systems. If you are within towing distance, say 2 - 2000 miles, please call and talk to us about bringing your race car, boat, motorcycle, or street rod in for some new pipes.

Racing Headers

SPD produces headers for a of number racing classes with standard engine / chassis configurations.

Stock Cars

Late models (ASA) / Cup / NCTS

Drag Racing

Top Fuel / Top Alcohol / Funny Car

Vehicle Specification Form

Name _____ Cust # _____

Company _____ Phone # _____

Fax # _____

Chassis Car_____ Style _____ Weight _____

Sanctioning Body _____ Class _____ Track _____

Engine Mfg. _____ Type _____ C.I.D. _____

Intake Type_____ Runner Length _____ Carb. _____

Heads Model _____ Intake CFM _____ Exhaust CFM _____

Cam Intake Lift _____ Exhaust Lift _____ Lobe Center_____

Intake Dur. _____ Exhaust Dur. _____

Dyno Peak HP _____ @ _____ RPM

Peak Torque _____ @ _____ RPM

RPM Range Low _____ High _____

Transmission Type _____ 1st Gear _____ Stall _____

Tire / Gear Tire Size _____ Gear Ratio _____

Order Form

11252 Sunco Drive
Rancho Cordova CA 95742
Toll free: 888-778-3312
Tel: 916-635-8108
Fax: 916-635-2970
www.spdexhaust.com
info@spdexhaust.com

Bill to:

COMPANY NAME AND NUMBER:

ADDRESS:

CITY, STAE, ZIP:

PHONE NUMBER:

FAX NUMBER:

Ship To:

COMPANY NAME:

ADDRESS:

CITY,STATE, ZIP:

PHONE NUMBER:

AUTHORIZATION SIGNATURE:

☐ 3 day Express ☐ 2nd Day ☐ Standard Overnight ☐ Priority Overnight

Item Number	Description	Quantity

SPD Promise

SPD has built and maintained a reputation for quality and service. Part of that service is making our comprehensive product line available to ship the same day. We know your business or race team depends on fast service. The size and structure of our company allows us to be nimble enough to provide you with off the shelf or custom parts in a timely manner.

Order Processing

In Stock

On orders placed before 2:30pm PST
Every effort will be made to ship the same day.

Processing of orders placed after 2:30pm PST
Will vary depending on the order volume of the day.

Back Orders

Back orders will be expedited and shipped as soon as time and materials allow.

Shipping

FedEx Express

Overnight	***Standard Overnight***	***by 3:00pm***
	Priority Overnight	***by 10:30am*** *(Noon if C.O.D.)*
	First Overnight	***by 8:30am***
	Saturday Delivery	
2-Day	***2nd Day***	***by 4:30pm***
3-Day	***Express Saver***	***by 4:30pm***

FedEx Freight

350 lbs. min. on out of state shipments

Returns

No products may be returned for credit after 30 days from receipt of merchandise.
(Please inspect shipments immediately upon receipt)

All returns are subject to a 25% restocking fee (except in the case of an SPD error)

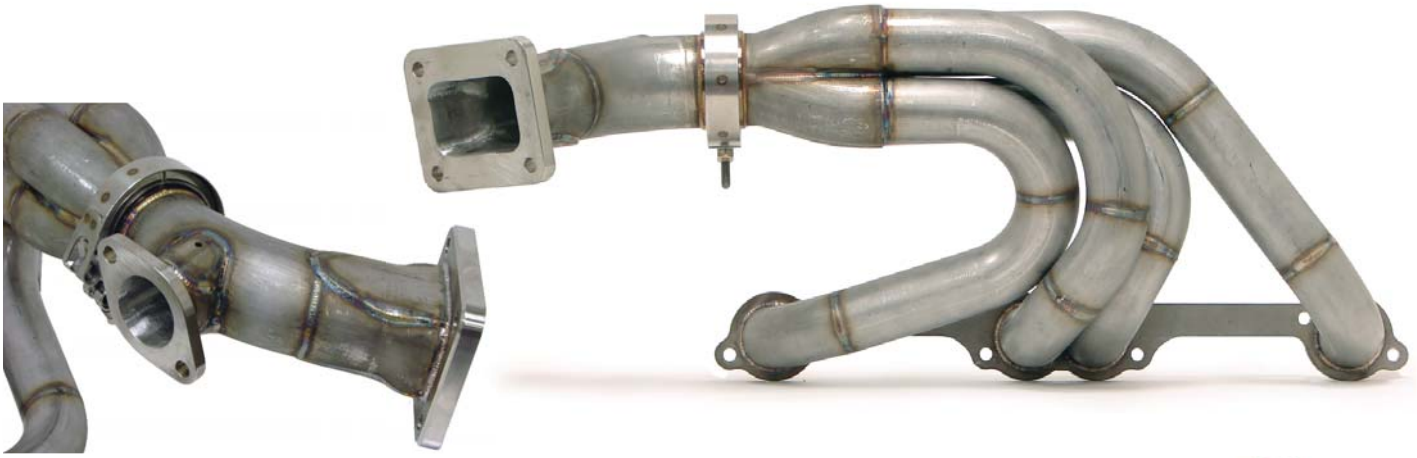
No returns on Merge Collectors, straight tubing, or custom / special order parts

Call for a RGA (Return Goods Authorization) on any returns.

11252 Sunco Dr. Rancho Cordova, CA. 95742

SPD craftsmen at work

A few examples of work completed for our customers

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