



CHEVROLET ONE PIECE BIG BLOCK V8

STANDARD FEATURES

- The port windows and their location to the bolt holes are precisely machined, then the runners are blended to the windows
- Standard passenger block, 9.8" deck
- One piece design, sealed floor to keep hot engine oil away from backside of the runners, and sides left open to let air surround the runners
- Universal nozzle bosses accept Constant Flow, EFI, or Lucas nozzles
- Standard Chevrolet type water crossover with thermostat housing. Crossover has (3) boss areas for temperature sensing or coolant bypass
- Aluminum manifold and cast ramtube adapters

CONSTANT FLOW METERING

- Kinsler precision distribution barrel valve with fittings and linkage
- Kinsler designed and computer ground barrel valve spool
- Set of flowed and matched Kinsler nozzles
- Set of Kinsler nitrile nozzle hoses with 90-degree ends
- Nozzle boss positions: below throttle plates or high in ramtube adapter above the throttle bores



Traditional Kinsler big block Chevrolet manifold with optional 'low' nozzle location and nitrous nozzle ports

EFI

- Machined to accept EFI injector
- Machined for Kinsler fuel rail mounting stanchion stud
- Kinsler bolt-on TPS boss and drive coupler

LUCAS MECHANICAL TIMED

- Machined for Lucas 14mm nozzles
- Extra throttle shaft length and throttle arm for attachment of metering unit activation linkage

OPTIONS

- Truck block (10.2" deck), thick flanges, no spacers required
- Longer nozzle hoses for 'down' nozzles
- 16-port barrel valve with block-off plugs
- 16-nozzle system; barrel valve, lines, nozzles
- Barrel valve with 6 AN ports
- Stainless steel throttle shafts for marine use
- Special radiused entrance plates (replaces ramtubes and adapters)
- Special linkage setups for ease of customer installation
- Oval port manifold
- Machine manifold runners for nitrous nozzles
- Machine manifold runners for M.A.P. reference and I.A.C. kits



John Lohone's EFI big block Chevrolet. Note the mechanical fuel pump and 'lower' rail system for vacuum reference

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