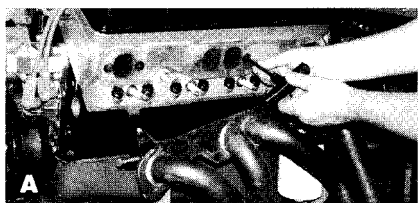


SEARCH

RPM intake and a Demon 750-cfm carb; previously it had produced about 400hp in this configuration. First, all headers were tested using an exhaust system consisting of 3-inch, 3-foot-long front pipes, two Flowmaster three-chamber "big-block" mufflers, and another set of 3-inch, 3-foot-long pipes.

Testing included three conventional headers with 1½-inch, 1¾-inch, and 1⅞-inch primary tubes. We also included step headers from Hedman and followed up with a comparison of straight exhaust pipes to an H-pipe configuration and then to an X-pipe arrangement.



The next step was 1⅞-inch Hedman headers, although they are generally considered race meat and require adapter plates. The plates are necessitated by the larger tubes, which would not fit between the stock bolt hole locations, and they bolt to the heads with counter-sunk Allen bolts (A). The headers attach to the plates using three bolts around the center siamesed ports (B), instead of the usual two. Although the oversize tubes suggested a power loss for our application, the engine picked up across the entire test curve, this time peaking at 411 hp at 5,900 and 423 lb-ft at 4,300 rpm. Unseen, however, were the negative effects of the large tubes on low rpm output, since pulls began at 3,000 rpm.

