

COMPETITION PLUS VALVES

Ferrea Competition Plus Valves have built a reputation as the industry's most reliable extreme duty valve. We, at **Ferrea**, are dedicated to providing the absolute best product on the market.

Our extensive R & D programs provide technological gains, which are implemented in each of our competition plus valves. They are engineered for high rpm, high horsepower racing engines, and are chosen by many top NASCAR, Drag, and Oval & Sprint Car-racing teams.

To manufacture the valves we use special aerospace quality alloys, as described on page 9, including the EV8-Z18, which provides high tensile strength. An exclusive two-step slow forging process ensures proper grain flow and virtually eliminates any damage to the material structure. The valves are then heat-treated and stress-relieved over a 48-hour period, which is the crucial base of our molecular integrity. These valves feature avionics-quality hard chrome along with a specially applied hard tip. Our engineering staff at **Ferrea** spends countless hours conducting flow bench tests to achieve an optimum balance of flow, velocity and efficiency in the design of this valve. As a result, these valves incorporate smoother radiuses and unique undercuts. These exclusive features are what make the **Ferrea** Competition Plus Valves unequalled in performance and reliability!



Ferrea is once again setting the pace with its **Competition Plus PQ Series Exhaust Valves**, the next generation of exhaust valve technology.

Due to the evolution in today's competition engine applications, **temperatures are increasing** and, as a result, **longevity is decreasing**. Therefore, **Ferrea** is pleased to introduce our NEW! **Competition Plus PQ Series Valve**.



This is a next generation exhaust valve made of an **Ultra High Strength, High Temp Nickel Stainless Steel Alloy**. **Ferrea** first used this material with great success, during the development of a very high stress, high temp endurance racing program.

This **PQ Series** next generation exhaust valve material will progressively replace Competition Plus Series valves as applications evolve and the material becomes necessary.

Listed below are some qualities of the Next Generation Exhaust Valve material:

- Tensile strength increased by 20% at high temperature
- Fatigue resistance increased by 20%
- Valve seat life increased by 25%

COMPETITION PLUS VALVES

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Part No	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
BRIGGS & STRATTON						
F0072	E	1.128	.247	3.845	.235	15° Super Flo-Go Kart & Jr. Dragster
F0073	E	1.167	.247	3.845	.235	15° Super Flo-Go Kart & Jr. Dragster
F0070	I	1.252	.247	3.845	.235	10° Super Flo-Go Kart & Jr. Dragster
F0071	I	1.291	.247	3.845	.235	10° Super Flo-Go Kart & Jr. Dragster
F0074	I	1.378	.247	3.845	.235	10° Super Flo-Go Kart & Jr. Dragster
F0075	I	1.400	.247	3.845	.235	10° Super Flo-Go Kart & Jr. Dragster
F0076	I	1.500	.247	3.845	.235	10° Super Flo-Go Kart & Jr. Dragster
CHEVROLET BIG BLOCK (5/16)						
F1230P	E	1.900	5/16	5.425	.250	15° Flo. +.100
F1244P	I	2.250	5/16	5.325	.250	12° Flo. +.100
F1240P	I	2.300	5/16	5.350	.250	12° Flo. +.100
CHEVROLET BIG BLOCK (11/32)						
F1201P	E	1.880	11/32	5.425	.250	15° Super Flo. +.100
F1261P	E	1.880	11/32	5.450	.250	22° Super Flo. GM/Edelbrock (Super Alloy)
F1271P	E	1.880	11/32	5.450	.250	22° Super Flo. GM/Edelbrock. Light weight. Super Alloy
F1206P	E	1.880	11/32	5.500	.250	15° Super Flo
F1231P	E	1.900	11/32	5.425	.250	18° Tulip Flo. +.100
F1267P	E	1.900	11/32	5.425	.250	14° BB5 Sonny Brodix
F1270P	E	1.900	11/32	5.450	.250	22° Flo-Marine/Drag-(Super Alloy)
F1276P	E	1.900	11/32	5.450	.250	22° Super Flo. Light weight. Super Alloy
F1269P	E	1.900	11/32	5.500	.250	22° BB5 Sonny Brodix
F1272P	E	1.900	11/32	5.525	.250	22° Super Flo. Light weight. Super Alloy
F1264P	E	1.900	11/32	6.240	.250	15° Flo
F1216P	E	1.920	11/32	5.425	.250	14° Flo-Hi Temp Special Alloy. +.100
F1215P	E	1.920	11/32	5.450	.250	14° Super Flo. GM/Edelbrock
F1202P	E	1.940	11/32	5.425	.250	15° Super Flo. +.100
F1260P	E	1.940	11/32	5.450	.250	22° Flo-Marine/Drag-(Super Alloy)
F1268P	E	1.940	11/32	5.500	.250	22° BB5 Sonny Brodix
F1211P	I	2.190	11/32	5.300	.250	12° Super Flo. +.050
F1226P	I	2.190	11/32	5.346	.250	12° Super Flo. +.100
F1212P	I	2.250	11/32	5.300	.250	12° Super Flo. +.050
F1223P	I	2.250	11/32	5.350	.250	12° Super Flo. +.100
F1232P	I	2.250	11/32	5.471	.250	12° Super Flo. +.250
F1239P	I	2.250	11/32	5.625	.250	12° Super Flo. GM/Edelbrock/Brodix BB5. +.400
F1214P	I	2.300	11/32	5.421	.250	12° Super Flo. +.200
F1219P	I	2.300	11/32	5.471	.250	12° Super Flo. +.250
F1224P	I	2.300	11/32	5.525	.250	12° Super Flo. BB5 Sonny Brodix. +.300
F1234P	I	2.300	11/32	5.625	.250	12° Sup Flo. GM/Edelbrock/Brodix BB5. +.400
F1225P	I	2.350	11/32	5.471	.250	12° Super Flo. +.250
F2264P	I	2.350	11/32	5.625	.250	12° BB5 Sonny Brodix. +.400



Hopp Racing Unlimited Light Hydroplane driven by Greg Hopp: National High Points Champion 2003-2006, 2008, uses Ferrea Competition Plus Intake and Exhaust Valves.

COMPETITION PLUS VALVES

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET BIG BLOCK (3/8)						
F2101P	E	1.880	3/8	5.400	.225	15° Super Flo. +.050
F2103P	E	1.880	3/8	5.400	.225	15° Flo. +.050
F2107P	E	1.880	3/8	5.400	.225	22° Tulip Flo-Marine Normally Aspirated / Dry Exhaust
F2123P	E	1.880	3/8	5.450	.225	15° Super Flo. +.100
F2120P	E	1.890	3/8	5.400	.225	22° Tulip Flo-Inconel-Marine application. +.050
F2105P	E	1.910	3/8	5.400	.225	Super Flo-Marine Normally Aspirated / Dry Exhaust.+050
F2109P	E	1.920	3/8	5.400	.225	22° Tulip Flo-Marine application. +.050
F2121P	E	1.940	3/8	5.400	.225	22° Tulip Flo-Inconel-Marine application. +.050
F2102P	E	1.940	3/8	5.400	.225	15° Super Flo. +.050
F2124P	E	1.940	3/8	5.450	.225	22° Tulip Flo-Marine Normally Aspirated / Dry Exhaust.+100
F2111P	I	2.190	3/8	5.271	.225	12° Super Flo. +.050
F2114P	I	2.190	3/8	5.271	.225	12° Flo. +.050
F2119P	I	2.190	3/8	5.350	.225	12° Super Flo. +.130
F2112P	I	2.250	3/8	5.271	.225	12° Super Flo. +.050
F2115P	I	2.250	3/8	5.350	.225	12° Super Flo. +.130
F2117P	I	2.250	3/8	5.421	.225	12° Super Flo. +.200
F2118P	I	2.300	3/8	5.421	.225	12° Super Flo. +.200
F2116P	I	2.325	3/8	5.421	.225	12° Super Flo. +.200
CHEVROLET SMALL BLOCK (7 MM)						
F2212P	E	1.600	7 mm	5.010	.290	24° Flo. Ultra Light - Super Alloy. Radial Groove
F2214P	E	1.600	7 mm	5.010	.290	12° Flo. Ultra Light - Super Alloy. Radial Groove
F2206PQ	I	2.020	7 mm	5.010	.290	12° Flo. Ultra Light Special Alloy. Radial Groove
F2210P	I	2.080	7 mm	4.960	.250	12° Flo. Ultra Light Special Alloy. Radial Groove
F2211P	I	2.080	7 mm	5.160	.250	12° Flo. Ultra Light Special Alloy. Radial Groove
CHEVROLET SMALL BLOCK (5/16)						
F2300P	E	1.600	5/16	5.010	.250	14° Flo. +.100
F2301P	E	1.600	5/16	5.060	.250	14° Flo. +.150
F2302P	E	1.600	5/16	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200
F2303P	E	1.600	5/16	5.350	.250	14° Super Flo-Brodix #12. +.400
F1474P	E	1.600	5/16	5.380	.290	12° NASCAR (Super Alloy) FORD 302-351/Yates Head
F2304P	E	1.600	5/16	5.450	.250	14° Super Flo-Brodix/Dart 18°. +.500
F2305P	E	1.600	5/16	5.450	.250	14° Flo-Hi Temp-Brodix/Dart 18°. +.500
F1150P	E	1.625	5/16	5.010	.250	14° Flo. +.100
F1173P	E	1.625	5/16	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200
F1176P	E	1.625	5/16	5.350	.250	14° Super Flo-Brodix #12. +.400
F1174P	E	1.625	5/16	5.450	.250	14° Super Flo-Brodix/Dart 18°. +.500
F1134P	E	1.650	5/16	5.010	.250	12° Flo-NASCAR-Hi Temp-Inconel. +.100
F1151P	E	1.650	5/16	5.060	.250	14° Flo. +.150
F1475P	E	1.650	5/16	6.300	BLANK	12° Dish Head.(Super Alloy)
F1166P	I	2.020	5/16	5.010	.250	12° Super Flo. +.100
F2340P	I	2.080	5/16	5.010	.250	12° Flo. +.100
F2341P	I	2.080	5/16	5.060	.250	12° Flo. +.150
F2342P	I	2.080	5/16	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
F2343P	I	2.100	5/16	5.010	.250	12° Flo. +.100
F1168P	I	2.100	5/16	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
F2344P	I	2.100	5/16	5.275	.250	12° Super Flo-Yates Head
F2345P	I	2.100	5/16	5.450	.250	12° Super Flo-Brodix/Dart 18°. +.500
F1241P	I	2.125	5/16	5.010	.250	12° Flo. +.100
F1167P	I	2.125	5/16	5.160	.250	12° Super Flo. +.250
F1242P	I	2.125	5/16	5.275	.250	12° Flo-Yates Head
F1175P	I	2.125	5/16	5.450	.250	12° Super Flo-Brodix/Dart 18°. +.500
CHEVROLET SMALL BLOCK (11/32)						
F1882P	E	1.525	11/32	5.690	.250	20° Flo
F1145P	E	1.560	11/32	4.960	.250	14° Super Flo-Double Groove. +.050
F1100PQ	E	1.600	11/32	4.960	.250	14° Super Flo. +.050. Special Alloy
F1104PQ	E	1.600	11/32	4.960	.250	14° Flo. +.050. Special Alloy
F1476P	E	1.600	11/32	4.960	.250	12° Super Flo. (Super Alloy). +.050
F2217P	E	1.600	11/32	4.960	.250	9° Flat Head +.050
F2247P	E	1.600	11/32	4.960	.250	24° Super Flo. +.050 Light weight. Special Alloy
F2200P	E	1.600	11/32	4.980	.250	16° Semi Tulip-TFS FORD. Stk.
F1102PQ	E	1.600	11/32	5.010	.250	14° Super Flo. +.100. Special Alloy
F1926P	E	1.600	11/32	5.010	.250	24° Tullip Flo. +.100
F2248P	E	1.600	11/32	5.010	.250	24° Super Flo. +.100. Light weight. Special Alloy.
F1148PQ	E	1.600	11/32	5.060	.250	14° Super Flo. +.150. Special Alloy
F1187P	E	1.600	11/32	5.060	.250	19° Tulip Super Flo. +.150
F1479P	E	1.600	11/32	5.060	.250	12° Super Flo. (Super Alloy). +.150
F1810P	E	1.600	11/32	5.060	.250	24° Tulip Flo. +.150
F1179P	E	1.600	11/32	5.110	.250	14° Super Flo. +.200
F1140PQ	E	1.600	11/32	5.160	.250	14° Sup Flo-Brodix PONTIAC. +.200. Special Alloy

COMPETITION PLUS VALVES

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Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET SMALL BLOCK (1 1/32)						
F1194P	E	1.600	11/32	5.160	.250	14° Super Flo-Brodix PON-HiTe Alloy. +.250
F1480P	E	1.600	11/32	5.160	.250	12° Super Flo. (Super Alloy). +.250
F1811P	E	1.600	11/32	5.160	.250	24° Tulip Flo. +.250
F1149PQ	E	1.600	11/32	5.300	.250	14° Super Flo-Brodix #12/Yates. Special Alloy
F1477P	E	1.600	11/32	5.300	.250	12° Super Flo. (Super Alloy). #12/Yates
F2218P	E	1.600	11/32	5.300	.250	24° Flo. TFS "R" Series
F1484P	E	1.600	11/32	5.350	.250	12° Super Flo. Super Alloy. #12. +.400
F2201P	E	1.600	11/32	5.350	.250	15° Super Flo. +.400
F1135PQ	E	1.600	11/32	5.400	.250	14° Super Flo-Brodix #12/Dart BUICK. Special Alloy
F1485P	E	1.600	11/32	5.460	.250	12° Super Flo. (Super Alloy) - Dart/Brodix #12 & 18° +.500
F2202P	E	1.600	11/32	5.460	.250	15° Super Flo-Hi Temp-Dart/Brodix #12 & 18° +.500
F2203P	E	1.600	11/32	5.460	.250	20° Tulip Sup.Flo-Dart/Brodix #12 & 18° +.500
F1156P	E	1.600	11/32	5.510	.250	14° Super Flo-Dart BUICK Head
F1256P	E	1.600	11/32	5.560	.250	14° Super Flo-Dart/Brodix 18°. +.600
F1482P	E	1.600	11/32	5.560	.250	12° Super Flo. (Super Alloy). 18°. +.600
F2216P	E	1.600	11/32	5.690	.250	20° Alan Johnson 18°
F1872P	E	1.600	11/32	5.725	.250	24° Flo. +.800
F2215P	E	1.600	11/32	6.090	.250	20° Canted Valve. Brodix CVSP
F1101P	E	1.625	11/32	4.960	.250	14° Super Flo. +.050
F1109P	E	1.625	11/32	4.980	.250	15° Semi Tulip Flo-TFS FORD
F1141P	E	1.625	11/32	5.010	.250	18° Tulip Super Flo. +.100
F1103PQ	E	1.625	11/32	5.010	.250	14° Super Flo. +.100. Special Alloy
F1108P	E	1.625	11/32	5.060	.250	20° Tulip Super Flo. +.150
F1812P	E	1.625	11/32	5.060	.250	24° Tulip Flo. +.150
F1195P	E	1.625	11/32	5.160	.250	14° Super Flo-Hi Temp-Brodix PONTIAC. +.200
F1128PQ	E	1.625	11/32	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200. Special Alloy
F1814P	E	1.625	11/32	5.160	.250	24° Tulip Flo. +.250
F1152P	E	1.625	11/32	5.300	.250	14° Super Flo-Dart/Brodix #12
F2219P	E	1.625	11/32	5.300	.250	24° Flo. TFS "R" Series
F1172P	E	1.625	11/32	5.350	.250	14° Super Flo-Dart/Brodix #12. +.400
F1481P	E	1.625	11/32	5.350	.250	12° Super Flo. (Super Alloy). #12. +.400
F1155P	E	1.625	11/32	5.400	.250	15° Super Flo-Dart BUICK Head/Brodix #12
F1178P	E	1.625	11/32	5.460	.250	14° Super Flo-Hi Temp. Dart/Brodix 18°. +.500
F1478P	E	1.625	11/32	5.460	.250	12° Super Flo. (Super Alloy). 18°. +.500
F2204P	E	1.625	11/32	5.460	.250	20° Tulip Super Flo-Dart/Brodix 18°. +.500
F1157P	E	1.625	11/32	5.510	.250	14° Super Flo-Dart BUICK Head
F1257P	E	1.625	11/32	5.560	.250	14° Super Flo-Dart/Brodix 18°. +.600
F1483P	E	1.625	11/32	5.560	.250	12° Super Flo. (Super Alloy). 18°. +.600
F2220P	E	1.625	11/32	5.560	.250	24° Tulip-Brodix/Chapman/Dart 18°. +.600
F1880P	E	1.625	11/32	5.690	.250	20° Flo
F1873P	E	1.625	11/32	5.725	.250	24° Flo
F1877P	E	1.625	11/32	5.950	.250	24° Flo
F1133P	E	1.650	11/32	5.400	.250	14° Super Flo-Dart BUICK Head/Brodix #12
F1142P	E	1.650	11/32	5.490	.250	25° Tulip Super Flo-Dart BUICK
F1158P	E	1.650	11/32	5.510	.250	14° Super Flo-Dart BUICK
F2205P	E	1.650	11/32	5.560	.250	12° Super Flo-Brodix/Dart 18°. +.600
F1144P	I	2.000	11/32	4.960	.250	12° Super Flo-Double Groove. +.050
F1115P	I	2.020	11/32	4.960	.250	12° Super Flo. +.050
F2249P	I	2.020	11/32	4.960	.250	12° Super Flo. Backup 35°. +.050. Light weight.
F2265P	I	2.020	11/32	4.960	.250	9° Flat Head. +.050
F1118P	I	2.020	11/32	5.010	.250	12° Super Flo. +.100
F1277P	I	2.020	11/32	5.010	.250	12° Flo. Backcut 31°. +.100
F2250P	I	2.020	11/32	5.010	.250	12° Super Flo. Backup 35°. +.100. Light weight.
F1804P	I	2.020	11/32	5.060	.250	12° Flo. +.150
F1159P	I	2.020	11/32	5.110	.250	12° Aerodynamic Blades-Flow Control
F1807P	I	2.020	11/32	5.160	.250	12° Flo. +.250
F2251P	I	2.020	11/32	5.160	.250	12° Super Flo. +.250



Ferrea ElectroX Laser System adds an important feature to the branding, identification and tracing process for our products.

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Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET SMALL BLOCK (1 1/32)						
F1111P		2.055	11/32	4.960	.250	12° Super Flo. +.050
F1112P		2.055	11/32	5.010	.250	12° Super Flo. +.100
F1805P		2.055	11/32	5.060	.250	12° Flo. +.150
F2252P		2.055	11/32	5.060	.250	12° Super Flo. +.150
F1808P		2.055	11/32	5.160	.250	12° Flo. +.250
F2253P		2.055	11/32	5.160	.250	12° Super Flo. +.250
F1121P		2.080	11/32	4.960	.250	12° Super Flo. +.050
F1114P		2.080	11/32	5.010	.250	12° Super Flo. +.100
F1273P		2.080	11/32	5.010	.250	12° Flo. Backcut 35°. +.100
F1147P		2.080	11/32	5.060	.250	12° Super Flo. +.150
F1806P		2.080	11/32	5.060	.250	12° Flo. +.150
F1139P		2.080	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
F1809P		2.080	11/32	5.160	.250	12° Flo. +.250
F1238P		2.080	11/32	5.300	.250	12° Super Flo. TFS "R" Series
F1871P		2.100	11/32	4.960	.250	12° Super Flo. +.050
F1117P		2.100	11/32	5.010	.250	12° Super Flo. +.100
F2266P		2.100	11/32	5.060	.250	12° Super Flo. +.150
F1207P		2.100	11/32	5.160	.250	12° Super Flo. +.250
F1208P		2.100	11/32	5.300	.250	12° Super Flo-Brodix #12/Yates
F2254P		2.100	11/32	5.350	.250	12° Super Flo. +.450
F1132P		2.100	11/32	5.400	.250	12° Flo-Dart BUICK Head
F2255P		2.100	11/32	5.450	.250	12° Super Flo. +.550
F1123P		2.125	11/32	4.960	.250	12° Super Flo. +.050
F1119P		2.125	11/32	5.010	.250	12° Super Flo. +.100
F1146P		2.125	11/32	5.060	.250	12° Super Flo. +.150
F1127P		2.125	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
F1209P		2.125	11/32	5.300	.250	12° Super Flo-Brodix #12/Yates
F2256P		2.125	11/32	5.350	.250	12° Super Flo. +.450
F1221P		2.125	11/32	5.400	.250	12° Super Flo-Brodix #12
F2257P		2.125	11/32	5.450	.250	12° Super Flo-Brodix/Dart 18°. +.500
F1220P		2.150	11/32	5.300	.250	12° Super Flo-Brodix #12
F2258P		2.150	11/32	5.350	.250	12° Super Flo. +.450
F1252P		2.150	11/32	5.400	.250	12° Super Flo-Brodix #12
F1186P		2.150	11/32	5.450	.250	12° Super Flo-Brodix #12 & 18°. +.500
F2259P		2.150	11/32	5.560	.250	12° Super Flo-Brodix/Dart 18°. +.600
F1883P		2.150	11/32	5.690	.250	12° Super Flo
F1874P		2.150	11/32	5.725	.250	12° Super Flo
F2267P		2.180	11/32	5.560	.250	12° S Flo-Brodix/Chapman/Dart 18°. +.600
F1881P		2.180	11/32	5.690	.250	12° Super Flo
F1875P		2.180	11/32	5.725	.250	12° Super Flo
F1228P		2.200	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
F1229P		2.200	11/32	5.300	.250	12° Super Flo-Brodix #12/Yates
F1222P		2.200	11/32	5.400	.250	12° Super Flo-Brodix #12/Dart Buick
F2260P		2.200	11/32	5.460	.250	12° Super Flo-Brodix/Dart 18°. +.500
F2261P		2.200	11/32	5.560	.250	12° Super Flo-Brodix/Dart 18°. +.600
F1884P		2.200	11/32	5.690	.250	12° Super Flo
F1876P		2.200	11/32	5.725	.250	12° Super Flo
F2263P		2.200	11/32	5.840	.250	12° All Pro/Neal Ford Brodix
F1878P		2.200	11/32	5.950	.250	12° Super Flo
F1879P		2.200	11/32	6.035	.250	12° Super Flo
F2262P		2.250	11/32	6.200	.250	12° Canted Valve. Brodix CVSP
CHEVROLET SMALL BLOCK (23°, #12 & 18° NASCAR HEADS)						
F1460P	E	1.600	7mm	5.160	.290	12° (Super Alloy). Rad Groove. 23°. +.200
F1463P	E	1.600	7mm	5.160	.290	24° Tulip. (Super Alloy). Rad Groove. 23°. +.200
F1466P	E	1.600	7mm	5.160	.290	12° (Super Alloy). 23°. +.200
F1469P	E	1.600	7mm	5.160	.290	24° Tulip. (Super Alloy). 23°. +.200
F1461P	E	1.600	7mm	5.380	.290	12° (Super Alloy). Rad Groove. #12 & 18°. +.400
F1464P	E	1.600	7mm	5.380	.290	24° Tulip. (Super Alloy). Rad Groove. #12 & 18°. +.400
F1467P	E	1.600	7mm	5.380	.290	12° NASCAR (Super Alloy)
F1471P	E	1.600	7mm	5.550	.290	24° Tulip. (Super Alloy). 18°. +.600
F1462P	E	1.600	7mm	5.550	.290	12° (Super Alloy). Rad Groove. 18°. +.600
F1465P	E	1.600	7mm	5.550	.290	24° Tulip. (Super Alloy). Rad Groove. 18°. +.600
F1468P	E	1.600	7mm	5.550	.290	12° (Super Alloy). 18°. +.600
F1473P	E	1.600	7mm	6.300	BLANK	24° Tulip. (Super Alloy)
F1472P	E	1.625	7mm	6.300	BLANK	12° (Super Alloy)
F1486P	E	1.625	7mm	6.300	BLANK	24° Tulip (Super Alloy)
F1474P	E	1.600	5/16	5.380	.290	12° (Super Alloy). #12 & 18°. +.400
F1475P	E	1.650	5/16	6.300	BLANK	12° Dish Head. (Super Alloy)
F1487P	E	1.650	5/16	6.300	BLANK	24° Tulip. Super Alloy
F1476P	E	1.600	11/32	4.960	.250	12° Super Flo. (Super Alloy). +.50
F1479P	E	1.600	11/32	5.060	.250	12° Super Flo. (Super Alloy). +.150

COMPETITION PLUS VALVES

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Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET SMALL BLOCK (23°, #12 & 18° NASCAR HEADS)						
F1480P	E	1.600	11/32	5.160	.250	12° Super Flo. (Super Alloy). 23°. +.250
F1477P	E	1.600	11/32	5.300	.250	12° Super Flo. (Super Alloy). 23°. #12
F1484P	E	1.600	11/32	5.350	.250	12° Super Flo. (Super Alloy). #12 & 18°. +.400
F1485P	E	1.600	11/32	5.460	.250	12° Super Flo. (Super Alloy). 18°. +.500
F1482P	E	1.600	11/32	5.560	.250	12° Super Flo. (Super Alloy). 18°. +.600
F1481P	E	1.625	11/32	5.350	.250	12° Super Flo. (Super Alloy). #12 & 18°. +.400
F1478P	E	1.625	11/32	5.460	.250	12° Super Flo. (Super Alloy). 18°. +.500
F1483P	E	1.625	11/32	5.560	.250	12° Super Flo. (Super Alloy). 18°. +.600
CHEVROLET SMALL BLOCK - LS1						
F1894P	E	1.550	.313	4.915	.160	15° S.Flo. Rad. Grov. Sup.Alloy. Turbo Application
F1893P	E	1.600	.313	4.915	.160	15° S.Flo. Rad. Grov. Sup.Alloy. Turbo Application
F1892P	E	1.600	.313	4.915	.160	24° S.Flo. Rad. Grov. Sup.Alloy. Turbo Application
CHEVROLET SMALL BLOCK - LS7						
F1598P	E	1.615	.313	5.227	.290	15° Flo. Rad. Grov. Sup.Alloy. Turbo Application
F1597P	E	1.615	.313	5.227	.290	24° Flo. Rad. Grov. Sup.Alloy. Turbo Application
CHRYSLER 440 CID (BRODIX HEAD)						
F1275P	E	1.780	11/32	5.400	.250	15° Super Flo-BI Head
F1266P	E	1.810	11/32	5.300	.250	15° Super Flo-BI BS Head
F1229P	I	2.200	11/32	5.300	.250	12° Super Flo-BI BS Head
CHRYSLER 440 CID (11/32) (INDY CYLINDER HEAD)						
F1885P	E	1.810	11/32	5.370	.250	15° Flo. 440 SR
F1886P	E	1.940	11/32	5.880	.250	15° Flo. 600-13 Series
F1226P	I	2.190	11/32	5.346	.250	12° Super Flo. +.100 - 440 SR
F1223P	I	2.250	11/32	5.350	.250	12° Super Flo. +.100 - 440 SR
F1887P	I	2.250	11/32	5.850	.250	12° Super Flo. 600-13 Series
CHRYSLER HEMI 426 CID (5/16)						
F1523P	E	1.900	5/16	5.040	.250	22° Tulip Flo. +.100
F1521P	E	1.940	5/16	4.910	.250	22° Flo. Ray Barton
F1501P	E	1.945	5/16	4.865	.200	22° Flo. Radial Groove
F1539P	E	1.945	5/16	5.029	.250	22° Flo. Radial Groove
F1237P	E	2.000	5/16	7.000	BLANK	22° Tulip Flo. Finished No Groove
F1512P	I	2.250	5/16	5.422	.200	24° Flo. Radial Groove. Ray Barton
F1500P	I	2.250	5/16	5.472	.250	24° Flo
F1538P	I	2.250	5/16	5.522	.250	24° Flo. Radial Groove
F1510P	I	2.300	5/16	7.000	BLANK	24° Tulip Flo. No groove, requires lash caps
F1895P	I	2.350	5/16	5.472	.250	24° Flo





In 2007 a group of former Grand Prix boat owners and drivers, with the help of ACHA Valleyfield group, formed a brand new Grand Prix Race Team.

Tom Baker, Mike Endres, Bud Keating, Huey Newport and Todd Roesch, reunited after being out of boat racing for over 14 years, contacted Patrick Newirth to drive and the Crush team was formed.


The experience of this team includes 146 inboard class victories, 57 national and world championships, plus 46 world and national records.

This resume and the expertise of the "hottest" young driver in boat racing will make the "Crush" team one of the most competitive in GP racing history.

Huey Newport, who has been in the performance industry for many years, has received technical assistance from his many friends and business associates including Dart Machinery, Competition Cams, Ferrara Performance Products, and Diamond Pistons.

You better watch the "Crush Team", they're coming at you.



COMPETITION PLUS VALVES

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHRYSLER HEMI - DART/BAE/AJR HEADS (11/32)						
F1526P	E	1.900	11/32	5.019	.250	22° Flo-DART/55° Seat-Turbo/T Fuel/Funny Car-Hi Temp (Super Alloy)
F1527P	E	1.950	11/32	5.019	.250	22° Flo-DART/BAE/AJR-50° Seat-Turbo/T Fuel/Funny Car-Hi Temp (Super Alloy)
F1535P	E	1.950	11/32	5.019	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
F1505P	E	2.000	11/32	5.019	.250	22° Flo-45° Seat-DART/BAE AJR Heads
F1506P	E	2.000	11/32	5.019	.250	22° Flo-DART/BAE/AJR-45° Seat-Turbo/T Fuel/Funny Car-Hi Temp (Super Alloy)
F1509P	E	2.000	11/32	7.000	BLANK	22° Flo-DART/45° Seat-Turbo/T Fuel/Funny Car-Hi Temp (Super Alloy)
CHRYSLER HEMI - DART/BAE/AJR HEADS (3/8)						
F1531P	E	1.900	3/8	5.019	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
F1533P	E	1.900	3/8	5.119	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
F1537P	E	1.925	3/8	4.990	.250	22° Flo. 55° Seat. - Super Alloy. T/F - F/C
F1536P	E	1.925	3/8	5.119	.250	22° Flo. 55° Seat / 38° Backcut. Sup. Alloy. T/F-F/C
F1571P	E	1.925	3/8	5.119	.250	22° Flo. 55° Seat. Radial Groove. Sup Alloy. T/F-F/C
F1572P	E	1.925	3/8	5.219	BLANK	22° Flo. 55° Seat / 38° Backcut. - Sup Alloy. T/F-F/C
F1532P	E	1.950	3/8	5.019	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
F1570P	E	1.950	3/8	5.019	.250	22° Flo. 55° Seat. Radial Groove. Sup Alloy. T/F-F/C
F1529P	E	1.950	3/8	5.119	.250	22° Flo-50° Seat. (Super Alloy) Funny Car/Top Fuel
F1534P	E	1.950	3/8	5.119	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
F1530P	E	1.950	3/8	5.170	BLANK	22° Flo-DART/55° Seat-Turbo/T Fuel/Funny Car-Hi Temp (Super Alloy)
F1507P	E	2.000	3/8	5.019	.250	22° Flo. (Super Alloy).Funny Car/Top Fuel
F1525P	E	2.000	3/8	5.119	BLANK	22° Flo-45° Seat. T/F-F/C (Super Alloy)
F1528P	E	2.000	3/8	5.119	.250	22° Flo-DART/55° Seat-Turbo/T Fuel/Funny Car-Hi Temp (Super Alloy)
F1511P	E	2.100	3/8	7.000	BLANK	22° Flo. (Super Alloy).Funny Car/Top Fuel
DODGE VIPER V-10						
F806607	E	1.580	5/16	5.870	.220	15° Super Flo
F806608	I	1.930	5/16	5.870	.220	12° Super Flo



Terry Haddock's Racegirl Racing Nitro Funny Car uses Ferrea Valves.

Team Wilkerson Racing's Levi, Ray & Shoup, Inc Nitro Funny Car rely on Ferrea Valves. Tim Wilkerson is currently leading the 2008 NHRA Championship race as of 10/23/2008.



COMPETITION PLUS VALVES

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
FERRARI GT 308						
F1163P	E	36.75mm	8.0mm	109.85mm	6.98mm	25° Flo
F1162P	I	42.37mm	8.0mm	109.25mm	7.3mm	18° Super Flo
FORD 302 - 351 (YATES NASCAR HEAD)						
F1467P	E	1.600	7mm	5.380	.290	12° NASCAR (Super Alloy)
F1470P	E	1.600	7mm	5.380	.290	24° Tulip NASCAR (Super Alloy)
F1474P	E	1.600	5/16	5.380	.290	12° NASCAR (Super Alloy)
F1472P	E	1.625	7mm	6.300	BLANK	12° NASCAR (Super Alloy)
F1475P	E	1.650	5/16	6.300	BLANK	12° Dish Head. (Super Alloy)
FORD 4.6L/5.7 - SOHC V8 - 24 VALVES 2005-2007						
F1188P	E	1.474	.235	4.580	.472	21° Flo. Stk. size. Super Alloy. Single Groove. 1 Valve required
F1189P	E	1.553	.235	4.580	.472	21° Flo. Stk. size. Super Alloy. Single Groove. 1 Valve required
F1198P	I	1.332	.235	4.617	.406	19° Super Flo. Stk. size. Single Groove. 2 Valve required
F1199P	I	1.372	.235	4.617	.406	19° Super Flo. Stk. size. Single Groove. 2 Valve required
Tech Note: These Ferrea Valves comes with single radial groove.						
These valves required Ferrea Valve Spring #S10102, Ferrea Titanium Retainer #11069 and both Ferrea Spring Seat Locator #SL1055 and Facory supply Spring Seat Locator and Ferrea Valve Lock #K10077.						
For racing applications Ferrea Racing does not recommend the use of triple radial groove valves.						
FORD 4.6 - 32 VALVES						
F1450P	I	37mm	7mm	135.6mm	15.7mm	20° Stock. 3 Radial Groove
F1451P	E	30mm	7mm	116.3mm	10.65mm	25° Stock. 3 Radial Groove
FORD 429 - 460 W/AFTERMARKET HEADS						
F2222P	E	1.880	11/32	5.700	.250	15° Super Flo-SVO/TFS
F2269P	E	1.940	11/32	5.700	.250	15° Super Flo-SVO/TFS
F2221P	I	2.300	11/32	5.755	.250	12° Super Flo-SVO/TFS
F2268P	I	2.350	11/32	5.755	.250	12° Super Flo-SVO/TFS
FORD BOSS 302 - 351 C - 429 - 460 (5/16)						
F1134P	E	1.650	5/16	5.010	.250	12° Flo-Hi Temp S.Alloy-Inconel
F1151P	E	1.650	5/16	5.058	.250	10° Flo
F1242P	I	2.125	5/16	5.275	.250	12° Flo
F1244P	I	2.250	5/16	5.325	.250	12° Flo
FORD BOSS 302 - 351 C - 429 - 460 (11/32)						
F1420P	E	1.650	11/32	5.058	.250	12° Super Flo-351C/429/460
F1440P	E	1.655	11/32	5.165	.250	14° Super Flo-Ford 351. +.100
F1400P	E	1.710	11/32	5.058	.250	14° Super Flo-351C/429/460
F1441P	E	1.710	11/32	5.165	.250	14° Super Flo-Ford 351. +.100
F1437P	E	1.760	11/32	5.058	.250	14° Super Flo-429/460
F1439P	E	1.770	11/32	5.165	.250	14° Super Flo-Ford 429/460. +.100
F1401P	E	1.800	11/32	5.058	.250	14° Super Flo-429CJ-Bluethunder Head
F1170P	E	1.800	11/32	5.160	.250	12° Super Flo. +.100
F1171P	E	1.880	11/32	5.058	.250	14° Super Flo-Bluethunder Head
F1211P	I	2.190	11/32	5.300	.250	12° SupFlo-351C/429/460-Bluethu Head
F1226P	I	2.190	11/32	5.346	.250	12° Super Flo-Ford 351/429/460. +.100
F1212P	I	2.250	11/32	5.300	.250	12° SupFlo-351C/429CJ-Bluethu Head

COMPETITION PLUS VALVES

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
FORD FE 352 - 390 - 427 - 428 W/AFTERMARKET HEADS						
F2223P	E	1.650	11/32	5.450	.250	15° Super Flo. Special Alloy. Blue Thunder
F2224P	E	1.710	11/32	5.450	.250	15° Super Flo. Special Alloy. Blue Thunder
FORD GT 5.4L - 32 VALVE - 2005-2007						
F2164P	E	1.260	.275	4.635	.390	15° Flo. Super Alloy. 3 Radial Groove. Stock
F2165P	I	1.455	.2755	5.395	.455	12° Flo. Super Flo. Super Alloy. 3 Radial Groove. Stock
FORD SVO C 460 (MOTORSPORT HEAD)						
F1264P	E	1.900	11/32	6.240	.300	15° Flo
F1236P	I	2.425	11/32	6.300	.300	12° Super Flo
JUDD (INDY CARS & FORMULA 1)						
F1419P	E	34.5mm	6.98mm	135mm	BLANK	30° Flo
F1418P	I	40mm	6.98mm	135mm	BLANK	20° Super Flo
PONTIAC (PRO STOCK)						
F1263P	E	1.900	11/32	6.450	.250	22° Flo
F1265P	I	2.400	11/32	6.600	.250	12° Flo
PONTIAC BIG BLOCK (KAUFFMAN AFTERMARKET HEAD)						
F1249P	E	1.700	11/32	6.200	.250	24° Super Flo. Dish Head. (KRE High Port Head)
F1251P	E	1.750	11/32	6.200	.250	24° Super Flo. Dish Head. (KRE High Port Head)
F1250P	I	2.200	11/32	6.200	.250	12° Super Flo. Dish Head. (KRE High Port Head)

COMPETITION PLUS VALVES



Team Green - Stucky Racing 12 valves Cummings powered Diesel Truck. National Record Holder – Pro Stock, uses Ferrea Valves.

