

COMPETITION PLUS HOLLOW STEM VALVES

One important factor to take into consideration to increase the engine's rpm's, is the valve train weight. Of course, being the valve a main component, the design has to be perfected to accomplish the weight reduction to allow higher rpm's.

Ferrea's latest contribution to this area is the introduction of its **Lightweight Hollow Stem Valve**. We develop a **manufacturing process** that **gun drill** and **micro polish** the stem to achieve a valve reduction in weight of 20 percent compared to a conventional stainless steel solid-stem valve. The valves also feature **friction welded tips**, **radial grooves**, **avionics chrome plated stems**, **seat hardness** up to 42 HRc and **super flo** to improve flow design.



Eric Mass with the Wissota late model by Pauls Repair & Machine reached 29 top 5's with over 15 feature wins in 2006-2007. Uses Ferrea Hollow Stem Valves and valve train components.

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET, CHRYSLER, FORD (BIG BLOCK 11/32)						
F1051P	E	1.880	11/32	5.450	.250	22° Flo. Radial Groove. Special Alloy. +.100
F1061P	I	2.190	11/32	5.300	.250	12° Super Flo. Radial Groove. Special Alloy. +.050
F1048P	I	2.250	11/32	5.271	.250	12° Super Flo. Radial Groove. Special Alloy. +.050
F1049P	I	2.250	11/32	5.350	.250	12° Super Flo. Radial Groove. Special Alloy. +.100
F1050P	I	2.250	11/32	5.471	.250	12° Super Flo. Radial Groove. Special Alloy.+.250
CHEVROLET, CHRYSLER, FORD (BIG BLOCK 3/8)						
F1060P	E	1.880	3/8	5.400	.225	22° Super Flo. Special Alloy. +.050
F1066P	E	1.900	3/8	5.019	.250	22° Flo. 55° Seat T/F-F/C Super Alloy.
F1064P	E	1.950	3/8	5.019	.250	22° Flo. 55° Seat T/F-F/C Super Alloy.
F1065P	E	1.950	3/8	5.119	.250	22° Flo. 55° Seat T/F-F/C Super Alloy.
F1062P	I	2.190	3/8	5.300	.225	12° Super Flo. Special Alloy. +.050
F1030P	I	2.250	3/8	5.300	.225	12° Super Flo. Special Alloy. +.050
CHEVROLET, CHRYSLER, FORD (SMALL BLOCK 11/32)						
F1089P	E	1.500	11/32	4.960	.250	14° Super Flo. Radial Groove. Special Alloy. +.050
F1094P	E	1.500	11/32	4.960	.250	14° Flo. Radial Groove. Special Alloy. +.050
F1014P	E	1.600	11/32	4.960	.250	24° Flo. Radial Groove. Special Alloy. +.050
F1096P	E	1.600	11/32	4.960	.250	14° Flo. Radial Groove. Special Alloy. +.050
F1024P	E	1.600	11/32	4.960	.250	14° Super Flo. Radial Groove. Special Alloy. +.050
F1012P	E	1.600	11/32	5.010	.250	24° Flo. Radial Groove. Special Alloy. +.100

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CHEVROLET, CHRYSLER, FORD (SMALL BLOCK 11/32)						
F1097P	E	1.600	11/32	5.010	.250	14° Flo. Radial Groove. Special Alloy +.100
F1092P	E	1.600	11/32	5.060	.250	14° Super Flo. Radial Groove. Special Alloy +.150
F1093P	E	1.600	11/32	5.060	.250	24° Super Flo. Radial Groove. Special Alloy +.150
F2002P	E	1.600	11/32	5.160	.250	14° Super Flo. Radial Groove. Special Alloy +.250
F1011P	E	1.625	11/32	4.960	.250	24° Super Flo. Radial Groove. Special Alloy +.050
F1025P	E	1.625	11/32	5.010	.250	14° Super Flo. Radial Groove. Special Alloy +.100
F1010P	E	1.625	11/32	5.060	.250	24° Super Flo. Radial Groove. Special Alloy +.150
F1041P	E	1.625	11/32	5.060	.250	14° Super Flo. Radial Groove. Special Alloy +.150
F1002P	E	1.625	11/32	5.160	.250	24° Super Flo. Radial Groove. Special Alloy +.250
F1042P	E	1.625	11/32	5.160	.250	14° Super Flo. Radial Groove. Special Alloy +.250
F1090P	I	1.940	11/32	4.960	.250	12° Super Flo. Radial Groove. Special Alloy +.050
F1095P	I	1.940	11/32	4.960	.250	12° Flo. Radial Groove. Special Alloy +.050
F1005P	I	2.020	11/32	4.960	.250	12° Super Flo. Radial Groove. Special Alloy +.050
F1006P	I	2.020	11/32	4.960	.250	12° Flo. Radial Groove. Special Alloy +.050
F1007P	I	2.020	11/32	5.010	.250	12° Flo. Radial Groove. Special Alloy +.100
F1004P	I	2.020	11/32	5.060	.250	12° Super Flo. Radial Groove. Special Alloy +.150
F1003P	I	2.020	11/32	5.160	.250	12° Super Flo. Radial Groove. Special Alloy +.250
F1068P	I	2.055	11/32	4.960	.250	12° Super Flo. Radial Groove. Special Alloy +.050
F1063P	I	2.055	11/32	5.010	.250	12° Super Flo. Radial Groove. Special Alloy +.100
F1067P	I	2.055	11/32	5.160	.250	12° Super Flo. Radial Groove. Special Alloy +.250
F1009P	I	2.080	11/32	4.960	.250	12° Super Flo. Radial Groove. Special Alloy +.050
F1046P	I	2.080	11/32	5.010	.250	12° Super Flo. Radial Groove. Special Alloy +.100
F1008P	I	2.080	11/32	5.060	.250	12° Super Flo. Radial Groove. Special Alloy +.150
F1001P	I	2.080	11/32	5.160	.250	12° Super Flo. Radial Groove. Special Alloy +.250
F1032P	I	2.125	11/32	5.060	.250	12° Super Flo. Radial Groove. Special Alloy +.150
F1033P	I	2.125	11/32	5.160	.250	12° Super Flo. Radial Groove. Special Alloy +.150
CHEVROLET SMALL BLOCK - LS1						
F1021P	E	1.600	.313	4.915	.160	24° Tulip S.Flo.Rad.Grov.Spec.Alloy. Stock
F1045P	E	1.600	.313	5.015	.160	24° Tulip S.Flo.Rad.Grov.Spec.Alloy. +.100
F1098P	E	1.625	.313	4.915	.160	24° Super Flo. Radial Groove. Special Alloy. Stock
F1069P	E	1.625	.313	5.015	.160	24° Tulip S.Flo.Rad.Grov.Spec.Alloy. +.100
F1022P	I	2.020	.3135	4.900	.160	12° Super Flo. Radial Groove. Special Alloy. Stock
F1043P	I	2.055	.3135	4.900	.160	12° Super Flo. Radial Groove. Special Alloy. Stock
F1044P	I	2.055	.3135	5.000	.160	12° Super Flo. Radial Groove. Special Alloy. +.100
F1047P	I	2.080	.3135	5.000	.160	12° Super Flo. Radial Groove. Special Alloy. +.100
F1091P	I	2.100	.3135	4.900	.160	12° Super Flo. Radial Groove. Special Alloy Stock
CHEVROLET SMALL BLOCK - LS7						
F2014P	I	2.200	.3135	5.180	.290	10° S Flo. Backcut 30° Radius Groove. Special Alloy. Stk size
CHEVROLET SMALL BLOCK - L92						
F2010P	I	2.165	.3135	4.900	.160	12° S Flo. Backcut 30° Radius Groove. Special Alloy Stk size
F2011P	I	2.200	.3135	4.900	.160	12° S Flo. Backcut 30° Radius Groove. Special Alloy



Shawn Willis from Western Performance and Machine, uses Ferrea's Lightweight Pro Solid Lifters and Ferrea's Hollow Stem Valves in the number # 11 Monte Carlos SS.