

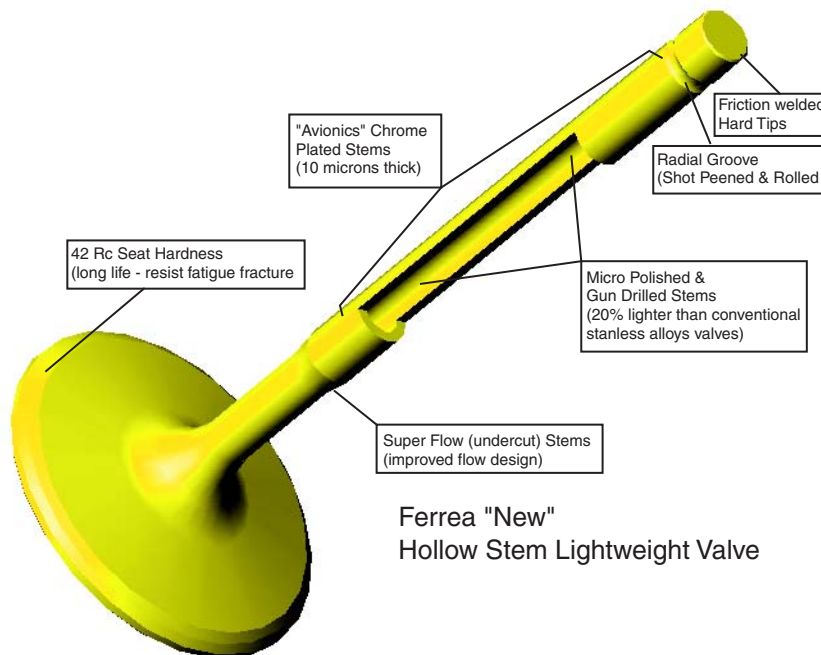


# COMPETITION PLUS HOLLOW STEM VALVES



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** 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.



Ferrea "New"  
Hollow Stem Lightweight Valve

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
<b>CHEVROLET, CHRYSLER, FORD (BIG BLOCK 11/32)</b>						
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
<b>CHEVROLET, CHRYSLER, FORD (BIG BLOCK 3/8)</b>						
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.