

COMPETITION PLUS VALVES

| 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°. +.200 |
| 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 CORVETTE | | | | | | |
| 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 |
| 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 |



David Grubnic's Zantrex-3 Top Fuel Dragster. Uses Ferrea Super Alloy Valves.