

# TECH

## Going Pro

### EDELBROCK'S DIVERSE PRO-PORT CASTINGS

The Pro-Port lineup is the first readily available small-port casting from Edelbrock.

While these "peanut port" castings aren't new to the industry, the Pro-Port lineup is the first readily available small-port casting from Edelbrock. These are not raw castings per se, rather these heads feature complete machining as far as valvetrain and bolt-hole provisions go, the Pro-Ports just feature extra "meaty" intake, exhaust and combustion chambers.

Most heads in the line are based on a non Pro-Port head and have the same machining as that "parent" head. However, they all don't come with a stock valve angle. Roberts explained, "The big-block Chevy is rolled 2.5-degrees and the Glidden small-block Ford is rolled 2-degrees. One of the small-block Chevy high-port heads is rolled over 3-degrees. On the other hand, the LS-1 Pro-Port is entirely stock geometry so, for example, if a head porter has a design for a factory LS-1 casting, they could run that same program on our casting and have a much stronger finished product without a big programming effort."

With the prolific use of CNC machines (and the ever growing need for more horsepower), Roberts feels that this line will grow, but it all depends on sales, of course. By starting with the most popular applications, Edelbrock can judge demand and act accordingly. In other words, you may be seeing other Pro-Port castings in the Edelbrock lineup in the near future. ■



#### Edelbrock's Pontiac Head

Butler Performance is one company that regularly takes advantage of Edelbrock's Pontiac Pro-Port cylinder heads. Butler's CNC Wideport head has a max flow of around 375cfm and works well on a variety of applications. They also offer Edelbrock's standard castings, which come in three stages with a peak flow of 300 cfm, 315 cfm and 330 cfm.



David Butler of Butler Performance spends a lot of time with the Pontiac Pro-Port casting. Butler explained, "We use the maximum offset possible on the intake rocker (.700") to eliminate the restriction caused by the pushrod bulge on a standard Pontiac head. This gives our port the volume and flow to support higher RPM and larger cubes. Secondly, because our design requires the removal of so much material from the Pro-Port castings, the CNC is able to completely machine the port and they require little or no hand finish work, creating more consistent flow. This is not the case with most CNC'd Pontiac heads." He went on, "Also our Wideport heads are very versatile and work well on a broad range of applications, including small-bore stock blocks and bigger bore aftermarket Pontiac blocks."

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