MBE 9 Degree Dart Head

This is the cylinder head that's winning races all across the country. Dart's newest small block casting offers better flow than most other in-line small block heads, and MBE's custom port design takes it to a level unmatched in the industry. MBE was one of the first cylinder head specialists with access to these outstanding heads, and its development program has produced a unique design that flows 425 cfm through the intake ports and 280 on the exhaust. The result is a custom head and intake manifold pairing that's a proven 30-plus horsepower better than the competition.

Besides a port design that optimizes the cross-sectional area to maximize flow quality, MBE also relocates the spark plug hole for better flow and to improve the efficiency of combustion. Also unique to the MBE 9 Degree head is the intake valve location. **By moving the centerline of the intake valve closer to the center of the cylinder, MBE has produced a design that unshrouds the valve for better flow while also moving the valve pocket in the piston away from the edge.** This allows a smart engine builder to move the top ring land higher on the piston for better combustion efficiency. The result is a cylinder head that produces a broader torque curve that will pull better than anything else and help racers make the pass off the starting line, on restarts and accelerating out of the turns.

MBE's 9 Degree Dart head can be optimized specifically to your drag or dirt racing application. Castings are available to work with blocks having either 4.400 or 4.500 bore centerlines. Three different port sizes allow it to work on small block engines up to 460 cubic inches. The chamber can also be sized from 50 cc's all the way down to 25 for high-compression applications, and you can choose between either 2.200 or 2.230 inch diameter intake valves. MBE also offers custom-ported intake manifolds designed to take advantage of the qualities of this cylinder head for maximum performance.

Cylinder Head Specifics:

Intake Valve Diameter:	2.200 / 2.230
Exhaust Valve Diameter:	1.600
Combustion Chamber:	
Volume:	25 to 50 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.125
Intake Manifold:	MBE Cast with MBE Tapered Spacers (or) Sheet Metal
Rockers:	Jesel / T & D
Complete Assemblies Available	

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MBE 13 Degree Dart Inline Head

Dart's 13 degree cylinder head has been the standard in Dirt Late Model racing for years, and MBE has advanced this casting farther than anyone. While other cylinder head porters have stuck with the same designs, MBE's R&D program has continually found ways to improve its version of this head year after year. In fact, MBE's 13 degree program has proven to be worth 30 horsepower and 39 lb/ft of torque better than practically anything else on the market. Add to that an intake manifold custom ported by MBE to your engine's specifications, and you have an unbeatable combination.

This cylinder head works well on engines up to 450 cubic inches thanks to a port that maximizes flow with excellent velocity. Combustion chambers can be sized between 34 and 58 cc's, depending on your needs. The intake valves measure 2.200 inches in diameter and the exhausts are sized at 1.590 inches. The result is an astounding 395 cfm on the intake and 280 on the exhaust while keeping the ports small enough so that the driver still has a snappy throttle response. And remember, those cfm numbers are guaranteed—MBE is the only cylinder head porting specialist in the industry willing to stand behind its flow numbers.

Cylinder Head Specifics:

Intake Valve Diameter:	2.200
Exhaust Valve Diameter:	1.590
Combustion Chamber:	
Volume:	34 to 58 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.125
Intake Manifold:	Ported Edelbrock w/ MBE Tapered Spacer
Rockers:	Jesel / T & D / Crower
Complete Assemblies Available	

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MBE 13 Degree GB Head

If you are a drag racer running a small block, MBE's 13 degree GB head offers the most bang for the buck you will find anywhere. This head will outperform any SB2 Cup-style cylinder head. Need proof? How about a documented 950 horsepower with these cylinder heads running a single carburetor and a cast manifold?

The secret is a CNC porting program that completely reworks these castings. MBE doesn't mass produce cylinder heads. Instead, it concentrates on producing highly efficient heads for top-level competition, and the result is precision far beyond what you will find anywhere else. For example, in order to match more engine packages, MBE has designed three distinct port profiles for the 13 degree GB head, and the largest works with engines up to 450 cubic inches.

Valves are sized at 2.230 inches for the intakes and 1.600 for the exhausts, and the combustion chambers can be sized anywhere between 29 and 62 cc's depending on your engine's requirements. MBE's port flow coefficients for these heads are unmatched in the industry: 440 cfm for the intakes and 270 exhausts—and remember, MBE is the only cylinder head specialist that guarantees its published port flow numbers.

These heads are especially popular in nitrous and naturally aspirated applications. MBE also offers a custom CNC machined lightening program that shaves four pounds off of each head—that's eight pounds off the top of the motor! When mated with MBE's custom ported cast manifolds designed specifically for these heads, the combination is dominant on the drag strip.

Cylinder Head Specifics:

Intake Valve Diameter:	2.230
Exhaust Valve Diameter:	1.600
Combustion Chamber:	
Volume:	29 to 62 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	Either
Minimum Bore:	4.125
Intake Manifold:	MBE Cast (or) Sheet Metal
Rockers:	T & D
Complete Assemblies Available	

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MBE 13 Degree GB Sprint Head

Based on MBE's race winning 13 degree GB cylinder head, the GB Sprint is modified to optimize this head specifically for Sprint Car racing. In fact, the 13 degree GB Sprint outperforms any Cup-style SB2 cylinder head.

MBE's porting program for this head has reworked the port cross-sectional area to take advantage of the unique nature of Sprint Car racing engines running alcohol and mechanical fuel injection. Although popular opinion holds that engines running alcohol fuel require the largest ports possible, after extensive R&D MBE found that a slightly smaller port actually improves both velocity and power. And to match those ports, the valves are sized at 2.230 inches on the intakes and 1.600 on the exhausts. The ports offer a measured flow of 425 cfm for the intake ports and 280 for the exhausts—and remember, MBE is the only cylinder head specialist that guarantees its published port flow numbers.

Besides the redesigned and optimized ports, MBE has also relocated the spark plug location on the Sprint heads to make sure the alcohol doesn't wash the plugs. There's also a lightening program available that cuts eight pounds off of a pair of heads, which is a huge advantage in Sprint Car racing where teams often go through great pains to cut every possible ounce off the chassis. This is a cylinder head that not only makes great power on a Sprint Car racing engine, but also produces a wide torque band for fast restarts and great acceleration coming out of the turns.

Cylinder Head Specifics:

Intake Valve Diameter:	2.230
Exhaust Valve Diameter:	1.600
Combustion Chamber:	
Volume:	29 to 55 c.c.
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	Either
Minimum Bore:	4.125
Intake Manifold:	MBE Cast w/ MBE tapered spacer (or) Sheet Metal
Rockers:	T & D
Complete Assemblies Available	

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MBE Brodix Ported Spec Head

Developed specifically for select racing series in Northeast Modified racing circles that require a spec head but allow porting. But MBE does significantly more than simply grinding the ports to make them bigger. Beginning with a Brodix casting, MBE completely reworks the cylinder head, which even includes building up some areas with epoxy, to significantly enhance performance. The list of improvements is extensive and MBE even goes so far as to change the floor angles in the intake ports.

The result is a measured—and guaranteed—port flow of 320 cfm for the intakes and 220 for the exhausts. That's an unheard of amount for a pair of spec heads, and remember, MBE is the only cylinder head specialist that guarantees its published port flow numbers.

The intake port volume measures out at 231 cc's for great flow volume while also keeping the velocity high. The valves are 2.100 inches for the intakes and 1.550 for the exhausts. To further increase performance MBE has also developed a ported intake manifold designed to compliment the cylinder head. And if you really want to take your engine program to the limit, MBE also offers angle milling to unshroud the valves and further increase the flow of air and fuel into the combustion chambers.

This is the cylinder head that's winning Modified races across the Northeast. And these aren't cheater heads; the result of MBE's work has taken these spec heads to the performance limit while still remaining perfectly legal. Some of the drivers currently running these heads—and winning with them—include Danny Johnson, Pat Ward and Billy Decker.

Cylinder Head Specifics:

Intake Valve Diameter:	2.100
Exhaust Valve Diameter:	1.550
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	S & D
Intake Manifold:	MBE Ported w/ MBE Tapered Spacer
Complete Assemblies Available	

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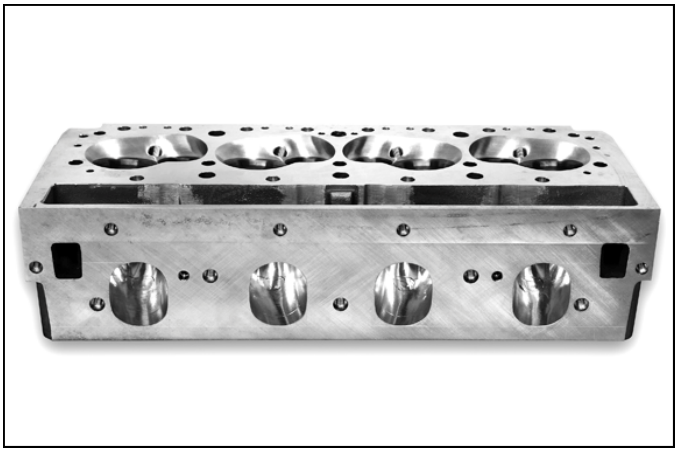
MBE SB2.2 Drag Special (Raised Port)



MBE has one of the most advanced SB2 cylinder head development programs anywhere. NASCAR teams running MBE's SB2 cylinder heads have won three Nationwide poles at Daytona, one Nationwide championship and three Camping World Series Truck championships. Teams that have used MBE-developed SB2 cylinder heads include Richard Childress Racing, Morgan McClure and Menards.

Part of the success of these heads comes from the tremendous amount of work MBE has put into developing optimized port designs for different applications. Depending on your needs, there are five different port sizes designed to work with engines racing everything from NASCAR's top touring series, to dirt, to drag racing.

MBE's SB2 ports are designed to provide maximum flow while still keeping the velocity high for good fuel atomization in the port and great throttle response. Large radiuses inside the ports promote smooth flow and an efficient race engine, and the result is an engine that produces more torque—and horsepower—all the way through the power band. These ports flow an astounding 440 cfm through the intakes and 280 through the exhausts. The proof that this port design works better than the competition is the fact that these MBE's SB2 design is so popular among race-winning NASCAR touring teams.

MBE has SB2 heads available for both 4150 and 4500 carb applications. The combustion chambers can be sized between 33 and 55 cc's, and a wide range of valve sizes are available to take advantage of the different port profiles. Finally, to squeeze the most available power out of your race engine, simply add a cast intake custom ported by MBE to be a perfect match for these heads.

Cylinder Head Specifics:

Intake Valve Diameter:	2.210
Exhaust Valve Diameter:	1.570
Combustion Chamber:	
Volume:	33 to 55 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.125
Intake Manifold:	MBE Ported Cast / Casting numbers depend on the application
Rockers:	Jesel / T & D
Complete Assemblies Available	

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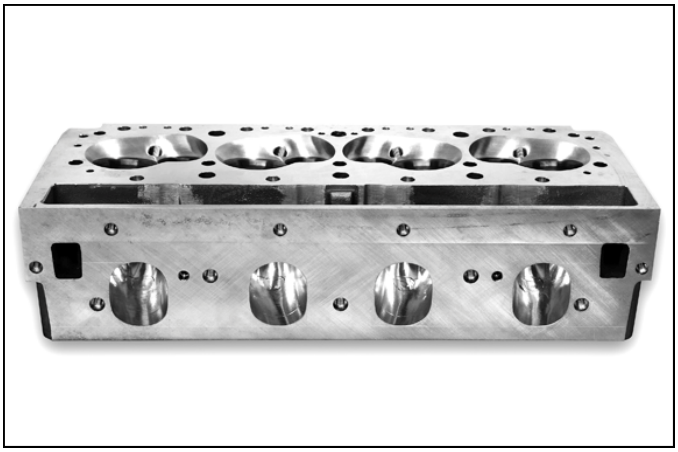
MBE SB2.2 Drag Special (Raised Port)



MBE's SB2.2 Special cylinder head is practically a clean-sheet design based on the Chevrolet's SB2.2 architecture. Beginning with their own casting, MBE Cylinder Heads and Manifolds has created what can only be called "an SB2 on steroids."

By raising both the intake and exhaust port runners a quarter of an inch and precisely controlling the cross-sectional area along the entire length of the ports, MBE has created an SB2 head with record-breaking flow numbers. We're talking 450 cfm for the intakes and 292 for the exhausts—and remember, MBE is the only cylinder head specialist that guarantees its published port flow numbers.

Big flow requires big valves, and that's certainly the case here. Each head is outfitted with big 2.250 inch diameter intakes and 1.575 exhaust valves. The chambers can be sized from 33 to 55 cc's, and when combined with MBE's custom ported cast manifolds, this combination will make more power than any other SB2 in a single-carb application. This is an excellent competition head for serious drag racers in the Comp Eliminator or similar classes.

Cylinder Head Specifics:

Intake Valve Diameter:	2.250
Exhaust Valve Diameter:	1.575
Combustion Chamber:	
Volume:	33 to 55 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.125
Intake Manifold:	MBE Ported Cast with MBE tapered spacer (or) Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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MBE 18 Degree Small Block

This is the 18 degree small block head that destroys all the boundaries for this style cylinder head. In order to maximize its design MBE uses its own casting to create a race-ready cylinder head that flows an unmatched 400 cfm through the intake ports. That's an unheard of number for an 18 degree head, but MBE backs that up with the only guarantee in the industry that your flow bench testing will meet or exceed its advertised flow numbers.

Because it controls both the design and the casting, MBE has defied convention by making the most powerful 18 degree head on the market also one of the most economical. Racers used to paying a premium price for class-leading horsepower are constantly surprised by the value of this ultra-competitive race head.

This head can be tailored specifically to your application. Combustion chambers can be sized anywhere from 38 to 64 cc's, and it also accepts two different header flange patterns: Standard or Stahl. This head works well with either 4150 or 4500 carbs, and the power can be improved even further when paired with MBE's custom ported cast manifold designed specifically for this cylinder head.

This head is a race winner for Dirt Late Model racers and drag racers—especially those in the NHRA Super Stock and similar classes. No other 18 degree small block cylinder head can flow as much air as MBE's proprietary design, so on bigger cubic inch engines this cylinder head really outshines the competition. Finally, there's an 18 degree cylinder head available that will make power in race engines that are 400 inches and larger!

Cylinder Head Specifics:

Intake Valve Diameter:	2.200
Exhaust Valve Diameter:	1.580
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	Dual
Minimum Bore:	4.100
Intake Manifold:	MBE Ported Cast w/MBE Tapered Spacer
Complete Assemblies Available	

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MBE D3 Ford Medium Port (H20 or Solid)

If you are a drag racer competing with a Ford small block, then MBE's D3 Ford cylinder head should be your secret weapon. Need proof that these heads can help put you in Victory Lane? Then take, for example, the fact that the MBE D3 currently holds the Australian Pro Stock record set by driver John Barbagallo. Of course, that should come as little surprise since MBE is no stranger to the record books. It held the record for the five previous years with its ported Little Chief cylinder head.

MBE's D3 features 2.200 inch diameter intake valves and 1.600 inch exhausts, while the combustion chambers can be sized anywhere between 34 and 55 cc's. The ports have undergone extensive testing to find the absolute best cross-sectional area to create the most possible airflow at the optimum speed, and the result is a cylinder head design that can flow 430 cfm through the intake ports and 280 out the exhausts. And remember, MBE is the only induction specialist in the industry that stands behind its advertised flow numbers with a guarantee.

For Pro Stock or Comp Eliminator racers, or anyone trying to get the absolute most power out of a large cubic-inch small block Ford, MBE's D3 cylinder head cannot be beat. It has actually helped produce a documented 970 horsepower on the dyno in a single-carb application when paired with one of MBE's custom ported cast intake manifolds.

Cylinder Head Specifics (Medium Port, H20 or Solid):

Intake Valve Diameter:	2.200
Exhaust Valve Diameter:	1.600
Combustion Chamber:	
Volume:	33 to 50 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.100
Intake Manifold:	MBE Ported Cast 4150 or 4500 w/ tapered spacer (or) Sheet Metal
Rockers:	Jesel A (or) Jesel B
Complete Assemblies Available	

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MBE D3 Ford Large Port (H2O or Solid)

If you are a drag racer competing with a Ford small block, then MBE's D3 Ford cylinder head should be your secret weapon. Need proof that these heads can help put you in Victory Lane? Then take, for example, the fact that the MBE D3 currently holds the Australian Pro Stock record set by driver John Barbagallo. Of course, that should come as little surprise since MBE is no stranger to the record books. It held the record for the five previous years with its ported Little Chief cylinder head.

MBE's D3 features 2.230 inch diameter intake valves and 1.580 inch exhausts, while the combustion chambers can be sized anywhere between 33 and 50 cc's. The ports have undergone extensive testing to find the absolute best cross-sectional area to create the most possible airflow at the optimum speed, and the result is a cylinder head design that can flow 455 cfm through the intake ports and 280 through the exhausts. And remember, MBE is the only induction specialist in the industry that stands behind its advertised flow numbers with a guarantee.

For Pro Stock or Comp Eliminator racers, or anyone trying to get the absolute most power out of a large cubic-inch small block Ford, MBE's D3 cylinder head cannot be beat. It has actually helped produce a documented 970 horsepower on the dyno in a single-carb application when paired with one of MBE's custom ported cast intake manifolds.

To put it simply: This is the highest flowing small block Ford cylinder head available anywhere at any price.

Cylinder Head Specifics (Large Port, H2O or Solid):

Intake Valve Diameter:	2.230
Exhaust Valve Diameter:	1.580
Combustion Chamber:	
Volume:	33 to 50 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.125
Intake Manifold:	MBE Ported Cast 4150 or 4500 (or) Sheet Metal
Rockers:	Jesel A (or) Jesel B
Complete Assemblies Available	

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MBE 4.500 Inch Splayed Valve

When MBE Cylinder Heads and Manifolds set out to create the ultimate cylinder head for Comp Eliminator competitors and other serious drag racers, it discovered that nothing available at the time met its exacting standards. So it created a cylinder head from the ground up to produce the most power possible for drag racing applications.

MBE's answer is a splayed-valve head designed to work with 4.500-inch spread-bore small blocks. After extensive research, MBE settled on the absolute best valve angles to maximize flow while minimizing chamber volume. We can't tell you much because the valve angles and positioning are proprietary, but we can tell you that the splayed design does an excellent job of unshrouding the valves for unheard of levels of airflow. MBE guarantees the airflow to be 460 cfm past the 2.280-inch intake valves and 285 past the 1.580-inch exhausts. To get to this level of performance, MBE receives these castings raw because we change practically every location on these heads from anything you've ever seen before.

These heads are developed specifically for drag racing and high-rpm applications, and they have quickly proven their worth on the race track. Racers Phil Cocuzza, Scott Hedlund and Don Eberly have all used MBE 4.500 Inch Splayed Valve heads to set NHRA Comp Eliminator records in both miles per hour and elapsed time.

To maximize performance of any engine using these heads, MBE also offers a custom sheet metal intake matched to this head's requirements. Also, both Jesel and T&D have produced rocker systems to MBE's specs to fit this special cylinder head.

Cylinder Head Specifics:

Intake Valve Diameter:	2.280
Exhaust Valve Diameter:	1.580
Combustion Chamber:	
Volume:	23 to 48 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.150
Intake Manifold:	Sheet Metal
Rockers:	Jesel / T & D
Complete Assemblies Available	

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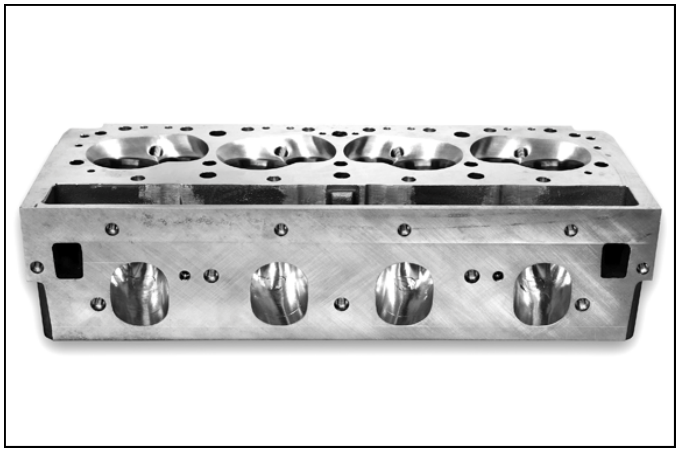
MBE 4.500 ROX/SB2.2



Chevrolet's ROX cylinder head is essentially an SB2-style head stretched to fit a small block with 4.500-inch bore spacing. This style head is popular among drag racers, but now MBE has taken it to a new level with its reworked ROX 4.500.

MBE's design isn't simply an ROX head with enlarged ports. Instead, it has extensively reworked the entire head, including relocating the guide bores to create ports that maximize flow while also increasing port velocity. The completed work dramatically increases the flow through these heads. Intake flow is up to an astounding 460 cfm while the exhausts flow 292. And remember, MBE is the only induction specialist in the industry willing to guarantee its flow numbers.

The MBE ROX 4.500 is a great option for NHRA Comp Eliminator and other serious drag racers. The heads come equipped with 2.280-inch intake valves and 1.575 exhausts, and the combustion chambers can be sized anywhere between 34 and 58 cc's. Clearance has also been cut into the heads to allow for 9/16 inch diameter pushrods. When you put it all together, you get a cylinder head that makes great power on any 4.500 Chevy-style block, especially with engine builds between 330 and 460 cid. And since these heads flow so well, the higher the rpms go, the more it will separate itself from the competition. If you are running a 4.500 bore small block with a single carburetor, there is simply no cylinder head out there that will make more power than MBE's ROX 4.500!

Cylinder Head Specifics:

Intake Valve Diameter:	2.280
Exhaust Valve Diameter:	1.570
Combustion Chamber:	
Volume:	34 to 58 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.180
Intake Manifold:	MBE Ported Cast w/MBE tapered spacer (or) sheet metal.
Rockers:	Jesel
Complete Assemblies Available	

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MBE 4.500 R07 GM Cup

When NASCAR approved Chevrolet's new RO7 racing engine, MBE was one of the first shops anywhere with access to the castings to develop port profiles for the RO7 cylinder head. And MBE's port designs for the RO7 head are so good that they have been raced by some of the top NASCAR Cup teams that normally race only their own equipment. If you are in the market for a top-flight RO7 cylinder head package, MBE is one of the only shops outside of the big NASCAR teams capable of producing race winning R07s.

MBE's version of the RO7 is fitted for 2.200 intake and 1.600 exhaust valves and has combustion chambers that can be sized from 33 to 50 cc's. It will also accommodate pushrods up to ½ inch in diameter. The ports have been extensively worked until they can produce a class-leading 430 cfm through the intakes and 270 through the exhausts. And remember, MBE is the only induction specialist in the industry willing to guarantee its flow numbers.

This head design lends itself to high-rpm small blocks in no-holds-barred racing series. When paired with one of MBE's cast intakes ported specifically to match these cylinder heads, the power is unmatched.

Cylinder Head Specifics:

Intake Valve Diameter:	2.200
Exhaust Valve Diameter:	1.600
Combustion Chamber:	
Volume:	33 to 50 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.130
Intake Manifold:	MBE Ported Cast
Rockers:	Jesel / T & D
Complete Assemblies Available	

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MBE P5 Dodge Hemi

MBE's P5 Dodge Hemi is a great example of an engineering exercise taken to the extreme. The Hemi is are already famous for great power production, but MBE has created a next-generation design that combines the raw power production of the classic with the latest advancements in induction theory to create what MBE owner Matt Bieneman calls, "the most efficient cylinder head that we sell, period."

The P5 Hemi utilizes every trick in MBE's extensive book to create incredible flow potential. This head features valve angles that MBE keeps confidential, and when equipped with Jesel's rocker arms designed especially for this head the pushrods angles are perfectly straight. The chambers can be sized anywhere between 25 and 45 cc's and are cut to accept 2.280 intake and 1.600 inch exhaust valves.

When you combine all of those factors with MBE's top-of-the-line ports, the result is a jaw-dropping ability to deliver air and fuel into the combustion chambers. We're talking about 460 cfm through the intake ports and 287 out the exhausts! And remember, MBE is the only induction specialist in the industry willing to guarantee its advertised flow numbers.

This is the cylinder head that helped Comp Eliminator racer John Edwards set E.T. and mph records. The ability to flow big numbers means this head will really separate itself from the competition as the rpm's climb higher. On the engine dyno, it has been used to produce a proven 1,100 horsepower on a naturally aspirated 395 cubic inch engine at 10,000 rpm. This cylinder head is a great option for any race engine between 340 and 460 cubic inches, especially if your goal is an engine that keeps making power at rpm levels the competition has long declared to be "past the redline."

Cylinder Head Specifics:

Intake Valve Diameter:	2.280
Exhaust Valve Diameter:	1.600
Combustion Chamber:	
Volume:	25 to 45 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.150
Intake Manifold:	Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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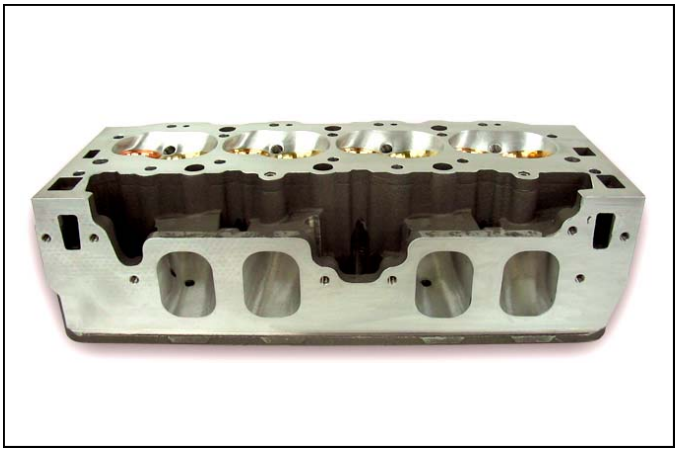
MBE 11 Degree Big Chief Standard



The 11 Degree Big Chief is MBE's most popular head for big block NHRA Sportsman racing. And that's because this head design is a proven winner on the track.

To develop this cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. And since there are so many different applications and engine packages that will work with these heads, MBE refused to take the easy way out and compromise with a "one size fits all" port. Instead, it has created two different port packages for no-compromise power depending on your needs.

MBE's "small port" design is hardly small; it flows big air at 555 cfm through the intake ports and 335 out the exhausts. But if, for some reason that isn't enough, MBE has taken this head to truly extreme levels with its "big port" design which ups the ante on the intake ports to the tune of 587 cubic feet per minute of airflow. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee.

Some of the top drivers currently racing—and winning—with these heads include Billy Torrence, Gary Stinnett, Dave Alves and the Coughlin Brothers. This is one of the best heads available for anyone running throttle stop classes, including Super Comp and Super Gas. Actually, any high performance big block application between 565 and 700 cubic inches can benefit from this head design. In fact, if MBE's 11 Degree Big Chief cylinder head does not make more power than any competitor's equivalent head, we'll give you your money back! It's just MBE's way of providing you confidence that your hard-earned money is getting you the most power available.

Cylinder Head Specifics:

Intake Valve Diameter:	2.520
Exhaust Valve Diameter:	1.800
Combustion Chamber:	
Volume:	68 to 78 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.400
Intake Manifold:	MBE Ported Edelbrock (or) Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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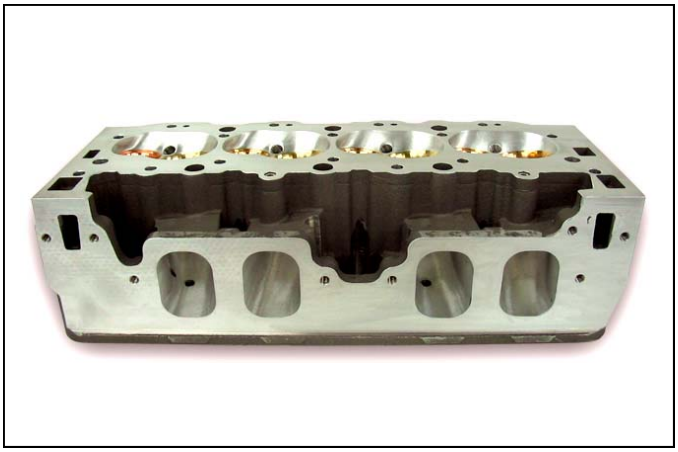
MBE 11 Degree Big Chief Large Port



The 11 Degree Big Chief is MBE's most popular head for big block NHRA Sportsman racing. And that's because this head design is a proven winner on the track.

To develop this cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. And since there are so many different applications and engine packages that will work with these heads, MBE refused to take the easy way out and compromise with a "one size fits all" port. Instead, it has created two different port packages for no-compromise power depending on your needs.

MBE's "small port" design is hardly small; it flows big air at 555 cfm through the intake ports and 335 out the exhausts. But if, for some reason that isn't enough, MBE has taken this head to truly extreme levels with its "big port" design which ups the ante on the intake ports to the tune of 587 cubic feet per minute of airflow. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee.

Some of the top drivers currently racing—and winning—with these heads include Billy Torrance, Gary Stennit and Dave Alves. This is one of the best heads available for anyone running throttle stop classes, including Super Comp and Super Gas. Actually, any high performance big block application between 565 and 700 cubic inches can benefit from this head design. In fact, if MBE's 11 Degree Big Chief cylinder head does not make more power than any competitor's equivalent head, we'll give you your money back! It's just MBE's way of providing you confidence that your hard-earned money is getting you the most power available.

Cylinder Head Specifics:

Intake Valve Diameter:	2.520
Exhaust Valve Diameter:	1.800
Combustion Chamber:	
Volume:	68 to 78 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.400
Intake Manifold:	MBE Ported Edelbrock (or) Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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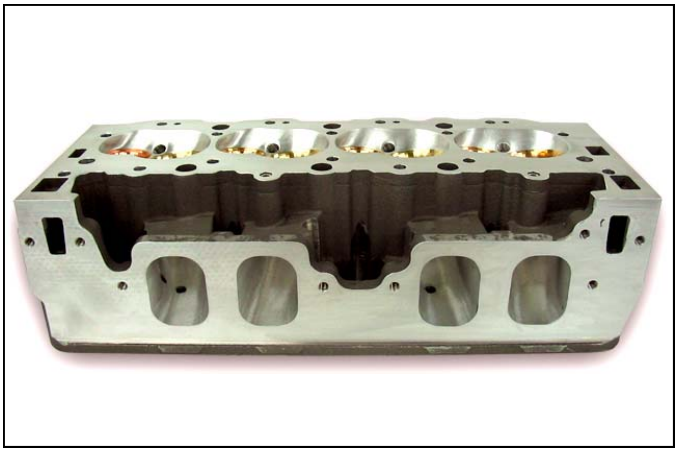
MBE 14 Degree Big Chief



To create the 14 Degree Big Chief performance cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. With 2.470-inch intake valves and 1.830-inch exhaust valves installed in combustion chambers than can be sized anywhere between 72 and 84 cc's, the precisely designed ports flow an astounding 535 cfm through the intake and 325 out of the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

MBE's 14 Degree Big Chief cylinder head is a great option for throttle stop racing, such as Super Comp or Super Gas and also works extremely well in nitrous applications. Some racers currently racing—and winning—with these heads include Vince Impastato and Artie Decesare in Top Sportsman. And more are using MBE's 14 Degree Big Chief heads to join the ranks of the victors at the race track every week.

To squeeze the absolute most power out of your engine combination, MBE also produces a cast intake manifold custom ported to perfectly match the characteristics of the cylinder head. To put it simply, this is the best 14 Degree Big Chief cylinder head you can buy for big cubic inch engine packages (typically 565 to 700 cubic inches), especially if you need a head that keeps making power at rpm levels that are way beyond the point that the competition has flatlined.

Cylinder Head Specifics:

Intake Valve Diameter:	2.470
Exhaust Valve Diameter:	1.830
Combustion Chamber:	
Volume:	72 to 84 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.400
Intake Manifold:	MBE Ported Edelbrock (or) Sheet Metal
Rockers:	Jesel / T & D
Complete Assemblies Available	

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MBE 18 Degree Big Chief

To create the 18 Degree Big Chief performance cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. With 2.450-inch intake valves and 1.830-inch exhaust valves installed in combustion chambers than can be sized anywhere between 85 and 100 cc's, the precisely designed ports flow an astounding 520 cfm through the intake and 325 out of the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

MBE's 18 Degree Big Chief cylinder head is a great option for throttle stop racing, such as Super Comp or Super Gas and also works extremely well in nitrous applications. Some racers currently racing—and winning—with these heads include Mike Henderson, John Whitmore and Mike Ferderer, who is considered by many to be the greatest Sportsman class drag racer of all time. And more are using MBE's 18 Degree Big Chief heads to join the ranks of the victors at the race track every week.

To squeeze the absolute most power out of your engine combination, MBE also produces a cast intake manifold custom ported to perfectly match the characteristics of the cylinder head. To put it simply, this is the best 18 Degree Big Chief cylinder head you can buy for big cubic inch engine packages (typically 565 to 700 cubic inches), especially if you need a head that keeps making power at rpm levels that are way beyond the point that the competition has flatlined.

Cylinder Head Specifics:

Intake Valve Diameter:	2.450
Exhaust Valve Diameter:	1.830
Combustion Chamber:	
Volume:	85 to 100 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.400
Intake Manifold:	MBE Ported Edelbrock (or) Sheet Metal
Rockers:	Jesel / T & D
Complete Assemblies Available	

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MBE 12 Degree Big Duke

To create the 12 Degree Big Duke performance cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. With 2.500-inch intake valves and 1.860-inch exhaust valves installed in combustion chambers than can be sized anywhere between 68 and 78 cc's, the precisely designed ports flow an astounding 560 cfm through the intake and 354 out of the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

MBE's 12 Degree Big Duke cylinder head is a great option for throttle stop racing, such as Super Comp or Super Gas and also works extremely well in nitrous applications. Some racers currently racing—and winning—with these heads include Steve Williams, Tommy Phillips and Doug Bracey. And more are using MBE's 12 Degree Big Duke heads to join the ranks of the victors at the race track every week.

To squeeze the absolute most power out of your engine combination, MBE also produces a cast intake manifold custom ported to perfectly match the characteristics of the cylinder head. To put it simply, this is the best 12 Degree Big Duke cylinder head you can buy for big cubic inch engine packages (typically 565 to 700 cubic inches), especially if you need a head that keeps making power at rpm levels that are way beyond the point that the competition has flatlined.

Cylinder Head Specifics:

Intake Valve Diameter:	2.500
Exhaust Valve Diameter:	1.860
Combustion Chamber:	
Volume:	68 to 78 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.480
Intake Manifold:	MBE Ported Edelbrock (or) Sheet Metal
Rockers:	Jesel / T & D
Complete Assemblies Available	

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MBE 18 Degree Conventional Big Block—310 cc

This is the cylinder head that is currently dominating Northeast Modified Big Block racing. Winning drivers such as Billy Decker, Paul Ward and Dale Plank depend on MBE's 18 Degree Conventional head for their engine programs, and the results speak for themselves. At the 2010 Syracuse Super Dirt Week, MBE's 18 Degree heads were on cars that finished first and second in qualifying. But that's not surprising, in seven of the last nine years the driver that produced the quickest lap time at Syracuse has depended on MBE power.

The secret that sets this head apart from the competition is a unique port design that practically equalizes flow between all the intake ports. Typically, this head suffers from unequal amounts of flow through the intake ports which makes it difficult to properly tune the air/fuel ratios and hurts overall power. But MBE's innovative port designs bring the individual airflow between all the intake ports within one percent of each other—a feat that no other porting specialist has been able to achieve. This not only increases overall airflow, but it also makes the engine easier to tune for the proper air/fuel ratios in all eight cylinders. And the result is more power than you will find in this style of cylinder head anywhere.

Because this head has become so successful in so many different areas, MBE has actually developed two different porting programs to suit different engine packages. The "small" port design works best for Northeast Modified Big Block racing and is sized at 310 cc's. It's 2.300 intake and 1.800 inch exhaust valves and flows 400 cfm through the intakes and 305 out the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

Because its engineering expertise leads to a design that is so unique, MBE actually starts with its own proprietary cylinder head casting that isn't available anywhere else. And if you want an unfair advantage on the rest of the field, just match up MBE's 18 Degree Conventional heads with one of its custom ported cast manifolds that are not only precisely matched to the requirements of this head but are also put through a custom lightening program that carves critical pounds off the top of your motor.

Cylinder Head Specifics:

Intake Valve Diameter:	2.250 – 2.300
Exhaust Valve Diameter:	1.800
Combustion Chamber:	
Volume:	83 to 100 c.c.
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	Standard
Minimum Bore:	4.300
Intake Manifold:	MBE Ported Cast w/ Tapered Spacer
Rockers:	Jesel (Special)
Complete Assemblies Available	

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MBE 18 Degree Conventional Big Block Large Port—345 cc

Based on the cylinder head that is currently dominating Northeast Modified Big Block racing, MBE has produced a new version of this fantastic cylinder head to meet the very specific needs of truck pullers, drag racers and racing boats. The secret that sets this head apart from the competition is a unique port design that practically equalizes flow between all the intake ports. Typically, this head suffers from unequal amounts of flow through the intake ports which makes it difficult to properly tune the air/fuel ratios and hurts overall power. But MBE's innovative port designs bring the individual airflow between all the intake ports within one percent of each other—a feat that no other porting specialist has been able to achieve. This not only increases overall airflow, but it also makes the engine easier to tune for the proper air/fuel ratios in all eight cylinders. And the result is more power than you will find in this style of cylinder head anywhere.

Because this head has become so successful, MBE has actually developed two different porting programs to suit different engine packages. The better meet the needs of truck pullers and drag racers, the intake in the "large" port design has been increased to 345 cc's to allow for greater airflow while still keeping the air/fuel mixture moving at maximum velocity. It uses 2.375 intake and 1.800 inch exhaust valves and flows 440 cfm through the intakes and 305 out the exhausts. This large port design is the very same that truck puller Tim Barker used to dominate the competition with 27 wins from 2008 to 2010. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

Because its engineering expertise leads to a design that is so unique, MBE actually starts with its own proprietary cylinder head casting that isn't available anywhere else. And if you want an unfair advantage on the rest of the field, just match up MBE's 18 Degree Conventional heads with one of its custom ported cast manifolds that are not only precisely matched to the requirements of this head but are also put through a custom lightening program that carves critical pounds off the top of your motor.

Cylinder Head Specifics:

Intake Valve Diameter:	2.375
Exhaust Valve Diameter:	1.800
Combustion Chamber:	
Volume:	85 to 100 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.250
Intake Manifold:	MBE Ported Cast w/ MBE Tapered Spacer (or) Sheet Metal
Rockers:	Jesel A (or) Jesel B
Complete Assemblies Available	

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MBE 24 Degree Conventional—401 BBC

MBE created the 24 Degree Conventional GM-style cylinder head specifically for Super Stock drag racers and anyone else in similar classes. By very carefully refining the ports and other critical dimensions on this head, MBE has created a race head that flows an incredible 390 cfm through the intake ports and 286 out the exhausts while still maintaining the proper port volumes and valve sizes to keep it legal for Super Stock racing.

The secret that sets this head apart from the competition is a unique port design practically equalizes flow between all the intake ports. Typically, this head suffers from unequal amounts of flow through the intake ports which makes it difficult to properly tune the air/fuel ratios and hurts overall power. But MBE's innovative port designs bring the individual airflow between all the intake ports within one percent of each other—a feat that no other porting specialist has been able to achieve. This not only increases overall airflow, but it also makes the engine easier to tune for the proper air/fuel ratios in all eight cylinders. And the result is more power than you will find in this style of cylinder head anywhere.

Don't be fooled by anyone that tells you they can duplicate this head. Because its engineering expertise leads to a design that is so unique, MBE actually starts with its own proprietary cylinder head casting that isn't available anywhere else. And if you want an unfair advantage on the rest of the field, just match up MBE's 24 Degree Conventional heads with one of its custom ported cast manifolds that are not only precisely matched to the requirements of this head but are also put through a custom lightening program that carves critical pounds off the top of your motor.

Cylinder Head Specifics:

Intake Valve Diameter:	2.195
Exhaust Valve Diameter:	1.875
Combustion Chamber:	
Volume:	114.8 min.
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	Standard
Minimum Bore:	4.320
Intake Manifold:	MBE Ported Cast
Rockers:	Jesel (Special)
Complete Assemblies Available	

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MBE NHRA GM Pro Stock—DRCE I & II

MBE's Pro Stock cylinder head offerings are complete clean-sheet designs that feature the latest discoveries from MBE's ongoing R&D programs to aid port flow and increase the rate of burn inside the combustion chambers.

MBE offers three versions of the NHRA-legal Pro Stock heads (DRCE I, II and III) and all are proven race winners. They work with cylinder blocks that have 4.900-inch bore spacing and boast an incredible 625 cfm flow through the ports. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

Because these competition-ready cylinder heads feature the latest advancements to stay ahead of the pack, MBE keeps the valve angles, port designs, chambers and other important factors proprietary. But please call for more information.

Cylinder Head Specifics:

Intake Valve Diameter:	Confidential
Exhaust Valve Diameter:	Confidential
Combustion Chamber:	
Volume:	48 to 68 c.c.
Seats:	Copper Beryllium
Minimum Bore:	4.670
Intake Manifold:	Sheet Metal
Rockers:	Jesel / W.W.
Complete Assemblies Available	

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MBE NHRA Pro Stock—DRCE III

MBE's Pro Stock cylinder head offerings are complete clean-sheet designs that feature the latest discoveries from MBE's ongoing R&D programs to aid port flow and increase the rate of burn inside the combustion chambers.

MBE offers three versions of the NHRA-legal Pro Stock heads (DRCE I, II and III) and all are proven race winners. They work with cylinder blocks that have 4.900-inch bore spacing and boast an incredible 625 cfm flow through the ports. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

Because these competition-ready cylinder heads feature the latest advancements to stay ahead of the pack, MBE keeps the valve angles, port designs, chambers and other important factors proprietary. But please call for more information.

Cylinder Head Specifics:

Intake Valve Diameter:	Confidential
Exhaust Valve Diameter:	Confidential
Combustion Chamber:	
Volume:	48 to 68 c.c.
Seats:	Copper Beryllium
Minimum Bore:	4.670
Intake Manifold:	Sheet Metal
Rockers:	Jesel / W.W.
Complete Assemblies Available	

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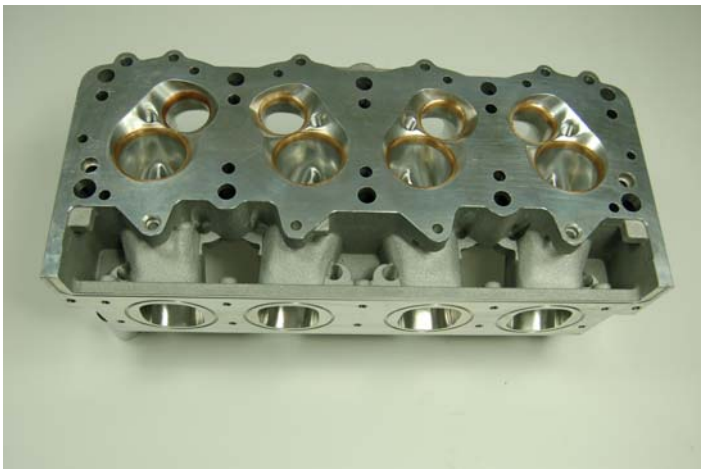
MBE NHRA Dodge 4.900 Pro Stock Large Port

MBE has two Pro Stock cylinder head offerings for Dodge racers that are complete clean-sheet designs and feature the latest discoveries from MBE's ongoing R&D programs to aid port flow and increase the rate of burn inside the combustion chambers.

MBE offers two versions of the NHRA-legal Pro Stock heads--a small port and a large part--and both are proven race winners. In order to perfect each design for the application, they also have different, specific valve sizes and angles. The large port head design works with cylinder blocks that have 4.900-inch bore spacing and features slightly larger intake ports that flow an astounding 625 cfm through the intake ports and 356 out the exhausts. This cylinder head flows so much air that even at extremely high rpm levels it has no trouble giving even the largest displacement engines all the air and fuel they can burn. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

Because these competition-ready cylinder heads feature the latest advancements to stay ahead of the pack, MBE keeps the valve angles, port designs, chambers and other important factors proprietary. But please call for more information.



Cylinder Head Specifics:

Intake Valve Diameter:	Confidential
Exhaust Valve Diameter:	Confidential
Combustion Chamber:	
Volume:	48 to 57 c.c.
Seats:	Copper Beryllium
Minimum Bore:	4.500
Intake Manifold:	Sheet Metal
Rockers:	Jesel

Complete Assemblies Available

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MBE NHRA Ford 4.900 Pro Stock Large Port

MBE has two Pro Stock cylinder head offerings for Ford racers that are complete clean-sheet designs and feature the latest discoveries from MBE's ongoing R&D programs to aid port flow and increase the rate of burn inside the combustion chambers.

MBE offers two versions of the NHRA-legal Pro Stock heads--a small port and a large part--and both are proven race winners. In order to perfect each design for the application, they are also cut for different valve sizes and angles. The large port head design works with cylinder blocks that have 4.900-inch bore spacing and features slightly larger intake ports that flow an astounding 625 cfm through the intakes and 355 out the exhausts. This head flows so much air that even at extremely high rpm levels it has no trouble giving even the largest displacement engines all the air and fuel they can burn. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

Because these competition-ready cylinder heads feature the latest advancements to stay ahead of the pack, MBE keeps the valve angles, port designs, chambers and other important factors proprietary. But please call for more information.

Cylinder Head Specifics:

Intake Valve Diameter:	Confidential
Exhaust Valve Diameter:	Confidential
Combustion Chamber:	
Volume:	48 to 57 c.c.
Seats:	Copper Beryllium
Minimum Bore:	4.670
Intake Manifold:	Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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MBE C460 Big Block Ford

To create the C460 Big Block Ford performance cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. With 2.440-inch intake valves and 1.830-inch exhaust valves installed in combustion chambers than can be sized anywhere between 72 to 80 cc's, the precisely designed ports flow an astounding 510 cfm through the intake and 342 out of the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

MBE's C460 Big Block Ford cylinder head is a great option for Throttle Stop and Top Sportsman racing, including Super Comp and Super Gas, and it works extremely well in nitrous applications. Stewart Newton is just one of the drag racers currently racing, and winning, with this cylinder head. And more are using MBE's C460 Big Block Ford heads to join the ranks of the victors at the race track every week.

To squeeze the absolute most power out of your engine combination, MBE also produces a cast intake manifold custom ported to perfectly match the characteristics of the cylinder head. To put it simply, this is the best 460 Big Block cylinder head you can buy for big cubic inch engine packages (typically 460 to 600 cubic inches), especially if you need a head that keeps making power at rpm levels that are way beyond the point that the competition has flatlined. At MBE, we're so confident in this cylinder head that we'll guarantee it will make more power than the C460 heads you are currently running or we'll give you your money back!

Cylinder Head Specifics:

Intake Valve Diameter:	2.440
Exhaust Valve Diameter:	1.830
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.300
Intake Manifold:	MBE Ported Cast w/ MBE Tapered Spacer (or) Sheet Metal
Rockers:	Standard
Complete Assemblies Available	

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MBE A460 Big Block Ford

To create the A460 Big Block Ford performance cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. With 2.490-inch intake valves and 1.830-inch exhaust valves installed, the precisely designed ports flow an astounding 522 cfm through the intake and 340 out of the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

To get to this incredible level of performance, MBE had to make changes to everything from the valve sizes, to the port locations, to the shape of the combustion chambers, but this is what was required to finally make the absolute best power from Ford's notoriously inefficient A460 heads. And the advancements are substantial all the way across the board. While the peak flow numbers are impressive, it's just a sign of the overall flow capabilities if this cylinder head. Mid-lift flow is also improved as much as 25 percent over the best existing heads out there. With the improvements MBE has made, this is now an excellent cylinder head for Throttle Stop and Top Sportsman racing, including Super Comp and Super Gas, and it works extremely well in nitrous applications. This, in fact, is also an excellent cylinder head for Truck pulling. Mitchell Coomer is just one of the pullers currently using MBE's A460 head to power his engine program to big wins.

To squeeze the absolute most power out of your engine combination, MBE also produces a cast intake manifold custom ported to perfectly match the characteristics of the cylinder head. To put it simply, this is the best A460 Big Block cylinder head you can buy for big cubic inch engine packages (typically 460 to 600 cubic inches), especially if you need a head that keeps making power at rpm levels that are way beyond the point that the competition has flatlined.

Cylinder Head Specifics:

Intake Valve Diameter:	2.490
Exhaust Valve Diameter:	1.830
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.500
Intake Manifold:	MBE Ported Cast w/ MBE Tapered Spacer (or) Sheet Metal
Complete Assemblies Available	

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MBE 5.000 Chevrolet Drag Race

MBE's specialized drag racing cylinder head is a clean-sheet design that fits Big Block Chevrolet blocks with 5.000 inch bore centers. And because MBE considers every performance aspect of the cylinder head and not just the ports, it has also made advancements to help improve valve control at extreme rpm levels. **This includes a one-piece rocker bar that helps stabilize the valvetrain all the way up to a screaming 10,600 rpm. No other 5.000-inch bore space head can offer this!**

Because different drag racers have different needs, MBE has developed several different versions of this head. For drag racers using nitrous as a power-adder, MBE has the 13 degree version with special provisions to help make the absolute most power in nitrous applications. It includes intake valves that can be as large as 2.670 inches in diameter and exhausts as large as 1.880 which helps this head flow an incredible 630 and 366 cfm, respectively. But naturally aspirated engines have slightly different cylinder head requirements in order to make maximum power, so MBE also developed the nine degree head specifically for N/A racers. Besides a more vertical nine-degree valve angle, this precisely developed head features 2.660 inch diameter intake valves and 1.810 exhausts and creates 630 and 342 cfm of airflow through the ports. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

To get to this incredible level of performance, MBE had to make changes to everything from the valve sizes, to the port locations, to the shape of the combustion chambers, but this is what was required to finally make the absolute best power. And to further refine these heads specifically to your needs, MBE has also developed symmetrical and asymmetrical versions. To squeeze the absolute most power out of your engine combination, MBE can also help create a sheet metal manifold tuned to match your carburetor and engine specs. When it's all put together, this is a winning combination for large cubic inch engines (typically 500 to 800 cubic inches) that continue to make power at extremely high rpm ranges.

Cylinder Head Specifics:

Intake Valve Diameter:	2.600 – 2.670
Exhaust Valve Diameter:	1.800 – 1.880
Combustion Chamber:	
Volume:	73 to 85 c.c. Nitrous
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.600
Intake Manifold:	MBE Ported Cast w/ Tapered Spacer (or) Sheet Metal
Rockers:	Jesel Special
Complete Assemblies Available	

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MBE 5.000 Hemi

To create the 5.000 Hemi performance cylinder head, MBE pulled together lessons learned from its winning NHRA and IHRA Pro Stock programs along with its 18 record-holding Comp Eliminator customers to develop ports that are perfectly sized to both maximize airflow and port velocity. This head was originally developed specifically for noted drag racer Stephen Boone to be raced in the IHRA Pro Stock class, but it will work with all big block Hemi's with 5.000-inch bore spacing. The precisely designed ports flow an astounding 700 cfm through the intakes and 450 out of the exhausts. This is not a misprint! And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

To get to this incredible level of performance, MBE had to make changes to everything from the valve sizes, to the port locations, to the shape of the combustion chambers, but this is what was required to finally make the absolute best power for this engine package. And the advancements are substantial all the way across the board. While the peak flow numbers are impressive, it's just a sign of the overall flow capabilities if this cylinder head. MBE's changes are so extensive that it must use a proprietary casting for this ultimate race head. No one else can match the power levels in this head because MBE is the only induction specialist with access to this casting.

To squeeze the absolute most power out of your engine combination, MBE can also help you develop a sheet metal intake precisely tuned to the requirements of these heads and the rest of your engine package. To put it simply, this is the best Big Block Hemi cylinder head you can buy for big cubic inch engine packages (typically 630 to 850 cubic inches) that continue to make power at extremely high rpm ranges.

Cylinder Head Specifics:

Intake Valve Diameter:	Confidential
Exhaust Valve Diameter:	Confidential
Combustion Chamber:	
Volume:	Confidential
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.700
Intake Manifold:	Sheet Metal
Rockers:	Jesel

Complete Assemblies Available

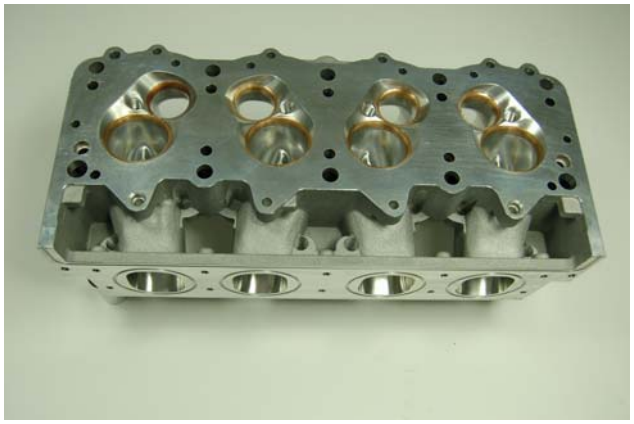
(704) 856-0200 www.mbellc.com
1375 Deal Rd. Mooresville, NC 28115
mbematt@windstream.net

MBE NHRA Dodge 4.900 Pro Stock Small Port

MBE has two Pro Stock cylinder head offerings for Dodge racers that are complete clean-sheet designs and feature the latest discoveries from MBE's ongoing R&D programs to aid port flow and increase the rate of burn inside the combustion chambers.

MBE offers two versions of the NHRA-legal Pro Stock heads--a small port and a large part--and both are proven race winners. In order to perfect each design for the application, they also have different, specific valve sizes and angles. The small port head is specifically designed to make the best power in engines between 430 and 460 cubic inches, but just because we call this a small port head don't make the mistake that it also means small amounts of flow. In fact, it's just the opposite. When outfitted with 2.520-inch diameter intake valves and 1.800 exhausts this head flows an impressive 577 cfm through the intake and 356 out the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

To squeeze the absolute most power out of your engine combination, MBE can also help you develop a sheet metal intake precisely tuned to the requirements of these heads and the rest of your engine package. Because these competition-ready cylinder heads feature the latest advancements to stay ahead of the pack, MBE keeps many other specs for this head proprietary. But please call for more information.



Cylinder Head Specifics:

Intake Valve Diameter:	2.520
Exhaust Valve Diameter:	1.800
Combustion Chamber:	
Volume:	47 to 52 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.600
Intake Manifold:	Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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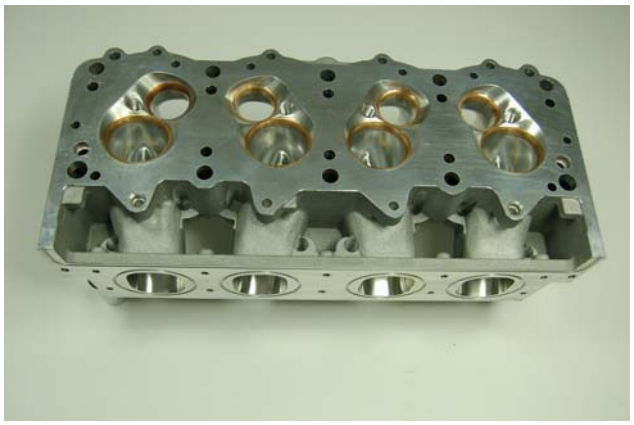
MBE NHRA Ford 4.900 Pro Stock Small Port

MBE has two Pro Stock cylinder head offerings for Ford racers that are complete clean-sheet designs and feature the latest discoveries from MBE's ongoing R&D programs to aid port flow and increase the rate of burn inside the combustion chambers.

MBE offers two versions of the NHRA-legal Pro Stock heads--a small port and a large part--and both are proven race winners. In order to perfect each design for the application, they also have different, specific valve sizes and angles. The small port head is specifically designed to make the best power in engines between 430 and 460 cubic inches, but just because we call this a small port head don't make the mistake that it also means small amounts of flow. In fact, it's just the opposite. When outfitted with 2.520-inch diameter intake valves and 1.800 exhausts this head flows an impressive 577 cfm through the intake and 350 out the exhausts. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

To squeeze the absolute most power out of your engine combination, MBE can also help you develop a sheet metal intake precisely tuned to the requirements of these heads and the rest of your engine package. Because these competition-ready cylinder heads feature the latest advancements to stay ahead of the pack, MBE keeps many other specs for this head proprietary. But please call for more information.



Cylinder Head Specifics:

Intake Valve Diameter:	2.520
Exhaust Valve Diameter:	1.800
Combustion Chamber:	
Volume:	47 to 52 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.600
Intake Manifold:	Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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1375 Deal Rd. Mooresville, NC 28115
mbematt@windstream.net

MBE Ford 11 Degree Small Block Wedge

No matter what you race, if you run a small block Ford, MBE's 11 Degree Small Block Wedge ead offers the most bang for the buck you will find anywhere. In fact, we'll guarantee you won't find a small-block Ford in-line cylinder head that makes more power than this state-of-the-art head design!

The secret is a CNC porting program that completely reworks these castings. MBE doesn't mass produce cylinder heads. Instead, it concentrates on producing highly efficient heads for top-level competition, and the result is precision far beyond what you will find anywhere else.

Valves are sized at 2.225 inches for the intakes and 1.580 for the exhausts, and the combustion chambers can be sized anywhere between 32 and 50 cc's depending on your engine's requirements. MBE's port flow coefficients for these heads are unmatched in the industry: 425 cfm for the intakes and 266 exhausts—and remember, MBE is the only cylinder head specialist that guarantees its published port flow numbers.

These heads are especially popular in nitrous and naturally aspirated applications. And since the ports flow exceptionally well, this is one of the few small block Ford heads you will find capable of feeding all-out race engines sized at 400 cubic inches and larger. When mated with MBE's custom ported cast manifolds designed specifically for these heads, the combination is dominant on the race track.

Cylinder Head Specifics:

Intake Valve Diameter:	2.225
Exhaust Valve Diameter:	1.580
Combustion Chamber:	
Volume:	32 to 50 c.c.
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.130
Intake Manifold:	MBE Cast (or) Sheet Metal
Rockers:	T & D / Jesel
Complete Assemblies Available	

(704) 856-0200 www.mbellc.com
1375 Deal Rd. Mooresville, NC 28115
mbematt@windstream.net

MBE Symmetrical Small Block Chevy Special

This another of MBE's radical custom cylinder heads that's redefining small block power. In order to maximize its design MBE uses its own casting to create a race-ready cylinder head that flows an incredible 465 cfm through the intake ports and 275 out the exhausts! That's an unheard of number for an small block Chevy head this size, but MBE backs that up with the only guarantee in the industry that your flow bench testing will meet or exceed its advertised flow numbers.

Because it controls both the design and the casting, MBE has defied convention by making this state-of-the-art head also one of the most economical. Racers used to paying a premium price for class-leading horsepower are constantly surprised by the value of this ultra-competitive race head. This is an excellent cylinder head design for drag racers running anything from Australian Pro Stock, to NHRA Comp Eliminator and anything else requiring a high-horsepower small block.

This head can be tailored specifically to your application. Combustion chambers can be sized anywhere from 34 to 50 cc's, and it is very nitrous friendly. This head will work with a standard lifter pattern cylinder block and provides clearance for 9/16 inch pushrods. Because this is a clean-sheet design, MBE prefers to keep the valve angles confidential.

When combined with one of MBE's custom-ported sheet metal intakes designed to take the greatest advantage of these heads, the Symmetrical SB Chevy Special has produced a dyno-proven 1,100 horsepower on a 400 cubic inch package—but it is capable of even more. To put it simply, no other cylinder head for a small block with 4.400 inch bore spacing has more port volume and flows more air than this cylinder head. For high-revving race engines with a displacement between 400 and 480 this head keeps feeding the air and fuel long after other designs have given up. If you race a big-inch small block, this is simply the best cylinder head choice available!

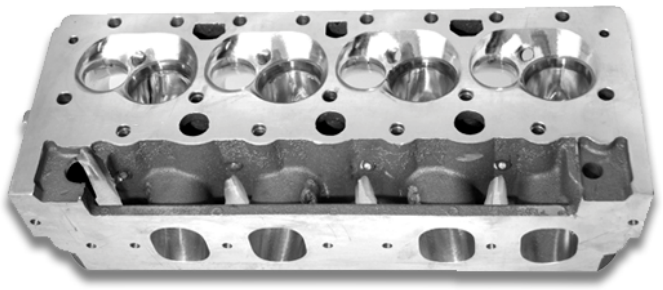
Cylinder Head Specifics:

Intake Valve Diameter:	2.280
Exhaust Valve Diameter:	1.580
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.150
Intake Manifold:	Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

MBE
CYLINDER HEADS & MANIFOLDS
(704) 856-0200 www.mbellc.com
1375 Deal Rd. Mooresville, NC 28115
mbematt@windstream.net

MBE A-Symmetrical Small Block Chevy Special

This innovative cylinder head design is based on MBE successful Symmetrical Small Block Chevy Special heads with an ingenious twist to help smart engine builders squeeze even more power from their small block drag race engines. In order to maximize its design MBE uses its own casting to create a race-ready cylinder head that flows an incredible 465 cfm through the intake ports and 275 out the exhausts! That's an unheard of number for an small block Chevy head this size, but MBE backs that up with the only guarantee in the industry that your flow bench testing will meet or exceed its advertised flow numbers.



The Asymmetrical SB Chevy Special head re-orders the ports so that each CNC machined intake sits directly underneath one of the carburetor's boosters. This makes the motor work more efficiently because the signal at the carburetor is improved and each of the eight cylinders receives the same amount of air and fuel. This makes engine tuning much easier and now the carburetor and engine timing can be optimized for power. This is an excellent cylinder head design for drag racers running anything from Australian Pro Stock, to NHRA Comp Eliminator and anything else requiring a high-horsepower small block.

This head can be tailored specifically to your application. Combustion chambers can be sized anywhere from 34 to 50 cc's, and it is very nitrous friendly. It also provides clearance for beefy, 9/16 inch pushrods. Because of the unique layout of the ports, this does require special lifter placement in the cylinder block.

To put is simply, no other cylinder head for a small block with 4.400 inch bore spacing has more port volume and flows more air than this cylinder head. For high-revving race engines with a displacement between 400 and 480 this head keeps feeding the air and fuel long after other designs have given up. If you race a big-inch small block, this is simply the best cylinder head choice available!

Cylinder Head Specifics:

Intake Valve Diameter:	2.280
Exhaust Valve Diameter:	1.580
Seats:	Steel (or) Copper Beryllium
Minimum Bore:	4.150
Intake Manifold:	Sheet Metal
Rockers:	Jesel
Complete Assemblies Available	

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1375 Deal Rd. Mooresville, NC 28115
mbematt@windstream.net

MBE 18 Degree Conventional Big Block—Next Generation

After dominating Northeast Big Block Modified racing for the previous decade, MBE has just introduced the cylinder head that will continue that dominance for the next 10 years!

Known simply as the "Next Generation," this cylinder head boasts performance advancements in several areas. After an intense R&D program, MBE has moved the intake guide bores from the traditional locations. This change improves mid-lift flow numbers which will help you make more passes coming out of the turns and off restarts.

MBE has also raised the intake ports to further increase this head's already class leading ability to flow air and fuel. And to really get an unfair advantage on the competition, MBE has also designed a custom ported cast aluminum intake that takes advantage of the new raised ports for maximum efficiency. The intakes flow an incredible 430 cfm while the exhausts can handle 305 cfm. This is impressive on it's own, but astounding when you consider the port volumes are still small enough to provide excellent throttle response and driveability on the race track. And remember, MBE is the only induction specialist willing to stand behind its advertised flow numbers with a guarantee that you will see the same or better performance on your own flow bench.

The secret that sets this head apart from the competition is a unique port design that practically equalizes flow between all the intake ports. Typically, this head suffers from unequal amounts of flow through the intake ports which makes it difficult to properly tune the air/fuel ratios and hurts overall power. But MBE's innovative port designs bring the individual airflow between all the intake ports within one percent of each other—a feat that no other porting specialist has been able to achieve. This not only increases overall airflow, but it also makes the engine easier to tune for the proper air/fuel ratios in all eight cylinders. And the result is more power than you will find in this style of cylinder head anywhere.

Cylinder Head Specifics:

Intake Valve Diameter:	2.250 – 2.300
Exhaust Valve Diameter:	1.780
Combustion Chamber:	
Volume:	83 to 100 c.c.
Seats:	Steel (or) Copper Beryllium
Exhaust Flange:	Standard
Minimum Bore:	4.300
Intake Manifold:	MBE Ported Cast w/ Tapered Spacer
Rockers:	Jesel (Special)
Complete Assemblies Available	

MBE CYLINDER HEADS & MANIFOLDS
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1375 Deal Rd. Mooresville, NC 28115
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