DYNOmite Test Run: 10-28-08 #7
Date: 10/28/2008
Correction Method: Standard
Notes: Timing 32 1 1/2 "HVH Spacer Close PVC System

RPM (RPM)	Hp (Hp)	Torque (ft-lb)	BMEP (PSI)	VE% (%)	ACFM (CFM)	A/F (A/F)	FuelMass (lb/hr)	BSFC (lb/Hp-hr)	EGT #1 (Degree F)
2600	185.4	376.5	159	79.17	211.6	10.85	83.64	0.476	1051
2700	195.6	380.4	161	78.59	219.3	10.59	88.75	0.480	1064
2800	203.8	382.5	161	78.26	226.3	10.28	94.34	0.489	1073
2900	213.4	386.4	163	77.92	233.5	10.02	99.95	0.495	1081
3000	222.5	389.6	164	77.65	240.8	9.942	103.8	0.493	1086
3100	231.0	391.2	165	77.63	248.9	9.860	108.2	0.495	1090
3200	238.1	390.5	165	78.09	258.4	9.491	116.8	0.518	1095
3300	243.3	386.9	163	78.83	269.1	9.208	125.3	0.544	1101
3400	245.9	379.7	160	79.43	279.3	9.145	130.9	0.562	1107
3500	251.2	377.7	159	79.34	286.5	9.260	132.6	0.558	1111
3600	263.0	383.8	162	78.50	292.0	9.341	134.0	0.538	1117
3700	272.9	387.3	163	77.79	297.6	9.515	134.0	0.519	1125
3800	280.4	387.5	164	77.55	304.6	9.781	133.5	0.503	1133
3900	287.2	386.8	163	77.68	313.1	10.19	131.7	0.485	1139
4000	294.8	383.2	163	77.71	321.2	10.71	128.5	0.462	1144
4100	304.4	390.0	165	77.64	329.0	11.05	127.6	0.443	1150
4200	315.2	394.2	166	77.93	338.2	11.22	129.2	0.433	1158
4300	326.7	398.2	168	78.61	349.3	11.49	130.3	0.421	1167
4400	340.0	406.0	171	79.39	360.9	11.92	129.8	0.403	1177
4500	354.5	413.8	175	80.23	373.1	12.43	128.7	0.384	1185
4600	368.7	420.8	178	81.23	386.3	12.92	128.2	0.367	1192
4700	381.9	426.8	180	82.37	400.1	13.34	128.6	0.356	1198
4800	394.8	431.9	182	83.57	414.7	13.67	130.0	0.348	1206
4900	406.0	435.1	184	84.63	428.7	13.78	133.4	0.347	1213
5000	414.9	435.8	184	85.51	441.9	13.76	137.7	0.351	1219
5100	421.9	434.3	183	86.21	454.5	13.65	142.8	0.358	1225
5200	428.2	432.4	183	86.76	466.4	13.61	146.9	0.362	1231
5300	435.8	431.8	182	87.32	478.5	13.70	149.7	0.363	1237
5400	445.3	433.0	183	88.11	491.8	13.75	153.3	0.364	1245
5500	456.1	435.5	184	89.09	506.4	13.77	157.7	0.365	1253
5800	465.2	436.2	184	90.05	521.3	13.92	160.5	0.365	1262
5700	469.5	430.5	182	90.57	533.9	13.96	163.9	0.371	1272
5800	464.5	420.5	178	90.18	540.7	13.39	173.1	0.394	1288
5900	468.4	417.1	176	89.66	546.6	12.95	180.9	0.408	1303
6000	474.0	414.9	175	89.25	553.5	12.64	187.7	0.418	1315
6100	480.1	413.4	175	88.99	561.1	12.74	188.7	0.415	1325
6200	483.0	409.0	173	89.02	570.7	12.99	188.4	0.412	1336
6300	476.4	396.9	168	88.48	576.5	12.78	193.3	0.429	1348
6400	475.5	390.6	165	87.65	579.2	12.81	193.8	0.431	1361
6500	485.4	392.2	166	87.79	589.9	13.08	193.3	0.421	1369
6600	462.7	367.5	155	86.75	593.0	12.80	198.6	0.454	1384

351 Cleveland Build….483 hp @ 6200 rpm & 436 ft lbs of torque at 5800 rpm

The carb is a Holley 750 with vacuum secondaries that has had the Chuck Nuytten treatment www.chucknuytten.com He does good work and can turn a tired old Holley into a wonderful thing. Oh, and don't forget a 1" carb spacer between the Holley carb and the Holley Strip Dominator. Please note that the dyno numbers were with the dyno "generic" headers, so the Pantera Performance Center GTS headers and exhaust and Ansa mufflers were not factors in the dyno results. . Motor builder knew my expectation that the engine valve should train handle 6000 rpm often and 7000 rpm infrequently.

The specifics are:

Block sonic teted and bored thirty over two bolt main with partial oil restrictors on the main bearings
Slightly lightened crank, smoothed, and ten under
Stock, polished and reconditioned connecting rods
Pistons: Sportsman Racing Products aluminum, 539 grams, flat tops bored .030” over.
Compression ratio is close to 10:1.
I can't find the specifics on the rings, but they're set for relatively low tension
The cam and lifters are flat tappet hydraulic. The lifter bores have bronze bushings.
The lifters and cam are from Cam Motion
Cam= Cam Motion H2241-2311-10+2 Intake duration: 224/ Ex duration: 231
Hydraulic cam Intake lift: .533" Ex lift: .550" Lobe sep: 110 Intake center 108
Valves are Ferrea; Int 2.19 x 5.275; Exh 1.710 x 5.060, Piston rings are Speed Pro R-9401-35,
Ten quart Aviaid oil pan, Water pump: Boss 302 blueprinted water pump
Oil pump: Melling standard pump, ported and polished internally
BHJ harmonic balancer,
Heads: 4V quench, ported exhaust only; intake virginal.
Holley 750 vacuum secondaries
Holley Strip Dominator intake with port matching (very, very little needed, if any)
MSD 8577 Distributor with "blueprinted" rotor and lightened weights by 25%
Crane Gold Roller Rockers