

# ALL PRO



ALUMINUM CYLINDER HEADS INC.



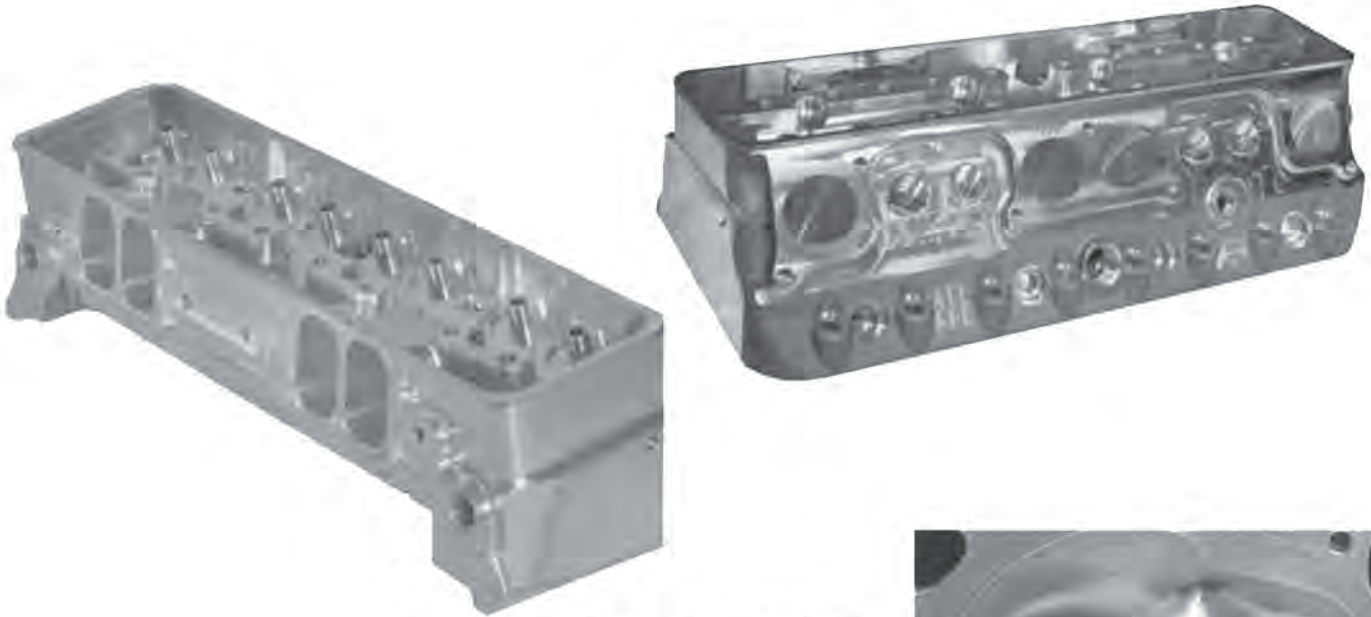
740-967-7761

Made in the U.S.A. For Over 25 Years

[bob@allproheads.com](mailto:bob@allproheads.com)

# RE-13 & RE-11 ULTRA SERIES

For Engine Builders & Racers Seeking a Distinct Advantage!  
The Best Airflow per cc (volume) in the Industry Today



## SPECS

Intake port: 260-320 cc  
Chamber volume: 50 cc  
Intake valve diam.: 2.180-2.250  
Exhaust valve diam.: 1.600-6.050  
Valve length: 5.950-6.050

## PART NUMBERS

R260RE-13  
R265RE-13  
R270RE-13  
R273-5-4-13  
R280RE-13  
R283-5RE-13  
R286-RE-13  
R295-RE-13  
R297-RE-13  
R307-RE-13



R300-11  
R310-11  
"AND MIDGET SPECIALS"

## FEATURES

- Straight through ports with the **tallest runner placement in the industry**
- Your choice of **11 port configurations & 4 chamber designs**
- Intake port yields in excess of **420 cfm**
- Exhaust port yields up to **300 cfm**
- **Standard valve placement**-NO special cams or block changeover required
- **Unique water jacket design** allows additional coolant-maintain power without detonation
- **Excellent wet flow** with less fuel separation than any other head
- Unique water returns

## OPTIONS

CNC Ultimate porting with competition valve job from \$2195.00  
CNC weight removal results in final weight at 20 lbs.  
Down nozzles  
Copper alloy valve seats  
Intake O-rings to eliminate gaskets  
Spark plug coolers

***ALL NEW***



***ALL NEW***

## **GEN 1 MANIFOLDS**

**2 PIECE DESIGN-DOWEL PINNED WITH O-RING SEAL**

### **4150 & 4500 Series**

Available now for All Pro 13° & 11° Super Tall Heads  
Perfect for Super Dirt Late Models & High End Drag Cars



- Unmatched casting quality
- Raised boss for nitrous nozzles
- Poured with high strength A356 aluminum
- Heat treated similar to our hi quality cylinder heads
- Lightweight but strong
- CNC ported for All Pro heads
- Will fit Brodix & Dart 13° & 11° heads
- Easy to finish for engine builders & heads porters
- Can be partially finished or finish machined for custom applications

**1 PIECE MANIFOLDS ARE AVAILABLE**

# 260LM-13, 270LM-13, 280LM ULTRA

Unparalleled Performance for Cast Manifold Applications



**ASK ABOUT OUR NEW 11° LM HEAD**



## SPECS

Intake port: 260, 270, 273, 280, 283, 297 cc

Chamber volume: 50-35 cc

Intake valve diam.: 2.150, 2.180, 2.200

Exhaust valve diam.: 1.600, 1.625

Valve length: 5.800 – 5.950

## FEATURES

- Extremely high flow rate per cc
- Intake will flow to .950 lift
- Super smooth & high torque curve
- Uses popular 13° All Pro piston
- Std. block height
- .650 offset rockers
- .180 offset lifters required
- 5° intake face
- Fits 2 pc. Spider or Std. 1 pc. manifolds and ALL PRO 2PC
- Port design by Clements Porting Service, Columbus, GA

## OPTIONS

Weight removal from mini-light to maxi-light

Copper alloy valve seats

Spark plug coolers

Reverse cooling boss with 3/8 npt or 3/4 npt



# LS1 - LS6

All New CAD Designed  
A Great Updated Head at an Affordable Price  
15° thru 12° Valve Angles



## SPECS

Intake port: 230 cc  
Exhaust port: 88 cc  
Chamber volume: 64 – 72 cc  
Intake valve diam.: 2.020 – 2.100  
Exhaust valve diam.: 1.570 – 1.600  
Valve length: Std. to + .100

## OPTIONS

Copper blended seats  
7mm bronze guides  
O-ring machining for valve cover  
FAST LSX manifolds, single 4 BBL manifolds, also with  
fuel rails & nozzle bosses  
Shaft rockers, valves, springs, retainers in all sizes for all applications  
6 bolt per cylinder

## FEATURES

- 3/4" + deck thickness
- Improved water passageways
- More room for increased porting for the newer 421 ci + motors
- Reinforced for supercharged and NOS applications
- Large spring pad suitable for up to 1.625 springs
- Strong reinforced rocker pads for less flex and fits updated shaft systems
- Large diameter magnum valve seats that will accept up to a 2.150 & 1.625 valve
- Longer, more stable special removable bronze guides for std. 8mm & optional 7mm valves
- Suitable for offset pushrods/rocker for a wider port thru pushrod area
- Raised rocker rails for improved rocker arm clearance
- Specially designed for excellent flow "out of the box"
- Redesigned hi-flow chambers
- Longer intake face available, so milling head for small chambers is no problem

# LS1, LS2 WITH PORTING OPTIONS



## SPECS

Intake port: 234, 244, 252 cc  
Exhaust port: 88 cc - 90 cc  
Chamber volume: 62 cc - 72 cc  
Intake valve diam.: 2.055 - 2.125  
Exhaust valve diam.: 1.600 - 1.625  
Valve length: +.070 & longer

## OPTIONS

7mm, 5/16 or 8mm bronze guides  
Copper seats  
7/16 - 14 rocker shaft bolts  
6 bolt per cylinder  
ARP head studs available  
Cometic gaskets available

## FEATURES

- Valve cover rails moved .200 & raised .350 to accommodate longer trunion rockers
- Semi dry deck water design
- Intake manifolds available from Fast, LSX or Wegner open plenum design
- High swirl design built in
- Excellent flow for all applications



Designed in conjunction with Wegner Motorsports

# LS MANIFOLDS by ALL PRO

**AVAILABLE NOW !!!**

## LSW-12-1 and -2 “Hurricane Manifold”



**An ideal Manifold for use with Nitrous Injection-Turbo Chargers-Super Chargers**

**For:** LS-7 style entry and the dynamic LSW-12-2

**Fits:** Std. deck and Tall deck with 4150 carb base and 4500 “Dominator” flanges

**Features:** Unique twisted leg design to direct air and fuel before entering cylinder head. Ultra modern 2 Piece design. A great way to increase the air flow to your All Pro CNC Ported Heads. Manufactured to compliment the high standards of our LS series heads.

**Uses:** Drag Racing, Off Road, Late Model Stock Cars, Sprints and more.

**Options:** EFI or NOS nozzle placement / o-ring intake face.

**Hundreds of hours of CAD design and flow testing, by All Pro and Clements Porting Service, Columbus, GA, resulted in 100% CNC ported, premium, top shelf manifolds!**

# LS Timing Cover Conversion Kit



**LS Timing Cover Conversion Kit adapts a standard Small Block Ford distributor onto most LS series engines, including the popular CT525 crate engine.**

**The perfect option for use when rules prohibit electronic engine management or fuel injection or you prefer to use a carburetor. It permits timing adjustment, the ability to change mechanical advance curve and provides an alternative to installing complete computer and fuel injection systems when installing a late model LS engine into a street performance vehicle, modified or dirt late model. Enjoy the performance and durability of the GM LS series engine with the simplicity and tune-ability of a distributor and carburetor.**

**Kit includes all internal components and new timing cover for converting LS series engines to utilize a standard distributor ignition system and a carburetor with a belt driven or electric fuel pump.**

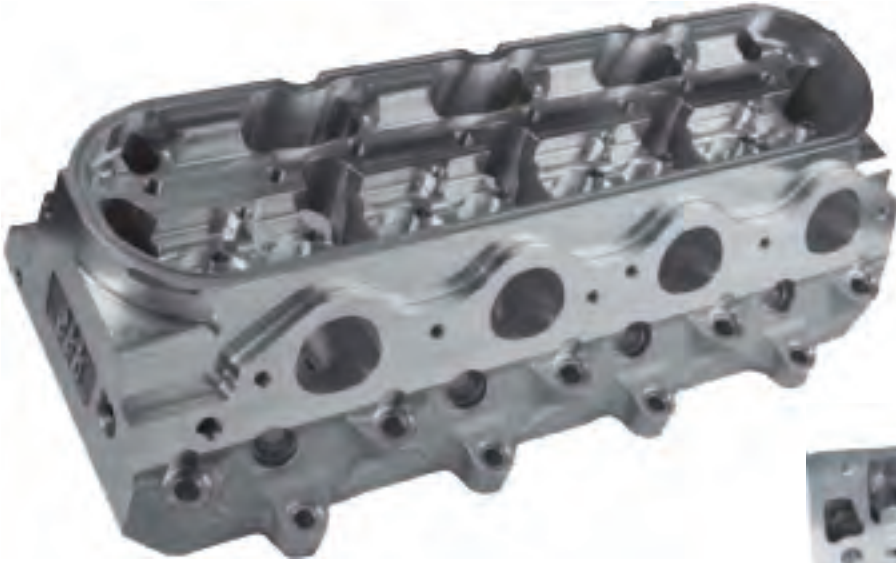
#### **Kit Contents Include:**

- (1) Cover Assembly**
- (1) Drive Adapter Hub**
- (1) Distributor Drive Gear**
- (1) Timing Pointer W/Fasteners**
- (3) Drive Adapter Bushings (Black, Green, Red)**
- (1) Timing Cover Button Head Fastener 8mm-1.25 x 25mm**
- (3) Drive Adapter Hub Fasteners 8mm-1.25 x 35mm**
- (1) Drive Gear Fastener 7/16"-14 x 1"**





# LSW 12° 12-1 12-3 12-4 "HURRICANE"



## SPECS

Intake port: 264cc, 272, 278, 285, 290

Exhaust port: 100cc, 105, 108, 110

Chamber volume: 68cc or less

Intake valve diam.: 2.165-2.200-2.250

Exhaust valve diam.: 1.600 - 1.625

Valve length: + - 5.450 avg.

## OPTIONS

6 head bolts per cylinder

7mm, 5/16 & 8mm bronze guides

Copper seats

Weight removal

Reverse Cool

Dry Deck

## FEATURES

- Machined for shaft rockers w/.450 OS w/7/16 - 14 mounting hardware
- Room for big pushrods
- Dry deck designed for rigidity w/ample water flow
- Normally aspirated, turbo & super charger chamber designs
- Ultra high flow capacity: 400+cfm int. and 260 cfm exh.
- Some port designs accept LS7 manifold & exh. flange w/3/8 holes
- Suitable for 4.000 and 4.2 bore
- Guide spacings: 1.935, 1.945 & 1.965
- Oversize 5th & 6th bolts, 3/8-16 studs required
- Cometic gaskets available
- ARP head studs available
- Double Offset Lifters needed for 7/16 or Larger Pushrods

***"If it says "All Pro" you know it's the Best!"***

# LS7 "RETRO" 12-1 & 12-3



## SPECS

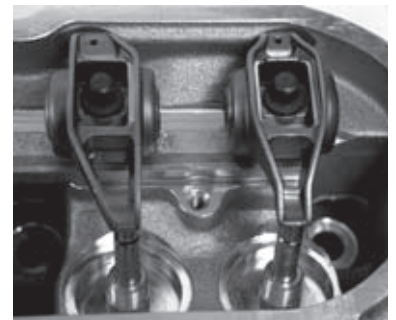
- Intake port: 267cc & up
- Exhaust port: 85cc & up
- Chamber volume: 70cc
- Intake valve diam.: 2.205 - 2.250
- Exhaust valve diam.: 1.580 - 1.615
- Valve length: 5.140 & up

## FEATURES

- Super Heavy Duty casting, 3/4" deck thickness
- 408-440ci engines
- Yields 400cfm @ .675 lift on intake & 255 cfm exhaust = HUGE power gains
- Compatible with popular 4 bolt & 6 bolt per cylinder blocks
- Accepts std. size LS7 valves, rocker arms, covers, int. manifolds & headers
- Ideal for hydraulic roller cams & 1.325 dia. valve spring kits
- Supreme driveability on the street
- Direct swap for LS7 or LS3 using LS7 manifold

## OPTIONS

- Rocker arm bushing kits to add stability
- Hollow stem stainless valves or titanium valves, coated
- Copper seats
- Weight removal



# GEN 2 VALVE COVERS by ALL PRO



A Dynamic New Gen 2 Design for the Small Block Chevrolet.

For: All Pro 13 & 11 degree heads with aluminum & steel rockers as well as many other brands of SBC heads. As well as "ABCS" Heads and many other "SBC" Chevy Heads.

Features: Pressure cast with 356 alloy & heat treated to T6 for the upmost in strength, durability and lightness.

Description: Designed to form a compartment around and keep an equal amount of oil on springs & rockers under hard acceleration, deceleration and cornering. Available in as cast finish or the popular black powder coat.



740-967-7761

# LSW-12-2 & 12-5



## SPECS

Intake port: 290cc & up  
Exhaust port: 105cc & up  
Chamber volume: 45 - 60cc  
Intake valve diam.: 2.200, 2.250 & up  
Exhaust valve diam.: 1.580, 1.600, 1.625  
Valve length: 5.950

## FEATURES

- Super Heavy Duty casting, 1" deck thickness
- Use with 6bolt per cylinder blocks
- True inline valves @ 12°
- Clearance for 1/2" pushrods
- Ideal for hard core applications
- Longer head studs with 3/8-16, 5th & 6th stud
- Semi-dry deck design
- Unique exhaust flange

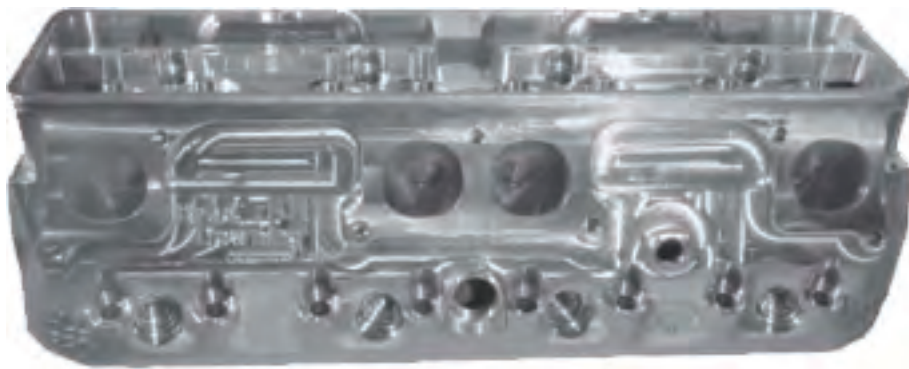
## OPTIONS

Angle milling  
Down nozzles  
Weight removal  
Copper seats  
O-ring on intake face & valve cover  
ARP studs available  
Cometic gaskets in stock  
Dry Deck  
Reverse Cool  
Solid Available on Limited Basis



# ULTRA SERIES

## 262 - 272-280-21 & 22 degree



### **SPECS**

Intake port: 262-272-280 cc  
Chamber volume: 57-60 cc  
Intake valve diam.: 2.150-2.180  
Exhaust valve diam: 1.600-1.625  
Valve length: 5.950

### **FEATURES**

- New ultra intake runners
- Raised hi flow exhaust spread port
- Chambers can be milled in high 50 cc range
- Reverse cooling boss
- Weight in low 20 # range with max weight removal
- .650 offset rockers from T&D, Jesel or All Pro
- Designed for Fuel Injection, Sheet Metal or ALL PRO manifold
- Needs .180 offset intake lifters

### **OPTIONS**

Max weight removal  
Down nozzles  
Copper alloy seats  
Spark plug coolers  
O-ring intake ports  
CNC ultimate porting

Designed in conjunction with Clements Porting Service, Columbus, Georgia

# MOPAR W9 - RP13



## **SPECS**

Intake port: 272-290 cc

Chamber volume: 39-50 cc

Intake valve diam.: 2.150-2.200

Exhaust valve diam: 1.600-1.625

Valve length: 5.950-6.050

## **FEATURES**

- Designed from the highly successful All Pro 286 with significant changes
- Your choice of 3 port configurations
- Your choice of 2 combustion chamber designs
- Extremely hi flowing exhaust ports
- Unique water jacket design
- Straight through runner design
- Excellent wet flow



## **OPTIONS**

- CNC ultimate porting
- Midget profile-sprint car-drag race
- Copper seats
- Down nozzles
- O-ring intake ports

Designed in conjunction with Clements Porting Service, Columbus, Georgia

# RR245SP-22

23° Style Raised Runner Cylinder Head



**\* Now Available \***

All Pro has Intake and exhaust gaskets for the 245-22

## SPECS

Intake port: 245cc - 290cc

Chamber volume: 60cc - 76cc

Intake valve diam.: 2.180 - 2.150

Exhaust valve diam.: 1.600 - 1.625

Valve length: 5.540

## FEATURES

- Raised port design means straighter angle of entry at valve. Less dirty air & reduced fuel puddle at back side of combustion chamber means more free power to you
- Inlet air speed 3-5% faster than conventional ports
- Greater mid-range and high lift air flow than similar sized ports, normal gains of 18-20%
- Designed for large 402-440 ci Small Block Chevys where high torque & HP are a must
- Reverse cooling boss
- Water added to quench area to retard detonation
- .550 O.S. rockers required from All Pro, T&D & Jesel
- NO need to remove bars to re-torque heads
- Intake manifold packages available
- .180 offset lifter needed on intakes
- New special rocker designs available
- Very Nitrous friendly, used by the fastest small block chevys.



## OPTIONS

Weight removal

Down nozzles to add 35-45 HP where legal

Copper alloy valve seats

Several stages of CNC porting

# RR227SP-W

23° Raised Runner NASCAR



## FEATURES

- New refined intake runners
- New hi-flow raised exhaust ports
- Raised port design means straighter angle of entry at valve. Less dirty air & reduced fuel puddle at back side of combustion chamber means more free power to you
- Inlet air speed 3-5% faster than conventional ports
- Greater mid-range & high lift air flow than similar sized ports
- Reverse cooling boss
- Water added under quench area to retard detonation
- .550 O.S. rockers required from All Pro, T&D & Jesel
- Valve placement 60-40 & .085 dowel shift
- Raised runner manifolds available

## SPECS

Intake port: 244 or 250 cc  
Chamber volume: 74 - 60 cc  
Intake valve diam.: 2.100 - 2.150  
Exhaust valve diam.: 1.600 - 1.625  
Valve length: 5.340 - 5.440

## OPTIONS

Weight removal  
Down nozzles  
Copper alloy valve seats  
Several stages of CNC porting



# AP220S & SP

23° Conventional Cylinder Head  
Compare the Quality & Value



## FEATURES

- Finest head as cast on the market today
- Flow capabilities unsurpassed with equal port volume
- Virgin 355 alloy heat treated T-6 specs
- Precision machined on CNC equipment to ensure absolute accuracy & repeatability port to port, head to head
- Current aftermarket intake & injectors bolt on
- Reinforced head bolt areas for extra support
- Large free-flowing water jackets eliminate hot spots & resist detonation
- Unique, power-increasing semi-open chamber increases wet-flow around intakes for added response & torque
- Chambers may be angle milled to high 50 cc range
- Two proven exhaust ports: standard or popular spread port
- Extra long installed height valve spring pockets allow any spring without extra machining
- All standard valve train components fit, offset guide plates or shaft rockers recommended
- Special magnesium bronze replaceable valve guides for excellent oil retention are perfect for steel or titanium valves
- Magnum interlocking valve seats have more structural integrity

## SPECS

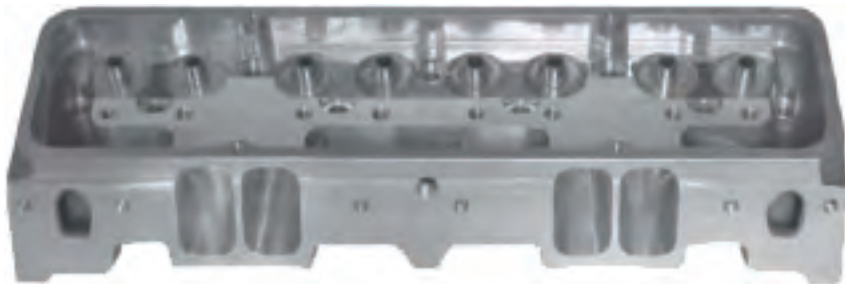
Intake port: 220 cc when CNC ported  
Chamber volume: 74 - 60 cc  
Intake valve diam: 2.080 - 2.125  
Exhaust valve diam: 1.600  
Valve length: 5.140 - 5.240

## OPTIONS

Weight removal  
Down nozzles  
Copper alloy valve seats  
5/16 guides

# AP360SP-20.5

Great for 360 ci Sprint & Certain Drag Race Applications



## SPECS

Intake port: 244 - 250 cc when ported

Chamber volume: 58cc - 66cc

Intake valve diam.: 2.125 - 2.150

Exhaust valve diam.: 1.600 - 1.625

Valve length: 5.360 - 5.450

## FEATURES

- Accelerates hard with maximum power
- Extremely high flow rate per cc volume
- Hi-flow raised exhaust ports
- Reverse cooling boss
- .550 O.S. rockers recommended
- .180 O.S. lifters recommended
- Chambers can be angle milled to the high 50 cc range
- Valve placement 60-40 w/.085 dowel shift

## OPTIONS

- Weight removal
- Down nozzles
- Copper alloy valve seats
- Guide diam. of choice

# 305-23

305 Series Small **Spec** Head Includes Valve Job



## SPECS

Intake port: 179 cc  
Chamber volume: 62 cc  
Intake valve diam.: 1.940  
Exhaust valve diam.: 1.600  
Valve length: 4.930

## FEATURES

- Developed to replace 305 iron heads
- Superior 355T6 alloy, better than 356, more durable, eliminates cracks, repairable
- Designed to be used as cast, no porting required
- All stock parts used previously will fit
- 23° valve angle
- Valve spring diam. 1.250 - 1.260
- STANDARD guide plates
- STANDARD rocker studs (7/16 recommended)
- STANDARD header bolt pattern
- #1205 Fel Pro intake gasket applicable
- Part number cast in at #1 spark plug location
- Valve bowls CNC machined, no polish allowed

# Flow Charts

## of Some Popular All Pro Heads

<b>220 - SP - 23</b>	
Intake 219cc	Exhaust
200 = 151.5	109.5
300 = 218.6	165.15
400 = 265.7	221.39
500 = 287.6	243.46
600 = 308.	250.39
650 = 312.25	N/A
700 = 314.15	252.65
750 = 316.36	N/A

Port Designs By: All Pro

<b>227WSP 23</b>	
Intake 233cc	Exhaust
200 = 159.0	117.0
300 = 223.3	181.24
400 = 277.5	221.39
500 = 308.07	245.79
600 = 323.60	257.13
650 = 329.13	N/A
700 = 333.07	263.69
750 = 335.0	N/A

Port Designs By: All Pro

<b>360 - B 20.5</b>	
2.150 Intake	1.600 Exhaust
200 = 155	122
300 = 232	180
400 = 280	224
500 = 318	239
600 = 342	248
700 = 350	255
800 = 353	259

Designed in Conjunction with  
Clements Porting Service, Cols., GA

<b>LSW - 12 - 1 "Retro"</b>	
2.205 Intake	1.615 Exhaust
200 = 157	113
300 = 253	170
400 = 321	218
450 = 344	N/A
500 = 361	246
600 = 390	249
650 = 396	N/A
675 = 399	255

Designed in Conjunction with  
West Coast Cylinder Heads, Reseda, CA

<b>272 - 21 Ultra Series</b>	
2.180 - 1.6 Valve - 270cc	
Intake	Exhaust
200 = 150	119
300 = 224	165
400 = 287	219
500 = 330	244
600 = 357	253
700 = 370	263
800 = 375	265

Port Designs By: All Pro

<b>284 - 15 RE</b>	
2.200 Intake	1.625 Exhaust
200 = 146	117
300 = 220	187
400 = 277	230
500 = 332	248
600 = 365	258
700 = 382	264
800 = 384	267

Port Designs By: All Pro

<b>270 - LM - 13</b>	
2.180 - 1.6 Valve - 270cc	
Intake	Exhaust
200 = 155	120
300 = 232	180
400 = 296	230
500 = 340	246
600 = 362	255
700 = 372	263
750 = 374	265

Port Designs By: All Pro

<b>286 - 3 Ultra Series</b>	
2.20 - 1.625 Valve - 286cc	
Intake	Exhaust
200 = 149	116.0
300 = 220	160.7
400 = 281	224.7
500 = 346.5	243.7
600 = 375	256.2
650 = 383.2	262.7
700 = 391.7	N/A
750 = 392.5	266.7

Port Designs By: All Pro

<b>305 -4 13 Ultra Series</b>	
2.225 Intake	1.600 Exhaust
200 = 159	115
300 = 223	192
400 = 284	239
500 = 343	261
600 = 382	275
700 = 404	283
800 = 414	287

Port Designs By: All Pro

**All Pro has many other port configurations  
to choose from for various racing applications.**

*Call All Pro or the head porters listed for more specifics.*

All flow numbers @ 28" of water. All figures are in C.F.M.

# VALVES

## Victory & Xceldyne

### Proprietary Designs

### Exclusively for All Pro



#### INTAKE

Part #	Description
12000	2.200 x 5.950 x 11/32, 45°, GM, FF
12005	2.200 x 5.950 x .311, 45°, BL, FF
12010	2.200 x 5.950 x .311, 52°, BL, FF
12012	2.200 x 5.950 x .311, 52°, BL, Dish
12030	2.180 x 5.950 x .311, 45°, BL, FF
12032	2.180 x 5.950 x .311, 52°, BL, FF
12035	2.180 x 5.480 x .311, 45°, BL, FF
12040	2.125 x 5.340 x 11/32, 45°, GM, FF
12045	2.150 x 5.440 x .311, 45°, BL, FF
12050C	2.200 x 5.860 x 7mm, 52°, BL, Dish, .080 lash cap, Coated
12060	2.180 x 5.800 x 11/32, 45°, GM, FF
12065	2.180 x 5.800 x .311, 45°, BL, FF
12080C	2.180 x 5.860 x 7mm, 52°, BL, Dish, .080 lash cap, Coated
LSW-12	2.200 x 5.450 x .311, 45°, BL, FF
LSW-13	2.200 x 5.450 x .311, 45°, BL, FF
LSW-14	2.200 x 5.450 x .311, 45°, BL, FF
LSW-LS7	2.205 x 5.140 x 8mm, 45°, BL, lash cap, retro valve

#### EXHAUST

Part #	Description
13000	1.625 x 5.950 x 11/32, 45°, GM
13005	1.600 x 5.950 x 11/32, 45°, GM
13010	1.625 x 5.950 x 11/32, 45°, BL
13015	1.600 x 5.950 x 11/32, 45°, BL
13030	1.625 x 5.480 x 11/32, 45°, BL
13035	1.600 x 5.800 x 11/32, 45°, GM
13040	1.600 x 5.800 x 11/32, 45°, BL
13041	1.600 x 5.800 x .311, 45°, BL
13045	1.600 x 5.440 x 11/32, 45°, BL
13580	1.580 x 5.960 x .311, 55°, BL
13600	1.600 x 5.950 x .311, 45°, BL
13625	1.625 x 5.950 x .311, 45°, BL



Various spring, retainer, lock & seal applications



**NEW**  
13° Jesel Ultra Rocker  
Super Light & Strong  
Steel — Twisted Style

\* Custom Orders Welcome • Custom Coatings Available \*

# VALVE COVERS

Developed by All Pro

The two styles of Gen I and the Revolutionary Gen II Small Block Chevrolet "Dura Cast" Pressure Cast Covers are Super Light and Super Strong and they Fit Great!



Revolutionary "Pocked Design" keeps oil on springs and rockers during hard cornering, rapid accelerating and decelerating. "Increases Spring Life"

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Tall design  
Fits most SBC heads with long trunion rockers  
Clears most sprint car chassis



Mopar covers for W9, W9RP & more

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## Gen III & IV

Space Age Designed Light and Strong, Ideal for Very Long Trunion Rocker Arms



### OPTIONS

- Highly recommended fastener kit
- Filler neck with screw on cap
- .031" Cometic gaskets in stock
- Very affordable spring oiler package
- Coil mounts **optional** for LS3 and LS7 coils.
- Can be used with o-ringed heads

All Valve Covers Available in a Very Smooth As Cast Finish or Show Quality Polish or Many Custom Powder Coat Finishes

# Call Us For Price Quotes On These Winning Products:



## Ross Racing Pistons

Nearly everything in stock!

All Pro is the East warehouse for Ross Pistons.  
Same day service on the finest pistons available for Chevys, Fords, Mopars and Harleys, and popular imports.



## Engler Magnesium Fuel Injectors

The ULTIMATE injector for 360 specials through the 410 ULTRAS



## Callies Cranks and Kits

Available through All Pro at a most competitive price.  
From the "5140" to the "4340" gun drilled ultralite.  
Let us customize your combination.



All Pro & Cometic Gasket Line  
At competitive prices.

## APR Stud Kits



"Front Distributor Drive"

LS Gen III  
Front Cover  
Extreme space savings.



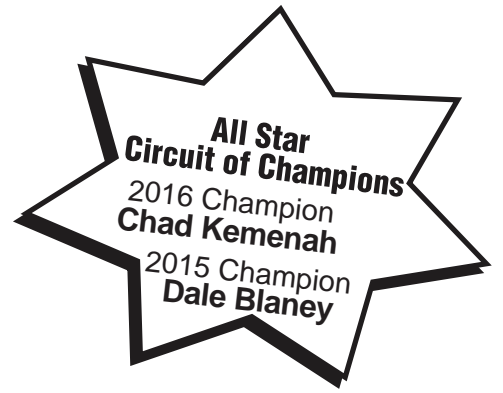
## Kinsler Fuel Injectors

From small block to big block, Kinsler always has the right part for your application.





# CHOICE OF CHAMPIONS



**Jason Johnson**  
**Greg Hodnett**  
**Craig Dollansky**  
**Byron Reed**  
**Robert Ballou**  
**Bill Balog**  
**Brian Brown**  
**Brian Montieth**

Knoxville Nationals Champion  
PA Posse & Williams Grove Champion  
Track Record Eldora Speedway 12.70  
Attica Raceway & F.A.S.T. Champion  
USAC Sprint Champion  
IRA Champion  
Knoxville Track Champion  
Lincoln Track Champion

## **PREFERRED BY TOP ENGINE BUILDERS & CYLINDER HEAD SPECIALISTS**

Cappetta Competition Engines  
Clements Porting Service  
Craiger Engines  
Don Ott Racing Engines  
Draime Enterprises  
Fisher Racing Engines  
Fletcher Made Horsepower  
Gaerte Engines  
Charlie Garrett Racing Engines

Gressman Powersports  
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