

ALL PRO



ALUMINUM CYLINDER HEADS INC.



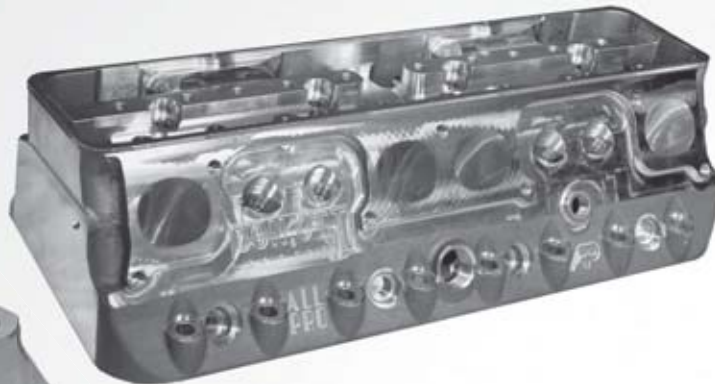
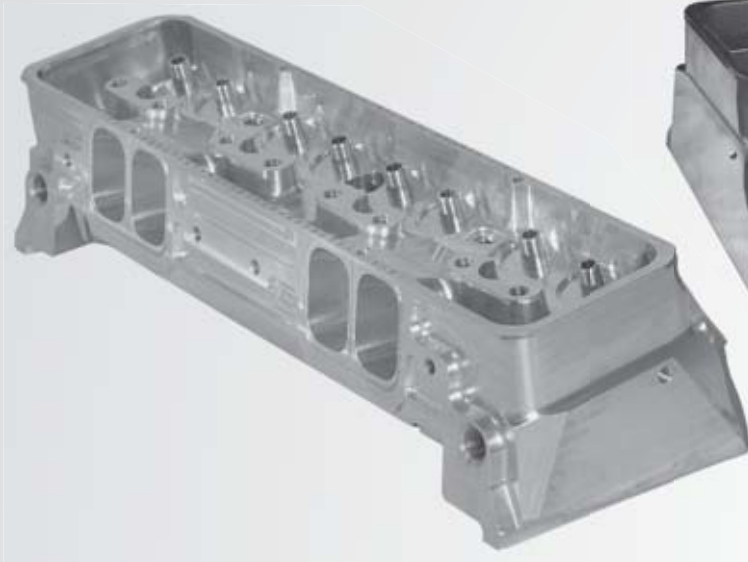
740-967-7761

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

bob@allproheads.com

RE-13 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.: 1.600-1.650
Valve length: 5.950-6.050

PART NUMBERS

R260RE-13
R270RE-13
R280RE-13
R283-5RE-13
R286RE-13
R295-RE-13
R305-RE-13
AND MIDGET SPECIALS

FEATURES

- Straight through ports with the **tallest runner placement in the industry**
- Your choice of **8 port configurations & 3 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
- Some ports designed in cooperation with Jones Engineering, Washington, Ind.

OPTIONS

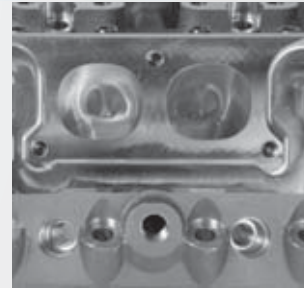
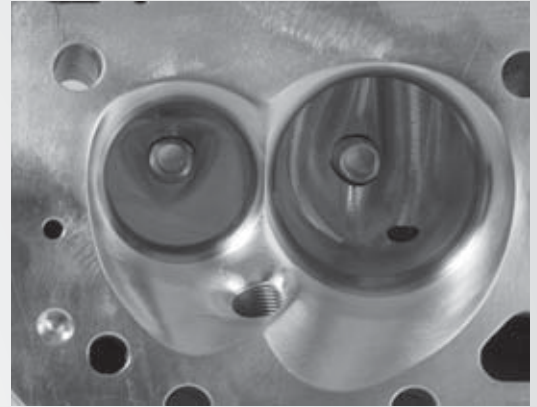
CNC Ultimate porting with competition valve job from \$2195.00
CNC weight removal results in final weight at 20 lbs.
Down nozzles
Copper alloy valve seats
Intake O-rings to eliminate gaskets
Spark plug coolers

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

Unparalleled Performance for Cast Manifold Applications



ASK ABOUT OUR NEW 11° LM HEAD



SPECS

Intake port: 260, 270, 280 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
- .150 offset lifters
- 5° intake face
- Fits 2 pc. Spider or Std. 1 pc. manifolds
- 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 HURRICANE

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

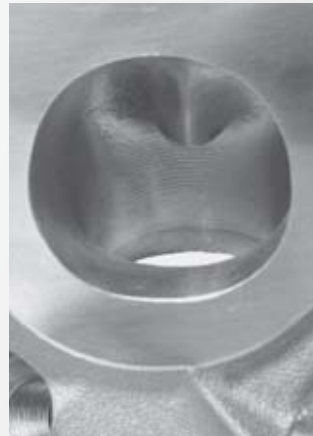
Intake port: 234, 244, 252 cc
Exhaust port: 88 cc - 90 cc
Chamber volume: 62 cc - 72 cc
Intake valve diam.: 2.055 - 2.125
Exhaust valve diam.: 1.600 - 1.625
Valve length: +.070 & longer

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 “Dominador” flanges

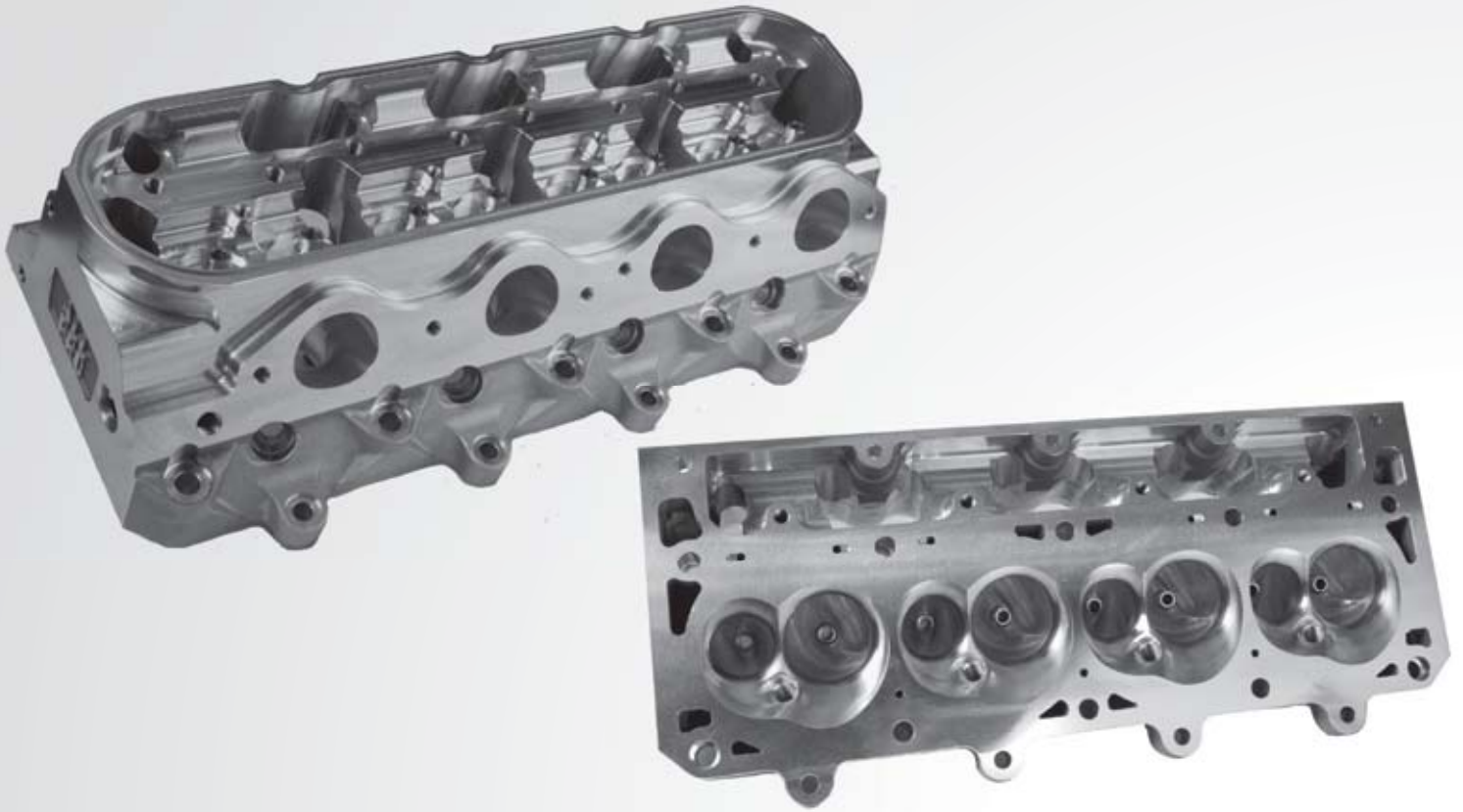
Features: Unique twisted leg design to direct air and fuel before entering cylinder head. Ultra modern 2 Piece design. A great way to increase the air flow to your All Pro CNC Ported Heads. Manufactured to compliment the high standards of our LS series heads.

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!

LSW 12° HURRICANE



SPECS

Intake port: 272cc, 278cc & 285cc
Exhaust port: 100cc+, 105cc, 108cc
Chamber volume: 58 - 69cc
Intake valve diam.: 2.150 - 2.200
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



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

“If it says “All Pro” you know it’s the Best!”

Designed in conjunction with West Coast Cylinder Heads

LS7 RETRO



JUST RELEASED "NEW" ALL PRO LS-3

This dynamic new port design is available for the popular L92-LS3-LS9 manifolds.

Plastic manifolds & super charged manifolds for the LS3 bolt on using std. metric fasteners.

Designed to use the LS-7 factory rocker for the "Retro" style or the -1 style for the T&D & Jesel rocker shaft systems for the hard core, hi lift, solid roller versions.

Designed to fit the 4 or 6 bolt per cylinder OE, LSX, RHS, ERL blocks.

Designed to use stock valve covers with the Retro package.

For more details & tech info call All Pro @ 740-967-7761



SPECS

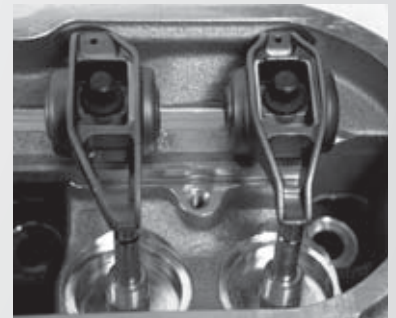
Intake port: 267cc & up
Exhaust port: 85cc & up
Chamber volume: 70cc
Intake valve diam.: 2.205 - 2.250
Exhaust valve diam.: 1.580 - 1.615
Valve length: 5.140 & up

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
- A must for super chargers, turbos & heavy nitrous applications
- 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



LSW-12-2



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

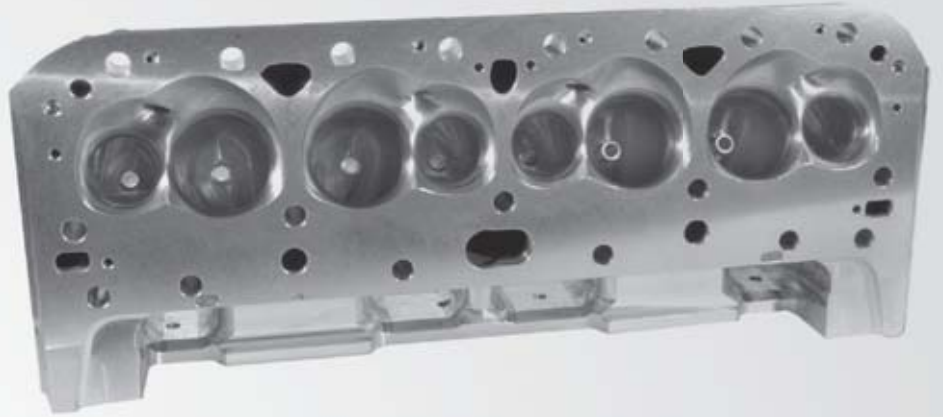
- Super Heavy Duty casting, 1" deck thickness
- Use with 6bolt per cylinder blocks
- True inline valves @ 12°
- Clearance for 1/2" pushrods
- Ideal for hard core applications
- Longer head studs with 3/8-16, 5th & 6th stud
- Semi-dry deck design
- Unique exhaust flange

OPTIONS

Angle milling
Down nozzles
Weight removal
Copper seats
O-ring on intake face & valve cover
ARP studs available
Cometic gaskets in stock



272-21 & 280-22 ULTRA SERIES



SPECS

Intake port: 272 or 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

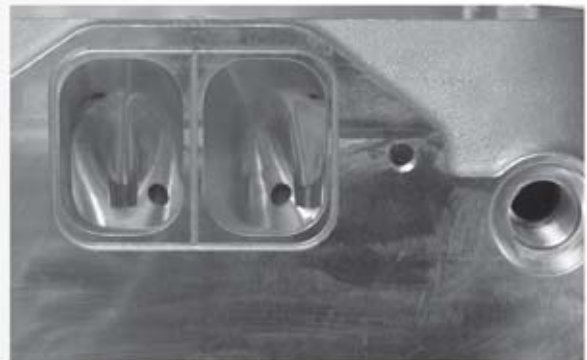
- New ultra intake runners
- Raised hi flow exhaust spread port
- Chambers can be milled in high 50 cc range
- Reverse cooling boss
- Weight in low 20 # range with max weight removal
- .650 offset rockers from T&D, Jesel or All Pro
- Designed for fuel injection or sheet metal manifold
- Needs .180 offset 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 WR-RP 13



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

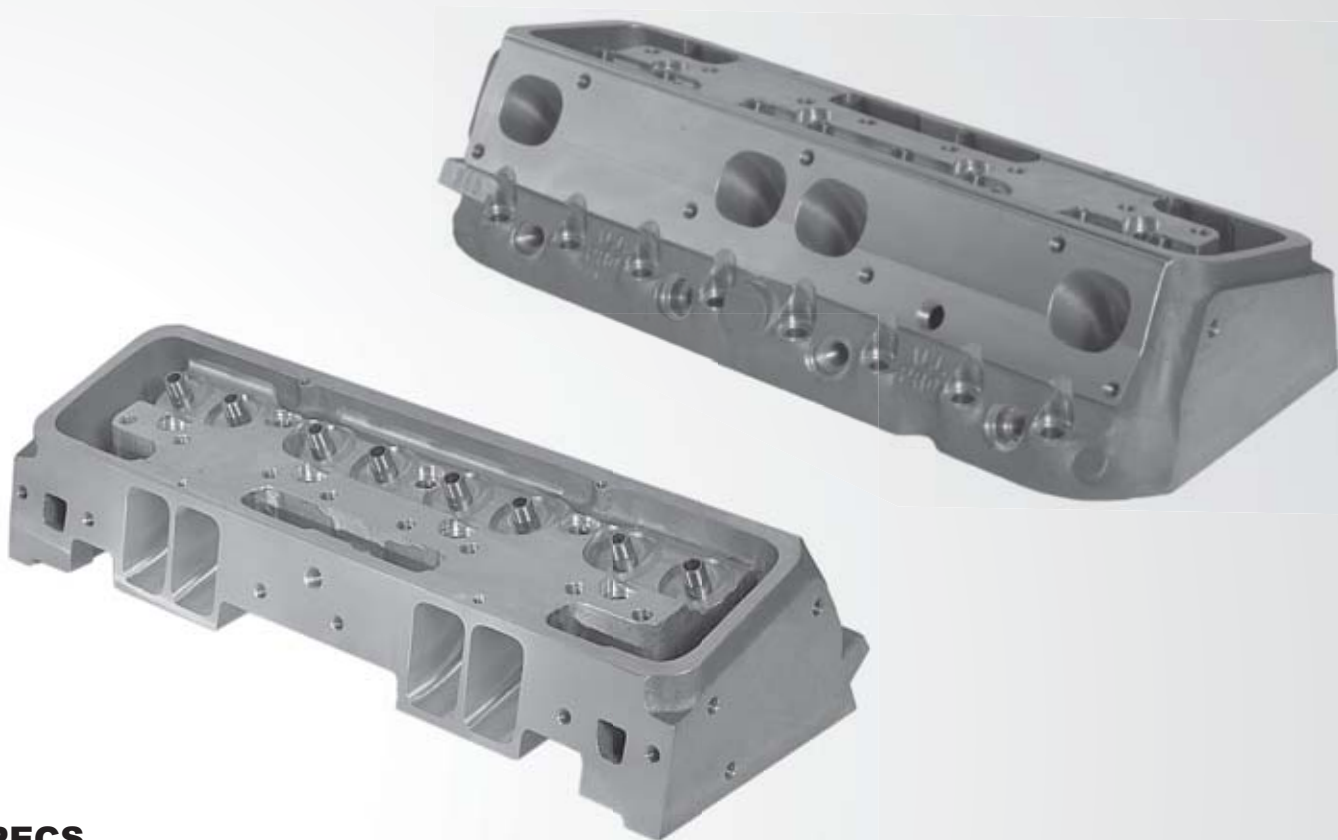
OPTIONS

- 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



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



OPTIONS

Weight removal

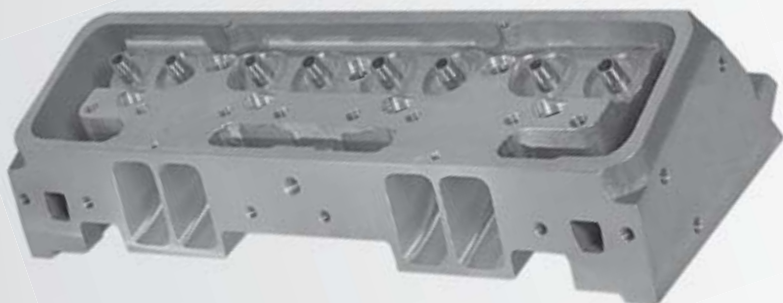
Down nozzles to add 35-45 HP where legal

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

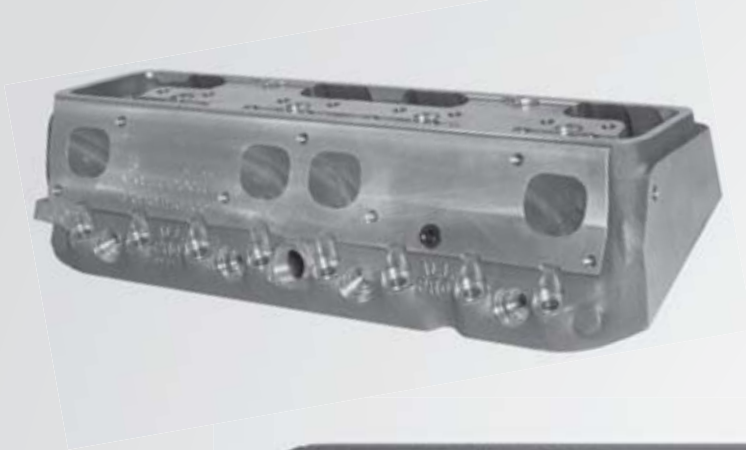
Intake port: 220 cc when CNC ported
Chamber volume: 74 - 60 cc
Intake valve diam: 2.080 - 2.125
Exhaust valve diam: 1.600
Valve length: 5.140 - 5.240

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

220 - SP - 23	
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

227WSP 23	
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

360 - B 20.5	
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

LSW - 12 - 1 "Retro"	
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

272 - 21 Ultra Series	
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

284 - 15 RE	
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

270 - LM - 13	
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

286 - 3 Ultra Series	
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

305 -4 13 Ultra Series	
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

Two styles of Gen I Small Block Chevrolet "Dura Cast"
New Pressure Cast Covers are Super Light and Super Strong And Fit Great!



Flat top design
Great for low clearance at a low price

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



Mopar covers for W9, W9RP & more

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
- Sorry, no coil mounts
- 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 305 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



LS Gen III

Billet Front Cover

Extreme space savings.

Designed by:

Fletcher Made Horsepower



Kinsler Fuel Injectors

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





CHOICE OF CHAMPIONS



- | | |
|-------------------------|------------------------------------|
| Tim Shaffer | Knoxville Nationals Champion |
| Greg Hodnett | PA Posse & Williams Grove Champion |
| Craig Dollansky | Track Record Eldora Speedway 12.70 |
| Byron Reed | Attica Raceway & F.A.S.T. Champion |
| Levi Jones | USAC Sprint Champion |
| Bill Balog | IRA Champion |
| Jim Nier | KC Raceway Champion |
| Chad Layton | Port Royal Champion |
| Brian Brown | Knoxville Track Champion |
| Danny Holtgraver | Lernerville Track Champion |
| Brian Montieth | 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
 ITI Performance
 Jones Engineering
 KRE Race Engineering
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Brian Morrison Racing Engines
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 Ron's Porting Service
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 Speedway Engine Development
 Weld Tech
 West Coast Cylinder Heads

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 WE WILL MAKE EVERY EFFORT TO KEEP YOU INFORMED OF INCREASES.**

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