

ALL PRO



ALUMINUM CYLINDER HEADS INC.

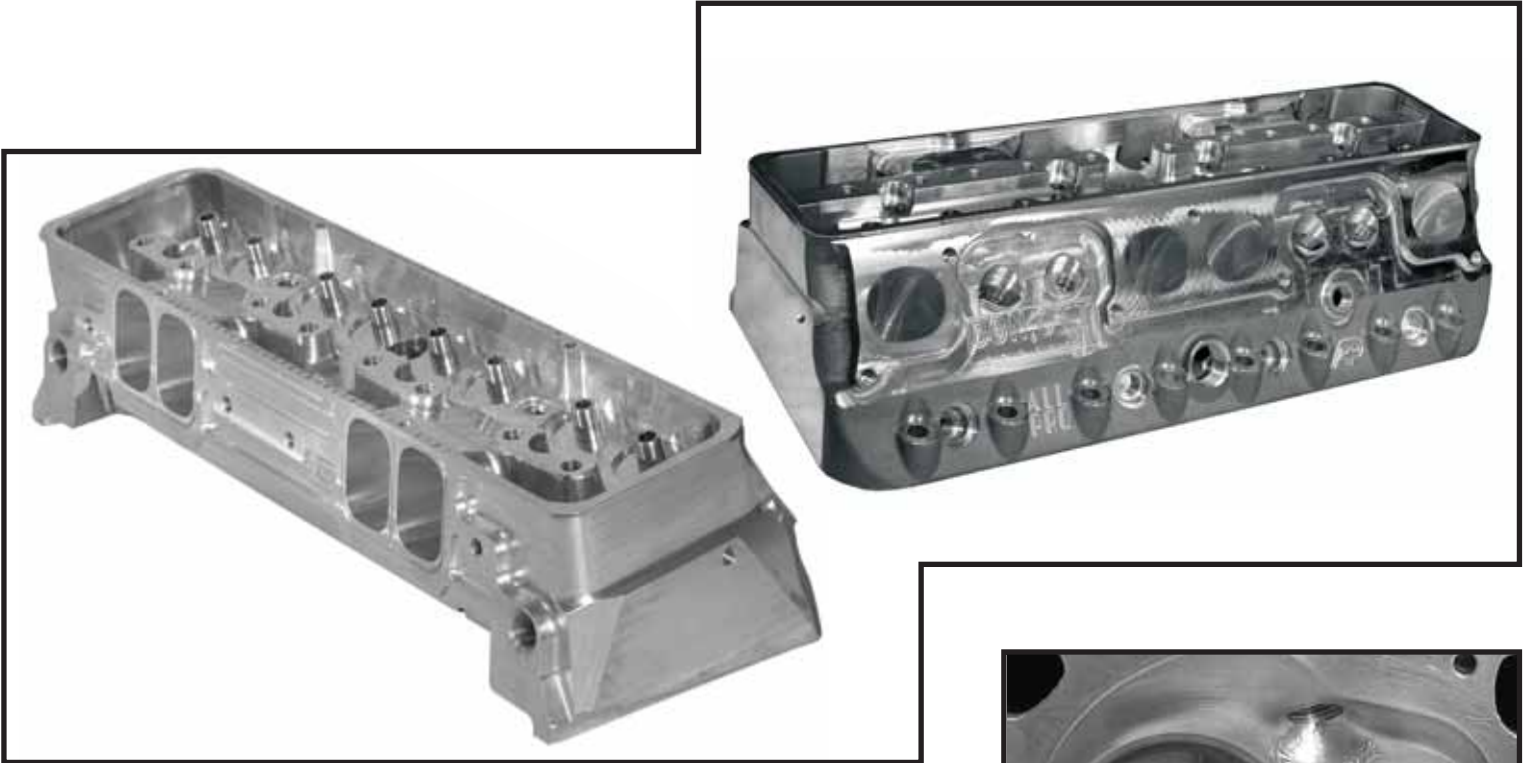


PHONE: 740-967-7761

FAX: 740-967-9404

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
R285RE-13
R286RE-13
AND MIDGET SPECIALS

FEATURES

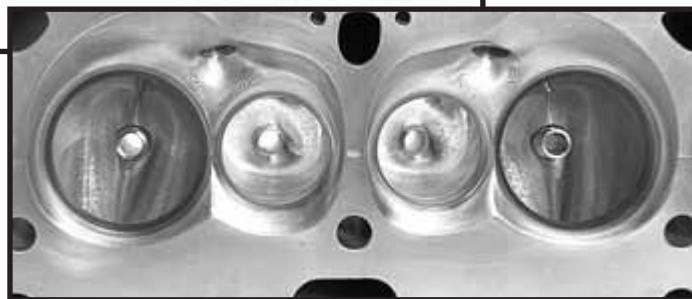
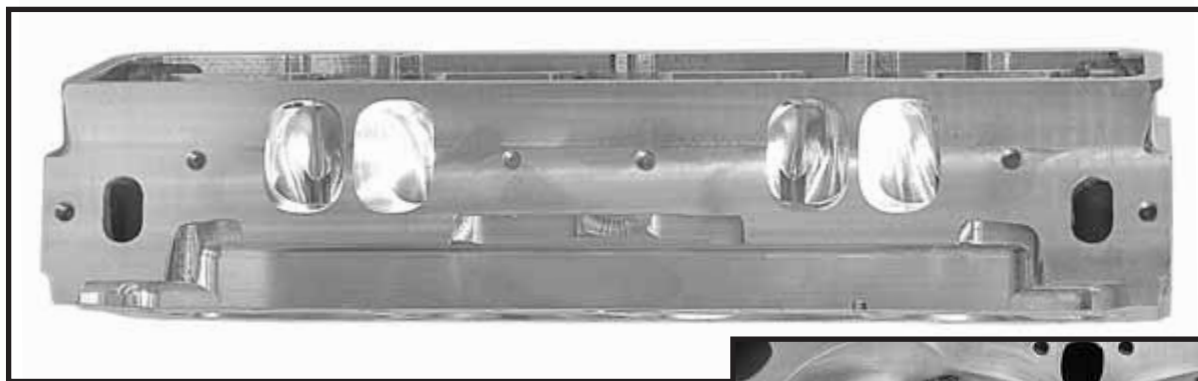
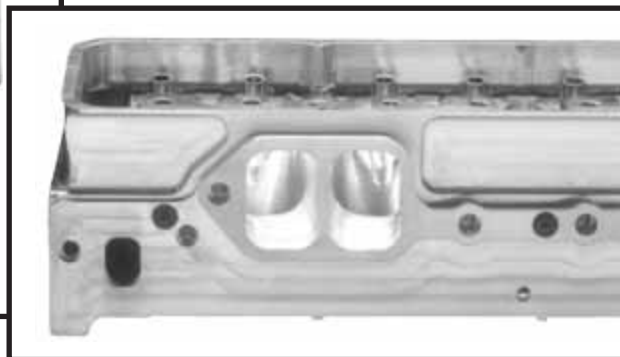
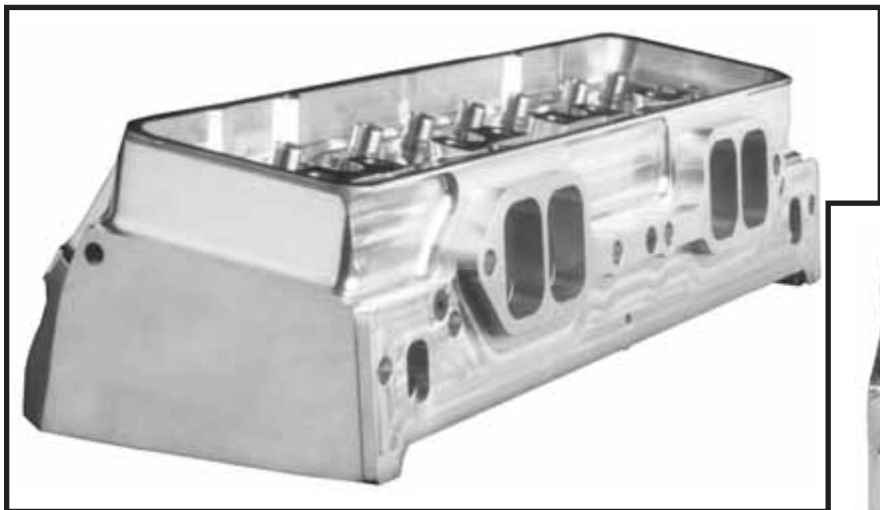
- Straight through ports with the tallest runner placement in the industry
- Your choice of 7 port configurations & 3 chamber designs
- Intake port yields in excess of 400 cfm
- Exhaust port yields up to 300 cfm
- Standard valve placement—NO special cams or block changeover required
- Unique water jacket 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 0-rings to eliminate gaskets
Spark plug coolers

260LM-13, 270LM - 13 ULTRA

Unparalleled Performance for Cast Manifold Applications



SPECS

Intake port: 260, 270, 279 cc

Chamber volume: 50-35 cc

Intake valve diam.: 2.180, 2.200

Exhaust valve diam.: 1.600, 1.625

Valve length: 5.800 – 5.950

FEATURES

- Special oval shaped intake runner
- 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
- Sheet metal valve covers
- Fits 2 pc. Spider or Std. 1 pc. manifolds
- Port design by Clements Porting Service, Columbus, GA

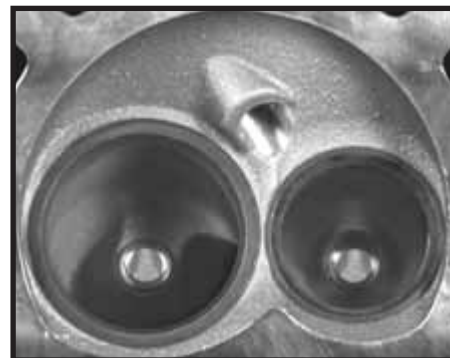
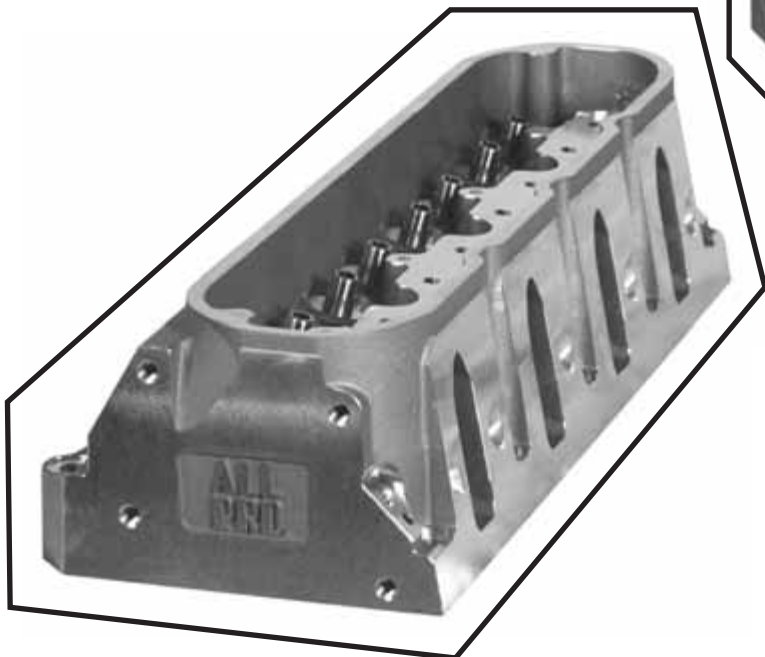
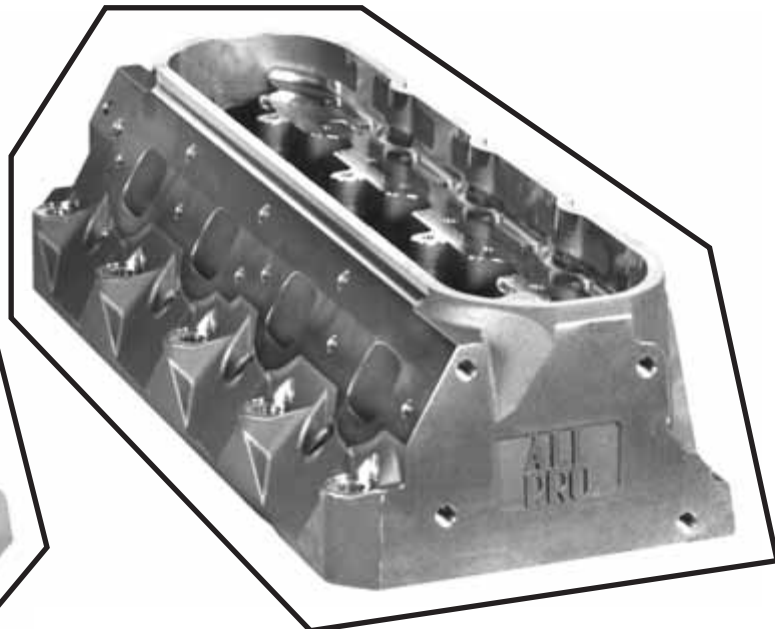
OPTIONS

- 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

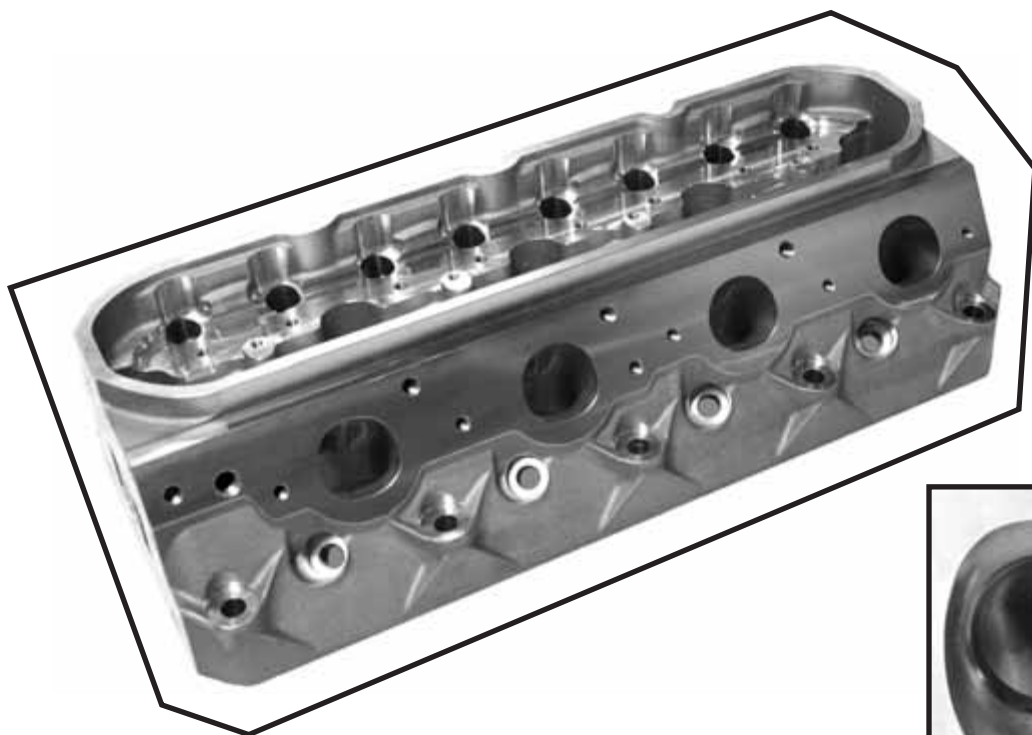
OPTIONS

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 chamber

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/rockers 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: 244 & 250 cc
Exhaust port: 88 cc
Chamber volume: 62 cc - 72 cc
Intake valve diam.: 2.080 - 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

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

LSW 12° HURRICANE



SPECS

Intake port: 272cc, 278cc & 284cc
Exhaust port: 100cc+
Chamber volume: 58 - 72cc
Intake valve diam.: 2.150 - 2.200
Exhaust valve diam.: 1.600 - 1.625
Valve length: + - 5.400 avg.

OPTIONS

6 head bolts per cylinder
7mm, 5/16 & 8mm bronze guides
Copper seats



FEATURES

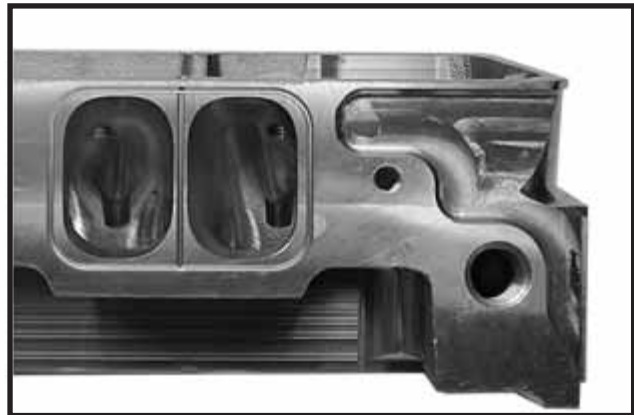
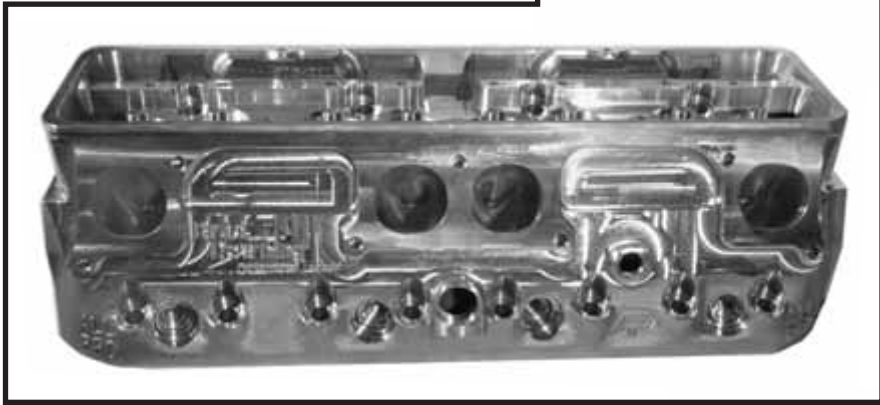
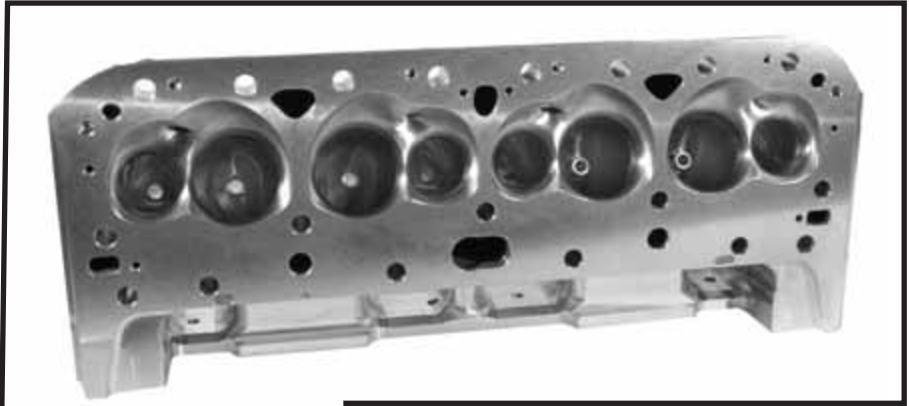
- Machined for shaft rockers w/.350 OS w/7/16 - 14 mounting hardware
- Room for big pushrods
- Dry deck designed for rigidity w/ample water flow
- Normally aspirated, turbo & super charger chamber designs
- Ultra high flow capacity: 390+cfm int. and 260 cfm exh.
- Some port designs accept LS7 manifold
- Suitable for 4.000 and 4.125 bore
- Guide spacings: 1.915, 1.935 & 1.945



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

Designed in conjunction with West Coast Cylinder Heads and Wegner Motorsports

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

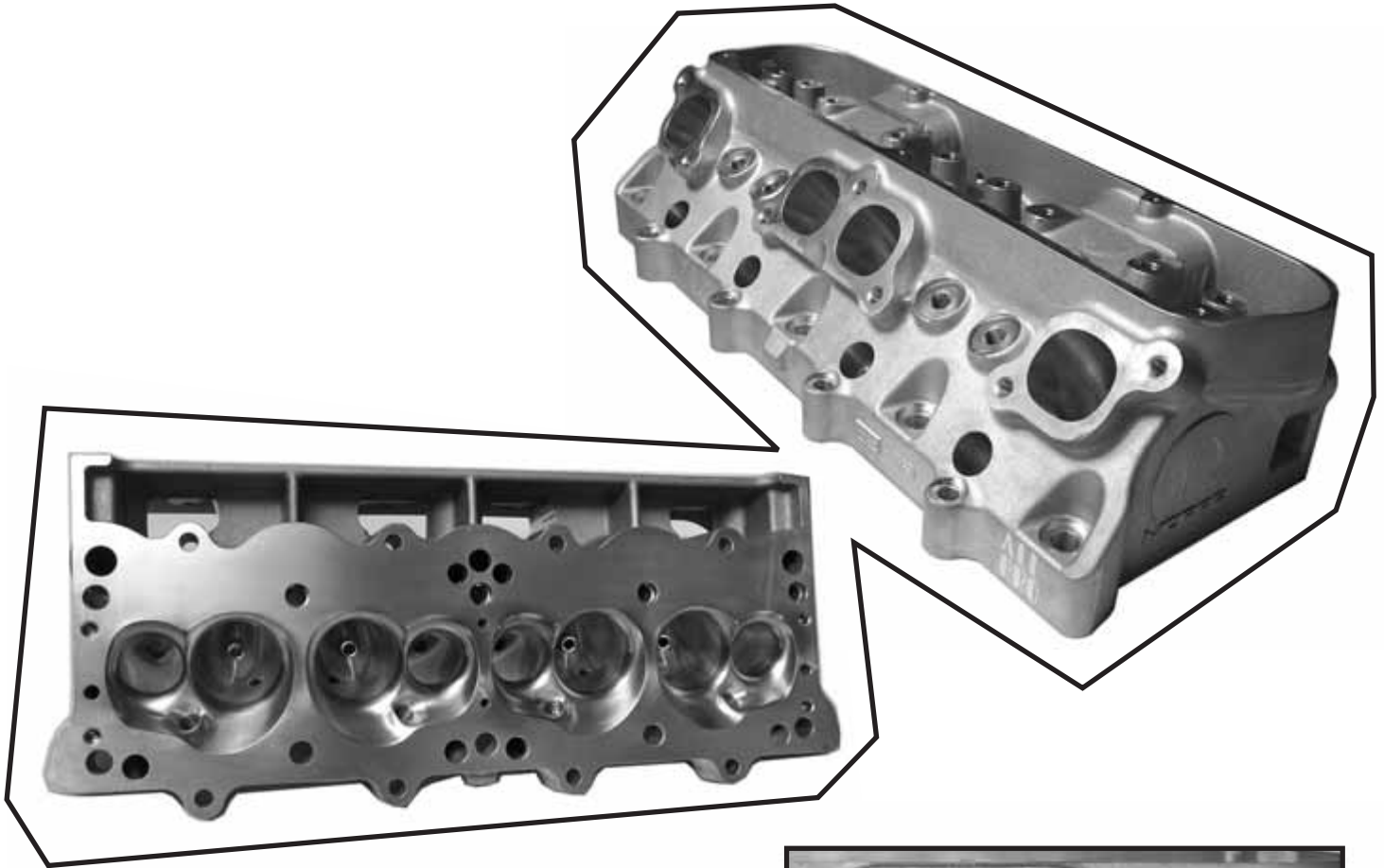
- New ultra intake runners
- Raised hi flow exhaust spread port
- Chambers can be milled in high 50 cc range
- Reverse cooling boss
- Weight in low 20 # range with max weight removal
- .650 offset rockers from T&D, Jesel or All Pro
- Designed for fuel injection or sheet metal manifold

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

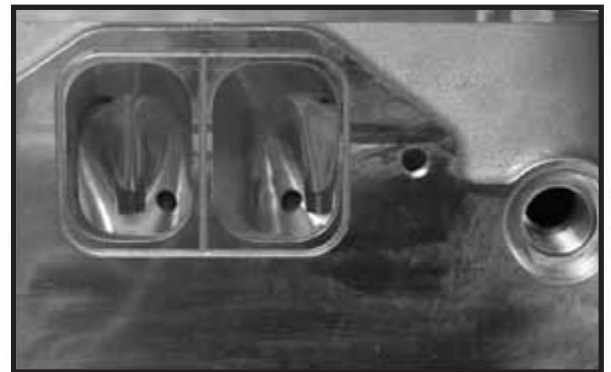


SPECS

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



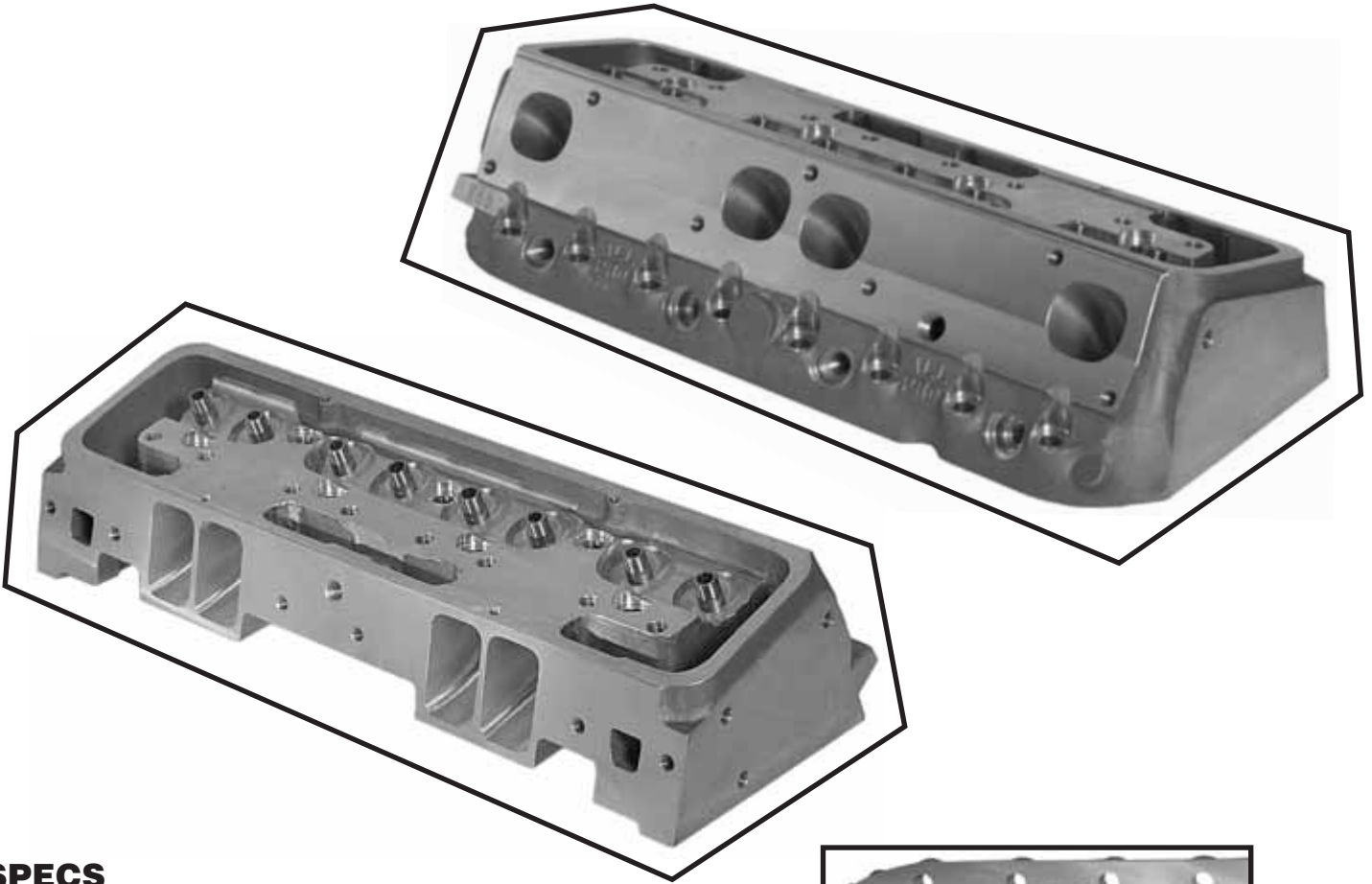
OPTIONS

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

RR245SP-23

23° Raised Runner Cylinder Head

RR245-S w/Stud Mounted Rockers Available



SPECS

Intake port: 245cc

Chamber volume: 73 - 60 cc

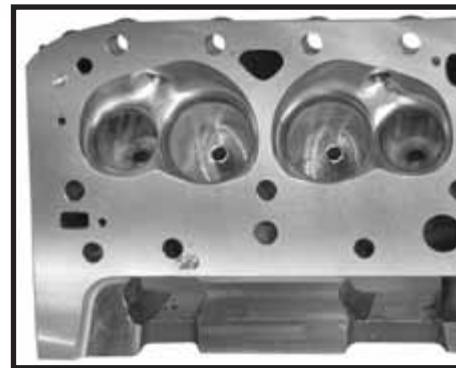
Intake valve diam.: 2.180

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 & 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



OPTIONS

Weight removal

Down nozzles to add 35-45 HP where legal

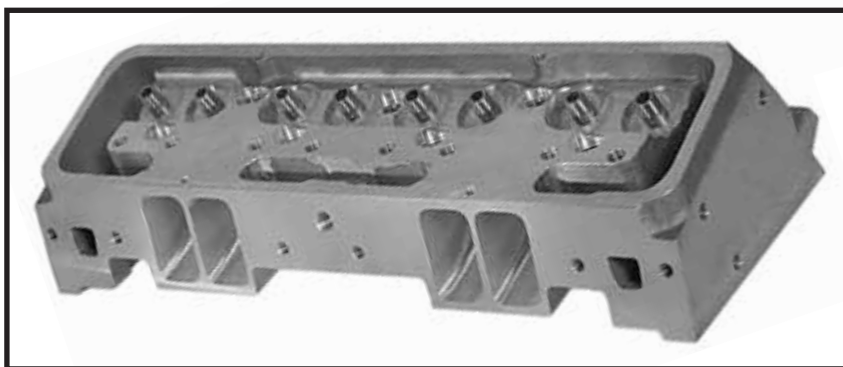
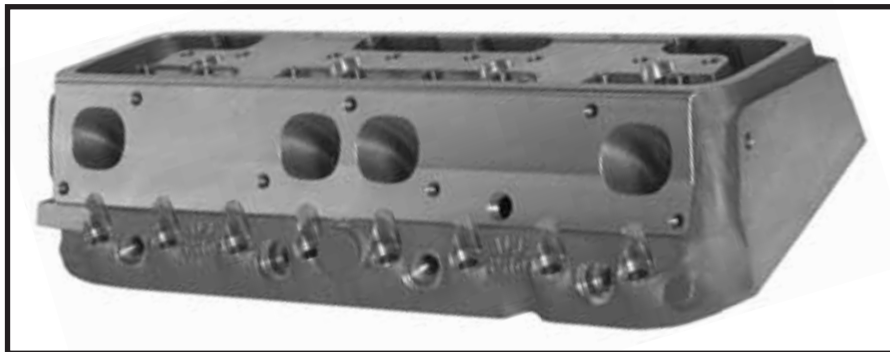
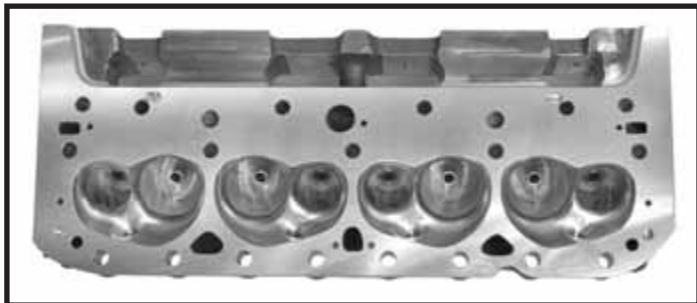
Copper alloy valve seats

Several stages of CNC porting

Dual Spark Plugs offer better combustion with two flame fronts so more fuel generates more HP- (not legal in some forms of racing)

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
- .450 O.S. rockers required from All Pro, T&D & Jesel
- Valve placement 60-40 & .085 dowel shift
- Raised runner manifolds available

SPECS

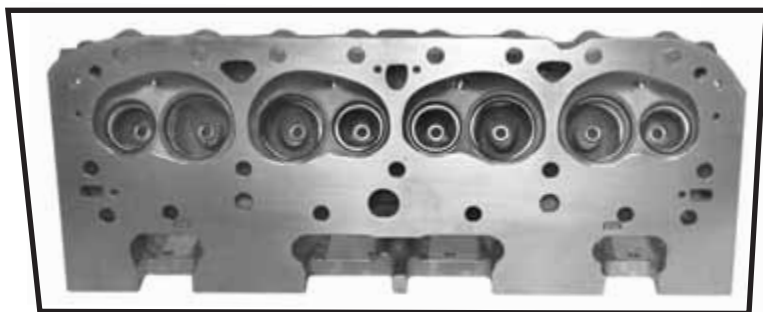
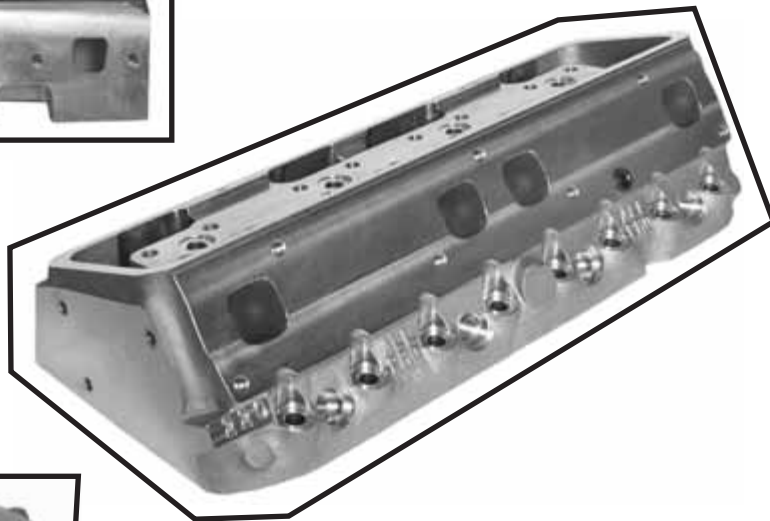
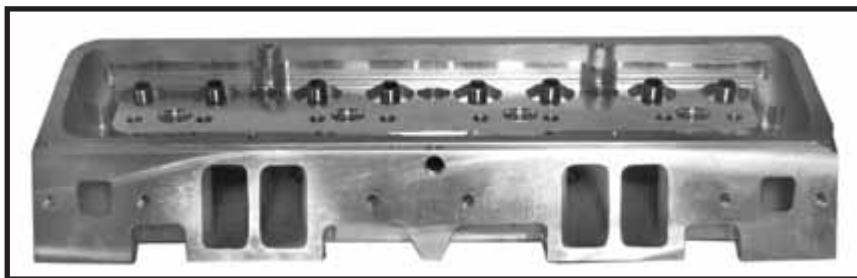
Intake port: 244 or 250 cc
Chamber volume: 74 - 60 cc
Intake valve diam: 2.100 - 2.150
Exhaust valve diam: 1.600
Valve length: 5.340 - 5.440

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, engine to engine
- 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 (+.200 long valves required)
- All standard valve train components fit
- Special magnesium bronze replaceable valve guides for excellent

SPECS

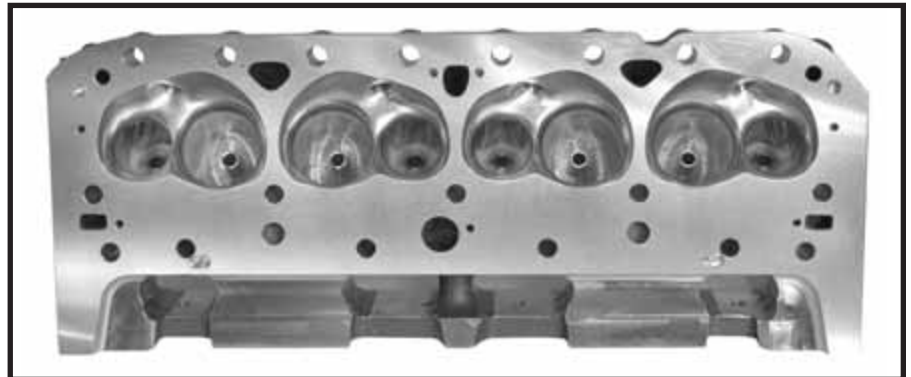
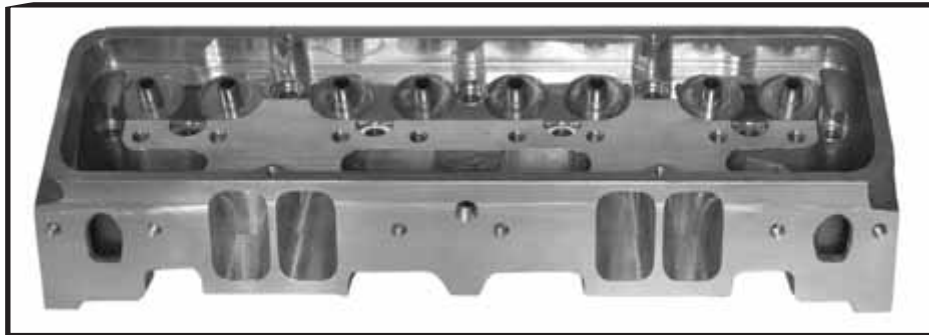
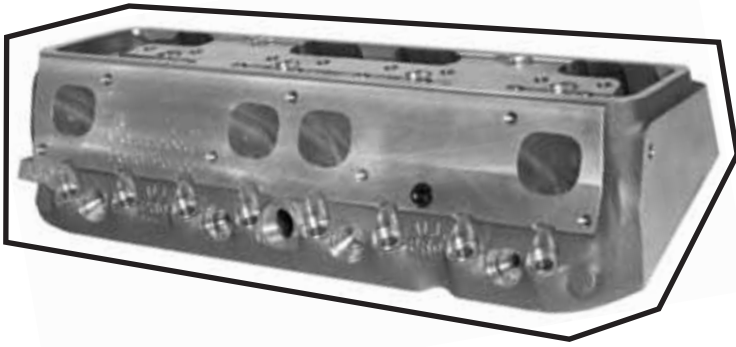
Intake port: 220 cc when CNC ported
Chamber volume: 74 - 60 cc
Intake valve diam: 2.080 - 2.125
Exhaust valve diam: 1.600
Valve length: 5.140 - 5.240

OPTIONS

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

AP360SP-23

Great for 360 ci Sprint & Certain Drag Race Applications



SPECS

Intake port: 244 - 248 cc when ported

Chamber volume: 74 - 60 cc

Intake valve diam.: 2.125 - 2.150

Exhaust valve diam.: 1.600 - 1.625

Valve length: 5.360

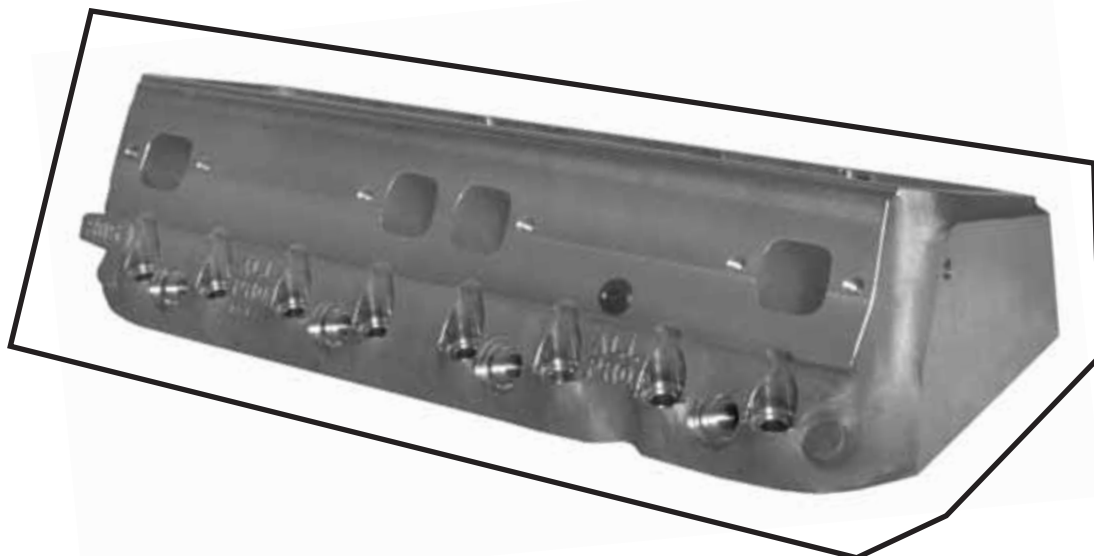
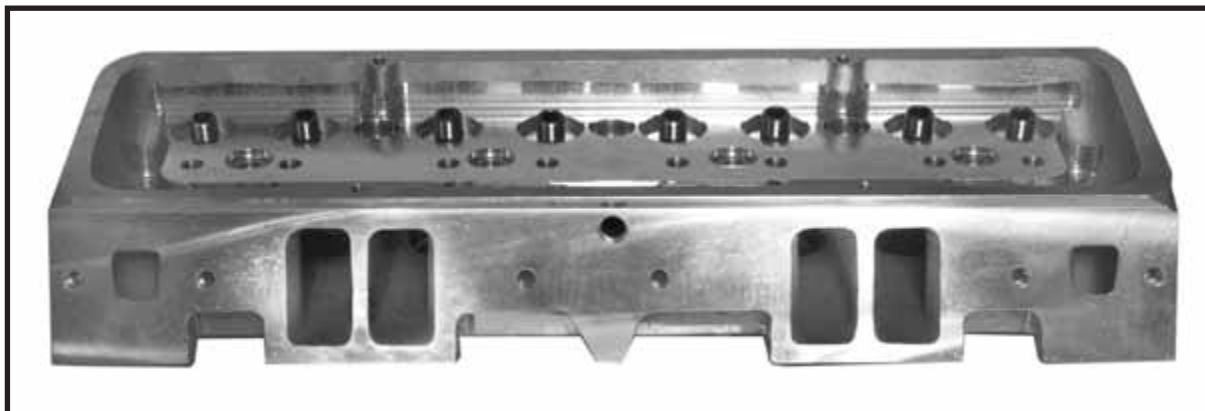
FEATURES

- Accelerates hard with maximum power
- Extremely high flow rate per cc volume
- Hi-flow raised exhaust ports
- Reverse cooling boss
- .450 O.S. rockers available
- .150 - .180 O.S. lifters available
- Chambers can be angle milled to the high 59 cc range

OPTIONS

- Weight removal
- Down nozzles
- Copper alloy valve seats

S/S STREET/STRIP 23°



SPECS

Intake port: 185 cc
Chamber volume: 68 cc as cast
Intake valve diam.: up to 2.080
Exhaust valve diam.: 1.600
Valve length : std. 4.960

FEATURES

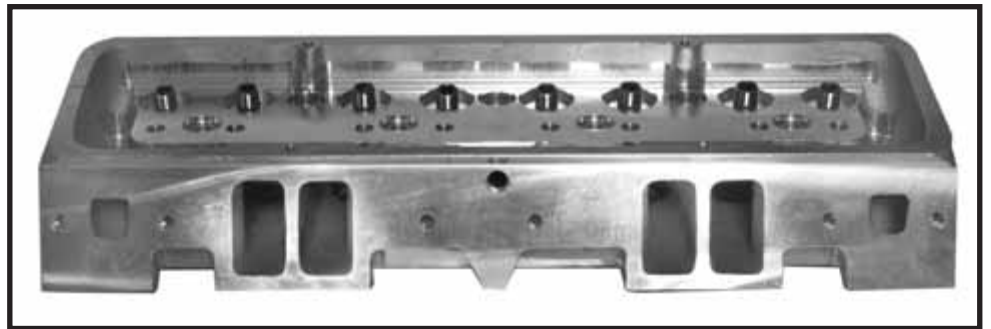
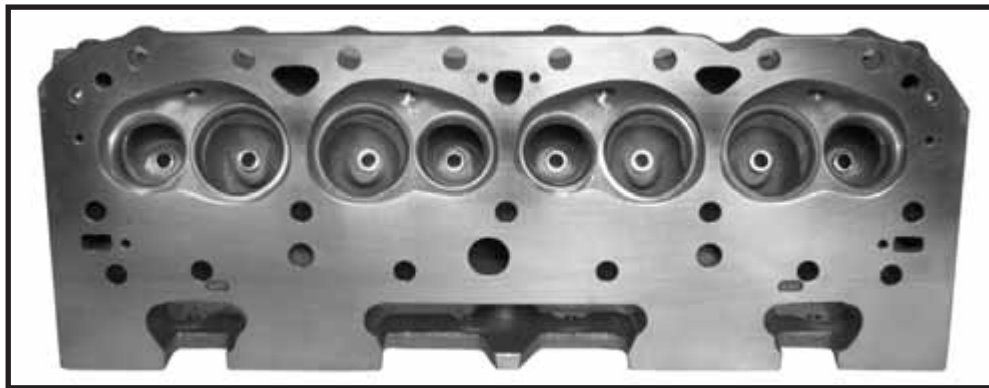
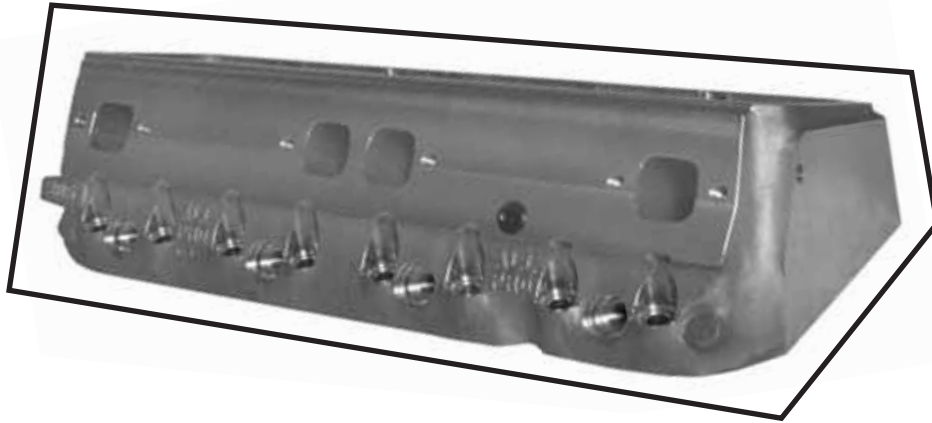
- NEW refined intake runner design
- Std. valve placement for most 23° pistons
- NO special manifolds required
- Improved water jacket design over most street heads
- High swirl style chamber
- Same alloy as finest racing heads for long life
- 4 bolt valve covers

OPTIONS

- Angle or straight spark plug
- Copper alloy seats
- CNC porting
- Down nozzles

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

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 9 to 1 - 390	
Intake 244cc	Exhaust
200 = 155	122
300 = 227	186
400 = 280	224
500 = 318	239
600 = 342	248
700 = 350	255
800 = 353	259

Port Designs By: All Pro & Clements Porting Service, Columbus, GA

LS-1 - LS-2 Drag Special Port 250cc	
Intake	Exhaust
100 = 71	49
200 = 149.2	100.3
300 = 221.9	150.9
400 = 273.7	187.1
500 = 317.2	209.2
600 = 338.3	223.9
700 = 351.3	240.1

Port Designs By: All Pro & Wegner Motorsports

267 Ultra 13 - LM Series 2.180 - 1.625 Valve - 278cc	
Intake	Exhaust
200 = 150.5	124.11
300 = 231.8	204.0
400 = 298	248.1
500 = 342.	272.2
600 = 367.	278.5
650 = 373.	284.0
700 = 378.	292.0

Port Designs & Manifold Layout By: Clements Porting Service, Columbus, GA

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

265 - 15RE - BR 2.190 - 1.6 Valve	
Intake	Exhaust
200 = 163.6	128.18
300 = 228.2	210.84
400 = 280.59	247.5
500 = 327.47	267.98
600 = 353.16	278.41
650 = 361.80	N/A
700 = 369.12	282.42
750 = 375.83	N/A

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

285 - 7 Ultra Series 2.2 - 1.625 Valve - 302cc	
Intake	Exhaust
200 = 149.0	116.4
300 = 228.6	163.8
400 = 280.4	217.7
500 = 348.5	238.6
600 = 381.1	250.8
650 = 391.9	N/A
700 = 399.1	260.0
750 = 402.2	265.6

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.

*NOTE: Most SuperFlow Benches yield higher Flow-Figures.

CYLINDER HEADS PRICE LIST

Part Number	Description	RN
305-23	179cc small spec head with valve job	\$1045.00
S/S	185cc street strip w/vlv. job & bowls cnc'd	\$1145.00
AP220S & SP	220cc w/std. or spread exh. port CNC ported – add	\$1199.00 \$1449.00
RR227SP	227cc raised runner spread port	\$1595.00
AP360SP-23	360 sprint special gasket	\$1695.00
360B-21	360 sprint open head	\$1745.00
272-21	21° ultra head	\$ 2045.00
280-22	22° ultra head	\$ 2045.00
RR227SP-W	244-250cc raised runner NASCAR spread exh. port	\$1695.00
RR245SP-23	245cc raised runner 23° spread exh. port	\$1745.00
260 or 270LM-13	260 or 270cc ultimate late model for cast STD or spider manifold	\$ 2045.00
R265 or 292RE-15	265 or 292cc rolled 15° raised exh.	\$1745.00
RR260SP-17	260cc or 274cc raised runner 17° spread exh. port	\$1745.00
R267ULTRA 13M	279cc 13° manifold type	\$ 2045.00
R260-288RE-13	260-320cc ultra 13° raised exhaust	\$ 2045.00
W9-RP-13	mopar-drag-sprint-midget-road race	custom quote
LS1 – LS6	234 & up ultimate replacement	\$1309.00
LSW-12°	270 thru 285cc	\$1799.00

COMPONENTS PRICE LIST

Part	Description	RN
VALVES	All Pro high quality s/s Manley premium s/s Victory, Manley titanium w/hard tips	\$139.00 from \$199.00 from \$640.00
SPRINGS	Isky, Comp. Cams, Crane, PSI premium dual valve spring 1.550-1.650 diam.	from \$179.00
VALVE GUIDES	All Pro std. int./exh. .309-.342 I.D. .502 O.D.	\$8.95
VALVE SEATS	All Pro std. int./exh. Copper beryllium int./exh.	\$8.95 from \$16.79
VALVE LOCKS	Machined Super 7° or 10° 5/16, 11/32, 3/8	from \$19.95
RETAINERS	Chrome moly steel Titanium	\$54.95 from \$159.00
VALVE SEALS	Teflon	\$18.95
SPRING SEATS	Machined (internal)	\$59.00
GUIDE PLATES	5/16 or 3/8 std. offset Special .150 or .225 offset	\$22.95 \$39.00
O-RING CORD	For heads machined w/o-rings instead of gaskets	.50 per ft.
ROCKER SHAFT ASSEMBLIES	T & D, Jesel, Crane	custom quote
FUEL INJECTIONS & NOZZLES	Kinsler, Engler, Hilborn	custom quote
VALVE COVERS	Sheet metal, w/oilers	custom quote

ROSS RACING PISTONS EAST COAST WAREHOUSE
Complete line of stocking pistons shipped same day before 3:00 EST

December 1, 2007
Prices Subject to Change Without Notice

www.allproheads.com

PORTING, VALVE & FLOW WORK

E.B.S.

Engine Builders' Special: All CNC work done.
Finish seats & guides, some blending work & you're race ready!

From \$1050.00

Fitted guides & Serdi valve job:
Add \$250.00 (E.B.S. pkg. Only)

*Not Available on All Models

STAGE II

Competition radius seat valve job, hand blended intake & exhaust bowls & polish, match port intake side of heads to gasket, polish combustion chambers & equalize cc's.

\$799.00

CNC "ULTIMATE" PORT

Race Ready, hand finished for the finest in a racing head.

From \$1695.00 to \$2295.00

MISC. LABOR

1. Angle mill heads.....	\$150.00
2. Flat mill heads to .020".....	60.00
to .050"	70.00
to .075"	80.00
3. Machine heads for hardened spring cups	38.00
4. Check & correct spring height, soap & water wash & assemble	100.00
5. Enlarge bolt holes (when angle milled)	40.00
6. Spot face bolt holes (when angle milled)	38.00
7. D.P.I. injection	100.00
8. Finish valve seats with reamed & honed guides	250.00
9. Weight removal	200.00-350.00
10. Tip heads 1-1/2° – bolts – dowels – intake angle	175.00
11. Correct intake angle	60.00
12. Welding & repairs to All Pro heads only	per hr.
13. Chamfer valve springs	40.00
14. Blending work	60.00 per hr.

December 1, 2007

Prices Subject to Change Without Notice

www.allproheads.com

Call Us For Price Quotes On These Winning Products:

ROSS

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



Engler Magnesium Fuel Injectors

The ULTIMATE injector for 360
specials through the 285 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.

CALLIES

PERFORMANCE PRODUCTS INC.



All Pro Aluminum Valve Covers

In plain cast or engraved and powder coated.
The wide-body covers will fit most applications.
ALSO: Ultra-light fabricated covers for the
extreme weight conscious.



All Pro & Fel-Pro Gasket Line

At competitive prices.



Kinsler Fuel Injectors

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





CHOICE OF CHAMPIONS



Fred Rahmer: PA Posse Champion
Craig Dollansky: Track Record @ Eldora Speedway 12.70
Byron Reed: 2007 Fremont Speedway Track Champion
Attica Raceway Park Champion
Levi Jones: USAC Sprint Champion
Bud Kaeding: USAC Silver Crown Champion
Travis Whitney: IRA Champion
Todd Shaffer: Williams Grove Track Champion
Nick Neighbor: Jim Nier's KC Raceway Champion
Keith Kauffman: Port Royal Track Champion
Brian Brown: Knoxville Track Champion

PREFERRED BY TOP ENGINE BUILDERS & CYLINDER HEAD SPECIALISTS

Kistler Engines	Don Ott Racing Engines	Fisher Motorsports
Jones Engineering	Garrett Racing Engines	Leggett Engine Research
Midwest Motorsports	Clements Porting Service	Draime Engines
Craiger Engines	Ron's Porting Service	Wheel to Wheel, LLC
Shaver Specialties	Kroyer's Racing Engines	West Coast Cylinder Heads
Patton Racing Engines	I.T.I. Performance	Weld Tech
Rider's Automotive & Machine	Cappetta Competition Engines	Kriner's Engines

WARRANTY DISCLAIMER

No warranties of any nature (expressed, implied, fitness of usage or merchantability) are given on these products. Seller undertakes no responsibility for any product sold. Additional disclaimers are within and are binding upon this contract. Due to the intended usage of products offered, all products are sold on an "as-is" basis, and no warranties of any kind, whether written or oral are made by All Pro Inc., its agents or employees. All implied warranties, including the implied warranties of merchantability and fitness are expressly excluded, and the buyer bears the entire risk as to quality performance and use of these products. All Pro Inc. will assume no responsibility of personal injury, labor or other injury arising out of the usage of high performance racing parts or products. Any defective part will be handled between the original manufacturer and the buyer. All Pro Inc. reserves the right to change specifications, prices and discontinue parts without notice. Installation of All Pro heads may adversely affect the vehicle manufacturer's warranties, and may violate State and Federal laws when vehicles so equipped are operated other than strictly off-highway. All Pro reserves the right to discontinue any product at its sole discretion and without any liability with respect to similar products already in the field. Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.
ALWAYS CONFIRM PRICE WHEN PLACING YOUR ORDER.
WE WILL MAKE EVERY EFFORT TO KEEP YOU INFORMED OF INCREASES.

For more technical information or sales,
call All Pro 8:00 A.M. - 6:00 P.M. EST
(740) 967-7761 or 967-8860
FAX: (740) 967-9404

www.allproheads.com e-mail: info@allproheads.com

Please call your engine builder or All Pro direct
for more information on the new "Ultra" series.



All Pro Aluminum Heads, Inc.
P.O. Box 424
5370 Johnstown-Alexandria Road
Johnstown, Ohio 43031

VISIT OUR WEB SITE AT: www.allproheads.com