



AFI's .217MAG CYLINDER HEADS

UNIQUE FEATURES

- Sold COMPLETE ready to use
- The only head designed specifically for Forced Induction without making sacrifices on N/A engines!
- CNC Ported 217cc Intake runners
- CNC Ported 92cc Exhaust Runners
- CNC 68cc combustion chamber custom designed for high exhaust flow.
- Flows 311cfm on the Intake @ .600 lift
- Flows 255cfm on the Exhaust @ .600 lift
- AFI custom 2.05" Manley Stainless Intake Valves
- AFI custom 1.65" Manley Stainless Exhaust Valve for superior low-lift flow from .200-.450
- 10° H13 Lightweight Retainers
- Manganese-Bronze valve guides
- 2.325" x 1.200" Intake Ports
- 1.575" x 1.250" Exhaust Ports
- Uses Standard Intake/Exhaust Gaskets
- Headers remain in stock location
- Uses any popular Magnum Intake

The ONLY Small Block/Magnum Chrysler Cylinder Head Specifically Designed For Forced Induction and Large Cubic Inch Engines.

MORE FLOW = MORE GO!

Why choose our heads verses the others?

It's simple. Air Flow is our specialty. We know what a forced induction engine needs and we know how to get it.

Where did the pushrod go?

Our heads flow more with a smaller valve because we moved the intake pushrod relief that was protruding into the side of the intake port. Our offset pushrod location gives the head a wider port resulting in higher flow and diminishes turbulence inherent to the Magnum's high-lift port casting.

What goes in, must go out.

The exhaust ports on our CNC'd .217MAG heads flow an average 86% of the intake from .200-.700 lift. The closest competitor's head is a 69% average in the same lift range. This is because of our superior valve design and it's relationship to the port shape.

It's all about the average.

Having that peak flow number looks damn impressive. But there's more to a cylinder head than just "all out" and we want you to have it all! Our head design gives you better flowing averages and peaks across the board.

More for less.

Sold complete with high quality rocker arms and the proper springs for your application, our heads offer more power and over all value than the competition.

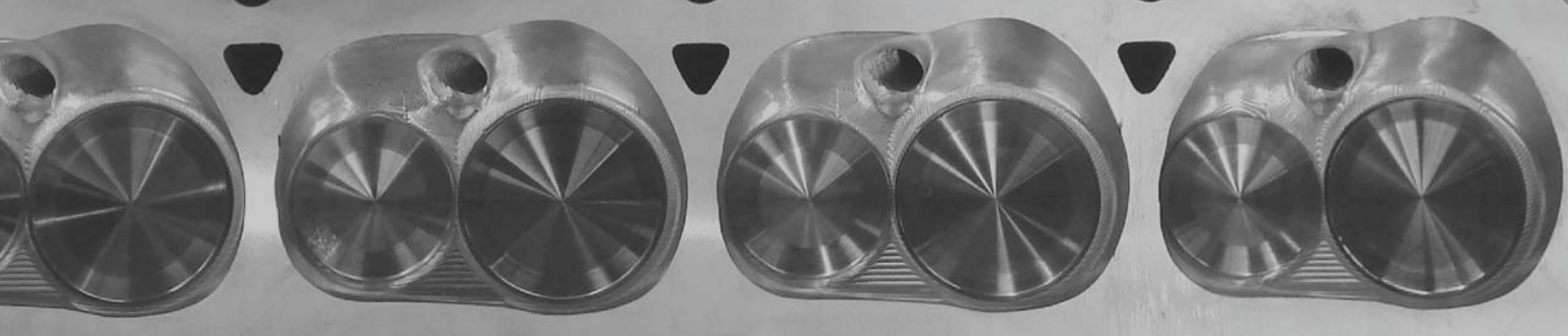
AFI

AIR / FUEL INNOVATIONS

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Specifications, Features and Optional Supporting Components

Head Torque	100 ft. lbs with 1/2" stud
Head Gasket	Cometic C5554-040
Suggested Manifold	SDCE Ported M1
Spark Plug Starting Range	14mm Thread, 3/4 Reach, Gasket Seat
Combustion Chambers	CNC 68cc
Valves	Manley Severe Duty, Custom Designed
Retainers	10° H13 Lightweight Steel
Valve Springs	Isky. Custom to each application.
Rocker Arms	Offset Intake, Requires SDCE Offset Rockers
Valve Angle	Standard 18°
Valve Spacing	Standard

Available Upgrades:

- Valve and chamber ceramic coatings
- Inconel or Super Alloy exhaust valves for severe duty applications
- Titanium retainers
- Valve spring choices for hydraulic, solid roller and flat tappet camshafts
- Ask about our SDCE Intake Manifolds for Injected and Carb'd motors!!
- 2.100" Intake Valve upgrade
- Custom Offset Adjustable Shaft-Rocker system is required.

Head Type	Exhaust Runner Size	Intake Runner Size	Average Exhaust Flow .200 - .700	Average Intake Flow .200 - .700	% Exhaust to Intake Flow	\$ Cost Compete Head Minus Valvetrain
AFI 217 Magnum * 2.05" Intake, 1.625" Exhaust Valve	92cc	217cc	225cfm	266cfm	86%	\$2825
Hughes Engines Stg 3 CNC ** 2.08" Intake, 1.60" Exhaust Valve	89cc	205cc	185cfm	261cfm	69%	\$2711
Edelbrock As-Cast *** 2.02" Intake, 1.60" Exhaust Valve	75cc	176cc	164cfm	222cfm	73%	\$1524
Stock 5.2/5.9 Magnum **** 1.92" Intake, 1.625" Exhaust Valve	75cc	153cc	150cfm	177cfm	85%	

* As measured by AFI ** Per Hughes Engines *** Per Edelbrock **** Per MOPAR

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