

# FORCED INDUCTION CYLINDER HEADS



## UNIQUE FEATURES

- Sold COMPLETE ready to use
- The only head designed specifically for Forced Induction
- Valves positioned for maximum piston clearance, resulting in smaller piston notches, yielding stronger pistons
- Designed to use Fel-Pro 1262 intake gaskets!!
- Designed to use Fel-Pro 1415 Exhaust gaskets!!
- CNC Ported 203cc Intake runners
- CNC Ported 78cc Exhaust Runners
- Exhaust port raised .375"
- CNC'd 67cc combustion chamber volume custom designed for high exhaust flow.
- Flows 320cfm on the Intake @ .600 lift
- Flows 250cfm on the Exhaust @ .600 lift
- AFI 1.65" exhaust valve for superior low-lift flow from .200-.450
- AFI intake valves
- Dual exhaust bolt pattern for large tube headers
- 10° Retainers
- Thick deck surface won't warp or distort under high combustion pressures
- Manganese-Bronze valve guides
- 1.55 OD Spring pockets
- Guide-plates included
- Can also be used with FelPro 1415 or 1487 exhaust gaskets!!

## FINALLY!! A good, fairly priced, ready to use forced induction cylinder head!!

The TNB203 SB Ford Forced Induction Cylinder Heads Are The ONLY Cylinder Head Specifically Designed For Forced Induction.

## 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.

### What goes in, must go out

The exhaust ports on our CNC'd TNB203 heads flow an average 85% of the intake. The closest competitor only flows 78%.

### 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

Blower exhaust ports are an option from the other head companies for an added cost. Competitively priced, our heads come standard with the blower ports offering more power per dollar because they can be used on a naturally aspirated engine or a boosted engine.

### Got small headers?

Our heads are matched to Fel-Pro 1262 intake and 1415 Exhaust gaskets allowing you to use your small-tube headers or turbo-manifolds that won't line up on the larger ports of the AFR or TFS heads that require a 1487 exhaust gasket. If you happen to use a large port design and need a 1487— no worries! The heads are easily opened up as the exhaust runner is larger than the outlet resulting in even greater flow!

# AFI

**AIR / FUEL INNOVATIONS**

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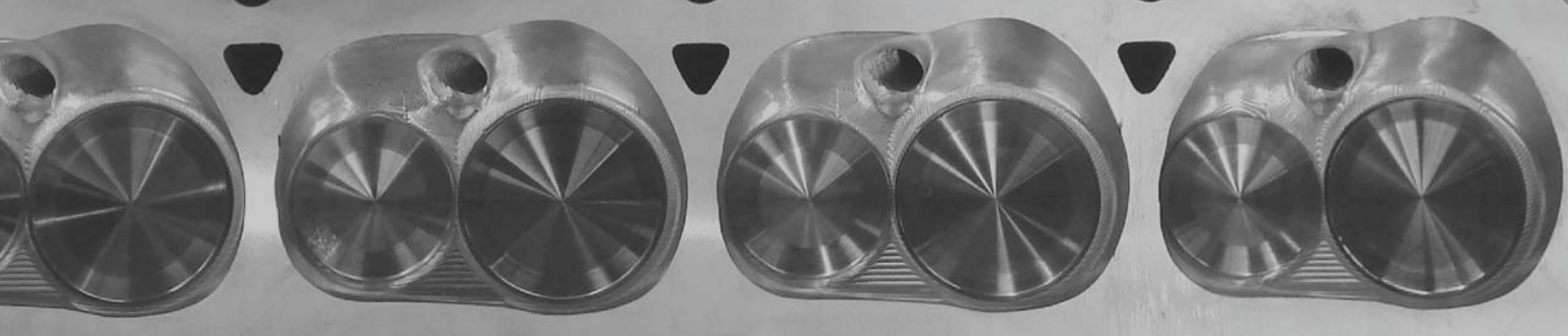
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Valves positioned for maximum piston clearance



Sold COMPLETE & ready to use!



## We outflow AND out-price the competition!

When trying to make consistent power, average flow numbers are more important than peak flow numbers. Below is a chart comparing our average flow numbers to other available cylinder heads. Also keep in mind these are all designed for naturally aspirated engines. For those that offer blower porting, the cost is more than what is shown below.

Head Type	Average Exhaust Flow .200 - .700	Average Intake Flow .200 - .700	% Intake to Exhaust Flow	Cost \$
<b>AFI CNC 203cc</b>	<b>217cfm</b>	<b>257cfm</b>	<b>84%</b>	<b>\$2400</b>
TFS R Hi-Port 225cc	203cfm	263cfm	77%	\$2900
AFR 205 Race	196cfm	250cfm	78%	\$1900
Edelbrock Victor Jr CNC 230cc	192cfm	253cfm	76%	\$3300
TFS Twisted Wedge 206cc	182cfm	245cfm	74%	\$2250
Dart Pro1 210cc CNC	178cfm	246cfm	72%	\$2677
GT-40P Ford Iron Head	126	176cfm	72%	\$1200

### Available Upgrades:

- Valve and chamber coatings
- Inconel exhaust valves for severe duty applications
- Titanium retainers
- Valve spring choices for hydraulic, solid roller and flat tappet camshafts
- Ask about our AFI Intake Manifolds for FI and Carb'd motors!!
- 225cc TNB225 Heads for larger cubic inch engines



Ask about our TNB203's for N/A engines! Ken's Mustang (right), as featured in MM&F's Mag (May '08 and again in Jan '09) has consistently clicked off 10's @125mph in the 1/4 using our TNB203 Heads...since 2003!

## Specifications, Features and Optional Supporting Components

Head Torque	100 ft. lbs with 1/2" stud
Rocker Stud Torque	55-60 ft. lbs
Intake Port Gasket, 1.280" x 2.100" w/ 3/8" radius	Fel-Pro #1262, AFR #6832
Exhaust Port Gasket	Fel-Pro #1415 (small port) #1487 (large port), AFR #6839
Head Gasket	Fel-Pro #1011-1, AFR #6808
Head Bolts and Studs	Standard ARP, AFR #6318 & #6317
Head Bolt Washers	Manley, AFR #6320
Stud Girdle	AFR #6207
Suggested Manifold	Victor Jr, Super Victor
Spark Plug Starting Range	NGK plugs
Combustion Chambers	58cc or 72cc
Spring Pocket can be cut to 1.625, no deeper	
Valve Spacing	Standard
Rocker Arms	Standard, will not accept rail rocker arms
Valve Angle	Standard
Angle Mill (6cc Maximum Optional Mill)	.008" per cc
Flat Mill (3cc Maximum Optional Mill)	.006" per cc

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