Holley Intake Dyno and Track Data

The following pages are feedback that I have received on ported Holley intakes that we have ported over the years. They include screen captures of posts on forums and emails that have been sent to us.

07-23-2011, 06:22 PM #9

blownholley50
Registered User

Trader Feedback: (16)

Join Date: May 2001
Location: Odessa, TX
Posts: 297

We did mine n/a before we did any blower pulls on the engine dyno at work.

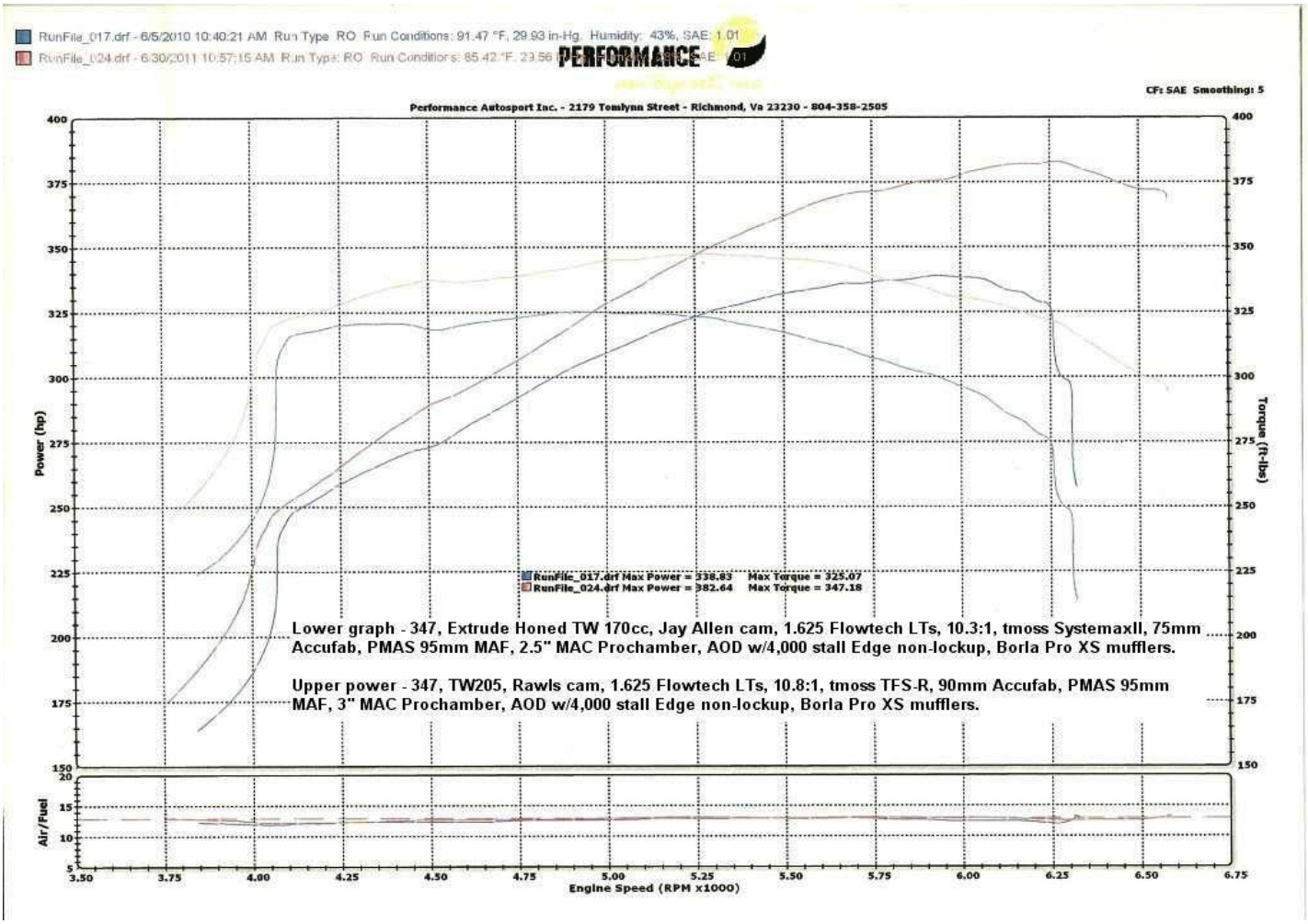
It was setup for blower
95# inj
363 w probe dish pistons. Shp block
9.4:1
Keith craft afr 205
Freezy custom billet hyd roller blower cam
Holley systemax, lower port matched by tmoss
Accufabs 80mm race t/b(left open on n/a pulls
Kooks 1-7/8 ss headers 3" collector
xfi fast efi
Made 500hp@ 6000n/a
470tq@5200n/a

After pulls found we had a bad fuel pump. Press went from 44 to 27psi. Maybe the motor could have made a tad more!!?? We only made 3 pulls n/a-- was more interested in getting it running n/a and make some short pulls to make sure everything looked ok and good to go before boost was applied!

93 LX Hatch ,Vortech YSI , Dart Blocked 363, Freezy Cam, XFI FAST, AJE, Baseline Suspensions etc.
*****True Street Odessa,Tx*****

Last edited by blownholley50; 07-23-2011 at 07:21 PM.

Quote



Yesterday, 11:39 AM #1

Killercanary
Registered User

Join Date: Jan 2004
Location: Altoona, PA
Age: 33
Posts: 141

Dyno'd my 9:1 331ci AFR competition headed combo, results inside

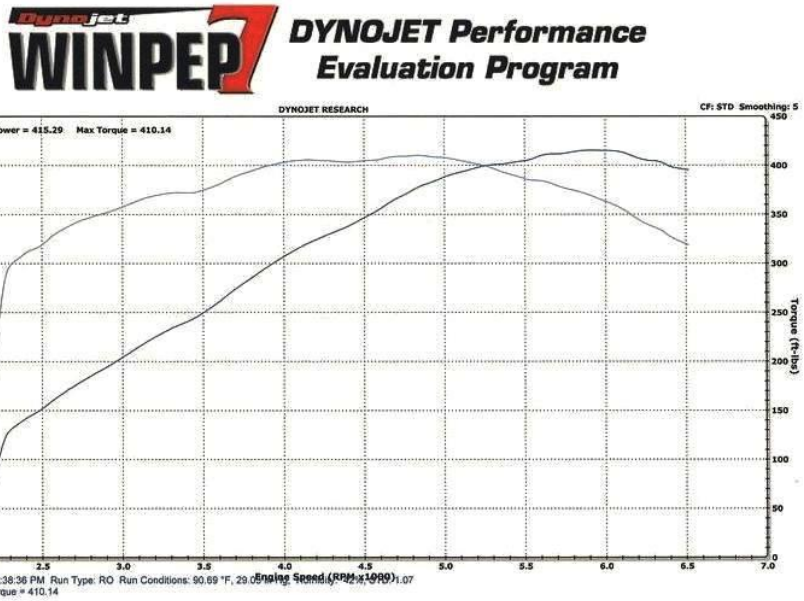
I lurk here a lot and rarely post anything but I finally dyno'd the car with the AFR185 competition heads yesterday and wanted to share my results. This is the setup that was on the car when I ran 11.5 at 121mph:

http://www.youtube.com/watch?v=z_7G9YXU1ag

Up until now I haven't had the car dyno'd to see just how much power it was actually making. I speculated that it was over 400 based on the ET/trap speed but my curiosity got the best of me and I had to know. Unfortunately I think I picked the worst day of the year to dyno the car as the it was hot and humid as hell yesterday. The air inside the dyno area was a whopping 90.69*!!! Still, I came home happy.

Here's the combo:
-Dart sportsman 331ci 9:1 compression assembled by RNH
-AFR 185 competition heads
-FTI cam from my old stock shortblock combo
-probe shaft mount rockers
-TMOSS ported Holley Systemax intake
-75mm fox TB
-30lb injectors
-190lph pump
-ASP pulleys
-MAC 1-3/4" long tubes
-Dr. Gas 3" into 2.5" X pipe
-2.5" cat back with dynomax welded ultraflow mufflers
-AEM ECU tuned by me
-TKO trans
-4.10 gears

The results.... **415rwhp...410rwtq!!!**



To say I am thrilled is an understatement. This combo made 380rwhp/380rwtq on the same dyno a few years ago when I had my old AFR 165 heads on it. This car is almost too streetable to make power like this. LOL! For years I've been saying how streetable it is so on the way home I video'd a little street driving to show just what I'm talking about. Here's a video on the dyno and my little streetability example:

11-25-2008, 10:18 PM #16

Killercanary
Registered User

Trader Feedback: (1)

Join Date: Mar 2000
Location: Altoona, PA
Posts: 1,852

Quote:

> Originally Posted by **tmoss**
> *Great job, Paul!!*
>
> *Best of luck in your future efforts.*

Thanks Tom! I believe your ported intake was a big help in obtaining these results as I was shocked as the the amount of variance in flow that there was in the stock holley. I know there is more ET in the car/combo, I just don't know if I'll get to address them before I put the turbo on. You know me though, I like to max out everything I have before I add anything new so maybe the turbo will have to wait a little longer! LOL!

-**1995 GT Convertible show/strip project**
12.03 @112.5MPH NA 302; **11.50 @121mph** NA 331
-**1994 Cobra under prepared CP autocross project**
13.2 @105 MM PHB, TA, adj. sway bar, CC plates, 425lb/325lb coil-overs, '03 cobra A arms

Quote

Before Porting: Dean Scheidt - 347, Extrude Honed TW heads (285/210cfm@.600"), Jay Allen custom .608" lift 219/232@.50" 112 lsa, Stock Holley SMII

Date	Temp	Humid	Initial	Fuel	60'	1/8 ET	1/4 est	1/4 ET	MPH	Tire	Weight	ET HP	MPH HP
6/12/2010	83	49	10°	42#	1.675	7.565	11.977		91.85	DR 15#	3350	385	n/a
"	84	50	10°	42#	1.671	7.670	12.143		90.92	DR 15#	3350	370	n/a
"	84	50	10°	42#	1.703	7.575	11.993		91.41	DR 15#	3350	384	n/a
"	79	58	10°	42#	1.684	7.530	11.921		92.21	DR 15#	3350	391	n/a
"	79	58	10°	42#	1.678	7.521	11.907		92.10	DR 15#	3350	392	n/a
6/25/2010	86	43	10°	42#	1.691	7.568	11.982		92.00	DR 15#	3350	385	n/a
"	86	43	10°	42#	1.683	7.556	11.963		91.94	DR 15#	3350	387	n/a
"	82	50	10°	42#	1.759	7.623	12.069		91.63	DR 15#	3350	377	n/a
"	79	61	10°	42#	1.661	7.504	11.880		92.28	DR 15#	3350	395	n/a
"	79	61	10°	42#	1.718	7.592	12.020		91.73	DR 15#	3350	381	n/a
"	77	61	10°	42#	1.67	7.527	11.917		92.29	DR 15#	3350	391	n/a
Avg	81.6				1.690	7.566	11.979		91.85			385.3	
MIN/MAX					1.661	7.504	11.880		92.29			394.9	

After Porting: Dean Scheidt - 347, Extrude Honed TW heads (285/210cfm@.600"), Jay Allen custom .608" lift 219/232@.50" 112 lsa, tmoss 1262 Holley SMII

Date	Temp	Humid	Initial	Fuel	60'	1/8 ET	1/4 est	1/4 ET	MPH	Tire	Weight	ET HP	MPH HP
9/25/2010	82	35	10°	42#	1.681	7.520	11.906		92.38	DR 15#	3350	392	n/a
"	82	35	10°	42#	1.658	7.481	11.844		92.55	DR 15#	3350	399	n/a
"	82	35	10°	42#	1.670	7.504	11.880		??	DR 15#	3350	395	n/a
"	84	28	10°	42#	1.638	7.428	11.760		93.04	DR 15#	3350	407	n/a
"	84	28	10°	42#	1.652	7.459	11.809		92.56	DR 15#	3350	402	n/a
"	84	30	10°	42#	1.641	7.402	11.719		93.65	DR 15#	3350	411	n/a
"	84	30	10°	42#	1.64	7.458	11.808		92.26	DR 15#	3350	402	n/a
"	84	29	10°	42#	1.661	7.466	11.820		92.4	DR 15#	3350	401	n/a
"	84	29	10°	42#	1.648	7.444	11.785		93.21	DR 15#	3350	404	n/a
"	86	30	10°	42#	1.683	7.534	11.928		92.05	DR 15#	3350	390	n/a
Avg	83.6				1.6572	7.4696	11.826		92.68			400.4	
MIN/MAX					1.6380	7.4020	11.719		93.65			411.4	
AVG Improvement							0.153		0.8			15.2	
MAX Improvement							0.161		1.4			16.5	