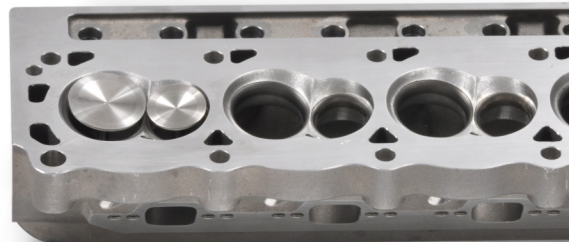


## THREE IRREFUTABLE POWER GAINS FROM KAASE'S NEW P38 CYLINDER HEADS FOR 302 & 351 SB FORDS

The principal power gains in Jon Kaase's new P38 cylinder heads for Ford 302 (5 liter) and 351 small-block engines are derived from canted, larger diameter inlet and exhaust valves; improved port velocities; and deeper bowls with sweeping short turns in the intake and exhaust tracts.



### P38 Features:

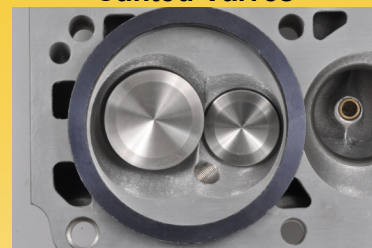
- **Generates** more power by means of canted, larger diameter inlet and exhaust valves; improved port velocities; deeper bowls with sweeping short turns in the intake and exhaust tracts
- **Accommodates** the original equipment intake manifolds and exhaust headers
- **Features** intake valve angles of 8 x 4.5 degrees and exhaust of 10 x 4 degrees to increase air flow
- **Presents** bigger intake and exhaust valves: 2.100in and 1.600in respectively
- **Provides** optional mounting holes for larger diameter headers as standard
- **Actuates** valves that open toward the cylinder centers, hence gases are less encumbered by shrouding effect of the cylinder walls
- **Equipped** with Kaase P38 cylinder heads, a modest camshaft, and an Edelbrock Junior intake, the 302, running on pump fuel and barely 9:1 compression ratio, easily generates 500hp @ 7,500rpm



*The P38 operates with slightly altered intake valve pockets on the piston crowns, narrow stud-style rockers, appropriate guide plates, and different valve covers.*

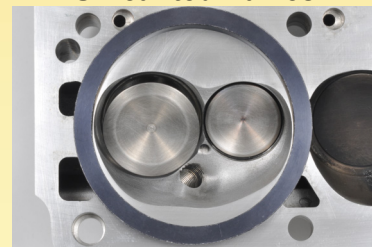
### Briefly...

#### Canted Valves



Canting the valves causes them to open toward the center of the cylinder ensuring the gases are less encumbered by the shrouding effect of the cylinder wall.

#### Un-canted Valves



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