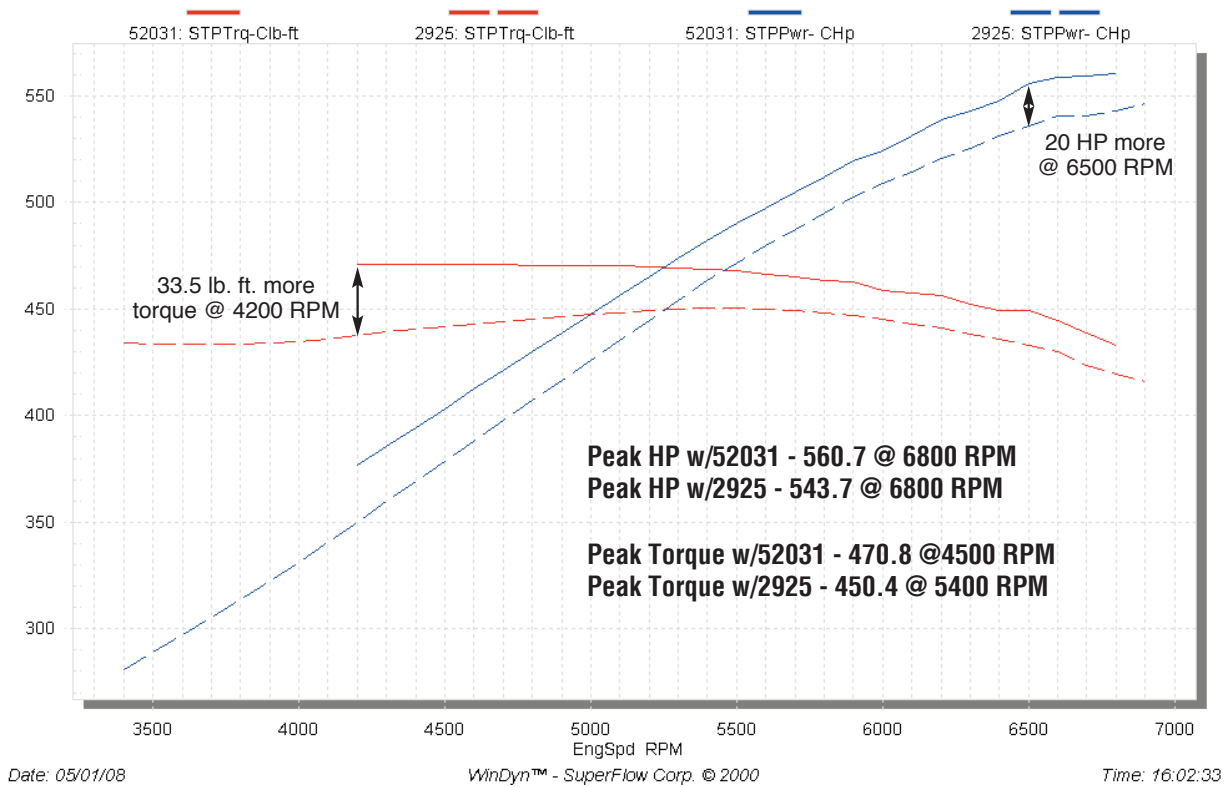


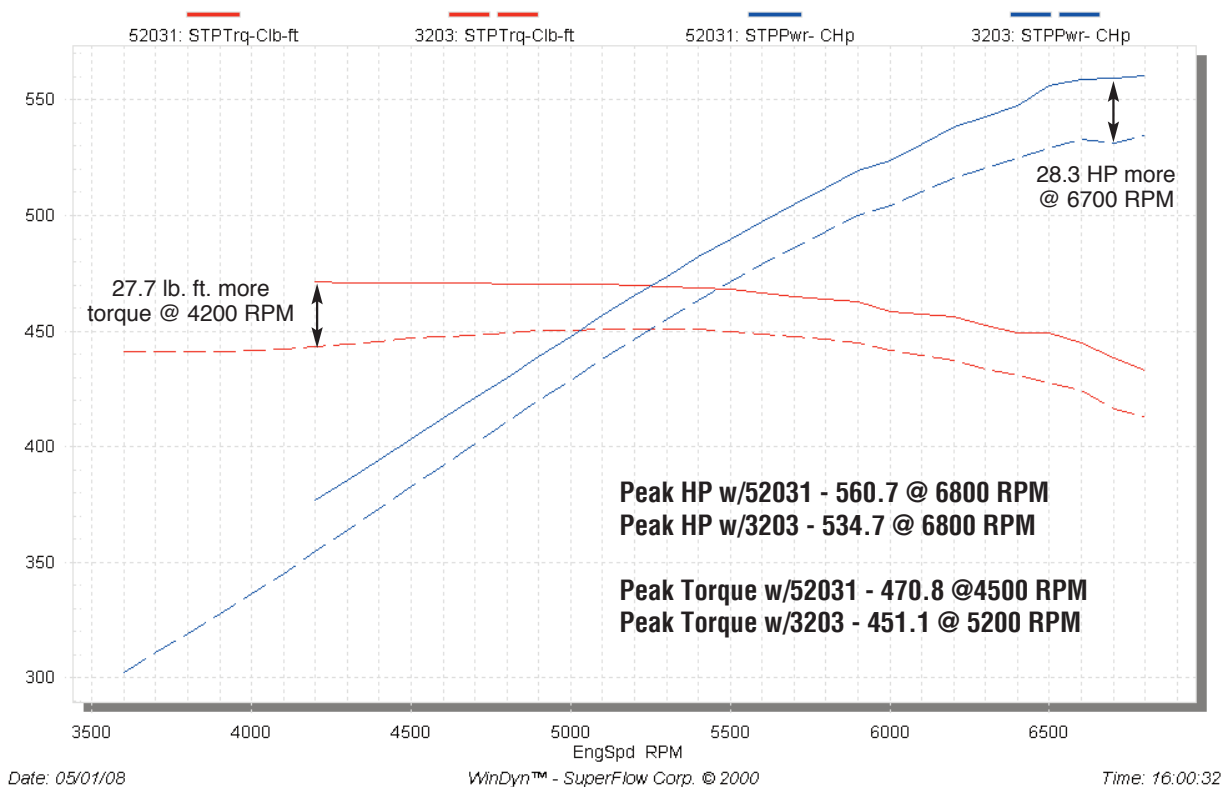
Dyno Test B • Comparing a Professional Products #52031 Hurricane to an Edelbrock #2925 Super Victor and a Procomp 3203

These dyno tests were performed on an engine dyno utilizing our own dyno motor built for us by Jon Barrett Racing Engines. The engine is a 383 small block Chevy with AFR 220 cylinder heads and a Comp Cam #12-443-8. It was equipped with a Holley 750 CFM carburetor.

Professional Products Hurricane 52031 vs Edelbrock Super Victor 2925



Professional Products Hurricane 52031 vs Procomp 3203



Dyno Test C • Comparing a Professional Products #52031 Hurricane to a number of other single plane SB Chevy manifolds.

The chart below represents the results of a series of dyno tests. While this test was done back in 2002, the results are still relevant and very interesting. We think one of the most interesting results of this test is not only did the Professional Products Hurricane shine in every category, it made all that power and used less fuel doing it than any other manifold which means it is the most efficient design.

DYNO TEST REPORT

On December 18th, 2002, comparison dyno tests were taken of the six leading single plane manifolds for small block Chevy on 23° heads. The tests were conducted at Westech Performance Group, a leading southern California Dyno shop. Westech has the latest state of the art SuperFlow Dyno and is recognized to produce some of the most reliable dyno test results available. The engine was a 355 cubic inch World Products Motortown block with Motortown heads. The carburetor was a Speed Demon 750 cfm with 86/91 jetting.

The timing was set at 40° total for all tests. Each manifold was tested with three dyno pulls and all the figures shown below are an average of the three dyno runs for each manifold. Each dyno pull was made from 4,000 rpm to 7,000 which is the approximate optimum operating range for this type of manifold. The numbers in parentheses are the ranking (1 through 6) of each manifold in each listed category. The final overall ranking was derived by adding all the individual category scores and dividing the total by 8.

Manifold	Peak Torque	Avg. Torque	Peak HP	Avg. HP	Min. HP	Fuel Lb./Hr.	Retail Price	HP per Dollar	Overall Rank
Pro Products #52031	450.5 (1)*	429.7 (1)	527 (2)*	449 (1)*	306 (2)	172.8 (1)	\$149.95 (1)	3.51 (1)	(1.25) #1
Weiland #7531	450.5 (1)*	429.2 (2)	526 (4)	449 (1)*	298 (5)	173.8 (4)	\$181.95 (3)	2.89 (3)	(2.88) #2
Holley #300-25	449.0 (3)	426.3 (5)	530 (1)	447 (4)*	290 (6)	174.8 (5)	\$169.95 (2)	3.12 (2)	(3.50) #3*
Brodix #HV-1000	448.3 (4)	428.6 (3)	527 (2)*	449 (1)*	299 (4)	172.9 (2)	\$325.00 (6)	1.62 (6)	(3.50) #3*
Edelbrock #2925	443.1 (6)	426.2 (6)	519 (6)	445 (6)	308 (1)	173.5 (3)	\$199.95 (4)	2.59 (4)	(4.50) #5
Chevy Bowtie #10051102	447.7 (5)	427.5 (4)	520 (5)	447 (4)*	305 (3)	175.8 (6)	\$265.00 (5)	1.96 (5)	(4.62) #6

*Denotes tie

Definition of Terms plus Comments

Peak Torque - Highest torque reading achieved on the test.

Average Torque - Average of the torque readings over the 4,000 to 7,000 rpm range of the dyno pull.

Peak HP - Highest horsepower reading achieved on the test.

Average HP - Average of the horsepower readings over the 4,000 to 7,000 rpm range of the dyno pull.

Minimum HP - The lowest horsepower reading in the 4,000 to 7,000 rpm pull.

Fuel Lb./Hr. - Average of the fuel used over the full 4,000 to 7,000 rpm pull.

Retail Price - Current typical retail price for each listed manifold.

Horsepower per Dollar - Based on peak hp number.

Sequence of Testing: Chevy Bowtie, Power+Plus Hurricane, Brodix, Edelbrock Super Victor, Weiland Team G, Holley Strip Dominator.

Comments - While all of these manifolds are very close in performance, on this particular engine, the Power+Plus Manifold ranked best in all the important categories. The Power+Plus Hurricane Manifold was number one in average power and average torque over the entire RPM range, peak torque, fuel usage, retail price, and dollars per horsepower. Average power and torque figures over the full operating range are more important than peak numbers. It's also interesting that the Power+Plus not only made the most average horsepower and torque over the full 4,000 to 7,000 rpm test range, it used the least amount of fuel to do it, which means it is the most efficient manifold of the six tested. Taking all of the performance factors into consideration in conjunction with the Power+Plus being the lowest priced manifold of this type on the market, it is definitely a best buy.