

December 12, 2011

When I called Chad I had the normal questions; like what's the most flow I can get out of my old out dated heads. Chad explained that big flow numbers don't make power for every combination; the secret is to match your components. Chad went on to say what he thought my heads flowed (which was way less than advertised by the way) and what he thought he could do with them. I wrote down the numbers that Chad quoted then thought about it for a month or so before I called him back.

Once Chad received my heads he flowed them, and then he called me to give me the results and suggested the next step. The numbers were within 3cfm to what I was quoted a month ago. I was impressed and gave him the go ahead to port the heads. I received updates via email (pictures) all week long as the heads progressed. Then the final flow numbers, the heads started at 283cfm and finished with 324cfm. That was exactly what I was quoted more than a month before.

I bolted the heads to the short block and immediately picked up .25. After some fine tuning (timing change, and jet change) I picked up another .15. Chad suggested that I send him my intake and it could be worth another .10. So I pulled the intake and sent it in. After bolting it back on the motor the car ran .06 faster. After all this the car was not only faster than it was it was more consistent. Last time out the car went four 7.85s in a row, and then through in a 7.848 for a brake out. Hey Chad can you fix my brakes too? Not bad for an old 23*small block Chevy.

In my opinion the number one thing a company can do is deliver on their claim. Chad did just that.

Thank You

Skip Pellett