

TITANIUM COMPETITION VALVES

WHETHER YOU HAVE A 9000-RPM NASCAR,
A 14,000 RPM PRO STOCK MOTORCYCLE, OR TOP-FUEL DRAGSTER



Ferrea offers the finest titanium valve on the market. Our extensive R & D facility is constantly implementing new designs and processes, which continues to keep us in the forefront of engine valve technology. We manufacture each valve by forging the special high-temperature titanium alloy with silicon (This high-temp. alloy is considered a "special upgrade" by our competitors; however, it has been standard in all our exhaust and some intake valves for years). The valves then undergo an extensive heat treatment and stress-relieving process to ensure molecular integrity and prolong the valve's life. Each **Ferrea** titanium valve

is meticulously machined in our own precision CNC machining center where it must pass extensive quality control procedures. Our proprietary Chrome Nitride (CrN) coating set the standard for today's industry valve manufacturers. Our unique CrN coating is applied uniformly to the entire valve, forming a protective insulating barrier from high engine temperatures. Ferrea's CrN coating provides rapid heat dissipation to the valve guide surface, friction reduction, wear resistance, hardness, and allows dynamic valve train forces and valve flex stresses without delaminating or flaking. All of our special processes provide maximum performance and reliability, affording longer life in today's professional racing engines.

TITANIUM COMPETITION VALVES

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
BRIGGS & STRATTON						
F0082	E	1.141	.247	3.845	.235	15° Super Flo-Go Kart & Jr. Dragster
F0080	I	1.252	.247	3.845	.235	15° Super Flo-Go Kart & Jr. Dragster
F0081	I	1.378	.247	3.845	.235	10° Super Flo-Go Kart & Jr. Dragster
F0083	E/I	1.500	.247	4.800	BLANK	10° Super Flo-Go Kart & Jr. Dragster
CHEVROLET, CHRYSLER, FORD (BIG BLOCK 5/16)						
F1326	E	1.900	5/16	6.450	.290	25° Tulip-Hard Tip optional-PONTIAC
F1760	I	2.375	5/16	5.350	.290	13° Hard Tip optional. BBC +.100
F1761	I	2.375	5/16	5.450	.290	13° Hard Tip optional. Brodix/Dart
F1762	I	2.375	5/16	5.550	.290	13° Hard Tip optional. Brodix/Sonny BB5
F1763	I	2.375	5/16	6.410	.290	13° Hard Tip optional-PONTIAC
F1764	I	2.375	5/16	6.605	.290	13° Hard Tip optional-PONTIAC
F1765	I	2.425	5/16	6.410	.290	13° Hard Tip optional-PONTIAC
F1325	I	2.425	5/16	6.605	.290	12° Hard Tip optional-PONTIAC
F1766	I	2.425	5/16	6.900	.290	13° Hard Tip optional-EPD
F1767	I	2.500	5/16	6.605	.290	13° Hard Tip optional-PONTIAC
F1768	I	2.500	5/16	6.900	.290	13° Hard Tip optional-EPD-Pro Stock
CHEVROLET, CHRYSLER, FORD (BIG BLOCK 11/32)						
F1747	E	1.880	11/32	5.500	.290	31° Hard Tip optional
F1626	E	1.900	11/32	5.350	.290	22° Tulip-Hard Tip optional. Stock
F1327	E	1.900	11/32	5.425	.290	22° Tulip-Hard Tip optional. +.100
F1377	E	1.900	11/32	5.525	.290	22° Tulip-Hard Tip optional. +.200
F1328	E	1.900	11/32	5.700	.290	25° Tulip-Hard Tip optional-SVO-A460



Lou Osmond's Speed Sports Top Fuel Drag Hydroplane. -2007 World Champion. World Record Holder -4.7ET at 255.6MPH, uses Ferrea Super Alloy Exhaust and Ferrea Titanium intake valves.

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Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET, CHRYSLER, FORD (BIG BLOCK 11/32)						
F1627	E	1.900	11/32	6.165	.290	22° Tulip-Hard Tip optional-SVO-C460
F1628	E	1.900	11/32	6.240	.290	22° Tulip-Hard Tip optional-SVO-C460
F1638	E	1.900	11/32	6.370	.290	22° Tulip-Hard Tip optional-FORD-SVO-C460
F1639	E	1.900	11/32	6.450	.290	28° Tulip Hard Tip optional-PONTIAC-Big Chief
F1629	E	1.900	11/32	6.600	.290	22° Tulip-Hard Tip optional-EPD
F1324	E	1.920	11/32	6.450	.290	22° Tulip-Hard Tip optional-PONTIAC
F1631	E	1.920	11/32	6.600	.290	22° Tulip-Hard Tip optional-EPD
F1632	E	1.940	11/32	5.020	.290	22° Tulip-Hard Tip optional-CHRY HEMI
F1633	E	1.940	11/32	5.700	.290	22° Tulip-Hard Tip optional-SVO-A460
F1634	E	1.940	11/32	6.600	.290	22° Tulip-Hard Tip optional-EPD
F1637	E	1.950	11/32	6.040	.250	25° Tulip-Hard Tip opt. Brad Anderson Heads
F1333	E	2.000	11/32	5.020	.250	22° Tulip-Hard Tip optional-CHRY HEMI
F1636	E	2.000	11/32	6.600	.290	25° Tulip-Hard Tip optional-EPD
F1375	E	2.300	11/32	6.250	.250	22° Tulip-Herbert Special. TAD-F/C
F1330	I	2.250	11/32	5.350	.290	12° Hard Tip optional. +.100
F1309	I	2.250	11/32	5.450	.290	12° Hard Tip optional. +.200
F1748	I	2.250	11/32	5.540	.290	12° Hard Tip optional
F1680	I	2.250	11/32	5.550	.290	12° Hard Tip optional. +.300
F1681	I	2.300	11/32	5.350	.290	12° Hard Tip optional. +.100
F1331	I	2.300	11/32	5.450	.290	12° Hard Tip optional. +.200
F1684	I	2.300	11/32	5.525	.290	12° Hard Tip optional-Brodix/Sonny BB5
F1749	I	2.300	11/32	5.540	.290	12° Hard Tip optional
F1682	I	2.325	11/32	5.350	.290	12° Hard Tip optional. +.100
F1683	I	2.325	11/32	5.450	.290	12° Hard Tip optional. +.200
F1367	I	2.325	11/32	5.525	.290	12° Hard Tip optional-Brodix/Sonny BB5
F1694	I	2.350	11/32	5.525	.290	12° Hard Tip optional-Brodix/Sonny BB5
F1329	I	2.375	11/32	5.610	.250	25° Tulip-CHRY HEMI-T/F-F/C
F1685	I	2.375	11/32	6.900	.290	12° Hard Tip optional-EPD
F1729	I	2.400	11/32	5.610	.250	25° Tulip-CHRY HEMI-T/F-F/C
F1334	I	2.400	11/32	5.755	.290	12° Hard Tip optional-SVO-A460
F1692	I	2.425	11/32	6.400	.400	12° Hard Tip optional. Brad Anderson Heads
F1686	I	2.425	11/32	6.410	.290	12° Hard Tip optional-PONTIAC
F1323	I	2.425	11/32	6.605	.290	12° Hard Tip optional-PONTIAC
F1687	I	2.425	11/32	6.900	.290	12° Hard Tip optional-EPD
F1338	I	2.450	11/32	5.475	.260	25° Tulip-CHRYSLER HEMI
F1339	I	2.450	11/32	5.610	.260	25° Semi Tulip-CHRYSLER HEMI
F1688	I	2.450	11/32	6.300	.290	12° Hard Tip optional-SVO-C 460
F1693	I	2.450	11/32	6.470	.290	12° Hard Tip optional. FORD-SVO-C 460
F1689	I	2.450	11/32	6.900	.290	12° Hard Tip optional-EPD
F1690	I	2.500	11/32	6.900	.290	25° Tulip-Hard Tip optional-EPD-Pro Stock
F1691	I	2.600	11/32	6.900	.290	25° Tulip-Hard Tip optional-EPD-Pro Stock
F1391	I	2.600	11/32	6.950	.250	25° Tulip-Herbert-T/F-F/C

TITANIUM COMPETITION VALVES



Steve Cocco launches the Murray's Speed & Custom '65 Chevelle. SBC 383 uses Ferrea Titanium Intake valves & Stainless Exhaust valves.

TITANIUM COMPETITION VALVES

Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET, CHRYSLER, FORD (SMALL BLOCK 5/16)						
F1730	I	2.100	5/16	5.285	.290	12° Hard Tip optional-Yates Head
F1731	I	2.100	5/16	5.340	.290	12° Hard Tip optional-Brodix/Dart Head. +.400
F1732	I	2.100	5/16	5.450	.290	12° Hard Tip optional-Brodix/Dart Head. +.500
F1733	I	2.100	5/16	5.550	.290	12° Hard Tip optional-Brodix/Dart Head. +.600
F1743	I	2.125	5/16	5.285	.290	12° Hard Tip optional-Yates Head
F1744	I	2.125	5/16	5.340	.290	12° Hard Tip optional-Brodix/Dart Head. +.400
F1745	I	2.125	5/16	5.450	.290	12° Hard Tip optional-Brodix/Dart Head. +.500
F1746	I	2.125	5/16	5.550	.290	12° Hard Tip optional-Brodix/Dart Head. +.600
F1734	I	2.150	5/16	5.285	.290	12° Hard Tip optional-Yates Head
F1735	I	2.150	5/16	5.340	.290	12° Hard Tip optional-Brodix/Dart Head. +.400
F1736	I	2.150	5/16	5.450	.290	12° Hard Tip optional-Brodix/Dart Head. +.500
F1737	I	2.150	5/16	5.550	.290	12° Hard Tip optional-Brodix/Dart Head. +.600
F1738	I	2.200	5/16	5.285	.290	12° Hard Tip optional-Yates Head
F1739	I	2.200	5/16	5.340	.290	12° Hard Tip optional-Brodix/Dart Head. +.400
F1740	I	2.200	5/16	5.450	.290	12° Hard Tip optional-Brodix/Dart Head. +.500
F1741	I	2.200	5/16	5.550	.290	12° Hard Tip optional-Brodix/Dart Head. +.600
F1742	I	2.200	5/16	5.810	.290	12° Hard Tip optional-Splayed Head
CHEVROLET, CHRYSLER, FORD (SMALL BLOCK 11/32)						
F1346	E	1.600	11/32	4.960	.290	15° Hard Tip optional. Stock
F1302	E	1.600	11/32	5.040	.290	15° Hard Tip optional. +.100
F1341	E	1.600	11/32	5.140	.290	15° Hard Tip optional. +.200
F1600	E	1.600	11/32	5.240	.290	15° Hard Tip optional. +.300
F1308	E	1.600	11/32	5.340	.290	15° Hard Tip optional. +.400
F1344	E	1.600	11/32	5.450	.290	15° Hard Tip optional. +.500
F1351	E	1.600	11/32	5.550	.290	25° Tulip-Hard Tip optional. +.600
F1606	E	1.600	11/32	6.090	.290	25° Hard Tip optional-Brodix CVSP
F1347	E	1.625	11/32	4.960	.290	15° Hard Tip optional. Stock
F1303	E	1.625	11/32	5.040	.290	15° Hard Tip optional. +.100
F1340	E	1.625	11/32	5.140	.290	25° Tulip-Hard Tip optional. +.200
F1601	E	1.625	11/32	5.240	.290	15° Hard Tip optional. +.300
F1371	E	1.625	11/32	5.340	.290	15° Hard Tip optional. +.400
F1342	E	1.625	11/32	5.450	.290	15° Hard Tip optional. +.500
F1602	E	1.625	11/32	5.550	.290	15° Hard Tip optional. +.600
F1603	E	1.625	11/32	5.700	.290	15° Hard Tip optional-Splayed Head
F1345	E	1.650	11/32	5.140	.290	15° Hard Tip optional. +.200
F1604	E	1.650	11/32	5.240	.290	22° Semi Tulip-Hard Tip optional. +.300
F1605	E	1.650	11/32	5.340	.290	22° Semi Tulip-Hard Tip optional. +.400
F1343	E	1.650	11/32	5.450	.290	15° Hard Tip optional. +.500
F1348	E	1.650	11/32	5.450	.290	25° Tulip-Hard Tip optional. +.500
F1353	E	1.650	11/32	5.550	.290	25° Tulip-Hard Tip optional. +.600
F1650	I	2.020	11/32	4.960	.290	12° Hard Tip optional. Stock
F1651	I	2.020	11/32	5.040	.290	12° Hard Tip optional. +.100
F1349	I	2.055	11/32	4.960	.290	12° Hard Tip optional. Stock
F1652	I	2.055	11/32	5.040	.290	12° Hard Tip optional. +.100

TITANIUM COMPETITION VALVES



Larry Morgan long time Pro Stock racer since 1987 is a points leader using Ferrea Titanium Valves.

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Part N°	Type	Head Diam.	Stem Diam.	Overall Length	Tip Length	References
CHEVROLET, CHRYSLER, FORD (SMALL BLOCK 11/32)						
F1314	I	2.080	11/32	4.960	.290	12° Hard Tip optional. Stock
F1350	I	2.080	11/32	5.040	.290	12° Hard Tip optional. +.100
F1356	I	2.080	11/32	5.140	.290	12° Hard Tip optional. +.200
F1653	I	2.080	11/32	5.240	.290	12° Hard Tip optional. +.300
F1654	I	2.080	11/32	5.340	.290	12° Hard Tip optional. +.400
F1318	I	2.100	11/32	4.960	.290	12° Hard Tip optional. Stock
F1319	I	2.100	11/32	5.040	.290	12° Hard Tip optional. +.100
F1358	I	2.100	11/32	5.140	.290	12° Hard Tip optional. +.200
F1655	I	2.100	11/32	5.240	.290	12° Hard Tip optional. +.300
F1656	I	2.100	11/32	5.285	.290	12° Hard Tip optional-Yates Head
F1657	I	2.100	11/32	5.340	.290	12° Hard Tip optional. +.400
F1658	I	2.100	11/32	5.450	.290	12° Hard Tip optional. +.500
F1659	I	2.100	11/32	5.550	.290	12° Hard Tip optional. +.600
F1355	I	2.125	11/32	5.040	.290	12° Hard Tip optional. +.100
F1357	I	2.125	11/32	5.140	.290	12° Hard Tip optional. +.200
F1661	I	2.125	11/32	5.240	.290	12° Hard Tip optional. +.300
F1660	I	2.125	11/32	5.285	.290	12° Hard Tip optional-Yates Head
F1662	I	2.125	11/32	5.340	.290	12° Hard Tip optional. +.400
F1663	I	2.125	11/32	5.450	.290	12° Hard Tip optional. +.500
F1363	I	2.125	11/32	5.550	.290	12° Hard Tip optional. +.600
F1612	I	2.150	11/32	5.040	.290	12° Hard Tip optional. +.100
F1360	I	2.150	11/32	5.140	.290	12° Hard Tip optional. +.200
F1664	I	2.150	11/32	5.240	.290	12° Hard Tip optional. +.300
F1665	I	2.150	11/32	5.340	.290	12° Hard Tip optional. +.400
F1359	I	2.150	11/32	5.450	.290	12° Hard Tip optional. +.500
F1614	I	2.150	11/32	5.550	.290	12° Hard Tip optional. +.600
F1317	I	2.170	11/32	5.340	.290	12° Hard Tip optional. +.400
F1666	I	2.200	11/32	5.340	.290	12° Hard Tip optional. +.400
F1667	I	2.200	11/32	5.450	.290	12° Hard Tip optional. +.500
F1365	I	2.200	11/32	5.550	.290	12° Hard Tip optional. +.600
F1668	I	2.200	11/32	5.810	.290	12° Hard Tip optional-Splayed Head
F1669	I	2.250	11/32	6.200	.290	12° Hard Tip optional-Brodix CVSP
HONDA CRF 450 (2002-2006) - MOTOCROSS -						
F0410	I	36 mm	5.48 mm	84.63 mm	1.15 mm	20° Flo. Dish Head. Stock size.
F0409	I	37 mm	5.48 mm	84.63 mm	1.15 mm	20° Flo. Dish Head. - 1mm oversize.
F0408	I	38 mm	5.48 mm	84.63 mm	1.15 mm	20° Flo. Dish Head. + 2mm oversize.
HONDA CRF 450 (2007-2008) - MOTOCROSS -						
F0410	I	36 mm	5.48 mm	84.63 mm	1.15 mm	20° Flo. Dish Head. Stock size.
F0409	I	37 mm	5.48 mm	84.63 mm	1.15 mm	20° Flo. Dish Head. - 1mm oversize.
F0408	I	38 mm	5.48 mm	84.63 mm	1.15 mm	20° Flo-Dish Head. + 2mm oversize.
KAWASAKI 250 (2004) - MOTOCROSS -						
F0412	E	25 mm	4.46 mm	79.1 mm	1.03 mm	25° Flo. Stock
F0414	E	26 mm	4.46 mm	79.1 mm	1.03 mm	25° Flo. + 1mm oversize
F0411	I	31 mm	4.48 mm	78.93 mm	1.03 mm	20° Flo. Stock
F0413	I	32 mm	4.48 mm	78.93 mm	1.03 mm	20° Flo. + 1mm oversize
SUZUKI 250 (2004) - MOTOCROSS -						
F0412	E	25 mm	4.46 mm	79.1 mm	1.03 mm	25° Flo. Stock
F0414	E	26 mm	4.46 mm	79.1 mm	1.03 mm	25° Flo. + 1mm oversize
F0411	I	31 mm	4.48 mm	78.93 mm	1.03 mm	20° Flo. Stock
F0413	I	32 mm	4.48 mm	78.93 mm	1.03 mm	20° Flo. + 1mm oversize
SUZUKI GSXR 750 - ROAD RACE-						
F0088	E	24 mm	4.5 mm	96.4 mm	1.6 mm	15° Flo
F0087	I	29 mm	4.5 mm	96.3 mm	1.6 mm	15° Flo

TITANIUM COMPETITION VALVES



Daniel Schrey Racing holds numerous Road Racing Records using Ferrea Valves.



Legendary engine builder and racer Steve Schmidt uses Ferrea Titanium Valves.