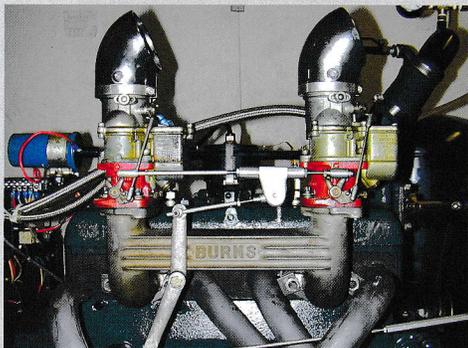


Dyno'd - 3 Manifolds by Dennis Piranio

Analyzing the data from dyno tests on the Burns, Equalizer & Tattersfield dual Stromberg intake manifolds for the Model A Ford, all three manifolds are good. All tests were done using 2 Stromberg 81 carburetors & direct linkage. *Dennis Piranio*



CUSTOMER: PIRANIO'S ANTIQUE AUTOMOTIVE DATE: 5/2/2020
 ADDRESS: 6195 FISHTRAP RD, DENTON, TEXAS PHONE: 940-382-2742
 ENGINE: MODEL A FORD STREET ROD TIME: 1:00
 ENGINE NUMBER: 27684 CU. IN. 211.06
 BAROMETRIC PRESSURE: 29.92 ELEVATION: 590 TEMPERATURE: 80
 STATION PRESSURE: 29.2863 CORRECTION FACTOR: 1.088733
 HUMIDITY: 70
 ENGINE TEMPERATURE: 180 FUEL: 10% ETHANOL REGULAR GASOLINE

| RPM | GAUGE READING | TORQUE | HORSEPOWER | CORRECTED HORSEPOWER | VOLUMETRIC EFFICIENCY |
|------|---------------|--------|------------|----------------------|-----------------------|
| 1300 | 13.5 | 152.06 | 37.64 | 40.98 | 83.63594 |
| 1500 | 14 | 158.81 | 45.38 | 49.38 | 87.34891 |
| 1700 | 14.2 | 161.58 | 52.30 | 56.94 | 88.87063 |
| 2000 | 14.5 | 165.80 | 63.14 | 66.74 | 91.19477 |
| 2200 | 14.5 | 165.80 | 69.45 | 75.62 | 91.19477 |
| 2500 | 14 | 158.81 | 75.60 | 82.30 | 87.34891 |
| 2700 | 13.3 | 149.42 | 76.81 | 83.63 | 82.18342 |

DESCRIPTION:
 PIRANIO'S ANTIQUE AUTOMOTIVE HIGH PERFORMANCE STREET ROD ENGINE
 BRUMFIELD 5.8-1 HIGH COMPRESSION HEAD
 CRANE F-220/320-12 CAMSHAFT
 PORTED BLOCK, 1.700" INTAKE & 1.530" EXHAUST VALVES
 DUAL STROMBERG 81 CARBURETORS, 13-1 AFR ALL THROUGH
BURNS DUAL STROMBERG INTAKE MANIFOLD AS SENT
 FOUR INTO ONE RED'S HEADER, DYNO MUFFLER
 27 DEGREES TOTAL TIMING



CUSTOMER: PIRANIO'S ANTIQUE AUTOMOTIVE DATE: 5/2/2020
 ADDRESS: 6195 FISHTRAP RD, DENTON, TEXAS PHONE: 940-382-2742
 ENGINE: MODEL A FORD STREET ROD TIME: 2:00
 ENGINE NUMBER: 27684 CU. IN. 211.06
 BAROMETRIC PRESSURE: 29.86 ELEVATION: 590 TEMPERATURE: 83
 STATION PRESSURE: 29.2263 CORRECTION FACTOR: 1.094683
 HUMIDITY: 71
 ENGINE TEMPERATURE: 180 FUEL: 10% ETHANOL REGULAR GASOLINE

| RPM | GAUGE READING | TORQUE | HORSEPOWER | CORRECTED HORSEPOWER | VOLUMETRIC EFFICIENCY |
|------|---------------|--------|------------|----------------------|-----------------------|
| 1300 | 13.6 | 153.39 | 37.97 | 41.56 | 84.82899 |
| 1500 | 14.3 | 162.98 | 46.55 | 50.95 | 90.12958 |
| 1700 | 14.6 | 167.23 | 54.13 | 59.26 | 92.48372 |
| 2000 | 14.6 | 167.23 | 63.68 | 69.71 | 92.48372 |
| 2200 | 14.3 | 162.98 | 68.27 | 74.73 | 90.12958 |
| 2500 | 13.7 | 154.73 | 73.65 | 80.63 | 85.57074 |
| 2700 | 13.1 | 146.81 | 75.47 | 82.62 | 81.19126 |

DESCRIPTION:
 PIRANIO'S ANTIQUE AUTOMOTIVE HIGH PERFORMANCE STREET ROD ENGINE
 BRUMFIELD 5.8-1 HIGH COMPRESSION HEAD
 CRANE F-220/320-12 CAMSHAFT
 PORTED BLOCK, 1.700" INTAKE & 1.530" EXHAUST VALVES
 DUAL STROMBERG 81 CARBURETORS, 13-1 AFR ALL THROUGH
EQUALIZER DUAL STROMBERG INTAKE MANIFOLD AS SENT
 FOUR INTO ONE RED'S HEADER, DYNO MUFFLER
 27 DEGREES TOTAL TIMING



CUSTOMER: PIRANIO'S ANTIQUE AUTOMOTIVE DATE: 5/2/2020
 ADDRESS: 6195 FISHTRAP RD, DENTON, TEXAS PHONE: 940-382-2742
 ENGINE: MODEL A FORD STREET ROD TIME: 3:00
 ENGINE NUMBER: 27684 CU. IN. 211.06
 BAROMETRIC PRESSURE: 29.89 ELEVATION: 590 TEMPERATURE: 81
 STATION PRESSURE: 29.2563 CORRECTION FACTOR: 1.091563
 HUMIDITY: 71
 ENGINE TEMPERATURE: 180 FUEL: 10% ETHANOL REGULAR GASOLINE

| RPM | GAUGE READING | TORQUE | HORSEPOWER | CORRECTED HORSEPOWER | VOLUMETRIC EFFICIENCY |
|------|---------------|--------|------------|----------------------|-----------------------|
| 1300 | 14 | 158.81 | 39.31 | 42.91 | 87.57597 |
| 1500 | 14.4 | 164.38 | 46.95 | 51.25 | 90.64939 |
| 1700 | 14.5 | 165.80 | 53.67 | 58.58 | 91.43162 |
| 2000 | 14 | 158.81 | 60.48 | 66.01 | 87.57597 |
| 2200 | 13.9 | 157.44 | 65.85 | 71.99 | 86.82112 |
| 2500 | 13.4 | 150.73 | 71.75 | 78.32 | 83.12242 |
| 2700 | 12.9 | 144.24 | 74.15 | 80.94 | 79.54008 |

DESCRIPTION:
 PIRANIO'S ANTIQUE AUTOMOTIVE HIGH PERFORMANCE STREET ROD ENGINE
 BRUMFIELD 5.8-1 HIGH COMPRESSION HEAD
 CRANE F-220/320-12 CAMSHAFT
 PORTED BLOCK, 1.700" INTAKE & 1.530" EXHAUST VALVES
 DUAL STROMBERG 81 CARBURETORS, 13-1 AFR ALL THROUGH
TATTERSFIELD DUAL STROMBERG INTAKE MANIFOLD AS SENT
 FOUR INTO ONE RED'S HEADER, DYNO MUFFLER
 27 DEGREES TOTAL TIMING

The **Burns** manifold will makes more power for higher RPM use, such as hill climbs. DP

The **Equalizer** makes the most power in the street driven cruising RPM range. Works well with progressive linkage. DP

The **Tattersfield** manifold makes the most power just off idle, but slightly falls behind as the RPM's increase. DP

