

NEW LSX BILLET HEAD

**Solid billet 6061- T6
aluminum cylinder heads
for extreme duty drag racing**



P/N 9001

Baker Engineering is proud to be the First to offer a solid billet cylinder head for the LSX block (stock or aftermarket). The blocks will be sold under the Pro/Cam product line.

As engine builders and racers, Baker Engineering understands the demands of extreme power. As engineers, we understand how to design for superior performance. As manufacturers, we know how to build it.

If you need a cylinder head that will stand up to extreme demands, this is it. The billet head is designed to withstand the high boost, forced induction environment common in drag race engines (over 2000 hp).

The heads feature an aggressive port for racing while maintaining an in-line valve angle. It also maintains critical LS architecture so it works with stock and aftermarket blocks, as well as stock valve covers.

For more information, call Baker Engineering at (616) 837-8975 or email TJ Grimes at tj@bakerengineeringinc.com.

- 11 Degree valve angle-inline
- 320cc intake runners, 120cc exhaust runners
- 55cc combustion chambers
- Seat Material: Copper Beryllium
- Guide Material: Bronze
- Minimum bore size of 4.125"
- Intake flow: 420cfm @.800" lift
- Exhaust flow: 255cfm @ .800" lift
- Spring pockets up to 1.660"
- 9 degree intake manifold angle (GM DR and CT)
- Intake bolt pattern: GM LSX DR/CT
- LSX and Warhawk 6-bolt pattern-LSX with insert washers
- Intake valves: 2.20 x .3415 x 6.250 (2.100" installed height)
- Exhaust valves: 1.62 x .3415 x 6.250 (2.100" installed height)
- Rockers: Jesel KPS-431179
- 1/2" main studs and 7/16" outer studs
- Pushrods: Up to 1/2" in diameter
- Spark plugs: Gasket style .750" reach, R5671A-10 or equivalent
- Exhaust header pattern: LSX DR/CT or SVO high port/Yates
- Valve covers: GM standard
- 8 week delivery
- Call for pricing P/N 9001



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