

PROMAX Performance Tech Newsletter

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PROMAX
CARBS &
PERFORMANCE PARTS

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What's New at PROMAX

This summer has been a busy one at ProMax. We have added another full time service person (Mike Kaiser) to help us keep up with our carburetor, engine, etc. services. The result has been fantastic, within just a few months we have cut our turn-around times in half. Our next goal will be to add another full time sales rep to help keep up with the phones.

ProMax has also teamed up this summer with CFM (Creative Flow Management) and was selected to participate in not one but two engine build-offs! The first selection was for the Mopar Performance small block challenge and the second is with Mopar Muscle's big-block wedge challenge. More details follow on the Mopar Performance build off, and the big block wedge needs to be delivered to the Mopar Nationals.

Our 2nd annual open house and cruise-in was a huge hit this summer. The weather was absolutely beautiful, and the cars just seemed to keep coming in from everywhere. We had all makes and models on hand with everything from factory classics to all out 8 second street legal race cars. Of course one of my favorites was the General Lee! We also had our Cuda "Brandy" on hand, the

world famous Joe Dart on display, as well as the new EFI kit on the Dakota. Hooters brought out over 2,000 wings and a couple of lovely ladies to help serve them! There was plenty of food for all, and the band ANEWME kept the place a buzz all night. A special thanks to everyone who made this happen!

We have also added a few upgrades to our engine dyno facility. A new state of the art weather station has been added to more precisely correct our power number. The fuel delivery system is being upgraded to a multi-functional application. This will be easily adjustable between EFI and carbureted systems with just the change of a spring in the regulator! The cooling system is also being upgraded to a 28" aluminum setup from Northern Radiator. This will allow for longer running and testing times.

The shop side is now offering buffing services on aluminum parts (valve covers, billet air cleaner lids, etc.) Customer parts are welcome as well. We have also updated our barrel pump, so filling fuel jugs now takes seconds. The addition of a new press now gives us the ability to press/remove small parts as well!

PROMAX Show & Race Schedule 2006

Here is our tentative show schedule for 2006. Please contact us before any event to verify our show status. **Ask about our FREE Show deliveries!**

August 11-13th
Mopar Nationals
Columbus, OH

August 25-27th
Chrysler Classic
Rt 66 - Joliet, IL

September 8-10th
!! PFSC Points Race Final !!
"Monster Mopar"
St. Louis, MO

September 15-17th
Chrysler Classic
Norwalk Raceway, OH

November 4-5th
Mopars with Big Daddy Don Garlits
Ocala, Florida

SB Build-Off Engine

For the Mopar Performance small block challenge, they provided us with a new 340 block, crank and choice of heads. Our challenge was the rest of the engine. The hard part about this build-off is that not only are the horsepower and torque numbers important, but also the cost involved to make it. We had to document and list the MSRP for every item used. This made part selection and planning a very difficult task. Our plan was to make as much power as possible with off the shelf parts and keep the custom parts off the list to save on pricing points. There is a bonus for the motor pulling the most vacuum as well, so we went with a hydraulic cam to help our score in that category.

We had very little time to prepare for this build off. Participants were announced at Mopars at The Strip in Las Vegas. We were at the show vending, so we asked if we had made the selection. We were told that we would have already known if selected. So the three day drive back from Vegas we were under the impression that we were not selected. As soon as we got back from Vegas our build-off package had already arrived while we were gone. So our Vegas trip put us about two weeks behind.

We selected the aluminum Mopar Performance commando heads (everyone else did as well, except Indy Cylinder who chose the cast iron magnum heads). We used a set of stock length Scat rods mated up to a set of Diamond Racing flat-top pistons. The bottom end was covered up with the new low profile Milodon oil pan. The cam was a #20-631-5 Comp Cams with a matched set of lifters. A set of Harland Sharp W2 race rockers matched up to the commando heads with no problems. The new Edelbrock Victor intake was used (we just barely got the intake in time for the build off, but more gains will be made with it). Our small block motor was topped off with a ProMax 1050 (4150 flange) carb. This carb proved best on our former "Joe Dart" 416 stroker. CFM did all the porting on the heads.

The motor was briefly ran on the ProMax dyno then had to be packaged up and delivered to Colorado as part of the Mopar Mile High Nationals! With the allotted four hours of dyno time the small block made more power every time, she was still breaking in. The initial pull was lean, and the high altitude was not helping at all. A few jet changes and some timing adjustments was all we had time to do. The motor made 569.7 hp and 538.2 ft-lb torque and pulled 10" of vacuum on Rockett Brand 100 unleaded fuel. The motor has more potential and will get tweaked back at the shop. Our overall finish was third. We were very pleased with the result considering the short amount of time we had to work with.

Mopar Nationals

We now have our booth information for the Mopar Nationals. The Midway booth will be located at J5 and J6. Additional room has also been acquired on the opposite side giving us back to back booths. The additional space will be used for displaying our EFI Dakota and possibly another. Also FREE T's will be given out for any purchases over \$100. Stop by and get yours before they're gone.

PROMAX Specials

10% Off American Racing Wheels

Free Shipping on Hoosier Tires

Ported Indy EZ Heads \$1,999

(Max Wedge add \$100)

Free braided fuel line kit with all Pro-Max Series carburetors

Free Shipping on SSBC brake conversion kits!

10% Off Coan Converters

Free adjustable or stock snubber with all DTS Dana purchases.

Billet air cleaner upgrade FREE, with any complete Six Pack purchase

Nitrous Refills \$4 lb

Rockett Brand 100 unleaded \$7 gallon

(100 unleaded is oxygenated)

Rockett Brand 111 octane \$6 gallon

Rockett Brand 118 octane \$8 gallon

Free Micro fiber towel with every Jax Wax purchase!

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Kristine's Project Cuda

Well the Cuda looked fantastic after everything was assembled and ready for the road. Once we started driving the fast fish, it was apparent the need for brakes. The Cuda was also still sporting some quite old BFG's on old-school slots.

SSBC (Stainless Steel Brake Corp.) was the brake of choice to upgrade the Cuda to a 4 wheel disc brake setup. We opted for the aluminum calipers and slotted rotors. At the time SSBC was offering free powder coating upgrade so we opted for red, of course.

American Racing now makes new 17" aluminum slots! This new wheel goes by the name of Sprint and has a totally retro look with modern day styling. The American Racing wheels are fitted with new BFG G Force T/A's. We went with a front tire size of 235/45 ZR 17's, and put the fattest tires we could fit on the rear with 275/40 ZR 17's.

The new wheels, tires and brakes really make the Cuda pop. A quick drive in the Cuda, and it did not take long to notice the new stopping power and handling capabilities of these upgrades. Our next project will be to install a complete TTI setup from headers to tips. Can't wait to hear how the headers, x-pipe and ultra flow mufflers sound!



"Joe Dart" 2006

"Joe Dart" is getting a gear driven, crank mounted ProCharger from the Supercharger Store. This unit has required some modifications in order to fit in the Dart. When we mocked up the unit it went nearly to the front bumper! We completely removed the core support to make room for the mega power adder. Now that we have room to mount the unit, the next task is how to cool the motor since we have no place to put the radiator. We have a few companies helping design our cooling system. Meziere has provided us with an electric pump that will work with our reverse cooling system, and Goodridge is helping to plumb everything up.

Another task way over due is to fix those rusted out, world famous rear quarters. The "boys" from Penstar Reproductions provided the new quarters needed to make the professional repairs. The cutting party began right away, and the quarters are hung and roughed in. Needless to say "Joe Dart" is getting all churched up and hopefully will be hitting the track soon. The next big question is what color to paint the Dart? Personally I like bad ass black (flat black), and "Joe Dart" will probably stay the same color.

Ruster Duster

Here is the latest addition to the ProMax Racing stable: "Ruster Duster" and believe me it lives up to its name. The Duster is equipped with a 186,000 mile slant six and is basically bone stock! Our first pass and we netted a blazing speed of 21 sec @ 69 mph. The good news is we had plenty of room to improve upon, and improve we did. A quick new intake and header setup from Clifford topped off with a ProMax 350 cfm 2bl netted an improved pass of 18.12 @ 75mph! Pretty good pick up for some bolt on parts. Our next power upgrade was a cheap air cleaner installed NOS shot. With a small tune-up the Ruster ran a best of 17.45@ 79mph. We are currently converting the leaning tower of power to run on E85. This with a new 8¾ spinning some 3.91 gears should help get it out of the hole and cut our times down.



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Project "Cheap Thrills"

Project "Cheap Thrills" has to be one of the best projects we have worked on in quite some time. The motor took awhile to break-in and kept making more and more power on every pull. With this being our test motor for the carburetors; it has seen plenty of action. Trying just about every carb and intake combination on the planet, our best pull has been with a Six Pack! Imagine that, the "cheap thrills" motor likes the most expensive carb-intake combo available for a big block. Mike Stark with CFM did a nuts on intake and port match. The setup has netted several pulls over 400 hp! The best 4bl combo has yet to peak over the 400 hp range but has come close. Probably the main reason it likes the six pack is because the motor hits a wall at 5800 RPM. Even though the motor is making peak power at this RPM; the hydraulic cam is holding it back. We have a .555/.555 Comp solid cam lying around and will try this with our 1.6 Rockers. Hopefully this will get us over the 5800 RPM hump and maybe the single plane 4bls will start to pull away from the six pack setup. Our goal is to get this pig in the 500hp range, so stay tuned, there will be more to come.

New Product



New Six Pack Braided Fuel Line. Comes with -6 AN lines all the carb fittings and fuel pressure gauge for \$150.

Next Issue

- PFSC Final Results and Points
- Kristine's Cuda gets tti exhaust system.
- Project "Cheap Thrills" gets a set of 1.6 ratio rockers and a solid cam
- Mopar Muscle Big Block Wedge Challenge results
- Ruster Duster E85 racing results

PFSC "PROMAX Fastest Street Cars"



Vegas Results

Phill Grover 10.697@126mph over
Arnie Gunderson 10.995@120mph

Rockingham Results

Caltracs Muscle Street

Greg VanHoose 10.639@126.21mph over
Chip Owens 10.696@125.11mph

CFM Xtreme Street

Todd Vanada 9.086@150.60mph over
Fred Bernardi 9.555@115.75mph

Indy Results

Caltracs Muscle Street

Joe Bernardi 10.956@132.43mph over
Greg VanHoose 10.759@124.33mph

CFM Xtreme Street

Jim Kuncio 8.728@161.65mph over
Adam Sauder 8.822@154.02mph

PROMAX Fastest Street Car Finals
St. Louis, Gateway Raceway
September 9-10, 2006

ProMax EFI

Well we got the new ProMax bolt-on EFI up and running on the Dakota. The first thing that we have found is that you get what you pay for when it comes to EFI fuel pumps. We have had the best luck with the MagnaFuel in-line pump. The Dakota took a bit to get going, and trying to tune with a narrow band O2 sensor is like tuning blind. Thankfully Innovate Motorsports is now making a plug-in wide band O2 sensor for the Mega Squirt controller. What had taken weeks to tune was now easily dialed in within minutes. The Dakota has been driven daily and has proven to be street worthy. Now that everything is up and running properly, it is off to the track to see how it performs. We will also have the Dakota on display at the Nationals booth 15.