

Magna/380 head flow comparison

Valve Lift “	Magna 3.5/6G74 stock		Magna 3.5/6G74 light revised		380 3.8/6G75 stock		380 3.8/6G75 lightly ported prototype 1		Chev LS2 CNC ported by Katech US\$3000		380 3.8/6G75 lightly ported prototype 3		Cosworth GAA 3.4 ltr V6 480HP	
	inlet	ex 1	inlet	ex	inlet	ex 4	inlet	ex 5	inlet	ex	inlet	ex 5	inlet	ex
0.050	41.6	43.2	44.9	43.9	46.1	45.0	47.2	46.6	53.4mm	39.4mm	48.9	46.7	41.5	49.2
			+7.9%*		+10.8%*		+2.4%#				+6.1%#		-17.8%^	
0.100	84.0	84.8	90.1	86.3	95.5	91.9	96.4	93.5	75	51	98.5	91.1	85.9	83.6
			+7.3%*		+13.7%*		+0.9%#				+3.1%#		-14.7%^	
0.150	122.2	120.1	132.2	125.2	143.5	128.5	144.6	129.5			146.9	126.7	133.7	135.0
			+8.2%*		+17.4%*		+0.8%#				+2.4%#		-9.9%^	
0.200	157.0	147.1	172.5	159.7	186.7	160.1	189.2	174.3	153	127	190.9	175.0	192.0	163.9
			+9.9%*		+18.9%*		+1.3%#				+2.3%#		+0.6%^	
0.250	186.0	160.2	205.9	183.6	227.2	175.7	230.4	208.9			234.5	211.4	214.5	184.2
			+10.7%*		+22.2%*		+1.4%#				+3.2%#		-9.3%^	
0.300	209.8	168.4	231.9	199.2	241.5	181.0	256.4	221.5	218	167	259.4	229.5	244.0	199.1
			+10.5%*		+15.1%*		+6.2%#				+7.4%#		-6.3%^	
0.350	221.7	174.7	244.0	207.4	254.4	183.4	272.2	230.4			274.8	239.9	265.8	213.1
			+10.1%*		+14.7%*		+7%#				+8%#		-3.4%^	
0.400	226.7	176.7	252.9	219.8	260.3	184.8	281.2	237.1	267	207	287.4	246.7	280.6	220.2
			+11.6%*		+14.8%*		+8%#				+10.4%#		-2.4%^	
0.450	231.3	180.2	258.3	224.3	273.6	186.5	292.1	243.9			295.7	252.9	288.3	226.8
			+11.7%*		+18.3%*		+6.8%#				+8.1%#		-2.6%^	
0.500	235.6	182.8	261.8	227.1	277.8	187.7	299.0	248.5	306	221	302.1	257.3	293.3	230.0
			+11.1%*		+17.9%*		+7.6%#		.600 297 232		+8.7%#		-3.0%^	

Notes: * indicates flow % change relative to stock Magna 3.5/6G74 head

indicates flow % change relative to stock 380 3.8/6G75 head (proto 2 = bowl profiling & inj slot blending; proto 3 = combustion chamber inlet valve deshrouding & ex bowl profiling & port enlargement)

^ indicates flow % change of Cosworth GAA with 37.2mm inlet & 32mm ex valves relative to 380 3.8/6G75 prototype 3 head