Pontiac engine builder

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E-mail us for core availability and price at techsupport Butler Performance "Tomahawk" Valley Pan. It's steel design gives it great durability and fit as well as a stock look. Includes provision for PCV New CNC machined heart shaped chambers with improved spark plug location!! Street Edelbrock heads, setup for hyd. Roller Cam. The name speaks for itself, this cam works well in mild ci with ported heads. Provides plenty of vac. The name came from all the dyno testing we were doing on different combinations, this cam works so well in so many different applications we started calling Edelbrock cfm Std. Edelbrock head package up to cfm on a 4. The heads feature 2. This head package has everything our package includes with taller intake ports measuring cc's. The package was designed for engine combo's utilizing larger duration camshafts. In a recent dyno test on a ci End of is fast approaching!! Northwind Intake manifold Dyno Testing. Click on the word "Stock" above for more info. Unfortunately we can't edit that page. Spread the word! Remember - any underlined highlighted word or sentence will take you to another page about that topic. Click on it. Do you need some one that can answer your Pontiac engine questions? Because the other salesmen can't. Talk to Bruce Fulper before you buy! PARTS, best prices!! See manufctures listing below and email with questions. BEST prices anywhere. New prices. Talk to me, Bruce Fulper, and learn what's real about the traditional Pontiac V I merely want to see all Pontiac owners enjoy their cars without spending stupid money on heavy rotating assys. We are the very best traditional Pontiac Engine parts, combination ideas, and HELP write or call you'll find on the planet. NOTE: Some pages on this large site were created years ago and have old dates at the top of the page. Speed Demons too. Call for pricing that beats everyone else! You must call Example - Bruce Fulper's hp pump gas 9. Remember that when you get your quote. It's taking longer than anticipated because I'm a fuss budget on particulars. Worlds Quickest N. Pontiac Super Stocker nine years straight. Your wife will never know. Bruce Fulper knows more about building race Pontiacs than any advertising Pontiac engine builder. Plus - if you. Affordable 3"main cranks are GONE!!! There are more and more dimwits on the internet claiming they're running This is BULL. It is not my "theory. Mother Nature has made these rules. If someone tell s you it's not a problem save yourself lots of grief and money and ask me first. I'm not trying to sell you anything with this info. How Sweet it is. Can't say it enough. The fastest and quickest Pontiac Powered N. No other Pontiac specialist engine builder has achieved my professionally recorded accomplishments. To date B. We're the only Pontiac engine builders with proven incredible results - street and strip. Another super AutoImagery. Left rear wheel is off the ground. In an 8 x 10 it's very clear. You can order this picture as an 8 x 10 from their site. Both rear wheels were off the ground at one point. Dave was lucky enough to catch it with all air under one slick. I've made hp with a stock block and a stock crank, 3. Developing engines equally for massive torque and horespower. Take your time and cruise this great site. There's lots to see here. Whatever you need. We can provide it with care. Let us sell you the parts or build your next engine. Uses Bruce's custom profiled hydraulic roller cams made by Comp Cams - click here. Recognized now 20 year NHRA announcer - click here for earlier reccognition. Our King Street engines dominate Chevy combinations. Whips a bowtie with ease. When it was originally built and street driven by Greg Gutnecht, it ran a best of 9. No engine failures using a stock block and crank. Greg traded it to me for my '63 LeMans which is supposed to be receiving Gregs new turbo drivetrain. C'mon Hot Dogs. Get ready. The following is a list of RRE parts Greg used. Greg also used my advice on gear and converter selection. Greg did his own assembly. This was a true street car at that time. It had a gear. With three quarters of a tank of gas it weighs pounds. I used the car to test different combinations. To date I had installed six different engines from our King Street series of low octane street combinations. Number one - A King Street , lbs. It used a Mighty Demon carb and ran You'd love to own one. You say you'd like to add nitrous? I've got combinations that have made hp and lbs. Importantly these engines make this power below rpm. They're designed for less stress and a normal long service life. Number two engine was a King Street - Then I designed and built blown " daily driver for a show car. Click on the underlined 8. I've built several blown Pontiacs. They're always way cool. Third engine was a

King Street Tinsmans 'bird runs Now THAT's impressive for a factory stock four inch stroke. My innovative designs are stunning the Pontiac community. And best of all they're affordable. Number four engine: We installed the wild history making 9. It was featured in the July issue. Although not the engine I intended to use, the ended up being the used in the Popular Hot Rodding Engine Masters Challenge contest. We were the only ones that drove their engine to the test site and beat some of the top engine builders in the country. We placed thirtieth out of fifty total entries with a 10 month old street driven and often raced engine. We have reprints available. You owe it to yourself to read about this amazing s-t-r-e-e-t engine. Since April the was raced and driven all over the country. In November this big torque little beat our competitors biggest stroker cubic inch engine in a heads-up race. You should have heard their excuses. We hear a lot of excuses from other Pontiac engine builders. Fact was and the fact is - It was a cubic inch engine thumping a cubic inch stroker engine. Our "excuse" is my successful research and development. This little 9. Pontiac is the baddest 87 octane Pontiac ever built. Spend your money on airflow. That's my "secret. I have the most killer combinations for any V-8 Pontiac. Our 's, 's, 's 's and King Street engines are all incredibly impressive. All run on pump gas and have made as much as hp without nitrous. We also build highly durable and torque packed cast iron stock head stock Pontiac engines. Performance and price - we cannot be beat. That may sound cliche', but it's true. The only complaint we get is the customer wishing they had called us first. We also build bracket race engines, circle track engines, boat engines and all out competition engines. I can also design and build other makes too. You have finally found the people that have the experience, the assembly talent, and right advice to build your Pontiac engine. The correct way the first time. Call us for personal assistance. We try very hard to make sure you know what you're doing. No more guess work. When you want the best - you've finally found us. And always keep your original Email included with subsequent emails. It makes it easier to follow along if the emails continue over the course of a few days. Thank you. Engine reliability allowed D-Mac to concentrate on driving. To date: Best E. Dennis blew it up in his shop after sneaking the crank out of it trying to find my "secrets. Can you say mechanically UNinclined? All top shelf work by Jim. At 3,lbs. It was the first all stock weight 4 speed GTO with 9" slicks in the nines and no nitrous. Bruce designed and built the rpm engine for Jim. No engine failures. Bruce's 'ex 63 Tempest "Womp'em Wagon". A dmired by Smokey Yunick in for its performance and special engine design. Race weight lbs. DOT tires. Custom profiled Comp Cams H. RRE ported 87cc Edelbrock heads. Compression is only 8. Uses 87 octane. Stock crank. Stock rod length. Pump gas is always wallet friendly. Phone Support those who support you.! Bruce Fulper Thank you. Dedicated to bringing you the best High Performance Pontiac parts and accessories available on the market! TIP Products. New Pontiac Performance Parts. Pontiac Swap Meet Parts. Pontiac Aluminum Cylinder Heads. TIP Newsletter archive. Tech Articles. Pontiac Historical Services. Cars and Photos. Qjet baseplate re-bush service. Quadrajet vent block off kit. Pontiac Tripower Parts. Buick Performance Parts. Oldsmobile Performance Parts. Building an engine? We can help! The parts need to match and compliment each other in order to optimize performance. When building a Pontiac engine, t he selection of cylinder heads, camshaft, and intake are critical to building the right combination and making Pontiac power. We also have access to a Superflow dynamometer for engine break in and to help us fine tune the power curve of your engine. Below are some of our tested Pontiac engine combinations. If you would like a complete engine quote, please email us or give a call. Click here for a complete listing of our Killer pump gas Combos. Dyno Sheet. Combination information. We can rebuild your Pontiac engine with just about any modifications that you desire. From mild to wild, from pure stock to high performance, we can do it! We specialize in high horse power Pontiac engines. Call for details or email us for a detailed quote. Sign up for our Email Newsletter. Box , Uniontown, Ohio Looking to keep that original look or not give away what you are running from first glance? Butler Performance now offers the service to have all logos removed from aluminum cylinder heads. We can remove logos from the end of the cylinder heads and above the exhaust ports. This service leaves the heads with a sleek, clean look and ready to paint for that original OEM look. We can even paint the heads for you in any of the colors we offer including exact paint matches for many Pontiacs. All Aluminum Block with Eagle 4. We also added a full serpentine belt system with all accessories including AC. Butler Performance custom builds Pontiac engines to your specifications. Whether that's an all out race engine, perfect street engine, or something in between! Let us know what you want and we can build it! Torker II or Huricane intake- Fits under stock hoods hyd. Butler Performance cu. We offer several options with these engines including various valve covers, paint colors, pulleys and accessories, nitrous, EFI, etc We even have a combo that will fit under a stock Trans Am Shaker! If your not in the market for a complete, turn-key engine from Butler Performance, or you have some parts of your own block, heads, intake, etc. We"ll gladly work

with your local machine shop or engine builder including yourself if your the builder if you want to have some of the work done close to home. Call or email for more info and a detailed price list. Should make a fun little street cruiser Justin went with a machined, balanced engine combination that he assembled himself, which was a c. HP: Avg TQ: Engines return to gallery. Butler Stealth Option Engines. Take a look at a few recently completed Stealth cylinder heads. Pontiac Tri-Power. Check out this awesome restored engine from Butler Performance. This engine is a nice example of many of our builds. As you can see in some of the pics it came to us exactly as you would expect a year-old motor. Tired and rusted and the heads were in the same shape. Many would look at this and think there was no hope, but not us. We see potential Pontiac Power. We had the customer's engine shipped to us and the parts were inventoried. What was usable was saved. We use what we can but replace the parts that need to be replaced after 40 years. We then put the block and heads through what we call "The Butler Process". This process is our tried and true method of combining the old block and heads with the proper machining, quality performance parts, and meticulous assembling by experienced, professional engine builders. We then dyno test to ensure the performance meets our expectations. In this build, we took the customers block and bored and stroked it to a cu. We specialize in stroking 's, 's, ,s, or 's up to cu. The compression ratio was lowered to 9. Here the customer opted for porting the cast iron heads. Some choose aluminum heads where we remove all the logos and paint match it so it gives that factory original look that is hardly noticeable. As you can see in the pictures, the block and heads are tested, cleaned, machined, blueprinted, cleaned again for paint, painted, then sent up for assembly and building. During assembly, each step in our process is done with precision and consistency. This eliminated the need for oil additives and gives it more longevity and better wear characteristics with less valvetrain noise. We then added a fully restored Tri-power set up. Once the assembly is finished we then move to the dyno. This is where we engine goes through the break-in and is put it through a series of performance runs. With each run, we tune to get the optimal results. So here it is, a beautifully restored Pontiac Tri-Power that is leaps and bounds above what came off the assembly line. Butler Performance Turbo Engine. Butler Complete Engine producing HP on pu

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mp gas. Includes polished parts for a unique look with a March Style Track system. This is just the start of this twin turbo engine. It produces HP when the boost is turned up and running on race fuel. This is a beast of a "street" engine. Hp range is depending on cam specs, intake choice, etc. Butler Performance Custom Pontiac Engine. Butler Performance c. Crate Engine with Accessories. Starts at HP and ft. And remember to ask us about our flexible payment options. Pontiac pushing hp on Pump Gas! Crate engine optioned with EFI. Completely tuned and ready to run from Butler Performance. CNC wideport Edelbrock heads, bracket race reliability with heads-up power! This combo made HP and ft. BOP Intake. A Butler Performance cu. Crate Engine with Edel. Lowrise 2x4 intake and 2 Edel. Our Engine Master's Finalist. Butler Performance class race pontiac engine that made HP that's over 2. Using our CNC wideport Edel. All Rights Reserved. Powered by Web Shop Manager. Sign In or Create an Account.