

New at Summit Racing Equipment: PowerNation TV Engine Power Dirt Devil Parts Combos

Summit Racing now offers PowerNation TV Engine Power Dirt Devil Parts Combos. The goal of the project was to show circle track racers to build a potent race-winning small block Chevy V8 using off-the-shelf components.

Tallmadge, OH ([PRWEB](#)) April 21, 2016 -- Summit Racing now offers [PowerNation TV Engine Power Dirt Devil Parts Combos](#). The goal of the project was to show circle track racers to build a potent race-winning small block Chevy V8 using off-the-shelf components.

The PowerNation TV Engine Power team set its sights on the ultra-competitive Two-Barrel Late Model class, which has strict rules that engine builders must adhere to. Working within those guidelines, the team assembled a high-revving engine that could survive a harsh, dirt-filled track environment. See the build [here](#).

Short Block Combo

Two-Barrel Late Model class rules stipulate that the motor must have a cast iron block. The team selected a Dart SHP engine block because of its extra-thick decks, blind head bolt holes, and provisions for a modern roller valvetrain. The engine was bored and stroked to a 409 cubic inch displacement.

The purpose-built racing engine also benefits from a bulletproof Eagle Specialty crankshaft and rods. To ensure reliable power in the 5,000-7,500 RPM range, the team used a COMP TK-series solid roller camshaft. The bumpstick features a special racing grind, with an extra small base circle to allow ample clearance for a longer stroke.

A COMP timing chain and gear set ensures rock-solid timing. Two-Barrel Late Model class motors require a wet sump oiling system. The Engine Power team looked to Moroso's Circle Track 7 quart oil pan and pickup assembly, which guarantees proper oiling while staying in the class rules.

Valvetrain Combo

A dirt track engine lives in the 5,000 to 8,000 RPM range. And to stay legal in the Two-Barrel Late Model class, the motors must use iron cylinder heads. More importantly, the heads have to retain their stock valve angles, and no porting/polishing is permitted. With those strict parameters, the Engine Power team looked to Dart and its 230cc Iron Eagle Platinum Cylinder Heads.

The heads also benefited from Crower shaft mount rockers. To complement the COMP roller cam, the Engine Power team used COMP's Endure-X roller lifters and COMP Hi-Tech pushrods.

Induction and Ignition Combo

Though the Dirt Devil's racing class dictates a two-barrel carburetor, the motor can also run in a four-barrel class with a simple carb swap. To see what power gains could be had with more airflow, the Engine Power guys installed a four-barrel Quick Fuel Black Diamond 950 carburetor. The engine picked up over 80 horsepower versus the two-barrel setup.

The carburetor sits atop an Edelbrock Super Victor single plane intake. It's a popular choice for racing engines, delivering the all-important high-RPM powerband. Spark delivery is handled by an MSD Pro Billet distributor



and a Digital 6AL ignition box. The spark gets to the plus via MSD's Super Conductor ignition wires.

Completer Combo

The Engine Power team bolted on a set of Beyea Dirt Late Model headers that had been test-fitted to the race car. Proper fitment is critical, because it ensures that the headers won't come into contact with any other components—which can lead to excessive heat soak and vibration, often with disastrous results.

The Dirt Devil also received a fresh coat of Dupli-Color White Engine Enamel. An old racer's trick, the gloss white paint will reveal any leaks, even if the engine gets covered in muck. A set of Moroso die-cast tall valve covers provides ample valvetrain clearance.

Summit Racing Equipment

www.SummitRacing.com

1-800-230-3030



Contact Information

Alan Rebescher

Summit Racing Equipment

+1 (330) 630-0270 Ext: 7406

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