

## cast iron vs steel headers

Posted by norman#99 - 11 Mar 2013 07:49

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After my third visit to the muffler shop because of the rear donuts breaking, they decided it would be a good idea to weld the rear muffler to the frame, in short road trip from Sedona to Phoenix, one of the headers is now broken. Lesson learned, the system is designed to move with the motor.

My car is low on torque and I have heard that the cast iron increases torque, weight isn't a problem for me and if I can pick up at least 2lbs of torque that should be more important than the 10 or so pounds in weight gain.

Has anybody dyno'd using both headers for a good comparison?

Thanks,

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## Re: cast iron vs steel headers

Posted by joeblow - 16 Mar 2013 15:53

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Doc,

Can we see the A/F ratios on those charts as well?

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## Re: cast iron vs steel headers

Posted by Sterling Doc - 16 Mar 2013 16:59

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The A/F ratios are at the bottom. HOWEVER, our short exhausts, with a highly angled cut outlet, seemed to be causing the A/F ratios to read about a point high vs. the A/F ratios from the sender installed installed just after the collector, which should be more accurate (less contamination from ambient air).

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## Re: cast iron vs steel headers

Posted by joeblow - 16 Mar 2013 18:03

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Yep sorry I am more used to wildly varying A/F ratios, I figured they were cut off until closer examination.  
So you are saying that your wide band O2 is showing 1 full point richer on average? What is your peak A/F ratio at redline?

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## Re: cast iron vs steel headers

Posted by Sterling Doc - 16 Mar 2013 21:24

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Yes, I was showing AF's in the high 12's.

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## Re: cast iron vs steel headers

Posted by norman#99 - 17 Mar 2013 06:14

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Racing in Phoenix this weekend, yesterday was up into the 90's, today is a little cooler and we race at 12:30, will give more input later, gotta get to the track now. I will say my water and oil temps are pretty high, I wonder if the more restricted cast iron can contribute to that??? My last motor with 5 less h/p and 7 less pounds of torque with most of the motor being cryogenically treated never got hot, regardless of ambient temps.

Steve's dyno compared to mine proved to be accurate, for the start, we were on the front row and were dead nuts even, Firebird main is a drag strip so we side by side from a first gear start to to the top of 4th gear.

Since getting these cars to 138/138 is so doable, we are going to have some great racing!

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