

A&A / VORTECH HEAD UNIT GLOSSARY

Regardless of size, all V3 head units are self-contained. These all have an impeller RPM limit of 52,000 RPM. Higher bursts are fine, but extended use at higher RPM will damage the unit.

The V3 Si is our standard unit and is quite capable of making as much power as we'd recommend for any stock engine, on pump gas. We've seen customers making in excess of 700 RWHP with the Si, although our recommendation would be a Ti if this is your goal. The Si units will be indicated as simply "V3" on the ID tag, and have a 3 ½" inlet diameter.

The V3 Ti is the next step up. If you have a medium to large camshaft, headers, etc. and want to be in the 700 RWHP range, the Ti is a better choice. It won't have to work as hard to get you there. We've seen over 800 RWHP with a V3 Ti on E85 or with Methanol injection. The Ti unit will be identified as "V3 Ti" on the tag and has a 3 ¾" inlet diameter.

The V1 Ti or V2 Ti (oil fed) units are the same size as the V3 Ti, but are rated at 56,000 RPM, giving you some extra head room up top.

The next step is the V7 JT. This unit is much larger and should not be used on an engine without forged internals. It is the largest of the SELF-CONTAINED units and can make 1000 RWHP. It also makes much more mid-range torque than the YSi, but is limited on impeller rpm in comparison. The JT has the same straight cut gear set as the YSi.

The YSi is the largest unit that will fit under hood of a Corvette. With an RPM rating of 66,000, it is capable of 1200 RWHP on a properly prepared engine and E85. It has straight cut gears and

sounds awesome! The Ysi comes on like a freight train at the top end, with great mid-range torque. Only the JT makes more mid-range power.

The YSi also has an optional billet impeller for more top end power, with a small sacrifice in the middle.