

VR330CF CROSSFLOW ENGINE

The newly developed VRG330CF (cross flow head) engine incorporates a completely redesigned cylinder head with intake and exhaust manifolds on opposite sides of the cylinder head.

The engine incorporates a redesigned camshaft, pistons and complete head and manifold assembly which will increase airflow within the engine.



PERFORMANCE & FUNCTIONAL ADVANTAGES

Approximately 6-8% increase in HP
and fuel efficiency

Lower exhaust temperatures

Lower intake manifold temperatures

Less possibility of detonation on hotter fuels or in
higher ambients due to cooler fuel/air mixture

Longer overall head and manifold life



FEATURES

Increased air inlet and exhaust flow due to
distinct porting design

Separation of the inlet and exhaust manifolds

Valves and seats for inlet and exhaust are high
temperature long life alloy



ARROW ENGINE COMPANY

2301 E. Independence, Tulsa, OK 74110

Toll Free: 800.331.3662

Local: 918.583.5711

Toll Free Fax in US & Canada: 800.266.1481

Fax: 918.388.3204

www.arrowengine.com

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ENGINE SPECIFICATIONS

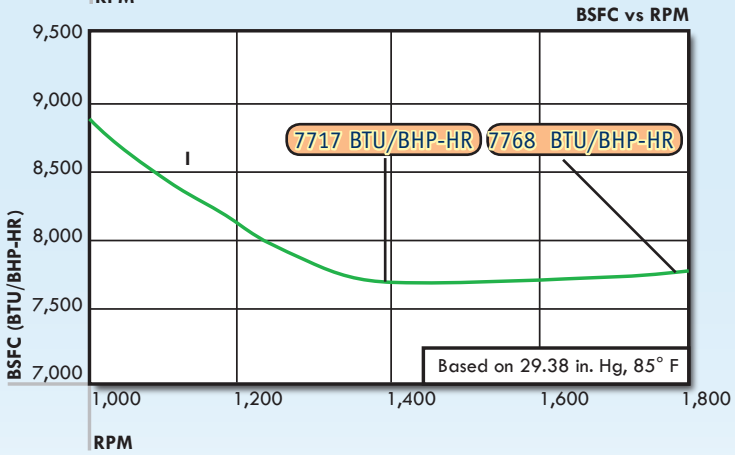
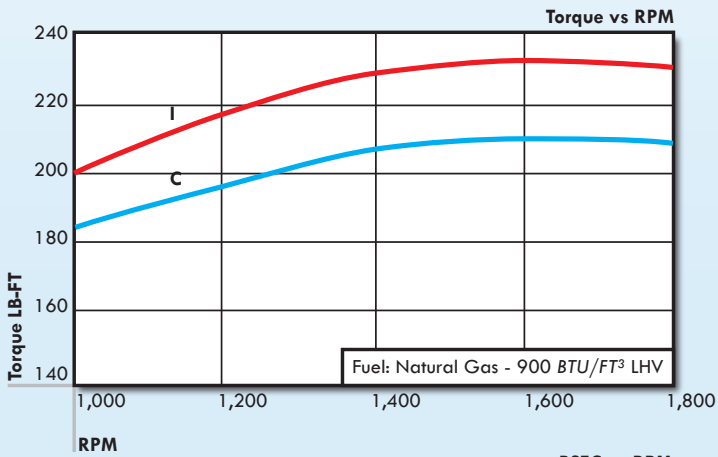
4 Cycle, 6 Cylinder, In Line
 Bore and Stroke - 3.875" (98mm) x 4.665" (118mm)
 Displacement - 330 Cubic Inches (5.4 liters)
 Dry Weight - Approximately 1000 lbs. (476 Kg)
 Horsepower - See Data Below
 Rotation - Counterclockwise When Facing Flywheel
 Ratings Without Accessories

The Crossflow Engine affords approximately 6-8% increase in HP and fuel efficiency compared to the standard VRG330.



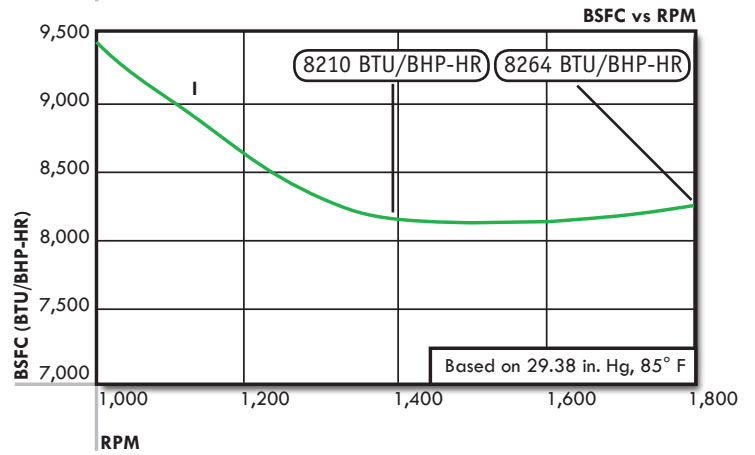
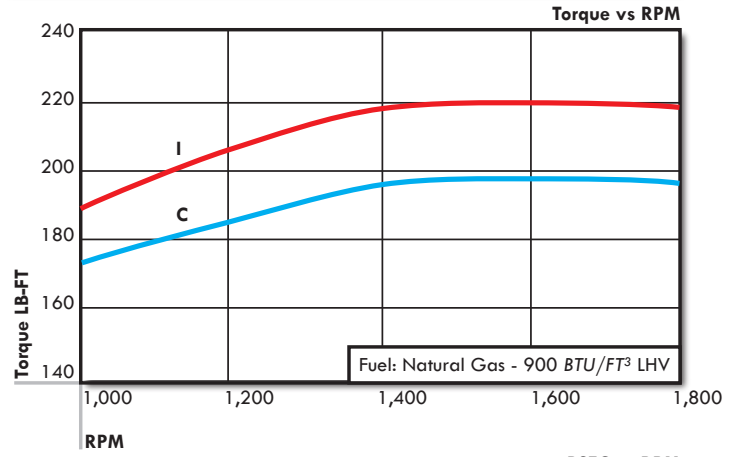
VRG330CF CROSSFLOW

BRAKE HORSEPOWER @ RPM					
RPM	1000	1200	1400	1600	1800
INTERMITTENT (I)	38	50	61	71	80
CONTINUOUS (C)	35	45	55	64	72



VRG330 STANDARD

BRAKE HORSEPOWER @ RPM					
RPM	1000	1200	1400	1600	1800
INTERMITTENT (I)	36	47	58	67	75
CONTINUOUS (C)	33	42	52	60	68



Curve I: Intermittent Rating of Engine without Accessories
 Curve C: Continuous Rating of Engine without Accessories

RATINGS & STANDARDS

Deductions for Altitude and Temperature	
Intermittent Rating	Continuous Rating
3% per 1000' (305m) above 500' (152m) Altitude	3% per 1000' (305m) above 1500' (457m) Altitude
1% per 10°F (5.5°C) above 85°F (29°C) Ambient	1% per 10°F (5.5°C) above 100°F (38°C) Ambient

All values are subject to change.