



# The SixShooter

A new tri-power system from Barry Grant's Triple-D Induction

Photos by Barry Kluczyk and courtesy of Barry Grant Inc.

**Although Pontiac's original Tri-Power had popularized three-deuce induction fashions of the mid-'60s, the Rochester 2GC carburetors and intakes of that period gradually faded to obsolescence. They have retained their evocative appearance and are still desirable today, but they face a tough time competing with modern, single four-barrel carburetors and intakes.**

Barry Grant's Triple-D Induction subsidiary introduced its SixShooter tri-power intake in 2003. After an encouraging response, the company has made a push into new markets with their unique induction system—namely, Pontiac. Initial testing was very encouraging, with the SixShooter demonstrating a healthy 50-horsepower improvement over the original Tri-Power, as well as a performance advantage over many contemporary four-barrel carburetors and intakes.

Last December, the prototype Pontiac SixShooter was ready for testing. Arrangements were made with Butler Performance, of Leoma, Tennessee, to evaluate it. Luckily, there was an excellent comparison in the making: Rodney Butler had tested a well-developed Tri-Power induction system on a 461 cubic-inch

Pontiac street engine, and now there was another 461 awaiting attention; a strong street/strip pump-gas engine. It consisted of a bored and stroked 400-inch Pontiac block with a Scat long-stroke crankshaft, 6.800-inch rods and 9.5:1 pistons. A pair of cast iron D-port cylinder heads with mild port work (basic clean up); an Edelbrock Performer RPM intake with mild porting and gasket matched to the heads (as a baseline intake); and a Comp hydraulic roller camshaft (Part Number 51-423-9) comprised the major specs.

According to Butler, this is a popular package among his street-enthusiast customers, and typically produces at least 470 horsepower and 550 lb-ft of torque, when topped with an 800-cfm Holley four-barrel.

Rodney says Butler Performance generally discourages the use of original-style Tri-Power setups on high-performance engines. He finds the original Tri-Power is hindered by

