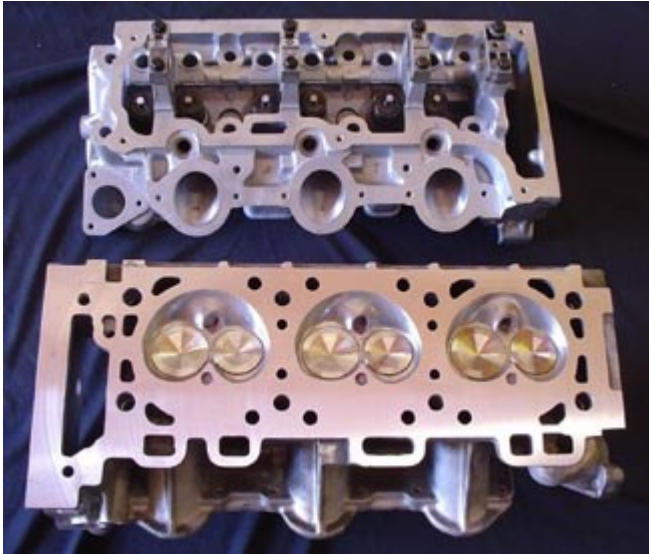


Super Six Motorsports 478-256-7766
Ported Cylinder Heads, Cams, Head Studs



4.0 SOHC V6 Mustang 4.0 SOHC Ranger Explorer SportTrak

Stage 3: Fully ported and polished intake and exhaust ports and bowls, unshrouded and polished chambers, 1.86/1.56 swirl polished stainless steel valves, competition valve job, new valve seals, CompCams valve springs, surfaced and assembled: **\$1950*** per set, 236 CFM intake/176 CFM exhaust. Use with stock or regrind cams!

*Plus \$350 refundable left/right core set

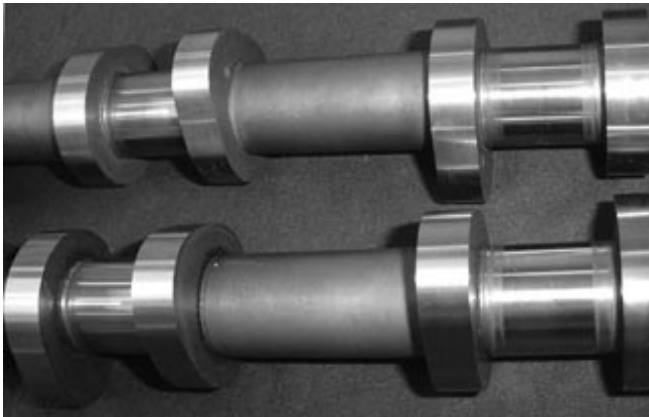
Use of cam gear sleeve adhesive recommended

MLS Head Gasket Set: \$175

SSM Custom Reduced Base Circle 4.0 SOHC Cams

Our cams are custom regrinds and are provided in a left/right set for use with stock or Stage 3 heads: **\$750*** per set.

*Plus \$150 refundable left/right core set



Duration (.050)	Lift	Lobe Separation
224/232	.465/.465	116

These cams must be "degreed" during installation!

Valve springs and shim kit: \$275 required to use these regrind cams on your stock heads

Lash Caps: \$195 recommended in lieu of lash adjuster shims w/regrind cams

Lash Adjuster Shims: \$25 must be bonder or staked in place

Hydraulic Lash Adjusters: \$395

Cam followers: \$395

Head Studs



If you intend to run a supercharger or nitrous on your 4.0 SOHC, be aware that the stock 9.7:1 compression ratio is not blower friendly at all and the SOHC heads do not have a strong deck. Blown head gaskets are a problem in supercharged and nitrous applications. For this reason, we've developed a set of high strength head studs. They are produced by ARP using their ARP2000 high strength alloy. The kit includes 16 studs, hardened washers, and nuts. Prevent blown head gaskets and install these head studs whenever you run a power adder or distrust factory-style Torx-head torque-to-yield bolts: **\$475**