

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



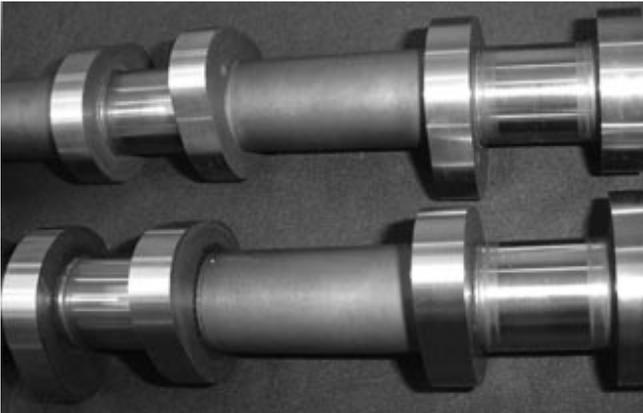
4.0 SOHC V6 Mustang 4.0 SOHC Ranger Explorer SportTrak

Eco Heads: Our lower-cost option for ported cylinder heads. Gasket matched exhaust ports, blended intake and exhaust bowls, unshrouded valves, standard valve job, new seals and springs w/shims, surfaced and assembled: **\$1150** per set, 220 CFM/168 CFM exhaust. Use with stock or regrind cams!

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, new valve springs w/shims: **\$1900*** per set, 236 CFM intake/176 CFM exhaust. Use with stock or regrind cams!

*Plus \$300 refundable left/right core set

We recommend the use of cam gear sleeve adhesive during reassembly on 4.0 SOHC applications.



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, Eco or Stage 3 heads: \$675*** per set. Includes lash adjuster shims. *Plus \$125 refundable left/right core set

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

These cams must be "degreed" during installation!

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



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**