

Super Six Motorsports Orders: 478-256-7766
Cams and Roller Rocker Arms

All 3.8's / SuperCoupe / 4.2 L V6

SUPER SIX MOTORSPORTS billet hydraulic roller cams: \$395 feature faster lobe rates most with wider lobe separation for improved "area under the curve". These are not reground stock cams that are prone to premature wear but instead are new billets!



| Duration | Lift | Rockers | LSA | Applications |
|----------|---------|---------|---------|--|
| 212/212 | .55/.55 | 1.7 | 114 | Stock 3.8 turbos |
| 212/218 | .55/.55 | 1.7 | 110 | Automatics w/ stock converter, stock gears |
| 218/218 | .55/.55 | 1.7 | 114 | Modified 3.8 turbos |
| 218/224 | .55/.55 | 1.7 | 112 | Supercharged 3.8, 5-speeds/high stall, gears |
| 224/224 | .55/.55 | 1.7 | 114 | Stroker turbo |
| 224/230 | .55/.55 | 1.7 | 114 | Strokers: 9.5:1-10.5 NA or supercharged |
| 230/236 | .55/.56 | 1.7 | 114 | Big boost, 11:1 race applications |
| 240/250 | .57/.59 | 1.7 | 110/114 | NA/supercharged, 7000 RPM applications |

SUPER SIX MOTORSPORTS "LUMPY" cam is for the guy that doesn't have many mods but needs his 3.8 to sound like a 351W with the loping idle. This one is all about the sound and power! Upgraded valve springs and computer tuning required.

| Duration | Lift | Rockers | LSA |
|----------|---------|---------|-----|
| 218/226 | .50/.50 | 1.7 | 110 |

NEW SUPER SIX MOTORSPORTS Low Lift "LUMPY" cam is designed for use with stock valve springs and stock rocker arms, computer tuning required for best power, efficiency and drivability.

| Duration | Lift | Rockers | LSA |
|----------|---------|---------|-----|
| 214/224 | .46/.46 | Stock | 110 |

Options: Billet cams do not include the small spacer and keyway, add small spacer, keyway, and pre-installation: **\$50**

82-95 3.8 / SuperCoupe / 96-04 3.8 3.9 4.2 V6 Beehive Valve Spring/Retainer Kits for 7mm and 11/32 valvetrain

915 beehive springs, custom retainers: **\$265**, 120 pounds on the seat, .55 lift, hydraulic roller, 7mm, direct fit

918 beehive springs, custom retainers: **\$275**, 130 pounds on the seat, .55-.60 lift, hydraulic roller, 7mm, machining required

986 beehive springs, custom retainers: **\$285**, 130 pounds on the seat, .55-.60 lift, hydraulic roller, 11/32, machining required



Stud Mount Adjustable Roller Rocker Arm Kit All 3.8s / 4.2s

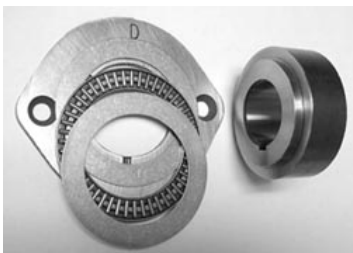
This is a **complete kit**, includes 1.7 roller rocker arms, studs, adjuster nuts, guideplates and shims! **EASY** bolt-on installation, no cylinder head modifications required. Designed and tested on our 10-sec V6 racer, this setup provides the ideal geometry, eliminating valve guide wear of 351C bolt-on style roller rocker arms: **\$495** hardened pushrods required, not included. Best roller rocker arms available! Highly recommended for use with Stage 3 heads or any time a high performance cam and stiffer valve springs are used, allows valvetrain adjustability, adds power and prevents premature and potentially damaging wear to stock rocker arms which were not designed for higher valve spring forces.

Hardened Pushrods

Pushrod length checker: **\$35**

7.050, 7.100, 7.150, 7.200, 7.250 length: **\$125**

Cam Thrust Spacer Roller Bearing Kit Ford 3.8 3.9 4.2 V6



These are the rage in high performance racing quality engines. Designed to fit between the cam thrust retainer and the cam drive spacer, this bearing reduces frictional losses and wear in this critical contact location. Reduced friction means more power! Kit includes specially machined cam spacer and the roller bearing assembly. **\$250** Also available as balance shaft drive gear roller bearing to fit balance shaft applications.