

Super Six Motorsports 478-256-7766
Class 7 Championship Engines

For you hardcore guys running in Class 7, we also offer a couple purpose-built engines. These engines are based on years of experience with the Ford 3.8L 90-degree even-fire V6 engines and our 4.2 and Long Rod 4.3 strokers.

These engines employ the latest in high performance technology to improve long term durability in severe desert conditions including deburred, fully polished and shotpeened internal balance steel crankshafts, deburring of the block, anti-friction coatings on the bearings and pistons, ported water pump, etc.

Although we recommend fuel injection for best performance, carbureted versions are also available to improve simplicity and lower costs.

Our engines are configured to use just about any bellhousing and transmission application designed for the Ford 302, 5.0, or 351W including T-5s, C-4's, Tremec 3550/TKO, and even the six speed T-56.

Dezert Torker EFI is intended for high torque applications in deep sandy conditions: 4.2L stroker V6, polished and shot peened cast steel 4.2 crankshaft, main girdle, light weight powder forged rods, Wiseco forged pistons, 9.5 or 11.5:1 compression ratio, Stage 2+ split-port cylinder heads, composite intake manifold with 65mm throttle body, 218/224 .55 lift hydraulic roller cam, our exclusive cam thrust roller bearing, 1.7 stud mount rocker arms, SFI approved billet steel harmonic balancer, SFI approved billet steel flywheel (aluminum or steel) or SFI flexplate. **\$10900**

Dezert Torker Carb is intended for maximum useable power and torque in the 2000-5000 RPM range. Like the EFI version except the carb version employs Stage 3 single port cylinder heads, highly modified carbureted intake manifold available in either 2-barrel or 4 barrel versions, phenolic carb spacer, DUI HEI pre-curved single-wire distributor, and rev limiter. Also available dynoed and pretuned with your choice of Holley or Barry Grant 350 or 500 CFM 2-barrel, Holley mechanical secondary 390 CFM 4-barrel or Barry Grant vacuum secondary 525 CFM 4-barrel. **\$11500**

Ignition system included !
Dynoed and carburetor available !

Top End Insanity is needed for high speed applications: Long Rod 4.3 stroker, polished and shot peened cast steel 4.2 crankshaft, forged SCAT H-beam rods, forged Wiseco pistons, 11.5:1 compression ratio, Stage 3 split-port heads, composite EFI intake manifold with 70mm throttle body, 240/244 .58 lift hydraulic roller cam, cam thrust roller bearing, 1.7 stud mount rocker arms, SFI approved billet steel harmonic balancer, SFI approved billet flywheel (aluminum or steel) or SFI flexplate. **\$11900**

Please call to discuss options and prices.



Our cranks start out as new Ford 4.2L cranks, which are inspected, contoured, deburred, fully polished, and shotpeened.