



**4.0 SOHC V6 Mustang 4.0 SOHC Ranger Explorer SportTrak**

**Stage 2:** Fully ported intake and exhaust ports, complete bowl work, 1.81/1.54 valves, 3-angle valve job, stock .48 lift springs (#60 seat), seals, surfaced, assembled: **\$1050\*** 206 CFM intake/160 CFM exhaust.

**Stage 2+:** Stage 2 plus high polished chambers and exhaust ports, exact fit 1.83/1.56 swirl polished stainless steel valves: **\$1450\*** 226 CFM/176 CFM exhaust.

**Options:** Stage 3 valve springs for power adder applications, **\$150**

**Stage 3 SuperHeads:** Stage 2 plus high polished chambers and exhaust ports, plus length 1.90/1.56 swirl polished stainless steel valves, .500 lift CompCams valve springs (#80 seat), retainers, and seals: **\$1850\*** 236 CFM intake/176 CFM exhaust. **Stage 3 SuperHeads require the use of our regrind cam set.**

\$300 refundable left/right core set

We recommend the use of cam gear sleeve adhesive during reassembly whenever Stage 3 valve springs are used on 4.0 SOHC applications.



**SSM Custom Reduced Base Circle SOHC Cams**

Our cams are custom regrinds and are provided in a left/right set and require the use of our Stage 3 SuperHeads: **\$575\***

\$125 refundable left/right core set

Duration (.050)	Lift	Lobe Separation
211/211	.500/.500	112

**These cams must be "degreed" during installation!**



**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 already 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 new 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: **\$425**