

**Super Six Motorsports    Orders: 478-256-7766**  
**Engines and Shortblocks**

Our engines, shortblocks, and rotating assemblies are based on years of experience with 3.8's. "Long-Rod" 3.8 and 4.3 Stokers use a 351W stroker forged H-beam rod and piston combination. We also have a complete line of less expensive 3.8/4.2 stroker engines, shortblocks, rotating assemblies, and rod/piston kits. Built to your specifications—call ahead to discuss lead times.

Engine	Balance	Rod	Piston	Application	HP Rating
<b>Long Rod 4.3</b>	neutral	SCAT 6.125 forged H-beam	forged, floating	NA, SC 20 psi, or 200-shot	550+
<b>Long Rod 3.8</b>	neutral	SCAT 6.125 forged H-beam	forged, floating	NA, SC 20 psi, or 200-shot	550+
<b>4.2</b>	neutral	Stock powder forged 6.091	forged, press fit	Naturally Aspirated	350
<b>3.8</b>	external	Eagle 5.956 forged I-beam	forged, floating	NA, SC 12 psi	450



**Mustang, T-Bird, Cougar, F-150**

"Long Rod" 4.3 stroker crate engines are the simple bolt-in solution to your performance and reliability needs without V8 engine swap expense and hassles. These are complete engines, not just a long block. **Dyno-proven to over 550 horsepower**, these engines can be tuned to produce 280-390 horsepower naturally aspirated. "Long rod" engines feature 8.7-11.5:1 compression ratio, seasoned 99-04 3.8 block, new Ford 4.2 crank, SCAT forged 351/408W stroker H-beam rods, ARP rod bolts, Wiseco forged pistons, Stage 2+ PowerPak, SSM CompCams billet cam and stud mount 1.7 roller rockers, CompCams hardened pushrods, main studs, girdle, proper oil pan, pickup, dipstick, balancer, and flywheel/flexplate. Professionally neutral balanced, machined, torque plate honed, aligned, decked, glyptaled, and assembled. Delivered complete, just transfer timing cover, water and oil pumps, accessories, sensors, injectors, motor mounts, etc. We offer a complete but less expensive 4.2 stroker engine with forged pistons and stock rods for naturally aspirated applications.

**Long Rod 4.3 Stroker: \$7900, \$450 core**  
**Forged Piston 4.2 Stroker: \$7400, \$450 core**

**Engine Upgrades:** Stage 3 cylinder head upgrade: **call**, ARP head studs, **\$220**, SFI billet aluminum flywheel instead of stock: **\$400**, SFI billet harmonic balancer (neutral only) instead of stock: **\$400**, neutral balance 3.8: **\$175**, windage tray/girdle/main studs for 3.8: **\$125**, 2001-2004 3.8 block upgrade (best block ever made for the 3.8/4.2/SC): **\$250**, timing cover, new water pump, new oil pump, cam synchronizer, installed and timed: **\$400**. C-4/T-56 conversion: **call**



"Long Rod" 4.3 stroker shortblocks include Wiseco forged pistons, 8.7-11.5:1 compression ratio, SCAT forged 351/408W stroker H-beam rods, ARP rod bolts; new Ford 4.2L crank; seasoned 98-00 3.8 block, stock flywheel/flexplate, balancer, and new rings, bearings, wrist pins. Aligned, decked, bored, torque plate honed, glyptal sealed for improved oil drain-back, neutral balanced, machined, and assembled.

**Long Rod 4.3 Shortblock: \$3900, \$400 core**  
**Forged Piston Shortblock, built just like our "long rod" 4.3: \$3500, \$350 core**

**Shortblock Upgrades:** SSM regrind Delta cam, **\$200**, new SSM CompCams billet cam, **\$375**, ARP head studs, **\$220**, timing set, new chain and tensioner: **\$125**, SFI billet aluminum flywheel: **\$425**, SFI billet harmonic balancer, (neutral only): **\$425**, neutral balance 3.8: **\$175**, windage tray/girdle/main studs: **\$125**, add proper oil pan, girdle, main studs, oil pickup, and dipstick/tube assembly for 4.2/4.3: **\$325**, 01-04 3.8 block upgrade: **\$250** (best block made for 3.8/4.2/SC). C-4/T-56 conversion: **call**



**NEW Carbureted Hi-Po 3.8 V6**

It had to happen with the growing popularity of V6 swaps that we started with our 88 Mustang coupe. We have a new line of late model hydraulic roller cam engines that are equipped with carburetors and a simple to install single-wire ignition system hookup. These new engines make V6 swaps the ultimate in simplicity since no complicated EFI wiring is required. V6 swaps in FOX body Mustangs, Rangers, etc are super easy with these engines. What about late model EFI Mustangs and T-birds? This is also a very simple conversion for those applications. Want to go even faster, how 'bout the simplicity of a nitrous carburetor plate system with a 125-shot? Based on our Stage 3 Hi-Po 3.8, at 10.5:1 compression ratio, these engines produce 230 HP and include a Garry Grant or Holley 500CFM carburetor, carb adapter, 1" phenolic spacer, DUI HEI distributor, and valve covers: **\$8900**.