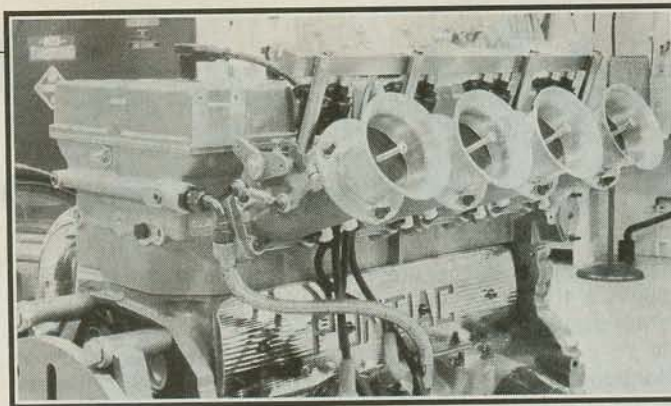
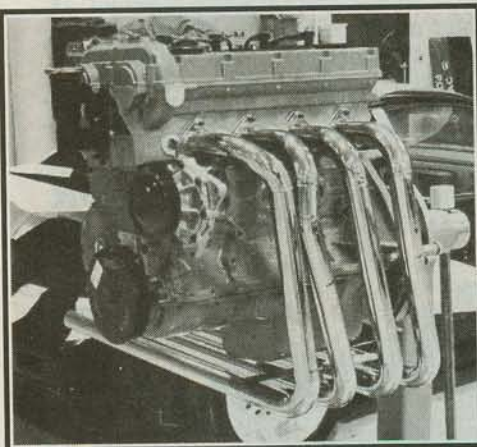


FORMULA FOUR SUCCESS

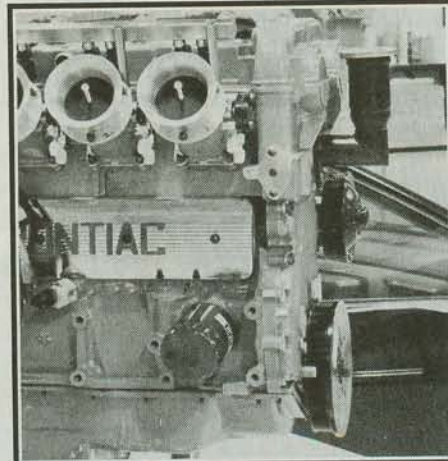
formance atmosphere. It makes the Super Duty engine one of the most powerful, normally aspirated 4-cylinder engines in the world, and it opens the door for current studies aimed at production applications. It also gives hot rodders a shot at some of the best-engineered hardware available. Capable of turning mild-mannered Fieros into 13-second street terrors, it strongly reinforces Pontiac's intent to provide contemporary racers and hot rodders with fully engineered performance parts for their cars. **HR**



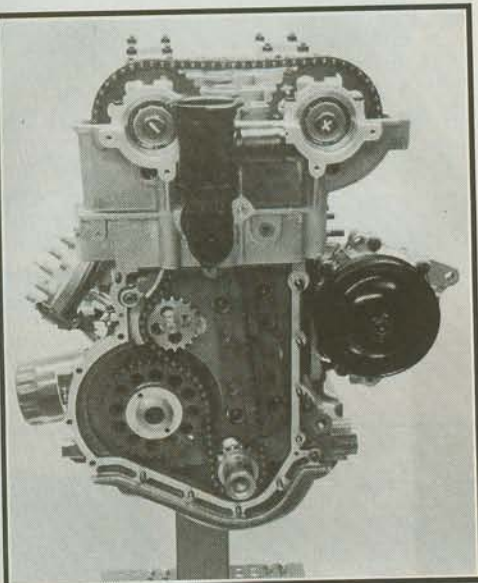
Rear view of assembled engine shows fuel-injector installation and routing of rear oil line for camshaft oiling.



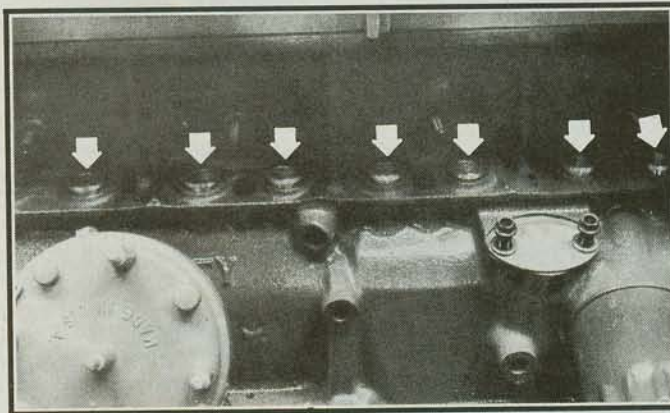
Exhaust side shows clean layout of header design. Production-style exhaust manifold would be relatively easy to package with this arrangement.



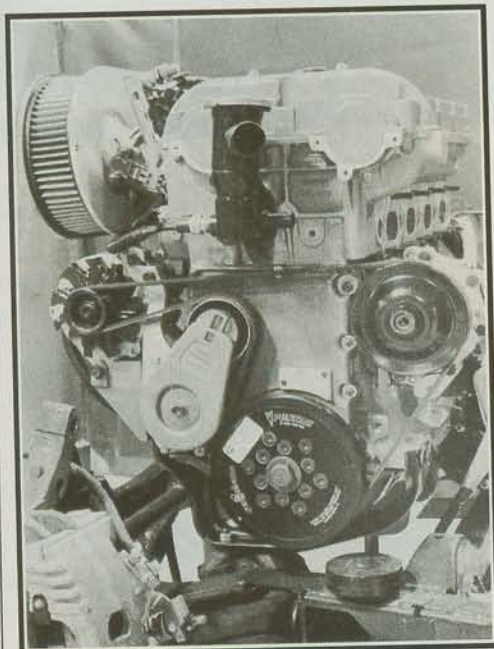
Side view shows how front timing cover assembly adds very little length to the engine.



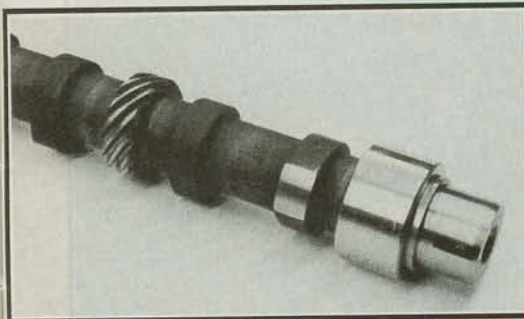
Complete head assembly installed on the short-block shows layout of sprockets and timing chain. Compact design is only slightly taller than current two-valve heads.



The kit provides eight special lifter bore inserts that are installed in the bores to seal the original camshaft oil gallery. The block is heated with a torch and inserts are installed while the lifter bores are expanded.



Sixteen-valve Super Duty engine installed on Fiero engine cradle for Pontiac's Pro Street technology demonstrator. Pontiac Motorsports fabricated various brackets to adapt serpentine belt system with belt tensioner.



A layshaft installed in the stock camshaft bore is required to drive the oil pump and the distributor. Note how lobes are ground off on this cam.

PARTS LIST

| PART NO. | COMPONENTS |
|----------|--------------------------------|
| KK0555 | Cylinder head kit |
| KK0556 | Carb/manifold kit (less carbs) |
| KK0557 | Fuel-injection manifold kit |

SOURCE

Pontiac Motorsports
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