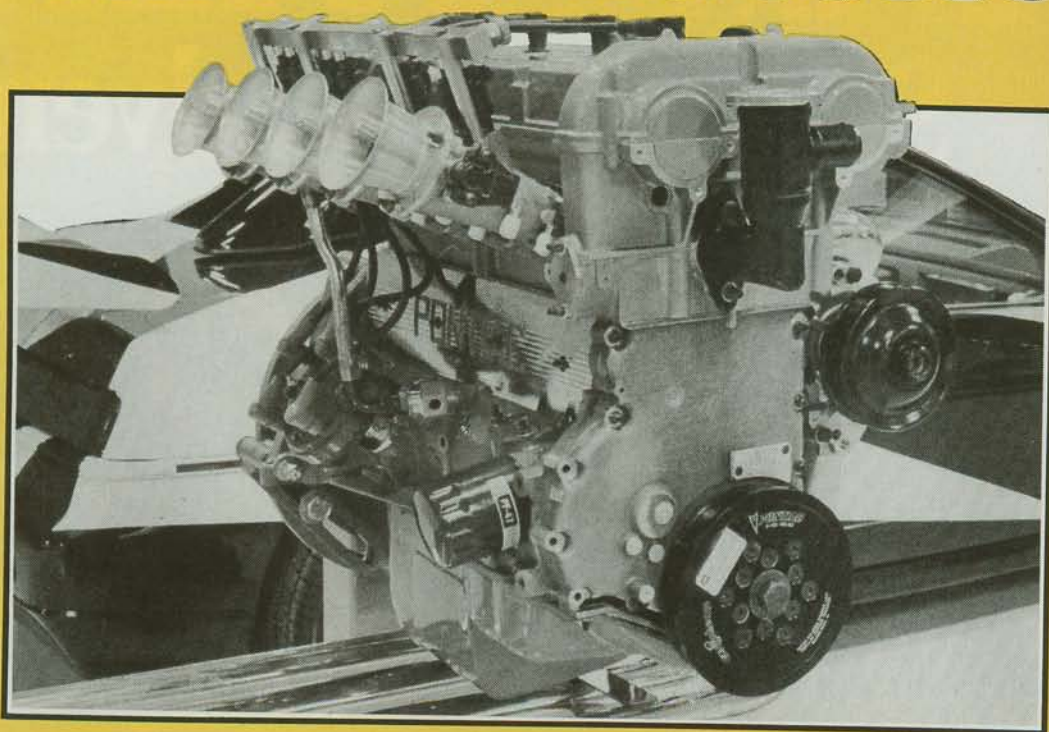


TOP SECRET! Formula Four Success

PONTIAC'S HIGH-TECH, 16-VALVE HEAD FOR THE SUPER DUTY 4-CYLINDER ENGINE

By John Baechtcl



Pontiac's Super Duty 4-cylinder engine has established a formidable success record across a broad spectrum of motorsports competition. It has become the dominant powerplant in NASCAR's Charlotte/Daytona Dash series, IMSA's Camel Light GTP series, and is currently enjoying back-to-back national event wins in NHRA's tough Competition Eliminator. Super Duty engines hold records and/or national championships in IMSA GTU racing, hydroplane racing, midget racing, drag racing, and a variety of other motorsports activities.

With this kind of success, it comes as no surprise that Pontiac would seek to maintain their position via an ongoing engine development program. According to John Callies, Pontiac's Manager of Motorsports for IMSA, NHRA, and engine development, current Super Duty oval track and road racing engines make about 330 hp, with as much as 350 hp on tap from a fresh powerplant that's been meticulously assembled. Drag racing engines don't have to meet long distance endurance requirements, so they can make 370-plus horsepower with more radical engine combinations. The

The 16-valve Super Duty engine is a formidable-looking powerplant capable of producing 370-plus horsepower with unparalleled reliability.

next obvious step in Pontiac's normally aspirated progression of power is their new Super Duty, 3.0L, 16-valve cylinder head conversion kit, an all-new cylinder head designed to give 370 reliable horsepower without having to build a radical engine combination.

The new cylinder head was designed to combine the latest four-valve-per-cylinder technology with the bulletproof short-block assembly of the Super Duty engine. Pontiac's intent was to make it available in kit form so that racers and street machiners could purchase it and update their existing engines with a substantial horsepower increase. The head will come fully machined, but users will have to assemble the valves and cams along with the components that mate the head to the engine. These include a new, front chain-drive housing and cover—along with all the attendant sprockets and drive assemblies, new pistons with four-valve relief notches at the appropriate angles, the injector assembly, eight injectors, new head bolts, head gasket, and all the miscellaneous hardware required to complete the conversion. All components in the kit were designed for maximum durability in a high-rpm endurance environment.

The majority of dyno development work has been completed, and as we

Pontiac's 16 valve Super Duty conversion kit can give your Fiero the kind of performance its styling implies. Kit includes all conversion hardware for existing Super Duty engines of the 2.7L and 3.0L variety.

