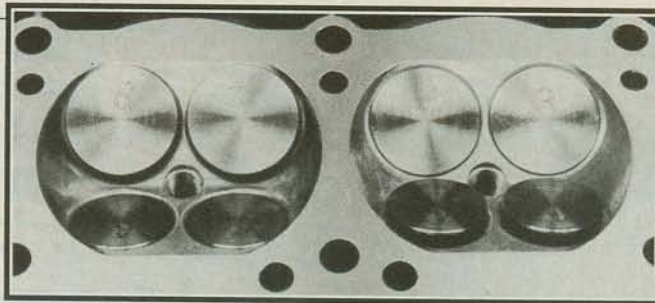


## FORMULA FOUR SUCCESS

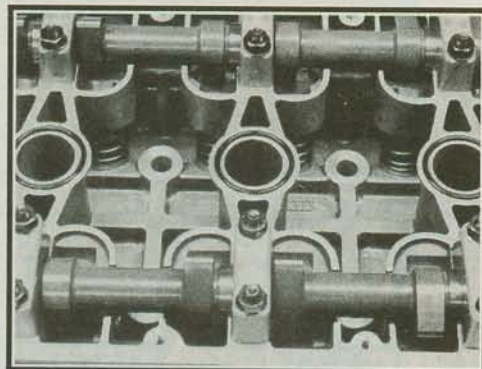
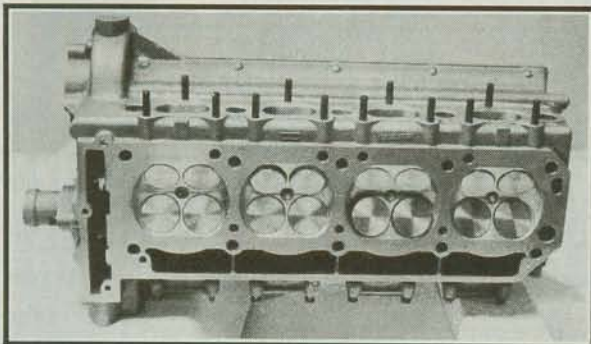
have shown in the accompanying article on Pontiac's Pro Street Fiero, the system has already proven its merit in a street and highway environment. Pending approval of various sanctioning bodies, the Pontiac cylinder head kit could very well see racing duty during the current season. With the same basic modifications, the head will fit stock Tech IV and Iron Duke 4-cylinder engines, but the power increase will make short-block durability questionable. New pistons would still be required, and it is likely that the increased power and rpm capability will exceed the limits of the stock crankshaft and connecting rods.

The Super Duty 16-valve conversion kit is yet another example of Pontiac's aggressive posture in today's high-per-

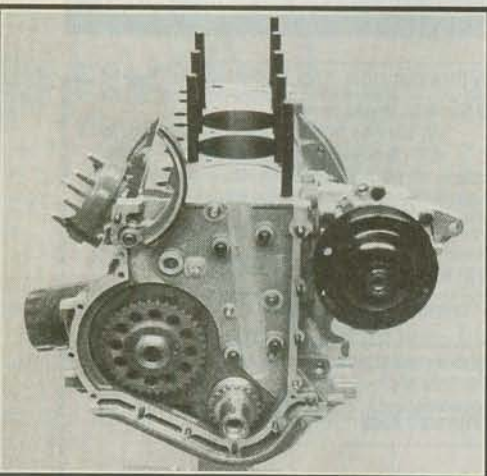


*Four-valve combustion chambers hold surprisingly large valves for a four-valve head. Intake valves measure 1.614 inches, while exhaust valves are 1.417 inches in diameter. This arrangement offers a 22-percent increase in intake valve area and a 35-percent increase in exhaust valve area over a standard Super Duty head equipped with 2.02-inch intake valves and 1.625 exhaust valves.*

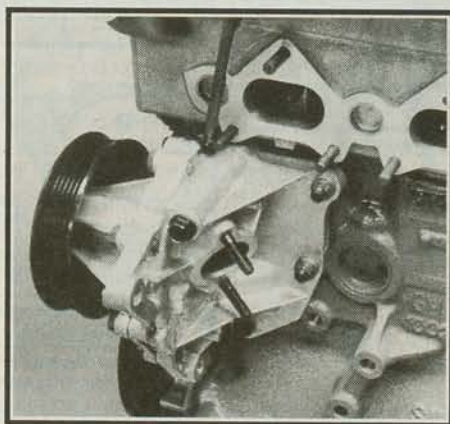
*New head requires minor modifications to the head gasket and cylinder block deck surface. Drilling for new water port at the rear of the block is necessary. Template dimensions are supplied with the kit.*



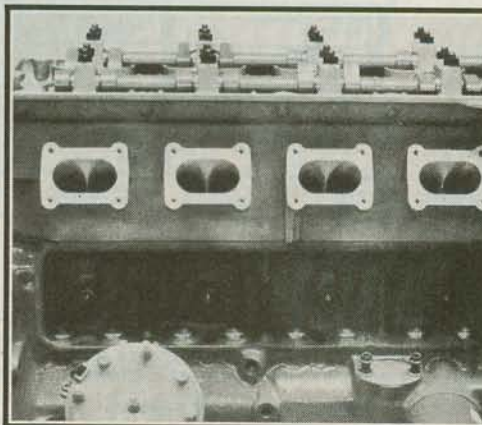
*Top view of the cylinder head with cam cover removed shows twin-cam arrangement and centrally located spark plug. Valve tappets ride in reinforced tappet housings.*



*Front view of engine with timing cover removed shows layout of sprockets for the chain-drive system. Kit includes special-length cylinder head studs, as shown.*

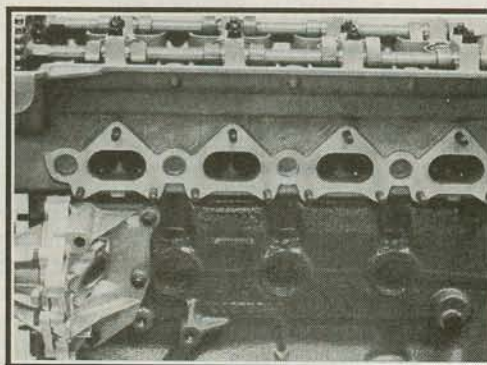
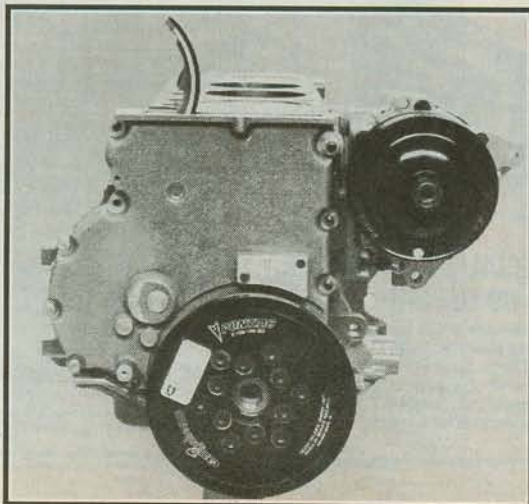


*Minor grinding on the Super Duty aluminum water pump is required to provide clearance for the front header flange and adapter cone.*



*Split and raised intake ports are equal length and flanged to accept the fuel-injection manifolds. Each throttle bore assembly is equipped with two injectors. The engine idles and runs at low speed on one injector per cylinder, with the second injector coming on line at higher engine speeds.*

*With front cover in place, Fisher friction balancer with grooves for serpentine belt system is installed.*



*Exhaust ports have a similar arrangement that requires special flange adapter cones.*