

## Engine Kits - I(d)

Engine kits generally were made up by combining cylinder head kits, camshaft kits, and pistons or piston kits. The idea was to install a mechanical high performance cam, and support this package with higher compression pistons and durable valve trains. The first four kits essentially duplicated what had been done to the 289 HiPo. The fifth kit (C8DZ-6A044-A) was a little milder in design. It eliminated the rail type rocker arms, but did not go the extra step to include threaded rocker arm studs. Ford indicated that the threaded rocker arm studs were not necessary, if engine operation was held below 6,000 rpm. To fully tap the horsepower potential of these kits required inclusion of special Ford induction kits which are covered in other sections of this appendix. Ford bragged that with the right combination, such as four 2V Webers, the 289 V8 was capable of delivering up to 343 horsepower!

Part Number	Notes	Engine
C4OZ-6A044-A	1	221 V8
C4OZ-6A044-B	2	260 V8
C4OZ-6A044-C	3	289 V8
C5AZ-6A044-B	4	289 V8
C8DZ-6A044-A	5	289 & 302 V8

### Notes

- C4OZ-6A044-A kit consisted of:
  - C4OZ-6C056-A Kit (cylinder head)
  - C4OZ-6A257-A Kit (camshaft)
  - 221 V8 Pistons with valve reliefs for use with high lift camshafts (part number unknown)
  - C3RA-19D531-A Kit (medallion)
- C4OZ-6A044-B kit the same as C4OZ-6A044-A except for 260 V8 pistons with valve reliefs for use with high lift camshafts (part number unknown).
- C4OZ-6A044-C kit consisted of:
  - C4OZ-6C056-A Kit (cylinder head)
  - C4OZ-6A257-A Kit (camshaft)
  - C3OZ-6108-K Pistons (289 HiPo)
  - C3RA-19D531-A Kit (medallion)
- C5AZ-6A044-B kit replaced C4OZ-6A044-C. Consisted of:
  - C5AZ-6C056-A Kit (cylinder head)
  - C4OZ-6A257-A Kit (camshaft)
  - C3OZ-6108-L Pistons (289 HiPo)
- C8DZ-6A044-A kit consisted of:
  - C8DZ-6C056-A Kit (cylinder head)
  - C8DZ-6A257-A Kit (camshaft)
  - C6AZ-6108-AE Kit (289 HiPo pistons)

*Courtesy of Ford Motor Company*

