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See Lunati at  
IMIS - Booth 1014  
December 1-3

## NEW WAYS TO INCITE OPTIMUM POWER FROM 2-VALVE; 3-VALVE; & 4-VALVE MODULAR ENGINES



For years, coaxing additional power from Ford's overhead cam engines had been notoriously difficult. The attributes of the camshafts in the Modular engines are peculiarly different to those of the conventional pushrod engine. And even today there are only a handful of cam-design houses with the genius to create camshafts that produce superior power to those of the original equipment manufacturer. Lunati is one such firm.

Just recently completed, Lunati has announced three new series of Voodoo camshafts for 4.6 liter Ford Modular 2-valve; 3-valve; and 4-valve engines.

### Features:

- **31 NEW camshafts**
- **Dozens of durations** from 220 to 240 that improve the performance of all naturally aspirated, supercharged, turbocharged, and nitrous-assisted engines
- **Particularly useful for 10:1 pump-gas** street-strip cars and Saturday night bracket racers
- **Gun-drilled and lightweight** with wide range of profiles
- **Valve springs for all three series** are made of premium chrome silicon alloy and stress-relieved by shot peening and polishing
- **Retainers** are available in either chrome molybdenum or titanium
- **Express custom-grind cam service** for all Modular engines
- **Upgraded Lunati Pro Series stroker cranks** for 4.6L engines. Forged in C38 micro alloy, one provides a stroke length of 3.750in., the other 3.800in. Both use Lunati 6.000in **Pro Series** connecting rods, featuring 2in rod journals, 2.657in main journals, and accept the 8-bolt Cobra-style flywheel.

### 2-Valve Cams:

- **Lunati now offers 9 high-performance cams** for the 4.6 liter 2-valve engine. These also work well in the 5.4 liter engine ([See specs on Lunati website](#))

### 3-Valve Cams:

- 14 new grinds now available for 3-valve 4.6 engines
- At the lower end of this series, the new cams provide significant power increases from idle to 6,500 rpm while using stock valve springs. At the higher end they operate from 2,000 to 6,900 rpm in conjunction with upgraded springs and retainers ([See specs on Lunati website](#))

### 4-Valve Cams:

- 8 new grinds for 4-valve engine ([See specs on Lunati website](#))

For further information on these new cams and associated upgrades, including part numbers, selection guide, optimum gearing, stall speeds, best torque and power ranges, facts on the modified Phaser to limit valve timing on the 3-valve, etc., contact Lunati's experienced tech support service. This personalized service is accessible by telephone from 7am till 6pm CST.

For further information contact:

### Lunati

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### Briefly...

One day in 1969 Joe Lunati hung out his shingle to announce the opening of his camshaft shop. Now in its forty-first year and still in the same area, Derek Scott presides over the distinguished enterprise. "It is the best cam, crank and con rod manufacturing shop in the country," says Dan Timm of Wegner Automotive. In hiring, Lunati seeks energy and experience—several of their crank grinders, Robert and James, began their careers with the firm over thirty years ago. Although today's release tells of news of their **latest 4.6L high-performance camshafts**, so much more takes place at Lunati:



here Robert keeps a steady hand on the controls as he checks for run-out before grinding commences.

Sam Logan

