

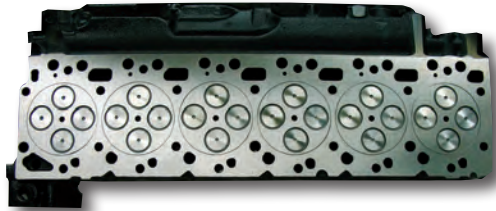
UCF HEADS *The Reliable 6.0L Diesel Head*

All heads have had the following remanufacture operations completed:

- Completely disassembled, thoroughly cleaned in our hot acid jetwash
- Magnafluxed for cracks
- Cooling system pressure tested
- Shot blasted
- All valve guides replaced with oil retaining spiral core
- All intake valve seats replaced, using high grade cobalt/iron material
- All exhaust seats replaced, using nickle, cobalt non-magnetic material
- Resurface of the fire deck.
- O'ring grooves machined into deck
- Multi angle performance valve job with radius cut for improved flow
- Set spring pressure, spring height, stem height, and valve recession
- New viton valve stem seals installed and assemble head
- O'ring wire installed head painted and prepared for shipping



Ford 6.0L



Cummins 5.9L - Ask about our 12/24 valve heads.

6.0L Options (at additional cost)

- 1mm oversize valves
- Fire ringing available
- Performance springs upon request

5.9L Options (at additional cost)

Same as 6.0L, plus:

- Intake removal
- Aluminum intake installation

Note: A core charge of \$350 per head refunded as long as head is serviceable.

Note: Some heads may have Lock N Stitch® repair pins installed (we have used this procedure for ten years with zero problems).

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