One of the fiercest engines to ever come from any of the auto makers, the 427 SOHC, also known informally as the "Cammer", had it's time in the spotlight cut short. Although Ford spent considerable engineering time reworking the workhorse FE block into the SOHC, the engine was never made a regular production option from Ford in any of it's models. Originally designed for the stock car racing tracks, which were growing in size and length in the 1960's, the SOHC got it's name from it's all-new design cylinder heads. Each had one overhead camshaft per cylinder bank which was powered by a six foot long timing chain. This unique setup allowed for the use of a wide angle between the intake and the exhaust valves, approximating a hemispherical combustion chamber. The overhead cam design allowed the engine to reach a higher "revolutions per minute" (RPM) redline than a conventional overhead design. This was especially attractive to the stock car racing teams as the longer straight-a-ways of the newer circuits taxed their engine's life expectancy. However, rule changes by the stock car racing sanctioning body effectively banned the Ford 427 SOHC from it's oval track warriors. This ended the possibility that a consumer could walk into his local Ford dealer and order a 427 SOHC for his Galaxie or Fairlane, although the engine was available from the parts counter for those who had an especially large tool box! Many ended up between the front fenders of Fords doing battle on the drag strip instead of the ovals.

Your new Revell kit will allow you to build an especially detailed replica of one of the rarest of the special limited production pieces that were developed in the early days of the American muscle car.
ENGINE HOUSING ASSEMBLY

NOTE: FOR BEST RESULTS USE A CYANOACRYLATE SUPERGLUE (NOT INCLUDED). PLEASE READ AND FOLLOW THE DIRECTIONS AND WARNING LABEL ON THE CYANOACRYLATE SUPERGLUE.

TOOLS REQUIRED: SMALL PHILLIPS HEAD SCREWDRIVER

A
FINE THREAD (LONG)
SELF TAPPING
FINE THREAD (SHORT)
CHROME FLATHEAD SCREW

B
ENGINE BLOCK
REAR STAND
FRONT STAND

C
BASE

D
PLATE

1

Intercoy
FUEL LINE ASSEMBLY

A
REAR PRIMARY FUEL INJECTION LINES
FRONT PRIMARY FUEL INJECTION LINES

B
D-L
C-L
A-L
B-L

THROTTLE CONTROL BASE
CHROME
REAR THROTTLE CONTROL LINKAGE
CHROME

C
THROTTLE CONTROL ROD
THROTTLE CONTROL SPRING

D
UNION
REAR MAIN FUEL BLOCK
FRONT MAIN FUEL BLOCK
8
FRONT ASSEMBLY

9
SPARKPLUG ASSEMBLY

COMPLETED ENGINE

TOP VIEW SPARK PLUG DIAGRAM