

2300 Ford cylinder heads

<u>YEAR</u>	<u>C.C. SHAPE</u>	<u>INT SHAPE</u>	<u>TYPICAL CASTING #</u>
74-75 CARS SPARK PLUG HOLES FULLY TAPPED	D	OVAL	D42E/D473
75-80 CARS 77-80 COURIER TRUCK SPARK PLUG HOLES HALF TAPPED	D	OVAL	D52E,D6EE,D71E,D8EE D9EE
79-81 TURBO MUSTANG OIL DRAIN BACK FOR TURBO IS IN HEAD	D	OVAL	D9EE,D9ZE,E1ZE
81-83 CAR W/O TURBO 83-84 CAR W/TURBO 1 COURIER TRUCK 1 ST YEAR FOR "D" PORT	D	D-PORT	E1BE
84 CAR W/O TURBO	HEART SHAPED	D-PORT	E4ZE-DA
83-85 RANGER W/O EFI	MODIFIED "D"	ROUND	E27E-DA
85-88 CAR W/O TURBO 85-88 RANGER/AEROSTAR W/O RLR CAM	HEART SHAPED	D-PORT	E59E
85-88 CAR W/TURBO 85-90 CAR W/EFI 85-88 RANGER/AEROSTAR W/O RLR CAM	HEART SHAPED	D-PORT	E5ZE,E6ZE
87-88 RANGER W/RLR CAM	HEART SHAPED	D-PORT	E69E
89-91 RANGER 91-UP CAR	DUAL PLUG HEAD		

The oval port head is a good head. We feel the d-port head is a better flowing head and seems to be the head of choice. If your track rules do not allow porting and polishing of the head, then we suggest using the "D" shaped d-port head. If you are allowed to port and polish the head, then we suggest using the "heart" shaped d-port head. For this head to work properly with big valves, the valves will have to be unshrouded. The Ranger head is a good head, except there are no stock intakes that work well with this head. As of now we have not done any work with the dual plug head.

The 2300 head can be milled up to the intake bolt holes. Use the heart shaped cylinder head to obtain the highest compression ratio.