

**CUMMINS PERFORMANCE & IN-HOUSE MACHINING****Don't just meet the standard-raise it.**

E3 Enhancements is not a warehouse parts house. Blocks and heads are machined in-house to a shop standard, not pulled off a shelf. Lead times reflect that process. Please allow the stated window while we build your order.

CORE POLICY

Most remanufactured blocks and heads require a core. Cores are inspected on arrival. If a core fails inspection, the core charge is not refunded. That inspection exists so the next customer receives a sound starting point and so quality cores stay in circulation. You may also ship your own core in for inspection and machining, then have it returned.

ENGINE BLOCKS

OEM reman and performance Cummins blocks, machined in-house and finished ready for final cleaning and assembly.

5.9 OEM REMAN ENGINE BLOCK

OEM replacement | Lead time: 1-2 weeks

Machined block	\$950.00
Core charge	\$1,000.00

A 5.9 Cummins block machined to OEM specifications and finished to a shop-ready standard. It arrives looking the part-baked, blasted, and painted-so you can complete final cleaning and assembly. Bored as needed, typically 0.020", or 0.040" when the cylinder requires it.

- Baked and blasted
- Resurfaced
- Bored as needed (typically 0.020"; 0.040" when required)
- Honed to finish
- New cam bearing(s)
- Painted black

Customers may ship in a core to be inspected, machined, and returned.

Final cleaning and assembly are the customer's responsibility.

6.7 OEM REMAN ENGINE BLOCK

OEM replacement | Lead time: 1 week

Machined block	\$950.00
Core charge	\$1,000.00

A 6.7 Cummins block machined to OEM specifications, bored 0.020", honed to finish, and painted. Built for customers who want a correct, in-house reman block-not a generic warehouse casting-ready for final cleaning and assembly.

- Baked and blasted
- Resurfaced
- Bored 0.020"
- Honed to finish
- New cam bearing(s)
- Painted black

Customers may ship in a core to be inspected, machined, and returned.

Final cleaning and assembly are the customer's responsibility.

STREET PERFORMANCE ENGINE BLOCK

Up to 1,300 HP - 5.9 / 6.7 | Lead time: 1-2 weeks

Performance block	\$2,850.00
Core charge	\$1,000.00

A bare block specifically machined for a performance build and rated to 1,300 horsepower. Main bolt holes are CNC drilled and tapped for 14 mm main studs and a Gorilla girdle, then the mainline is bored and honed so the caps are round and the clearance is right.

- Baked and blasted
- Resurfaced
- 4.550" fire rings (optional full or half depth)
- Bored 0.020"
- Honed to finish
- Drilled and tapped for 14 mm main studs
- Mainline bore and hone
- Three billet freeze plugs (side)
- Painted black

Customers may ship in a core to be inspected, machined, and returned.

Final cleaning and assembly are the customer's responsibility.

STAGE 3 ENGINE BLOCK

Top-tier non-deckplated - 6.7 bore | Lead time: Built to order

Stage 3 block	\$4,999.00
Core charge	\$1,000.00

The strongest E3 block that is not deck-plated. Six ductile-iron flange sleeves hold a standard 6.7 bore so you keep displacement and add strength. Drilled and tapped for 14 mm head and main studs, mainline bored and honed, camline cut, and all cam journals bored for bearings so a large steel camshaft can be installed. Half-depth 4.550" fire rings are cut in the sleeve flanges so the head gasket joint has maximum clamp.

- Six ductile-iron flange sleeves (standard 6.7 bore)
- Drilled and tapped for 14 mm head and main studs
- Mainline bored and honed
- Camline machined; all journals bored for cam bearings
- Half-depth 4.550" fire rings in sleeve flanges
- Prepared for large steel camshafts

Intended for serious power. Contact the shop to confirm the rest of the combination before ordering.

CYLINDER HEADS

Street and performance heads with the factory failure points corrected-seats, guides, freeze plugs, and a precision valve job.

STOCK UPDATE CYLINDER HEAD

Stock street / work truck | Lead time: 1-3 weeks

Stock update head	\$1,600.00
Core charge	\$1,000.00

A cost-effective, high-quality head for stock street trucks. Oversized valve seats and threaded freeze plugs correct the factory failure points. Magnafluxed, pressure-tested, and finished with a precision valve job, OEM seals, and OEM springs.

- Magnaflux and pressure test
- Baked and blasted
- Resurfaced
- New oversized valve seats
- Precision valve job
- New guides
- Threaded freeze plugs
- OEM valve seals
- OEM valve springs
- Painted black

Customers may ship in a core to be inspected, machined, and returned.

STREET CYLINDER HEAD

Under 1,000 HP (proven above 1,250 HP) | Lead time: 1-3 weeks

Without fire rings	\$2,250.00
With 4.550" fire rings	\$2,650.00
Core charge	\$1,000.00

Built for stock-based street trucks under 1,000 horsepower, with combinations that have exceeded 1,250 horsepower on this head. Increased flow from a precision 45-degree valve job on all 24 valves, 103 lb springs, and optional 4.550" fire rings.

- Magnaflux and pressure test
- Baked and blasted
- Resurfaced
- Optional 4.550" fire rings
- New oversized valve seats
- Precision 45-degree valve job (all 24 valves)
- New guides
- Threaded freeze plugs
- OEM valve seals
- 103 lb valve springs
- Painted black

Customers may ship in a core to be inspected, machined, and returned.

STAGE 2 STREET HEAD

1,000+ HP - factory shelf retained | Lead time: 2-4 weeks

Stage 2 street head	\$3,850.00
Core charge	\$1,000.00

For 1,000-plus horsepower without removing the factory intake shelf. Full exhaust port work with a blended and polished finish, plus a half intake port, oversized seats, 4.550" fire rings, and 103 lb springs.

- Bake and blast
- Magnaflux and pressure check
- Resurface
- 4.550" fire rings
- Oversized valve seats
- Precision 45-degree valve job
- Threaded freeze plugs
- New OEM valve seals
- New guides
- 103 lb valve springs
- Full exhaust port, blend, and polish
- Half intake port, blend, and polish

Customers may ship in a core to be inspected, machined, and returned.

STAGE 2 STREET HEAD - FULL PORT

1,000+ HP - billet D&J shelf | Lead time: 2-4 weeks

Full-port Stage 2 head	\$5,100.00
Core charge	\$1,000.00

The full-port Stage 2 head: complete intake and exhaust porting, blend, and polish, plus a billet D&J intake shelf. Same fire rings, oversized seats, 45-degree valve job, and 103 lb springs as the standard Stage 2, with the extra flow of a fully ported intake.

- Bake and blast
- Magnaflux and pressure check
- Resurface
- 4.550" fire rings
- Oversized valve seats
- Precision 45-degree valve job
- Threaded freeze plugs
- New OEM valve seals
- New guides
- 103 lb valve springs
- Full exhaust port, blend, and polish
- Full intake port, blend, and polish
- Billet D&J intake shelf

Customers may ship in a core to be inspected, machined, and returned.

DIY KITS

Complete short- and long-block kits so you can rebuild at home with one parts list, one spec sheet, and one shop behind it.

STAGE 1 DIY KIT

5.9 / 6.7 - 800 HP | Lead time: 1 week

Short block	\$3,775.00
Long block	\$6,875.00
Core charge	\$1,000.00

Everything required to rebuild at home in one kit-from the machined block through gaskets-plus a spec sheet for major fasteners and torque patterns. The block arrives ready for final cleaning and measurement. Built to keep an 800-horsepower street or work combination simple and complete.

- OEM-machined engine block
 - OEM pistons, machined
 - OEM piston rings
 - Polished crankshaft
 - New tappets
 - Piston coolers
 - OEM oil pump
 - OEM main bolts
 - Factory camshaft (optional upgrades available)
- Reconditioned connecting rods
 - Rod and main bearing kit
 - Lower gasket kit
 - Stock-updated cylinder head (long block)
 - ARP 625+ head studs (long block)
 - OEM head gasket (long block)
 - MLS exhaust gaskets (long block)
 - New oil cooler (long block)

The customer is responsible for final cleaning, installation of oil galley plugs, and verification of all bearing clearances.

STAGE 2 DIY KIT

5.9 / 6.7 - 1,000+ HP | Lead time: Built to order

Short block	\$10,425.00
Long block	\$15,775.00

A complete 1,000-plus horsepower DIY package: performance-machined block, fly-cut and coated pistons, Total Seal gapless second rings, 14 mm XL main-stud girdle, Wagler Streetfighter rods, Mahle H-series bearings, and a Stage 2 street head with Haisley 4.550" fire-ring gasket.

- Performance-machined engine block
 - OEM pistons, fly-cut and coated
 - OEM rings with Total Seal gapless second ring
 - Polished crankshaft
 - New tappets
 - Piston coolers
 - OEM oil pump
 - 14 mm XL main-stud girdle kit
 - 188/220 cast camshaft
- Wagler Streetfighter connecting rods
 - Mahle H-series rod and main bearings
 - Lower gasket kit
 - Stage 2 street cylinder head (long block)
 - ARP 625+ head studs (long block)
 - Haisley 4.550" fire-ring head gasket (long block)
 - MLS exhaust gaskets (long block)
 - New oil cooler (long block)

The customer is responsible for final cleaning, installation of oil galley plugs, and verification of all bearing clearances.

SHORT BLOCKS

Assembled short blocks for factory replacement duty and hot-street power, built to a defined horsepower window.

STREET SHORT BLOCK

5.9 / 6.7 - 800 HP | Lead time: Built to order | 1-year unlimited-mile warranty

Street short block	\$5,500.00
Core charge	\$1,000.00

A factory-replacement short block using factory-spec components. Built for daily work trucks and hot street combinations at or under 800 horsepower. Do not exceed that rating-connecting rods are not intended for higher duty.

- OEM-machined engine block
 - OEM pistons, machined
 - OEM piston rings
 - Polished crankshaft
 - New tappets
 - Piston coolers
- OEM oil pump
 - OEM main bolts
 - Factory camshaft (optional upgrades available)
 - Reconditioned connecting rods
 - Rod and main bearing kit
 - Lower gasket kit

Covered by a one-year unlimited-mile warranty.

STAGE 2 STREET SHORT BLOCK

5.9 / 6.7 - 1,000-1,300 HP | Lead time: Built to order

Stage 2 street short block	\$12,000.00
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Built for hot-street trucks that still have to drive every day. Proven on consistent 1,000-1,300 horsepower combinations: performance-machined block, fly-cut coated pistons, Total Seal gapless rings, 14 mm XL girdle, 188/220 cast cam, Wagler Streetfighter rods, and Mahle H-series bearings.

- Performance-machined engine block
 - OEM pistons, fly-cut and coated
 - Total Seal gapless rings
 - Polished crankshaft
 - New tappets
 - Piston coolers
- OEM oil pump
 - 14 mm XL main-stud girdle kit
 - 188/220 cast camshaft
 - Wagler Streetfighter connecting rods
 - Mahle H-series rod and main bearings
 - Lower gasket kit

PISTONS

OEM and performance piston sets with Total Seal gapless rings, including 6.7 QSB swap pistons for 04.5-07 spray pattern.

PISTONS & RING PACKAGES

5.9 / 6.7 / QSB swap | Lead time: Built to order

5.9 OEM pistons with Total Seal gapless rings	\$950.00
6.7 OEM pistons with gapless rings	\$1,200.00
Performance pistons, fly-cut, coated, Total Seal gapless rings	\$1,650.00
6.7 swap QSB pistons (04.5-07 spray) with gapless rings	\$1,100.00
Performance 6.7 swap QSB pistons, fly-cut and coated	\$1,650.00

OEM and performance piston sets paired with Total Seal gapless rings. QSB swap pistons are cut for the 04.5-07 injector spray pattern used on 6.7 swap combinations.

- Total Seal gapless ring packages
- Fly-cut and coated performance options
- QSB pistons available for 6.7 swaps (04.5-07 spray pattern)

CUSTOM BUILDS

Combinations outside these packages are quoted individually. Call or request a quote and we will spec the block, head, and rotating assembly to the truck. E3 Enhancements is also an authorized Stainless Diesel dealer. 317-416-2146.