

351 SEALED RACE ENGINE

M-6007-Z351SR

- 351 cubic inch
- 400 hp @ 5800 rpm (with headers and 650 CFM holley carburetor)
- 375 lb-ft @ 4700 rpm
- 9.0:1 compression ratio (nominal)
- Forged pistons
- Forged steel connecting rods
- Hydraulic roller camshaft, .513" lift intake and .526" lift exhaust, duration at .050" is 226 degrees intake and 228 degrees exhaust
- Double roller timing chain set M-6268-A302
- Forged steel crankshaft
- High-performance rear sump circle track oil pan
- MSD distributor
- Ford Racing aluminum "Z" cylinder heads M-6049-Z304DA with 2.02" intake valves and 1.60" exhaust valves
- Roller rocker arms M-6564-F351
- Single plane "Victor Jr." intake manifold M-9424-V351
- New heavy duty 351 race block, oil and water pumps and a high-performance harmonic damper
- Depending on your application, a different timing cover, water pump, performance oil pan and pickup may be required. See installation notes
- Engine is sealed for circle track competition where rules allow
- Engine is internally balanced, "0" balance flywheel required
- Flywheel is not included

See Also...

- Crate Engine Build-Up
- Engine Tips & Specs
- Crate Engine Catalog



INSTALLATION NOTES:

See engine installation and tuning tips on page 95.

Some or all of the following items may need to be changed from your original engine or modified for proper installation:

- This engine has a rear sump performance oil pan and pickup, regular rotation timing cover and regular rotation water pump and non-EFI valve covers.
- A different performance oil pan and pickup may be required for your application. Call the Techline at (800) FORD788 for more information.
- The timing chain cover will work with most regular rotation water pumps.
- Fuel pump eccentric M-6287-B302 installed, allows use of mechanical fuel pump
- A standard rotation water pump is installed on the engine. Other applications may require different water pumps and timing chain covers found on page 123.
- The valve covers (M-6582-R302) should fit most non-EFI applications, optional valve covers (sold separately) are available on pages 128-130.
- The damper M-6316-C351 with counterweight removed, may require a spacer for pulley alignment, see page 126.
- The flywheel (M-6375-D302) not included should work for most 157-tooth manual transmission applications. For other transmission applications use the proper "0" balance flywheel, see pages 171-172.
- Firing order 1-3-7-2-6-5-4-8 (5.0L HO and 351W order).
- Built with current available parts. Photo and specs may vary.
- Shipping weight approximately 545 lbs.