

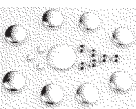
FORD V8 ENGINE PARTS-for 221, 260, 281-4.6, 289, 302W, 351W/C/M, 400M, 390, 427, 428, 429, 460

| | |
|---------------------------------|-------|
| CYLINDER BLOCK AREA | S2/1 |
| CRANKSHAFT AREA | S2/4 |
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| CYLINDER HEAD/VALVES | S2/15 |
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CYLINDER BLOCK AREA

CORE PLUGS/OIL GALLERY PLUG KITS HARDWARE KITS [dowels/f/pump drive etc]

| | | |
|------------|-------------------------------------|--------|
| BYPE108BR | Brass core plug kit for 221-351W | £19.32 |
| BYPE108CAM | Plug-rear of cam-289-302W | £1.37 |
| BYPE109BR | Brass core plug kit-351C/351M/400M | £19.03 |
| BY381-8017 | Brass core plug kit- FE 390/427/428 | £21.49 |
| BYAJG375 | Plug-rear of cam FE & DART | £1.14 |
| BY219-9494 | Brass core plug kit for 429/460 | £20.82 |
| BYAJG295 | Rear cam plug [Ford Racing Blocks] | £1.70 |
| BY12338136 | NPT [1/4"] oil gallery plug | £1.08 |
| BYAJG200 | Hardware kit 289/302/351 Carb | £31.00 |
| BYAJG205 | Hardware kit 302/351W FI in rlr | £32.24 |
| BYAJG1125 | Hardware kit 351C+351M/400M | £27.83 |
| BYAJG210 | Hardware kit 390 FE | £37.23 |
| BYAJG215 | Hardware kit 429/460 | £26.80 |
| BY0614 | Twist pin-holds in core plug-racing | £0.23 |



MECHANICAL FUEL PUMP BLOCK OFF PLATES

Designed to block-off the fuel pump mounting boss when a mechanical fuel pump is not being used. Chrome plated steel/Billet Aluminium.

| | | |
|---------------------------------------|-----------------------------------|--------|
| BY65394 | <i>Except</i> 351C/M/400M/281-4.6 | £14.99 |
| BY55023K | Bolt kit 221-351W | £3.43 |
| BY41620 | Billet alum' 221-351W+429-460+FE | £34.16 |
| The above item is complete with bolts | | |
| BY1517 | 351 Cleveland/Modified/400M | £20.94 |



MAIN STUD KITS



ARP Main studs help eliminate main cap walk and fretting, and protect the threads in the cylinder block. Manufactured from aircraft quality 8740 Chrome Moly Steel, after heat treating the fasteners are ground and thread-rolled to ensure precise tolerances. The stud kits come complete with hardened, parallel-ground washers and high strength hex head nuts. Tensile strength of 200,000 PSI.



| | | |
|------------|---|---------|
| BY154-5401 | 289-302W 2-bolt main, std type block | £89.11 |
| BY254-5501 | 289-302W 2-bolt main, std block +windage tray | £147.70 |
| BYAPN1116 | 289-302W 2BM w-tray stud main nut | £0.31 |
| BYWTN-1 | 289-302W 2BM w-tray nut | £0.26 |
| BYAJG595 | 289-302W 2BM with girdle [BY22928] | £95.03 |
| BY154-5403 | 351W 2-bolt main, std type block | £102.25 |
| BY154-5503 | 351W 2-bolt main, std block + windage tray | £118.72 |
| BY154-5404 | 351C 2-bolt main | £93.35 |
| BY155-5401 | 390-428 FE 2-bolt main, std type block | £113.14 |
| BY155-5402 | 429-460 2-bolt main, std type block | £100.92 |



CLEVITE 77 CAM BEARINGS



| | | |
|--------------------------------|--|--------|
| BYSH510S | Standard | £38.08 |
| 221 | 1962-63, 255 1980-82, 260 1962-65, 289 1963-68, 302W 1968-2001, 351W 1969-98 | |
| BYAJG1095 | Coated bearings for Racing | £62.39 |
| Same fitment range as BYSH510S | | |
| BYAJG85 | Common OD 302/351 Race | £61.90 |
| BYSH710S | Standard | £39.66 |
| 351C | 1970-74, 351M 75-82, 400M 71-82 | |
| BYSH781S | Standard | £34.44 |
| 390 | 61-76, 427 63-67 [excl 66-68 Wedge Head], 428 66-70 | |
| BYSH1111S | Standard | £33.10 |
| 429-460 | 68-98 | |





221-260-289-302W

221W 1962-63. Bore x Stroke = 3.5" x 2.87". Block Height = 8.206".
260W 1962-64. Bore x Stroke = 3.8" x 2.87". Block Height = 8.206".
289W 1963-68. Bore x Stroke = 4.0" x 2.87". Block Height = 8.206".
302W 1968-72. Bore x Stroke = 4.0" x 3.00". Block Height = 8.206".
302W 1973-76. Bore x Stroke = 4.0" x 3.00". Block Height = 8.229".
302W 1977-96. Bore x Stroke = 4.0" x 3.00". Block Height = 8.206".

351W/351C/351M/400M

351W 1969-70. Bore x Stroke = 4.0" x 3.50". Block Height = 9.48".
351W 1971-96. Bore x Stroke = 4.0" x 3.50". Block Height = 9.503".
351C 1970-74. Bore x Stroke = 4.0" x 3.50". Block Height = 9.206".
351M 1975-85. Bore x Stroke = 4.0" x 3.50". Block Height = 10.297".
400M 1971-81. Bore x Stroke = 4.0" x 4.00". Block Height = 10.29-10.302".

429/460- Big Block

429 1968-70. Bore x Stroke = 4.36" x 3.59". Block Height = 10.300".
429 1970.5-71. Bore x Stroke = 4.36" x 3.59". Block Height = 10.310".
460 1969-96. Bore x Stroke = 4.36" x 3.85". Block Height = 10.322".
NB: There are various deck heights used with 460 blocks, measure it if there is a doubt.

CYLINDER SLEEVE

These sleeves are centrifugally spun-cast using Chrome-moly iron alloy material.



BYCSL1113A 289-302 Melling-4.19"x 3.97" x 5.125"

£23.40ea



302 Dart SHP Cast Iron Performance Block

Brand new precision machined cast iron block. It features- Siamesed cylinders with extra thick cylinder walls, 8.20" deck height, steel 4 bolt main caps with splayed outer bolts, [caps 1&5 are 2 bolt] 1 piece rear seal, 2.249" main diameter, priority main oiling system, blind head bolt bosses, extra thick decks. Supplied with 4.00" bore, [unfinished] can be bored to 4.185". Will accept stock OE roller lifters & retainers. Needs core plugs, cam brgs & dowels. Extended cyl barrels.



BY31374175 Dart SHP Cyl Block 302W- 600bhp ok **£3400.55**



351W Dart SHP Cast Iron Performance Block

Brand new precision machined cast iron block. It features- Siamesed cylinders with extra thick cylinder walls, 9.50" deck height, steel 4 bolt main caps with splayed outer bolts, [caps 1&5 are 2 bolt]. 1 piece rear seal, 2.75" [351C] main diameter, priority main oiling system, blind head bolt bosses, extra thick decks. Supplied with 4.00" bore, [unfinished] can be bored to 4.185". Needs core plugs, cam brgs & dowels. Extended cyl barrels.



BY31375135 Dart SHP Cyl Block 351- 600bhp ok **£3122.03**

FORD 302cu in/5.0 litre R.S. Crate Engine 330bhp

This **BLUEPRINTED 302 FORD V8** long engine, is built to the highest engineering standards, starting with an NOS cylinder block. With a wide torque band, a very pleasant idle & a great show of power, it will suit many different applications, manual or automatic. Shown below, is a list of tasks carried out on each engine-

Remove all plugs from block [oil & water]. Clean out & check all threads. Install **ARP** main studs. Machine both decks parallel to the main tunnel centreline & for correct piston deck height. Check I.D. of cam tunnels, if incorrect, hone to size. [not uncommon with Ford 302's.].

Check & adjust **Clevite Plasma-Moly** piston ring clearances, check **Keith Black** hypereutectic piston to bore clearances & balance pistons. Fit new **Eagle** 3" stroke crankshaft & check **Clevite** big end & main bearing clearances, crankshaft end float, conrod side clearance at big end & ID of big end on new **Eagle** I-beam, fully floating, conrods. Balance crankshaft & reciprocating components to less than 4 grams [We usually build 28"oz versions, but 50"oz is an option.]. Thread oil gallery plugs that are presently press fit. Remove all parts from block. All parts are then washed & the cylinder block is painted blue.

Install all oil & water plugs, fit **Clevite** camshaft bearings & insert Performer camshaft, Assemble short engine. Fit **Edelbrock E-street** aluminium cylinder heads, with Johnson style high performance cam followers, with "eyed cliprings", .080" wall, HD pushrods, Aluminium roller rockers. Adjust lifter preload. Check rocker geometry is ok. Mount engine in wooden carrier. [Not in a box, this would cost extra.] Cover engine with **Moroso** engine bag. Supplied with correct running in oil & extra Zinc. The original test version of this engine was dyno tested with several combinations to get the best results.

If you can supply the block, we can build this engine from an "old" cylinder block.

MACHINED & BUILT IN ENGLAND.

Normal Price

Gold Card Price

BY302330MK3 [NOS cyl block] £6050.23

£5445.21

281-4.6 OHC and DOHC

2 valve, 3 valve and 4 valve

281 1990-14 Bore x Stroke=3.5512" x 3.543" Block Height=8.937".
Con rod length 5.933"

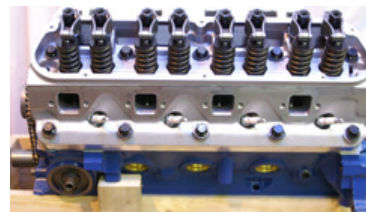
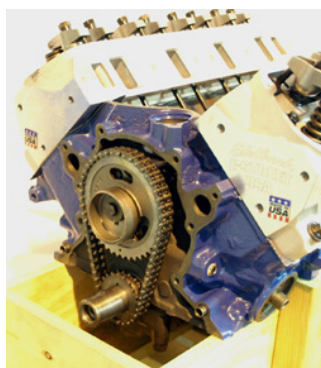
390/427/428- Big Block FE

390 1961-76. Bore x Stroke = 4.05" x 3.78". Block Height = 10.17".
427 1963-68. Bore x Stroke = 4.23" x 3.78". Block Height = 10.17".
428 1966-70. Bore x Stroke = 4.13" x 3.98". Block Height = 10.17".

429 CJ-SCJ/429 Boss (S)/429 Boss (T)

429CJ-SCJ 1969-70. Bore x Stroke = 4.36" x 3.59". Block Height = measure
429Boss(S) 1969. Bore x Stroke = 4.36" x 3.59". Block Height = 10.30".
429Boss(T) 1969-70. Bore x Stroke = 4.36" x 3.59". Block Height = 10.30".

Comes complete with harmonic balancer and bolt, oil pump and ARP bolt kit, remaining gaskets from gasket sets, header gaskets, H.D. oil pump drive shaft, Fram oil filter, oil additive package for flat tappet cams & wooden stand to sit engine in.



302cu in, maximum power 330bhp. Max torque occurs at 4000rpm [347ft lbs]. Torq exceeds 300ft lbs from 3-5500rpm. Good idle quality. Will pull like a train!

FORD 327cu in/5354cc R.S. Crate Engine 393bhp

This BLUEPRINTED 327 FORD V8 long engine, is built to the highest engineering standards. With a wide torque band, a very pleasant idle & a great show of power, it will suit many different applications, manual or automatic. Shown below, is a list of tasks carried out on each engine-

Remove all plugs from block [oil & water]. Clean out & check all threads. Install ARP main studs. Check bore size for KB hypereutectic pistons. Machine both decks parallel to the main tunnel centreline & for correct piston deck height. Check I.D. of cam tunnels, if incorrect, hone to size. [not uncommon with Ford 302's.]

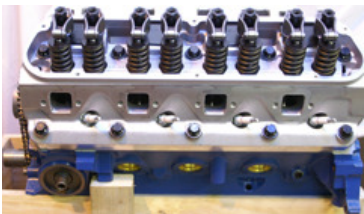
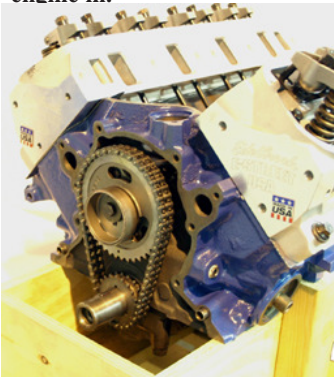
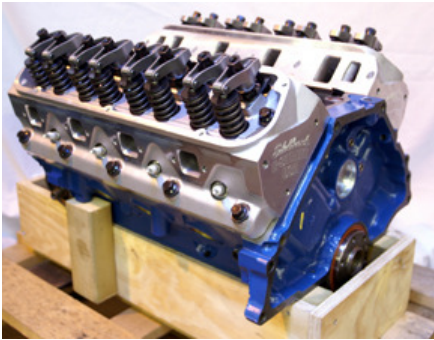
Check & correct the Clevite Plasma-Moly piston ring clearances, check new EAGLE stroker crankshaft. Check piston to bore clearances & balance pistons. Check Clevite HD big end & OE type main bearing, clearances, crankshaft end float, conrod side clearance at big end & ID of big end on new Eagle 5.40" floating pin conrods. Balance crankshaft & reciprocating components to less than 4 grams [external balance @ 28" oz]. Thread oil gallery plugs that are presently press fit. All parts are then washed & the NOS std bore cylinder block is painted blue.

Install all oil & brass water plugs, fit Clevite camshaft bearings & insert Comp-Cams camshaft. Assemble short engine. Fit AFR Renegade 20 degree, Street CNC ported cylinder heads, Johnson HD hyd lifters with proper "eyed" circlips, HD .080" wall one piece pushrods & aluminium roller rockers & adjust lifter preload. Check rocker geometry is ok. Mount engine in wooden carrier. [Not in a box, this would cost extra.] Cover engine with Moroso engine bag. Requires SUPER-UNLEADED FUEL [Shell is good quality].

MACHINED & BUILT IN ENGLAND.

| | | |
|----------|--------------|-----------------|
| | Normal Price | Gold Card Price |
| BY327393 | £7766.93 | £6990.24 |

Comes complete with harmonic balancer and bolt, oil pump and ARP bolt kit, remaining gaskets from gasket sets, header gaskets, H.D. oil pump drive shaft, Fram oil filter, oil additive package for flat tappet cams & wooden stand to sit engine in.



327cu in, maximum power 393bhp. Max torque occurs at 4500rpm [386ft lbs]. Torq exceeds 362ft lbs from 3-5500rpm. Good idle quality. Will pull like a train!

Reconditioned Ford 302W 5.0 litre Engine "1968-74"

This reconditioned 302 5.0 litre engine assembly covers the year ranges "1968-74". It is a stripped long engine, and does not include- sump, timing cover or rocker covers. The dipstick could be mounted in the timing cover or the side of the block. Presently, the hole for the side dipstick is blocked off. From your old unit you will need to transfer all the "tinware", eg, rocker covers, sump, timing cover, inlet manifold, distributor etc. A 50"oz 157 tooth flywheel & a 50" oz harmonic balancer are supplied. The unit is fitted with spark plugs and a fuel pump eccentric. If you have an early Mustang with a manual transmission, you will need a bracket for the clutch shaft.



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|----------|---------------|----------|----------------|----------------------|
| BYAJG722 | Reconditioned | 302W/5.0 | Retail £tba | G/Card Price £tba |
|----------|---------------|----------|----------------|----------------------|

Reconditioned Ford 351W 5.8 litre 1/2 Engine

This reconditioned 351W half engine, is recommended for 1988-1993 [non-roller block]. It is reconditioned in the USA. Main tunnels are line bored, brass core plugs are used and the unit is balanced. Hypereutectic pistons are used, with molly rings. 60cc heads would give 9.3:1 compression.

| | | | | |
|-----------|---------------|--------------------|----------------|----------------------|
| BYAJG1120 | Reconditioned | 351W/5.8 1/2engine | Retail £tba | G/Card Price £tba |
|-----------|---------------|--------------------|----------------|----------------------|

ARP**HIGH PERFORMANCE 180,000psi MAIN BOLT KITS**

ARP Main bolts are far superior to any other main bolt kit offered for use in modified engines. Manufactured from aircraft quality 8740 Chrome Moly Steel, after heat treating the fasteners are thread-rolled to ensure precise tolerances. These kits are complete with hardened, parallel-ground washers. These bolts have a nominal tensile strength of 180,000 PSI.



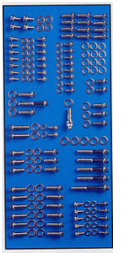
| | | |
|-------------------|---------------------------------------|---------------|
| BY855202 | 221-302W SBF std main bolts [NOT ARP] | £30.01 |
| BY154-5001 | 221-302W SBF 2-bolt main | £77.89 |
| BY154-5003 | 351W SBF 2 bolt main | £87.55 |
| BY154-5004 | 351C SBF 2 bolt main | £82.51 |
| BY155-5201 | 390-428 FE BBF | £95.70 |

ARP Stainless/Black ENGINE BOLT KIT

The ARP 12pt bolt kit, is a selection of bolts in one box, for a specific engine. These bolts are available in certified premium stainless 300 & 8740 Chrome Moly steel with a black oxide finish, rated at 170,000 psi tensile strength. Stainless is resistant to rust and corrosion and has a polished finish. Some kits, especially for later model Cars, may require the purchase of extra bolts.



| | | |
|-------------------|---------------------------------|----------------|
| BY554-9501 | 289 to 302 SBF STAINLESS | £322.75 |
| BY554-9701 | 289 to 302 SBF BLACK | £251.50 |
| BY554-9503 | 351W SBF | £235.10 |
| BY554-9504 | 351C SBF | £271.85 |
| BY555-9502 | 390-428 FE BBF | £339.35 |


AJM878 65" 289 bolt kit T/c+W/p+Alt **£217.34**
Above kit is the same as standard OEM Mustang. **NOT ARP.**

ARP**ENGINE MOUNT BOLT KIT**


| | | |
|-------------------|--------------------------------------|---------------|
| BY450-3101 | ARP S/less-Polished 12pnt SBF | £36.96 |
| BY55024K | S/less not polished SBF | £9.72 |


STANDARD STYLE ENGINE MOUNTS

| | | | |
|--|----------------|-----------------|---|
| BY2221 | Right hand 289 | £26.72ea |  |
| BY2220 | Left hand 289 | £26.72ea | |
| 260 engine: 1963-64 Galaxie, 1964 Mustang. | | | |
| 289 engine: 1963-64 Galaxie, 1964 Custom 500, 1964-65 Falcon-not convertible, 1964-march 1966 Mustang. | | | |
| BY2257 | Left & Right | £32.99ea |  |
| 289 engine: 1966-68 Falcon, 1964-67 Fairlane, march 1966-68 Mustang, 1968 Torino. | | | |
| 302 engine: 1968-70 Falcon, 1968-70 Fairlane, 1968-72 Mustang Coupe, 1968-72 Mustang convertible LH only , 1968-73 Mustang convertible RH only , 1970-71 Cobra, 1968-71 Torino. | | | |
| 351 engine: 1969-72 Mustang coupe, 1969-70 Mustang convertible, 1969-71 Torino, 1970-71 Cobra. | | | |

| | | | |
|---|-------------------------|------------------------|---|
| BY2287 | Left & Right | Price: £21.96ea |  |
| 289 engine: 1965-67 Galaxie. | | | |
| 302 engine: 1968-72 Custom 500, 1968-72 Galaxie 500. | | | |
| 351 engine: 1969-77 Custom 500, 1969-70 Fairlane, 1969-74 Galaxie 500. | | | |

| | | | |
|-------------------------------------|----------------|-----------------|---|
| BY2547 | Right hand 302 | £8.84ea |  |
| BY2546 | Left hand 302 | £11.23ea | |
| 302 engine: 1979-83 Mustang. | | | |


| | | | |
|---|----------------|-----------------|---|
| BY2683 | Right hand 302 | £23.63ea |  |
| BY2682 | Left hand 302 | £23.63ea | |
| 302 engine: 1984-20/2/92- Mustang Coupe, 1983-85 T-Bird. | | | |

| | | | |
|---|----------------|-----------------|---|
| BY2726 | Right hand 302 | £29.24ea |  |
| BY2725 | Left hand 302 | £29.24ea | |
| 302 engine: 1983-93- Mustang Convertible, 20/2/92-95 Mustang Coupe, 1980-82 Thunderbird with "Shake Condition". | | | |

UNIVERSAL CROSSMEMBER

| | | |
|---|--------------------------|----------------|
| BY4849 | SBF 260-351W+pre 73 351C | £182.78 |
| Fits frame rails 24-37" wide. Centre-centre between perches 17-1/4" | | |

STANDARD STYLE ENGINE MOUNTS

| | | | |
|---|------------|-----------------|---|
| BY2240 | Right hand | £10.26ea |  |
| BY2241 | Left hand | £10.26ea | |
| 390 engine: 1967-68 T-bird, 1968-69 Torino, 1968 Galaxie 500, 1966-69 Fairlane, 1968 Custom 500, | | | |
| 427 engine: 1965-68 Custom 500, 1965-68 Galaxie 500, 1966-68 Fairlane, 1966-68 Torino. | | | |
| 428 engine: 1966-68 Custom 500, 1966-68 Galaxie 500, 1966-67 T-bird, 1968-69 Torino. | | | |

| | | | |
|--|------------|-----------------|--|
| BY2723 | Right hand | £29.40ea | |
| BY2724 | Left hand | £26.34ea | |
| 429 engine: 1969-72 Galaxie, 1969-71 Mustang, 1968-73 T-bird. | | | |

ENERGY SUSPENSION POLYURETHANE ENGINE MOUNTS

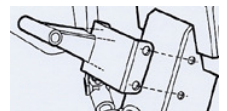
Made from Hyper-flex performance polyurethane, impervious to road salt and oil, virtually indestructible. Will handle high H.P. and Torque. Metal parts are Zinc plated. These mounts are real heavy duty!



| | | |
|------------------|---------------------------------|------------------|
| BY4-1135G | Mustang 289 68-77/302+351 67-72 | £228.64pr |
|------------------|---------------------------------|------------------|

STEEL STAND FOR MOUNT-HEIDTS C/MEMBER

This steel bracket kit bolts to the Heidts crossmember and accepts a Ford style mounting to mount a SBF Windsor engine.



| | | |
|-----------------|------------------------|----------------|
| BYAJW335 | Steel stands for mount | £121.26 |
|-----------------|------------------------|----------------|

CRANKSHAFT AREA

Technical Information: 221, 260, 289, 302W: Bigends 2.1228"-2.1236": Mains 2.2482"-2.249": 351W, 351M, 400M: Bigends 2.3103"-2.3111": Mains 2.9994"-3.0002": 351C: Bigends 2.3103"-2.3111": Mains 2.7484"-2.7492": 390, 427, 428FE: Bigends 2.438"-2.4388": Mains 2.7484"-2.7492": 429, 460: Bigends 2.4992"-2.5": Mains 2.9994"-3.0002": 281-4.6L SOHC: Bigends 2.086"-2.0867": Mains 2.6568"-2.6576":

STANDARD AND HIGH PERFORMANCE BEARING SETS**Clevite 77 CON ROD BEARING Sets**





281 [4.6L SOHC] 1991-03; DOHC 1993-02
330 Triton-[5.4L SOHC] 1997-03; DOHC 1999-02



| | | |
|------------------|----------|---------------|
| BYCB1442P | Standard | £30.24 |
|------------------|----------|---------------|

**Clevite 77 MAIN BEARING Sets**

281 [4.6L SOHC] 1991-03; DOHC 1993-02
330 Triton-[5.4L SOHC] 1997-03; DOHC 1999-02

| | | | |
|--|------------------|-----------------|---|
| BYMS2204P | Standard | £31.08sp |  |
| BYMS2204P.25 | +.25mm "[.010"]" | £31.08sp | |
| 281 SOHC, 1991-92 Vin W, 1 piece thrust washer set & lwr half flanged thrust brg. | | | |
| BYMS2007P | Standard | £24.05sp |  |
| BYMS2007P.25 | +.25mm "[.010"]" | £26.91sp | |
| 281 SOHC, 1993-03 Vin W, X, 1 piece thrust washer set & lwr half flanged thrust brg. | | | |
| BYMS2202P | Standard | £29.78sp |  |
| BYMS2202P.25 | +.25mm "[.010"]" | £29.78sp | |
| 281 SOHC, 1996-03 Vin 6, 330 Triton 1997-03, straight shell brgs & 3 piece thrust set. | | | |
| BYMS2259A | Standard | £32.50sp |  |
| 281 DOHC, 1993-02 contains half flanged brg. | | | |

Standard Bearing Sets

Standard Clevite 77 **CON ROD BEARING** Sets

| | | |
|-----------------------|--|--------------------|
| <u>221 1962-63</u> | <u>255 1980-82</u> | <u>260 1962-65</u> |
| <u>289 1963-68 2B</u> | <u>302W 1968-01 excl Boss & Eliminator</u> | |
| BYCB634P | Standard | £64.04 |
| BYCB634P010 | + .010" | £59.54 |
| BYCB634P020 | + .020" | £58.54 |
| BYCB634P030 | + .030" | £57.53 |
| BYCB634P040 | + .040" | £57.05 |



| | | |
|---------------------|----------|--------|
| <u>351W 1969-98</u> | | |
| BYCB831P | Standard | £59.54 |
| BYCB831P010 | + .010" | £57.55 |
| BYCB831P020 | + .020" | £60.05 |
| BYCB831P030 | + .030" | £57.55 |



| | | |
|---------------------|---------------------|--------|
| <u>351C 1970-74</u> | <u>351M 1975-82</u> | |
| <u>400M 1971-82</u> | | |
| BYCB927P | Standard | £68.86 |
| BYCB927P010 | + .010" | £70.02 |
| BYCB927P020 | + .020" | £64.92 |
| BYCB927P030 | + .030" | £71.96 |
| BYCB927P040 | + .040" | £71.98 |



| | | |
|------------------------------|----------------------|------------------------|
| <u>330/361/391FE 1964-78</u> | <u>332FE 1958-59</u> | |
| <u>352FE 1958-67</u> | <u>359FE 1974-75</u> | <u>360FE 1976</u> |
| <u>361FE 1958-59</u> | <u>389FE 1975-78</u> | <u>390FE 1961-76 *</u> |
| <u>410FE 1966-67</u> | <u>428FE 1966-70</u> | |

427FE 1968 except with C70E-2700A c/rod & C9AZ-6303D crank

* Excluding 1961-63 "Special Engine"

| | | |
|-------------|----------|--------|
| BYCB760P | Standard | £69.25 |
| BYCB760P010 | + .010" | £67.45 |
| BYCB760P020 | + .020" | £73.30 |
| BYCB760P030 | + .030" | £74.53 |



| | |
|--|----------------------|
| <u>390FE 1961-63 "special engine"</u> | <u>406FE 1962-63</u> |
| <u>427FE 1963-67 "high performance" except with C70E-6200A con rod & C9AZ-6303D crankshaft</u> | |

| | |
|-------------|-----------------|
| BYCB756P | Use BYCB760P |
| BYCB756P010 | Use BYCB760P010 |
| BYCB756P020 | Use BYCB760P020 |



| | | |
|---------------------------------|----------------------|----------------------|
| <u>370 1979-91 *</u> | <u>429 1968-97 *</u> | <u>460 1968-98 *</u> |
| <u>* except engine tag 820S</u> | | |
| BYCB818P | Standard | £75.42 |
| BYCB818P010 | + .010" | £59.15 |
| BYCB818P020 | + .020" | £59.15 |
| BYCB818P030 | + .030" | £58.54 |

Standard Clevite 77 **CON ROD BEARING** Sets

Stroker Ford "302" with Eagle 5.4" conrods
Version using Chevrolet V6 bearings



| | |
|----------------------|--------|
| BYCB1227P Standard | £89.36 |
| BYCB1227P010 + .010" | £89.36 |

Clevite 77 **MAIN BEARING** Sets

| | | |
|--------------------|---------------------|--------------------|
| <u>221 1962-63</u> | <u>255 1980-82</u> | <u>260 1962-65</u> |
| <u>289 1963-68</u> | <u>302W 1968-01</u> | |
| BYMS590P | Standard | £70.40 |
| BYMS590P010 | + .010" | £70.40 |
| BYMS590P020 | + .020" | £68.06 |
| BYMS590P030 | + .030" | £70.40 |



| | | |
|---------------------|---------------------|--------|
| <u>351W 1969-76</u> | <u>400M 1971-76</u> | |
| <u>351M 1975-76</u> | | |
| BYMS981P | Standard | £79.58 |
| BYMS981P010 | + .010" | £76.36 |
| BYMS981P020 | + .020" | £73.82 |
| BYMS981P030 | + .030" | £78.40 |



| | |
|---------------------|---------------------|
| <u>351W 1977-98</u> | <u>400M 1977-82</u> |
| <u>351M 1977-82</u> | |

SOME SHELLS HAVE LOCATION TAGS IN CENTRE

| | | |
|--------------|----------|--------|
| BYMS1432P | Standard | £78.22 |
| BYMS1432P010 | + .010" | £76.88 |
| BYMS1432P020 | + .020" | £75.60 |
| BYMS1432P030 | + .030" | £67.50 |



| | | |
|---------------------|-------------------|---------|
| <u>351C 1970-74</u> | | |
| BYMS1010P | Standard | £108.98 |
| BYMS1010P010 | + .010" | £109.00 |
| BYMS1010P020 | + .020" | £111.84 |
| BY4925M030 | + .030" [Fed-Mog] | £52.82 |



| | | |
|----------------------|----------------------|----------------------|
| <u>332FE 1958-59</u> | <u>352FE 1958-63</u> | <u>361FE 1958-59</u> |
| <u>390FE 1961-63</u> | <u>406FE 1962-63</u> | <u>427FE 1963</u> |
| BY4020M | Standard [Fed-Mog] | £81.13 |
| BYMS445P010 | + .010" | £117.84 |
| BYMS445P020 | + .020" | £78.22 |



| | |
|------------------------------|----------------------------|
| <u>330/361/391FE 1964-78</u> | <u>332FE 1958-59</u> |
| <u>352FE 1964-67</u> | <u>360FE 1976</u> |
| <u>389FE 1975-78</u> | <u>390FE 1964-76</u> |
| <u>1964-68</u> | <u>410FE 1966-67 427FE</u> |
| | <u>428FE 1966-70</u> |

| | | |
|---------------|----------|--------|
| BYMS685P * | Standard | £89.14 |
| BYMS685P010 * | + .010" | £98.40 |
| BYMS685P020 * | + .020" | £75.65 |
| BYMS685P030 * | + .030" | £75.65 |



* 1964-65 engines only. Flange diameter is 3.764-3.824"

| | | |
|----------------|----------|--------|
| BYMS863P ** | Standard | £90.26 |
| BYMS863P010 ** | + .010" | £97.38 |
| BYMS863P020 ** | + .020" | £97.38 |
| BYMS863P030 ** | + .030" | £90.25 |



** 1966-78 engines only. Flange diameter is 3.888-3.948"

| | | |
|--------------------|--------------------|--------------------|
| <u>370 1979-91</u> | <u>429 1968-97</u> | <u>460 1968-98</u> |
| BYMS1039P | Standard | £93.30 |
| BYMS1039P010 | + .010" | £80.57 |
| BYMS1039P020 | + .020" | £79.13 |
| BYMS1039P030 | + .030" | £76.85 |



Performance Bearing Sets

Performance Clevite "H series" **CON ROD BEARING** Sets

CHECK FOR FILLET CLEARANCE!



These bearings were developed primarily for NASCAR type racing, but are suitable for all types of competition engines. H series bearings have a medium level of eccentricity, high crush, & conrod bearings have a hardened steel back & thin overlay. The chamfers are enlarged for greater crankshaft fillet clearance, & are made without flash plating for better seating. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Contact pattern should be 2/3 to 3/4 of the bearing surfaces.

| | | |
|--------------------|---------------------|--------------------|
| <u>221 1962-63</u> | <u>255 1980-82</u> | <u>260 1962-65</u> |
| <u>289 1963-68</u> | <u>302W 1968-01</u> | |
| BYCB634H | Standard | £99.55 |
| BYCB634H001 | + .001" [tighter] | £102.19 |
| BYCB634HX | - .001" [looser] | £111.64 |
| BYCB634H010 | + .010" | £97.86 |

Performance Clevite "H series" **MAIN BEARING** Sets

CHECK FOR FILLET CLEARANCE!



These bearings were developed primarily for NASCAR type racing, but are suitable for all types of competition engines. H series bearings have a medium level of eccentricity, high crush, & conrod bearings have a hardened steel back & thin overlay. The chamfers are enlarged for greater crankshaft fillet clearance, & are made without flash plating for better seating. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Contact pattern should be 2/3 to 3/4 of the bearing surfaces.

| | | |
|--------------------|---------------------|--------------------|
| <u>221 1962-63</u> | <u>255 1980-82</u> | <u>260 1962-65</u> |
| <u>289 1963-68</u> | <u>302W 1968-01</u> | |
| BYMS590H | Standard | £107.94 |
| BYMS590H001 | + .001" [tighter] | £102.44 |
| BYMS590HX | - .001" [looser] | £108.72 |
| BYMS590H010 | + .010" | £98.92 |



Performance Bearing Sets

Performance Clevite "H series" **CON ROD BEARING** Sets**CHECK FOR FILLET CLEARANCE!**

These bearings were developed primarily for NASCAR type racing, but are suitable for all types of competition engines. H series bearings have a medium level of eccentricity, high crush, & conrod bearings have a hardened steel back & thin overlay. The chamfers are enlarged for greater crankshaft fillet clearance, & are made without flash plating for better seating. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Contact pattern should be 2/3 to 3/4 of the bearing surfaces.

Stroker Ford 302/347 with Eagle 5.4" Conrods

| | | |
|---------------------|----------------|----------------|
| BYCB1227H | Standard | £103.72 |
| BYCB1227HX | 1 thou looser | £96.79 |
| BYCB1227H001 | 1 thou tighter | £104.93 |

Performance Clevite "H series" **MAIN BEARING** Sets**CHECK FOR FILLET CLEARANCE!**

These bearings were developed primarily for NASCAR type racing, but are suitable for all types of competition engines. H series bearings have a medium level of eccentricity, high crush, & conrod bearings have a hardened steel back & thin overlay. The chamfers are enlarged for greater crankshaft fillet clearance, & are made without flash plating for better seating. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Contact pattern should be 2/3 to 3/4 of the bearing surfaces.

351C 1970-74**BYMS1010H** Standard **£98.47****BYMS1010H010** +.010" **£98.47**351W 1977-98400M 1977-82351M 1977-82**BYMS1432H** Standard **£90.84****NEW Crankshafts [without bearings]- Require Balancing**

Ext=external balance: Int=internal balance [with specified bobweight]

[cu in sizes on stroker cranks use 4.030" & 4.125" bore]

| | | |
|-----------------------|--|----------------|
| BY103023000 | 302W Cast 3.00" stroke. 28"oz. 1968-80. Crank codes-2M,2MA,2MAC,2MAD | £385.33 |
| BY103023000-50 | 302W Cast 3.00" stroke. 50" oz. 1983-end. 1 piece seal. Crank codes-2MAE | £tba |
| BY93022 | 331cu in/302W Cast 3.25" stroke, no slinger, Ford bigend size EXT -331cu in [SCAT] | £426.56 |
| BY93023 | 347cu in/302W Cast 3.4" stroke, no slinger, Ford bigend size EXT-347cu in [SCAT] | £426.56 |

| | | |
|-----------------------|--|----------------|
| BY430234025400 | 347cu in/302W Forged 4340 steel 3.40" strk, c/drilled,nitrided INT-347/363cu in. Ford BE | £919.80 |
|-----------------------|--|----------------|

| | | |
|--------------------|--|----------------|
| BY103513850 | 392cu in/351W Cast 3.85" stroke, EXT-392cu in. | £498.89 |
|--------------------|--|----------------|

| | | |
|--------------------|---|----------------|
| BY103563850 | 392cu in/351C Cast 3.85" stroke, EXT-392cu in | £567.20 |
|--------------------|---|----------------|

*The above crank requires a .375" spacer behind the crank gear, to enable the 351C timing set to be used******

| | | |
|-----------------------|---|----------------|
| BY435240006200 | 427cu in/351W Fgd 4340 steel 4.0" strk, c/drilled, nit INT- 427cu in. | £903.08 |
|-----------------------|---|----------------|

The above crank has 2.75" main journals

*It is claimed the above crankshafts can be used in a block with a 2 piece**rear seal or 1 piece***CRANKSHAFTS REQUIRE BALANCING!****STROKER ENGINE PARTS INFORMATION**Check piston skirt to crank web clearance, before balancing**FORD 302 BASED- 331cu in-** better for fast street & occasional strip, as the piston has a longer skirt than a **347cu in**, for better wear properties. use as below-

| | |
|-----------------------|--|
| BY103023252 | Eagle stroker crankshaft 3.25" cast 28"-or- |
| BY430232525400 | Eagle stroker crankshaft 3.25" forged- zero balance |
| BYFSI5400FB | Eagle conrods I beam, 4340 forged 5.40" with 7/16" bolts |
| BYIC9970 | Icon FHR forged pistons- 4"//4.030"//4.040" |

FORD 302 BASED- 347cu in- If using with lots of Nitrous, Supercharger or Turbo, use piston BYIC709. For components, use as below-

| | |
|-----------------------|--|
| BY103023402 | Eagle stroker crankshaft 3.40" cast 28"-or- |
| BY430234025400 | Eagle stroker crankshaft 3.40" forged- internal balance |
| BYFSI5400FB | Eagle conrods I beam, 4340 forged 5.40" with 7/16" bolts |
| BYKB366 | Keith Black hypereutectic pistons- 4.030"-or- |
| BYIC9971 | Icon FHR forged pistons- 4"//4.030"//4.040" |
| BYIC709 | Icon forged racing pistons- 4.060" |

FORD 351W BASED- 392cu in- for components, use as below-

| | |
|--------------------|--|
| BY103513850 | Eagle stroker crankshaft 3.85" cast, 28" balance |
| BYSIR5956FB | Eagle conrods I beam, 5140 forged, bushed |
| BYIC9973 | Icon forged FHR pistons- 4.030"//4.040" |

N.B. for a budget version, use std 351W c/rods and 302W pistons-

FORD 351C BASED- 392cu in- for components, use as below-

| | |
|--------------------|--|
| BY103523850 | Eagle stroker crankshaft 3.85" cast- 28" balance |
| BYFSI6000B | Eagle conrods I beam, 4340 forged, 7/16" bolts, bushed |
| BYIC879 | Icon forged pistons- 4.030"//4.040" |

FORD 351W BASED- 427cu in- for components, use as below-

| | |
|-----------------------|--|
| BY31365135 | Dart HD, 2.75" 4BM,cylinder block, bore to 4.125" |
| BY435240006200 | Eagle stroker crankshaft 4.00" 4340 forged, internal balance |
| BYFSI6250B | Eagle conrods I beam, 4340 forged, 7/16" bolts, bushed |
| BY930248525 | Mahle forged 4032 pistons- 4.125" inc rings |

FORD 390FE BASED- 444cu in- for components, use as below-

| | |
|-----------------------|---|
| BY104284250 | Eagle stroker crankshaft 4.25" cast- |
| BYSIR6700B | Eagle conrods I beam, 5140 forged, 6.70" bushed |
| BYIC583CKTD030 | Icon forged pistons- 4.080" inc rings |

**EAGLE 444 [352-390FE] STROKER KIT**

Using Edelbrock 72cc heads, you will get 9.53:1 CR with .020" deck, and 9.75:1 with .008" deck height. 4.08" bore, 22cc dish.

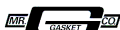
BY104284250 Eagle cast crank 4.25" **£517.80****BYSIR6700B** Eagle I beam 6.7" conrods **£508.19****BYIC583CKTD030** Icon forged pistons **£797.28**

Above pistons are complete with rings

**ARP ARP CON ROD BOLTS****ARP 8740** alloy chrome moly steel. Rated at a tensile strength of approx 200,000 psi, 5 times more reliable than std bolts. **ARP 2000** Pro series Wave-Loc bolts have 200% the fatigue life of 8740 & tensile strength of about 220,000 psi.**BY154-6002** **8740-289-302W** std size -5/16" **£99.47****BY200-8632** Nuts for above bolts [pack 10] **£8.46****BY150-6005** **8740-289 "K" HP engine-3/8"** **£108.53****BY150-6004** **8740-Boss 302W & 351W** **£102.89****BY154-6003** **8740-351 Cleveland** **£99.47****BY155-6002** **8740-390-428 FE BBF-3/8"** **£101.16****BY155-6003** **8740-429-460 & 351Wsq head** **£93.68****BYN502** Nuts for 11/32" bolts **£0.37****Spacer with Counterweight 460/514**

This spacer with counterweight, is for 1979-97 460 engines, as they are externally balanced. Used on Ford Racing crate engines also

BYAJG240 Crank damper counterweight **£69.82****CRANKSHAFT KEY****BYAJG50** 302/351W **£1.18**

**BALANCERBOLT KIT**

BY150-2501 ARP -All except 351C 2.05"x5/8" **£38.92**
BY859048 Pioneer- All except 351C **£25.60**
BY154-2501 ARP-351C only 1.8"x5/8" **£31.48**

**STANDARD TIMING SETS**

Passenger Car only

BYC-3032 221-260-289 1962-65 **£66.64**
BYC-3014K 289 65-70/302-351W 67-72 **£37.44**
BYC-3004K 302-351W 72-88 **£35.86**
BYC-3057K 302- HO 21-3-84 to 88, 302 89-93
 351W-HO 21-3-84 to 89/351W 90-92
 roller type chain Use **BYC-3057X**
BYC-3005K 351C 2b-400M 70-72/351C 4b 73-74 **£33.16**
BYC-3009K 351C 2b-400M 73-79/351M 75-79 **£28.02**
BYC-3012K 390 63-71/427 63-68/428 66-70 **£41.83**
BYC-3037 429 68-71/429 special 1973 Use **BYC-3079X**

**TIMING COVER ALUMINIUM-V-BELT TYPE SBF**

New timing covers. Ford type has more clearance, if wider timing gears are being used for racing. See S9/9 for ARP bolts.

AJM408 260-289 1963-65 [open back pump] **£181.50**
BY302TC Aftermarket version **£125.17**
BYAJG40 Ford OEM version **£218.76**

**STANG BILLET ALUMINIUM PULLEY SET**

Set of 3 pulleys for Mustang with 289/302/351W engines.



BYM-8509-EM 1970-78 4 bolt-2 groove crank pulley **£310.97**



Performance pulleys when used in sets will give a power increase, by reducing the speed of the alternator & water pump. Hi-water Flow pulleys, speed up the w/pump

ALUMINIUM CRANK PULLEYS- "V"-Belt Single/Twin Groove

289-302-351W with 4 bolt harmonic balancer

BY1614 V belt- fits as below listed; 1-Groove **£150.96**

BY1545 V belt- fits as below listed; 2-Grooves **£170.40**

OK, for RH & LH inlet water pumps, with either Hi-water/ performance water pump pulleys.



BY8316 Steel crank pulley 2 groove 3 bolt **£123.95**

Above pulley is painted blue, fits 289/302/351W

**ROLLER TIMING SETS**

3 keyways for more precise timing-std, 4 degrees retard & advance. Double roller chain.

BYC-3054X Cloyes 221-351W 1962 to 21-3-84 [1pce+long dowel] **£62.16**
BYC-3057X Cloyes 302-351W 21-3-84> [2pce+short dowel] **£56.48**
BY2121C C/Cams 351C/351M/400M 70-82 **£106.45**
BYC-3029X Cloyes BBF FE 390-428 **£86.30**
BYC-3079X Cloyes BBF 429-460 **£65.44**

**CLOYES BILLET TRUE "9-Keyway" Sets**

Billet steel, induction heat treated gears, seamless true-roller chain with .250" rollers, 9 keyway crank gear.

BY9-3535X9 Cloyes 221 to 351W 1962 on **£129.32**
BY9-3521X9 Cloyes 351C-M/400 1970-82 **£122.56**
BY9-3508X9 Cloyes 390-428 FE 1964-74 **£121.10**
BY9-3522X9 Cloyes 429-460 **£127.46**

**CLOYES RACE True Roller Sets**

Hand matched, induction heat treated billet sprockets, with Premium .250" true-roller chain, 9 keyway crank sprocket, allowing +/-8degrees of adjustment, in 2 crank degree increments..

BY9-3635X9 221-351W 1962-84 1pc eccentric **£177.42**
BY9-3635X9Z Best race set 221-351W **£231.53**



BY9-130Z Replacement race chain-33% stronger **£114.36**

SPIGOT BUSH/BEARING

BYAJG100 Bronze bush 65-69 Mustang 289 **£6.10**
BYAJG115 Bronze bush BBF1.85" OD **£12.76**
BYAJG415 Mustang 302-351 1968-73 **£16.22**
BYAJG105 Brg in a case 79-91 Mustang 302 **£10.57**

**STANDARD CRANK HARMONIC DAMPER**

BYDA-289 28"oz, 3bolt SBF 289 **£127.34**
BYDA-3512 28"oz 351 Windsor **£100.84**
BYDA-3515 28"oz 351 Cleveland **£113.59**
BYDA-390 390 FE **£160.54**

**PROSTREET CRANK HARMONIC DAMPER**

30% stronger Nodular Iron. Timing Marks up to 40 degrees. Bolt in Counterweights. Precision balanced. Bonded inner/outer ring.

BY24269 28"oz, 3&4bolt SBF 302 >1980/351 **£178.14**
BY25269 Spare weight for BY24269 **£20.64**

BY24270 50"oz, 4 bolt SBF 302 1981on **£181.09**
BY25270 Spare weight for BY24270 **£44.38**

BY69270 Spacer kit for above dampers [spare] **£18.68**

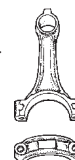
**Pro-Race SFI Crankshaft Harmonic Damper**
For Racing, exceeds SFI spec 18-1

BY64269 SBF ext balanced-up to 80 28"oz **£429.08**
BY65270 50"oz -use with above for 81> **£17.96sp**
 For 81 on 5L 302 engines, remove 28"oz weight & fit the 50"oz weight.
BY34272 BBF 429-460 [Prosport] **£192.62**

**STANDARD CONNECTING ROD**

Reconditioned, recircled con rods with new nuts and bolts.

BYR25AS Sealed Power for 429, 460 **£10.03sp**
 429 engine 1968-73, 460 69-4/76, forging number C8VE-A



Technical Information: 221, 260, 289W: C/Rod length 5.155"; Big end eye ID 2.239-2.2398"// 302W: C/Rod length 5.09"; Big end eye ID 2.239-2.2398"// 351W: C/Rod length 5.956"; Big end eye ID 2.4265-2.4273"// 351C: C/Rod length 5.78"; Big end eye ID 2.4361-2.4369"// 351M, 400M: C/Rod length 6.58"; Big end eye ID 2.4361-2.4369"// 390FE, 427FE, 428FE: C/Rod length 6.489"; Big end eye ID 2.5907-2.5915"// 429, 460: C/Rod length 6.605" [not 429 Boss (S); Big end eye ID 2.6522-2.653"] 429 Boss (S): C/Rod length 6.549"; Big end eye ID 2.6522-2.653":

PERFORMANCE CON ROD SETS



Forged "I" beam 5140 steel with 3/8" ARP 8740 bolts. Weight matched +/- 2g. CNC sized big ends. Good for 500-550bhp.

| | | |
|--------------------|--------------------------|----------------|
| BYSIR5090FP | 5.090" press fit 302 | £446.77 |
| BYSIR5090FB | 5.090" bushed 302 | £tba |
| BYICR5090 | 5.090" bushed 302 [SCAT] | £443.36 |
| BYSIR5956FB | 5.956" bushed 351W | £499.22 |



PERFORMANCE CON ROD SETS



Forged "I" beam 4340 steel, 7/16" ARP 8740 bolts. Weight matched +/- 1g. Bushed small end. OK for 700-750bhp.

| | | |
|---|----------------------------|----------------|
| BYFSI5400FB | 5.4" strkr-FordB.E.927"pin | £tba |
| BYICR5400-927 | 5.4" strkr-FordB.E.927"pin | £469.68 |
| BYFSI6250B | 6.25" bushed 427 stroker | £505.46 |
| "H" Beam 4340 forged steel con-rod. 3-D stroker design, 2 piece forging for increased strength, ARP 7/16" 8740 capscrew bolts, good for 700bhp. X-rayed, sonic tested, magnafluxed, 100% machined. Shot peened to stress relieve the metal. Big end & small end accurate to .0002". C to C .001". Weight matched +/- 1gram. "Dowelled" caps. Only available- bushed. Good for 750-800bhp. | | |
| BYCRS5155F3D | 5.155" 289 | £tba |



SILVOLITE/GRANT/SPEED PRO CAST/HYPEREUTECTIC PISTON SETS

[not intended for racing-compression ratios approximate]



| | MODEL | STD BORE | STROKE | C.H | G/PIN | RINGS-1,2,3 | C/R-OEM | CROWN | WT | C/ROD | PRICE/SET |
|---|-------------|----------|---------|--------|--------|-------------------|---------|------------|------|---------|-----------------|
| BY1106030 | 260 1962-64 | 3.80" | 2.87" | 1.58" | .9122" | 5/64"-3/32"-3/16" | 8.4:1 | Flat | 686g | 5.155" | £419.22 |
| BY1106040 | 260 1962-64 | 3.80" | 2.87" | 1.58" | .9122" | 5/64"-3/32"-3/16" | 8.4:1 | Flat | 754g | 5.155" | £308.24 |
| BY3135H.75 | 281 1990-97 | 3.5512" | 3.5433" | 1.20" | .8665" | 1.5/1.5/3mm | 9/9.8 | Dish .157" | 458g | 5.9331" | £86.53sp |
| BY3101HC | 289 1964-68 | 4.00" | 2.87" | 1.605" | .9122" | 5/64"-5/64"-3/16" | | Flat 4VR | 760g | 5.155" | £210.07 |
| BY3101H030 | 289 1964-68 | 4.00" | 2.87" | 1.605" | .9122" | 5/64"-5/64"-3/16" | | Flat 4VR | 760g | 5.155" | £210.07 |
| BY3101H040 | 289 1964-68 | 4.00" | 2.87" | 1.605" | .9122" | 5/64"-5/64"-3/16" | | Flat 4VR | 759g | 5.155" | £210.07 |
| BY3101H060 | 289 1964-68 | 4.00" | 2.87" | 1.605" | .9122" | 5/64"-5/64"-3/16" | | Flat 4VR | 771g | 5.155" | £223.20 |
| BY3101HC | 302 1968-90 | 4.00" | 3.00" | 1.605" | .9122" | 5/64"-5/64"-3/16" | 9.0:1 | Flat 4VR | 760g | 5.09" | £223.20 |
| BY3101H030 | 302 1968-90 | 4.00" | 3.00" | 1.605" | .9122" | 5/64"-5/64"-3/16" | 9.0:1 | Flat 4VR | 760g | 5.09" | £223.20 |
| BY3101H040 | 302 1968-90 | 4.00" | 3.00" | 1.605" | .9122" | 5/64"-5/64"-3/16" | 9.0:1 | Flat 4VR | 762g | 5.09" | £223.20 |
| BY3101H060 | 302 1968-90 | 4.00" | 3.00" | 1.605" | .9122" | 5/64"-5/64"-3/16" | 9.0:1 | Flat 4VR | 771g | 5.09" | £223.20 |
| BY3329H030 | 351C | 4.00" | 3.50" | 1.65" | .9122" | 1.5 -1.5-4mm | 8.82:1 | Flat 2VR | | 5.778" | £325.31 |
| BY3329H040 | 351C | 4.00" | 3.50" | 1.65" | .9122" | 1.5- 1.5-4mm | 8.86:1 | Flat 2VR | | 5.778" | £321.64 |
| Above .030" piston- deck .008", OE 2v head= 9.19:1. deck .023" 60cc head= 10.50:1 | | | | | | | | | | | |
| BY1116040 | 390 1961-65 | 4.05" | 3.78" | 1.76" | .9752" | 5/64"-3/32"-3/16" | 9.7:1 | Dish .073" | 904g | 6.489" | £232.31 |



KEITHBLACK HYPEREUTECTIC [T6] PISTON SETS

[OK for racing-compression ratios approximate-all fully floating pins]



| MODEL | | STD BORE | STRK | C.H | PIN | RINGS | C/Ratio-w-cc Heads | | | | | CROWN | C/ROD | PRICE/SET |
|--|------|----------|-------|--------|-------|-------------|--------------------|---------------------|-------|------|------|----------|--------|-----------|
| | | | | | | | 58 | 60 | 64 | 70 | WT | | | |
| BYKB115030 | 302 | 4.00" | 3.00" | 1.608" | .912" | 5/64"-3/16" | 9.6 | 9.37 | 8.96 | 8.39 | 703g | F/T -6.5 | 5.09" | £409.75 |
| BYKB115040 | 302 | 4.00" | 3.00" | 1.608" | .912" | 5/64"-3/16" | 9.64 | 9.42 | 9.00 | 8.42 | 740g | F/T -6.5 | 5.09" | £423.88 |
| BYKB115060 | 302 | 4.00" | 3.00" | 1.608" | .912" | 5/64"-3/16" | 9.73 | 9.48 | 9.06 | 8.48 | 751g | F/T -6.5 | 5.09" | £413.20 |
| BYKB116030 | 302 | 4.00" | 3.00" | 1.608" | .912" | 5/64"-3/16" | | 10.54 | 9.98 | 9.28 | 756g | P/U +2.6 | 5.09" | £328.55 |
| BYKB116040 | 302 | 4.00" | 3.00" | 1.608" | .912" | 5/64"-3/16" | | 10.56 | 10.03 | 9.30 | 748g | P/U +2.6 | 5.09" | £367.20 |
| BYKB108030 | 351C | 4.00" | 3.50" | 1.67" | .912" | 1/16"-3/16" | 9.5 | w/76cc & .002" deck | | | | F/T -2 | 5.778" | £371.76 |
| BYKB108040 | 351C | 4.00" | 3.50" | 1.67" | .912" | 1/16"-3/16" | 9.55 | w/76cc & .002" " | | | 678g | F/T -2 | 5.778" | £297.14 |
| BYKB151030 | 351W | 4.00" | 3.50" | 1.774" | .912" | 5/64"-3/16" | 10.54 | w/60cc+.010" deck | | | 678g | F/T -6.5 | 5.956" | £413.20 |
| BYKB151040 | 351W | 4.00" | 3.50" | 1.774" | .912" | 5/64"-3/16" | 10.57 | w/60cc+.010" deck | | | 678g | F/T -6.5 | 5.956" | £427.56 |
| Above piston KB151, comp ratio with 69cc heads and .010" deck = @ .030" 9.54, @ .040" 9.56 | | | | | | | | | | | | | | |

[Key: F/T = Flat Top; P/U = Pop Up or Raised; D/C = D-Cup; S/D = Step Dish;

MAHLE**MAHLE FORGED 4032 PISTON SET****MAHLE***[OK for racing-compression ratios approximate-fully floating pins]*

These pistons are for a 427cu in, 351W, built using a Dart HD Block at 4.125" bore, a 4" stroke crankshaft, and 6.250" conrods.

| MODEL | STD BORE | STRK | C.H | PIN | RINGS | C/Ratio-w-cc Heads | | | | WT | CROWN | C/ROD | PRICE/SET |
|------------------|-------------|-------|--------|-------|---------|--------------------|-------|------|-----|------|----------|--------|-----------|
| | | | | | | 58 | 60 | 64 | 70 | | | | |
| BY930248525 351W | 4.125" | 4.00" | 1.245" | .927" | 1mm-2mm | 10.4 | 10.27 | 9.90 | 9.4 | 435g | Dish -26 | 6.250" | £869.74 |

**ICON/KEITH BLACK FORGED PISTON SETS***[OK for racing-compression ratios approximate-all fully floating pins]*

| MODEL | STD BORE | STRK | C.H | PIN | RINGS | C/Ratio-w-cc Heads | | | | WT | CROWN | C/ROD | PRICE/SET |
|-------------------------|-------------|-------|--------|-------|-------------|--------------------|---------------|--------------|------|---------|------------|--------|-----------|
| | | | | | | 58 | 60 | 64 | 70 | | | | |
| BYIC719030 302 | 4.00" | 3.00" | 1.608" | .912" | 1/16"-3/16" | 9.82 | 9.58 | 9.13 | 8.55 | 621g | F/T -4.8 | 5.09" | £384.88sp |
| BYIC9970STD 326 [302] | 4.00" | 3.25" | 1.17" | .927" | 1/16"-3/16" | 9.67 | 9.44 | 9.04 | 8.49 | | F/T -11 | 5.40" | £623.46 |
| BYIC9970030 331 [302] | 4.00" | 3.25" | 1.17" | .927" | 1/16"-3/16" | 9.78 | 9.57 | 9.14 | 8.61 | | F/T -11 | 5.40" | £618.04 |
| BYIC9970040 333 [302] | 4.00" | 3.25" | 1.17" | .927" | 1/16"-3/16" | 9.83 | 9.59 | 9.18 | 8.63 | | F/T -11 | 5.40" | £623.46 |
| BYIC9971STD 341 [302] | 4.00" | 3.40" | 1.09" | .927" | 1/16"-3/16" | 10.07 | 9.83 | 9.41 | 8.84 | | F/T -11 | 5.40" | £446.47 |
| BYIC9971030 346 [302] | 4.00" | 3.40" | 1.09" | .927" | 1/16"-3/16" | 10.19 | 9.96 | 9.52 | 8.96 | | F/T -11 | 5.40" | £624.98 |
| BYIC9971040 348 [302] | 4.00" | 3.40" | 1.09" | .927" | 1/16"-3/16" | 10.24 | 9.99 | 9.56 | 8.98 | | F/T -11 | 5.40" | £652.80 |
| BYIC709060 352 [302] | 4.00" | 3.40" | 1.09" | .927" | 1/16"-3/16" | | 10.85 | 10.32 | 9.67 | | F/T -4.8 | 5.40" | £434.23sp |
| BYIC879030 392 [351C] | 4.00" | 3.85" | 1.266" | .927" | 1/16"-3/16" | | 10.03 | w/.005" deck | | | S/D -20.0 | 6.00" | £653.53 |
| BYIC9973030 392 [351W] | 4.00" | 3.85" | 1.608" | .912" | 1/16"-3/16" | 10.43 | 10.21 | 9.80 | 9.27 | | Dish -19.0 | 5.956" | £490.39 |
| BYIC9973040 394 [351W] | 4.00" | 3.85" | 1.608" | .912" | 1/16"-3/16" | 10.47 | 10.26 | 9.84 | 9.31 | | Dish -19.0 | 5.956" | £453.86 |
| BYIC667KTD030 444 390FE | 4.05" | 4.25" | 1.325" | .990" | 1/16"-3/16" | 9.53 | w/.020" deck, | | 9.75 | w/.008" | Dish -22.0 | 6.70" | £829.81 |

*[Using 72cc Edelbrock heads]**[Key: F/T = Flat Top; P/U = Pop Up or Raised; D/C = D-Cup; S/D = Step Dish:]***FORGED PISTON SETS***[OK for racing, Nitrous, Blowers & Turbos OK-compression ratios approximate-all fully floating pins]*

| MODEL | STD BORE | STRK | C.H | PIN | RINGS | C/Ratio-w-cc Heads | | | | WT | CROWN | C/ROD | PRICE/SET |
|-----------------------|-------------|-------|--------|-------|-------------|--------------------|-------|-------|-------|------|---------|-------|-----------|
| | | | | | | 58 | 60 | 64 | 70 | | | | |
| BY10480030 347 [302] | 4.00" | 3.40" | 1.090" | .927" | 1/16"-3mm | | 12.98 | 12.21 | 11.25 | 565g | P/U +9 | 5.40" | £310.06sp |
| BY10670030 383 [351W] | 4.00" | 3.75" | 1.350" | .927" | 1/16"-3/16" | | 11.82 | 11.26 | 10.51 | 605g | F/T -4 | 6.25" | £309.59sp |
| BY206064 383 [351W] | 4.00" | 3.75" | 1.35" | .927" | 1/16"-3/16" | 8.97 | 8.82 | 8.51 | 8.11 | | D/C -32 | 6.25" | £450.08sp |

1. Head gasket is .039" compressed 2. Piston is .001" down the bore at top dead centre- unless stated otherwise!**ALL COMPRESSION RATIOS ARE ESTIMATES, BASED ON INFORMATION AVAILABLE!****Standard Replacement Ring Sets [for OEM ring groove sizes] NOT MARINE****1962-64 260 & 1956-60 312**Bore: 3.800" Top Comp: 5/64" 2nd Comp: 3/32" Oil: 3/16"

| | | |
|------------|---------------------------|--------|
| BY3101STD | Cast rings, standard bore | £37.16 |
| BYC3101030 | Chrome top ring, +030" | £59.35 |
| BYC3101040 | Chrome top ring, +040" | £60.32 |

**1963-86 289/302, 69-91 351W/C/M & 400M**

Bore: 4.00"

Comp: 5/64"

Oil: 3/16"

| | | |
|------------|---------------------------|--------|
| BY2271STD | Cast rings, standard bore | £48.60 |
| BYC2271030 | Chrome top ring, +.030" | £49.56 |
| BYC2271040 | Chrome top ring, +.040" | £56.16 |
| BYC2271060 | Chrome top ring, +.060" | £52.38 |



1963-86 289/302 69-91 351w/c/m & 400m

Bore: 4.00" Comp: 5/64" Oil: 3/16"

Ringset for 1 piston only!**BY11-C2271030** Set for 1 piston [chrome] +030£7.93**1961-65 & 68-76 390 FE**Bore: 4.05" Top Comp: 5/64" 2nd Comp: 3/32" Oil: 3/16"**BY2206STD** Cast rings, standard bore £50.82**BYC2206040** Chrome top ring set +.040" £55.52**1962-65 427 FE**Bore: 4.233" Top Comp: 5/64" 2nd Comp: 3/32" Oil: 3/16**BY2208STD** Cast rings, standard bore £30.58**1966-70 428 FE**

Bore: 4.130" Comp: 5/64" Oil: 3/16

BY3612STD Cast rings, standard bore £35.44**1987-2000 302 Vin "N"**

Bore: 4.00" Comp: 1.5mm Oil: 4mm

BY3856STD Cast rings, standard bore £66.12**429 1968-78/460 1969-92**

Bore: 4.36" Comp 5/64" Oil: 3/16"

BY2229STD Cast rings, std bore £56.80**BYC2229030** Chrome top ring, +030" £52.00**Perfect Circle Plasma-Moly Rings-High Perf Street/Strip, Pro Street, Ovals & Drags, Nitrous****Performance Plasma Moly-not File Fit****Ductile Top Ring**

Bore: 4.00" Comp: 5/64" Oil: 3/16

BYAJG135 Standard bore Plasma- Moly £78.20**BYAJG140** + .030" Plasma-Moly £92.75**BYAJG145** + .040" Plasma-Moly £87.56**BYAJG150** + .060" Plasma-Moly £85.48**Performance Plasma Moly-not File Fit****Ductile Top Ring**

Bore: 4.00" Comp: 1/16" Oil: 3/16

BYAJG155 Standard bore Plasma-Moly £129.19**BYAJG160** + .030" Plasma-Moly £143.84**BYAJG165** + .040" Plasma-Moly £150.43**BYAJG615** + .060" Plasma-Moly £139.44**Performance Plasma Moly-File Fit**

Bore: 4.00" Comp: 5/64" Oil: 3/16

BY3150034035 + .035" Plasma-Moly £163.45**BY3150034045** + .045" Plasma-Moly £181.62**Performance Plasma Moly-File Fit**

Bore: 4.00" Comp: 1/16" Oil: 3/16

BY3150036005 Std/005 bore Plasma- Moly £147.53**BY3150036035** + .035" Plasma-Moly £147.41**BY3150036045** + .045" Plasma-Moly £145.01**BY3150036065** + .065" Plasma-Moly £130.15**Performance Plasma Moly-File Fit**

Bore: 4.00" Comp: 1/16" Oil: 1/8"

BY3150033035 + .035" Plasma-Moly £185.68**Performance Plasma Moly-File Fit**

Bore: 4.125" Comp: 1/16" Oil: 3/16"

BY3150032005 +.005" Plasma-Moly £125.19**BY3150032035** + .035" Plasma-Moly £163.39**Camshaft/Valve Train Area****STANDARD/PERFORMANCE & RACING CAMSHAFTS****STANDARD CAMSHAFTS****BY2291601** Clevite 77 Hydraulic camshaft £159.79

289 engine 1963 to 68 excl SP & 4B, 302 1968 to 19-5-75

Duration @ .050" lift = In 184, Ex 189, **Valve lift** = In .368", Ex .381", **Lobe sep** 109**BY2291655** Clevite 77 Hydraulic camshaft £129.54

351W engine 1969-86 excl HO & Police. 351W Truck 1981-85 not 4B or P.I. 351W Goodwrench.

Duration @ .050" lift = In 195, Ex 195, **Valve lift** = In .416", Ex .416", **Lobe sep** 107.5**BY2291833** Clevite 77 Hydraulic camshaft £113.99

351W engine 1980-86 HO, 351W 1987-91, 1985 Truck 4B & P.I., 1985-93 Truck. 351W Marine.

Duration @ .050" lift = In 206, Ex 221, **Valve lift** = In .445", Ex .453", **Lobe sep** 115**BY2291647** Clevite 77 Hydraulic camshaft £162.61

351C engine 1971-74 2B, 351M 75-79 & 77-82 Truck, 400M 71-79 & 72-82 Truck.

Duration @ .050" lift = In 192, Ex 198, **Valve lift** = In .427", Ex .433", **Lobe sep** 110**BY2291883** Clevite 77 Hydraulic camshaft £181.03

351C engine 1970-72 4B, 1973-74 Cobra-Jet.

Duration @ .050" lift = In 206, Ex 221, **Valve lift** = In .481", Ex .490", **Lobe sep** 115**BY2291634** Clevite 77 Hydraulic camshaft £112.85

390 engine, 1966, 68 Mustang, 68 2B, 67-69 4B, 66-68 428 Thunderbird excl Hi-Perf. 68-69 Ranchero 4B.

Duration @ .050" lift = In 200, Ex 200, **Valve lift** = In .438", Ex .438", **Lobe sep** 110.5

Performer Hydraulic Camshafts-mild Performance

Good torque, performance gains in the low and mid range. Good idle. Can give power to 5500rpm

Important: Check that your valve springs are not "coil binding" at full lift. It should be possible to open the valve a further .090", at full lift, with the lifters full of oil, before the spring becomes "coilbound" or solid. Alternatively, use the valve springs listed for the cam, and install them at the correct height.

AJJ100 221-302 62-89 "Performer" camshaft- idle to 5500rpm Price:£147.61
 Duration @ .050" lift = In 204, Ex 214, Valve lift = In .448", Ex .472", Lobe sep 112. Use with BY942-16+BY768-16+BY601-16



BY2291776 390-427-428 FE "Performer" camshaft- idle to 5500rpm Price:£180.97
 Duration @ .050" lift = In 204, Ex 214, Valve lift = In .484", Ex .510", Lobe sep 112. Springs

Competition Cams- Hydraulic- Flat Tappet- Camshafts- Performance



262 Hydraulic "Xtreme Energy" Camshaft



| | | |
|------------|--|---------|
| BY31-238-3 | 262XE for 221-302 & 351W** engines 1963-95- 1.60 rockers | £317.16 |
| BY32-242-4 | 262XE for 351C+351-400M engines 1970-82- 1.73 rockers | £323.44 |
| BY33-238-4 | 262XE for 352-428 engines 1963-77 1.73 rockers | £262.80 |
| BY34-238-4 | 262XE for 429-460 engines 1968-95 1.73 rockers | £262.80 |



Excellent response, good mid-range, stock converter, 3.23-4.10 gears. **** To use in 351W engine, use firing order, 15426378**

| | | | | | |
|------------------|-------------------|----------------|--------------------------|--------------------------|-----------------|
| <u>Rpm Range</u> | <u>Advertised</u> | <u>@ .050"</u> | <u>Lift-1.60 Rockers</u> | <u>Lift-1.73 Rockers</u> | <u>Lobe Sep</u> |
| 1300-5600rpm | 262/270 | 218/224 | .493"/.500" | .513"/.520" | 110 |

Compatible components- 221-351W-BY942-16 Springs, BY768-16 Spring Caps, BY601-16 Collets, BYB45779 Seals

351C+351-400M-BY972-16 Springs, BY747-16 Spring caps, BY624-16 Collets [Multi-groove], BYB45779 Seals

268 Hydraulic "High Energy" Camshaft

| | | |
|------------|--|---------|
| BY31-218-2 | 268 for 221-302 & 351W** engines 1963-95- 1.60 rockers | £191.87 |
| BY32-221-3 | 268 for 351C, 351M-400M engines 1970-82- 1.73 rockers | £258.85 |
| BY33-224-3 | 268 for 352-428 FE engines 1963-76- 1.73 rockers | £243.08 |

Good Cam for everyday performance driving, or heavy towing with lower gears. Broad power, noticeable idle. Very popular camshaft. **** To use in 351W engine, use 15426378 firing order.**

| | | | | | |
|------------------|-----------------------------|----------------|---|--------------------------|-----------------|
| <u>Rpm Range</u> | <u>Advertised</u> | <u>@ .050"</u> | <u>Lift-1.60 Rockers</u> | <u>Lift-1.73 Rockers</u> | <u>Lobe Sep</u> |
| 1500-5500rpm | In.268 Ex.268 In.218 Ex.218 | | In; .456" Ex; .456" In; .494" Ex; .494" | | 110 degrees |

Compatible components-

221-351W- BY942-16 Springs, BY768-16 Spring caps, BY601-16 Collets, BY502-16 Seals

351C,351M-400M- BY940-16 Springs, BY743-16 Spring caps, BY601-16 Collets, (BY605-16 4 groove), BYB45779 Seals.

352-428FE- BY940-16 Springs, BY744-16 Spring caps, BY603-16 Collets, BY504-16 Seals.



280 Hydraulic "MAGNUM" Camshaft



| | | |
|------------|---|---------|
| BY32-225-4 | 280 for 351C, 351M-400M engines 1970-82- 1.73 rockers | £243.96 |
|------------|---|---------|

Great cam for Street Machines 350 cu in & up. Broad Power, needs 2500rpm stall converter, needs lower gears in rear axle [higher numerically], 9.5:1 compression, minimum & headers, rough idle.

| | | | | | |
|------------------|-----------------------------|----------------|---|--------------------------|-----------------|
| <u>Rpm Range</u> | <u>Advertised</u> | <u>@ .050"</u> | <u>Lift-1.60 Rockers</u> | <u>Lift-1.73 Rockers</u> | <u>Lobe Sep</u> |
| 2000-6000rpm | In.280 Ex.280 In.230 Ex.230 | | In; .512" Ex; .512" In; .530" Ex; .530" | | 110 degrees |

Compatible components-

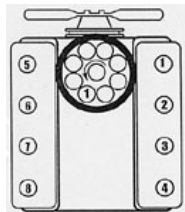
351C,351M-400M- BY972-16 [BY926-16, 429-460] Springs, BY747-16 Springs caps, BY611-16 Collets, (BY624-16 4 groove), BYB45779 Seals.



Competition Cams- Hydraulic- Flat Tappet- Camshafts- Performance

NOTES: Some Ford V8's, have **4 groove** collets (**BY605-16** & **BY624-16**), particularly 351C, 351M, & 400M. Please check your valves before ordering collets, then the correct collets can be supplied. Always buy the correct valve springs for your cam. This can avoid mechanical failures later on. Do not use a standard timing set, as these may have "retard" built in to them. Do not use performance camshafts with non adjustable rockers, or injected engines. There are two firing orders on Ford V8. These appear below. Some cams we use, have a different firing order to std. Please look for these notations. Distributors run anticlockwise.

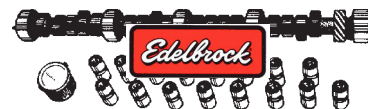
1-3-7-2-6-5-4-8
5.0L HO, 351W, 351M,
400M.



1-5-4-2-6-3-7-8
Most Ford V8

Edelbrock Performer RPM Hydraulic Cam & Lifter Kit

| | | |
|---|---|--------------------------|
| BY7122 | Performer RPM for 260-302W engines 1963-95- 1.60 rockers | £395.32 |
| BY7182 | Performer RPM for 351W engines not injected 1.60 rockers | £336.04 |
| Street high perf". These cams are dyno matched to the Perf RPM inlet manifolds, & cylinder heads. Should give 10-12" of manifold vac' at idle. Edelbrock claim up to 367bhp at 6500rpm on the 302, and 400bhp @ 6000rpm on the 351W using Performer RPM cam, inlet & cylinder heads, together with a 750cfm carb, and 1-3/4" headers. | | |
| <i>Rpm Range</i> | <i>@ .050"</i> | <i>Lift-1.60 Rockers</i> |
| 1500-6500rpm | In.224 Ex.234 In;.496" Ex;.520" | Lobe Sep 112/110 [351W] |



Compatible components-
BY5796 Springs, caps & collets kit.

Competition Cams Xtreme Energy Hydraulic Camshafts-Faster Inlet Lobes-Better Power with Performance Heads!



268 Hydraulic "Xtreme Energy" Camshaft

| | | |
|--|---|----------------|
| BY31-242-3 | 268XE for 221-302 & 351W** engines 1963-95- 1.60 rockers | £317.16 |
| Great for Street Machines 2200+ stall. ** To use in 351W engine, use firing order, 15426378 | | |
| <i>Rpm Range</i> | <i>Advertised</i> | <i>@ .050"</i> |
| 1600-5800rpm | 268/280 | 224/230 |
| | | .510"/.512"110 |



Compatible components- 221-351W-BY942-16 Springs, BY768-16 Spring Caps, BY601-16 Collets, BYB45779 Seals

274 Hydraulic "Xtreme Energy" Camshaft

| | | |
|--|---|----------------|
| BY31-246-3 | 274XE for 221-302 & 351W** engines 1963-95- 1.60 rockers | £220.42 |
| Very strong torque & throttle response 2400-2500+ stall. ** To use in 351W engine, use firing order, 15426378 | | |
| <i>Rpm Range</i> | <i>Advertised</i> | <i>@ .050"</i> |
| 1800-6000rpm | 274/286 | 230/236 |
| | | .519"/.523" |



Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals
429-460-BY924-16 Springs, BY741-16 Spring Caps, BY611-16 Collets, BY503-16 Seals

284 Hydraulic "Xtreme Energy" Camshaft

| | | |
|--|---|----------------|
| BY31-250-4 | 284XE for 221-302 & 351W** engines 1963-95- 1.60 rockers | £233.45 |
| Street/Strip with 2800+ stall, headers, gears, rough idle. ** To use in 351W engine, use firing order, 15426378 | | |
| <i>Rpm Range</i> | <i>Advertised</i> | <i>@ .050"</i> |
| 2300-6500rpm | 284/296 | 240/246 |
| | | .541"/.544" |



Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals

Competition Cams Hydraulic ROLLER- for engines that had an OEM Roller Cam fitted as std

Competition Cams Xtreme Energy Hydraulic ROLLER Camshafts-for engines that *never* had an OEM Roller Cam

282XR Hydraulic Retro-fit Roller "Xtreme Energy" Camshaft

BY35-425-8 **282XR for 221-302** & 351W engines 1963-95- 1.60 rockers** **£523.42**

Great for Street machines, needs inlet, headers, 2500+ converter, & 3.73 + gears, rough idle. **** To use in 302W engine, use firing order, 13726548**

| | | | | |
|------------------|-------------------|----------------|--------------------------|-----------------|
| <i>Rpm Range</i> | <i>Advertised</i> | <i>@ .050"</i> | <i>Lift-1.60 Rockers</i> | <i>Lobe sep</i> |
| 2000-6000rpm | 282/289 | 230/236 | .513"/.529" | 110 |

Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals



288XR Hydraulic Retro-fit Roller "Xtreme Energy" Camshaft

BY35-426-8 **288XR for 221-302** & 351W engines 1963-95- 1.60 rockers** **£523.42**

Street/Strip 9:1 comp, inlet, headers, 2800+ converter, 3.73+ gears, rough idle. **** To use in 302W engine, use firing order, 13726548**

| | | | | |
|------------------|-------------------|----------------|--------------------------|-----------------|
| <i>Rpm Range</i> | <i>Advertised</i> | <i>@ .050"</i> | <i>Lift-1.60 Rockers</i> | <i>Lobe sep</i> |
| 2200-6200rpm | 288/294 | 236/240 | .555"/.576" | 110 |

Compatible components- 221-351W-BY987-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals



Competition Cams Mechanical Flat Tappet Camshafts

294S Mechanical Flat Tappet "Magnum" Camshaft

BY31-335-4 **294S for 221-302 & 351W** engines 1963-95- 1.60 rockers** **£253.10**

Great for Street/Strip, 3500 stall, inlet, headers, low gears, 10:1 comp, radical idle. **** To use in 351W engine, use firing order, 15426378**

| | | | | | |
|------------------|-------------------|----------------|--------------------------|--------------------------|-----------------|
| <i>Rpm Range</i> | <i>Advertised</i> | <i>@ .050"</i> | <i>Lift-1.60 Rockers</i> | <i>Lift-1.73 Rockers</i> | <i>Lobe sep</i> |
| 2500-6500rpm | 294/294 | 248/248 | .560"/.560" | .605"/.605" | 110 |

Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals

STANDARD HYDRAULIC LIFTERS



| | | |
|----------------|-----------------|-------------------|
| BYA0900 | V8's-excl "FE" | £154.34set |
| BYA2083 | 390-428 "FE" V8 | £82.14set |

'Hi-Rev' ANTI-PUMP HYDRAULIC LIFTERS

These lifters feature the same quality material & much tighter tolerances than the standard hydraulic lifter. A proper "eyed" circlip is used on the A0900R version.



| | | |
|-----------------|------------------|----------------|
| BYA0900R | V8's-except "FE" | £125.70 |
| BYA2083R | V8's- "FE" | £122.03 |

Speed-Pro 'Hydraulic' Roller Lifters

For use in blocks originally equipped with hydraulic roller cam and in Retro kit for 221-302W/351W/351C/351M/400M.



| | | |
|-----------------|------------------|----------------|
| BY851-16 | OEM or Retro fit | £219.34 |
|-----------------|------------------|----------------|



SOLID/MECHANICAL LIFTERS

Precision ground crown radius and surface finish. Lightweight design & premium one piece pushrod seat. Precision machined & accurately positioned oil band for consistent, properly metered oil flow. Designed for Race valve springs. Ideal for high end street & race.



| | | |
|------------------|--------------------|----------------|
| BY2910-16 | Performance series | £207.12 |
|------------------|--------------------|----------------|



Comp Cams Mechanical Roller Lifters

Competition Cams special patented design roller lifters offer superior performance & durability, the axle is heat treated chromemoly, edge orifice type oil metering is used, and they are rebuildable.



| | | |
|-----------------|----------|-----------------------|
| BY838-16 | 289-351W | set 16-£738.53 |
|-----------------|----------|-----------------------|



ARP Cam Gear Bolt

Increased preload clamping force, for positive timing gear register. Helps overcome valvetrain harmonics & stress. Tensile strength of 170,000 psi.

| | | |
|-------------------|-------------------------------------|--------------|
| BY154-1001 | 260/289/302/351W, 3/8-16 x 1.46" | £5.75 |
| BY154-1002 | 351C/M & 400M, 3/8-16 x 1.97" | £4.91 |
| BY155-1002 | FE 390/406/427/428, 7/16-14 x 1.75" | £5.45 |
| BY155-1001 | 429/460, 3/8-16 x 1.58" | £4.54 |



Hyd Roller Cam Installation Kit



| | | |
|------------------|---|---------------|
| BY35-1001 | OEM fit (later blocks with 2 raised threaded bosses in lifter valley) | £78.40 |
| BY31-1000 | Blocks that never had a roller cam from new 289/302/351W/351C/351M/400M | £78.04 |

Camshaft Retaining/Thrust Plate

| | | |
|-----------------|---------------------------------|----------------|
| BYAJG225 | 221-351W.250" thick [UK Made] | £51.79 |
| KIT902 | Bolt for above plate | £0.44 |
| BYAJG220 | 351C/351M/400M/429/460 | £18.92 |
| BY3120TB | 221-351W C/Cams roller brg type | £150.24 |



Sealed Power Standard Push-rods [sets of 16 only]

| | | |
|--|----------------------------------|-----------------|
| BYMPR-279 | 221, 289 & 302 early (l= 6.801") | £33.79 |
| 221 engine 1962-63 302 engine 1968-69 (exc. 69-70 Special) | | |
| 289 engine 1963-68 302 engine 1969 "Truck" | | |
| BYRP-3167 | 255, 260 & 302 (l= 6.876") | £37.44 |
| 255 engine 1980-82 302 engine 1970-85 (w/o Rlr lifters) | | |
| 260 engine 1962-65 302 "Truck" 1969-91 (w/o Rlr lifters) | | |
| BYRP-3241 | 302 (oem rlr cam) (l= 6.25") | £37.60 |
| 302 engine 1985-95 302 "Truck" 1992-01 | | |
| BYRP-3166 | 351W (l=8.142") | £44.96 |
| 351W engine 1969-78 | | |
| BYRP-3209 | 351W (l= 8.182") | £30.56 |
| 351W engine 1978-97 351W 1994-96 Lightning | | |
| BYRP-3278 | 351W (oem rlr cam) (l= 7.523") | £10.88sp |
| 351W engine 1994-97 "Truck" excl Lightning-OEM Roller | | |
| BYRP-3184 | 351C (l= 8.412") | £36.16 |
| 351C engine 1970-74 | | |
| BYRP-3172 | 390FE, 427FE, 428FE (l= 9.621") | £35.52 |
| 390 engine 1961-76 (excl 1963-64 T-bird) | | |
| 427 engine 1968 428 engine 1966-70 inc "Truck" 1969 | | |



Distributor Gears



| | | |
|----------------|---|---------------|
| BY85832 | Std 221-302 <u>pre-roller .467" shaft</u> | £43.14 |
|----------------|---|---------------|

| | | |
|---|----------------|---------------|
| BY29418PD | Mallory- Steel | £52.90 |
| 302 with steel billet and production roller camshaft. For distributor shaft diameter .467". | | |

| | | |
|--------------|----------------------------------|----------------|
| BY431 | Bronze 260-351W-for .467" shaft | £87.29 |
| BY438 | Bronze 260-351W-for .500" shaft | £70.36 |
| BY436 | Bronze 351C-460 -for .530" shaft | £101.12 |

The std cast iron gear isn't compatible with a billet steel roller cam. These gears are machined from AMPCO-45 extruded alum' bronze with 5% nickel added, featuring a high strength tooth design that will resist wear even when a HV o/pump is used. Expect a higher wear rate than standard.



**Performance Push-rods [sets of 16 only]** 

Use with cams up to ".500 lift" not Racing

BY7831-16 6.876" long, 5/16" diam, hardened **£67.48**

255 engine 1980-82 302 engine 1970-85 (w/o Rlr lifters)

260 engine 1962-65 302 "Truck" 1969-91 (w/o Rlr lifters)

BY7826-16 6.25" long, 5/16" diam, hardened **£64.37**

302 engine 1985 on with OEM hyd roller cam

BY7833-16 9.62" long, 5/16" diam, **NOT** hard **£63.79**

390-428 engine 1965-72 (OEM non adjustable rockers only)

**Performance Push-rods [sets of 16 only]** 

Street, Strip engines, Budget Racing

BY7632-16 6.80" long, 5/16" diam, hardened **£198.86****BY7631-16** 6.90" long, 5/16" diam, hardened **£197.10**

221-302 some engines only

BY7472-16 8.15" long, 5/16" diam, hardened **£192.49**

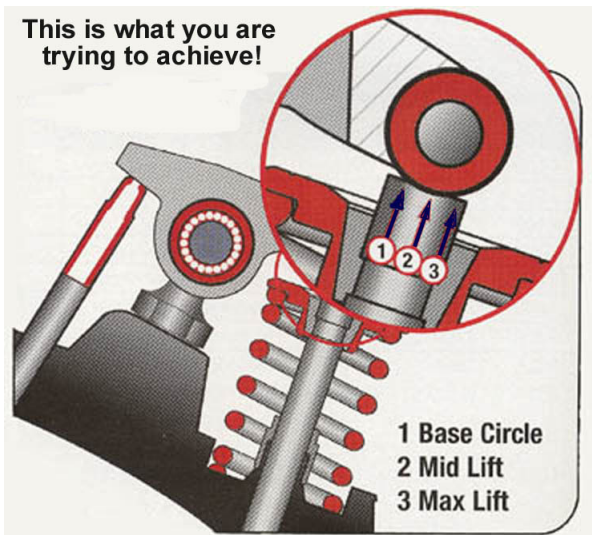
351W some engines only

BY7502-16 8.4" long, 5/16" diam, hardened **£212.77**

351C some engines only

**ADJUSTABLE PUSHRODS**

Enables you to adjust the preload on your hydraulic lifters, where you have non-adjustable rocker arms. Mandatory when you fit a performance cam, or your heads/block have been machined.

**BYAJG1155** For FE 9.605"**£217.94****STREET/STRIP/RACING PUSHRODS [sets of 16 only]****One Piece .083" 4130 Seamless Chromemoly**
Highest Quality, [hardened for guide plate use]**BY7917-16** 6.25" long, 5/16" diam **£232.84****BY7754-16** 6.40" long, 5/16" diam **£245.16****BY7769-16** 6.60" long, 5/16" diam **£255.29****BY7772-16** 6.75" long, 5/16" diam **£243.49****BY7929-16** 6.80" long, 5/16" diam **£227.59****BY7930-16** 6.85" long, 5/16" diam **£228.08****BY7933-16** 6.90" long, 5/16" diam **£222.44****BY695PRODS** 6.95" long, 5/16" diam **£161.22****BY7936-16** 7.00" long, 5/16" diam **£222.34****BY7937-16** 7.05" long, 5/16" diam **£179.70****BY710PRODS** 7.10" long, 5/16" diam **£161.22****BY790PRODS** 7.70" long, 5/16" diam **£161.22****BY7996-16** 8.05" long, 5/16" diam **£175.73****BY7997-16** 8.10" long, 5/16" diam **£229.99****BY7966-16** 8.20" long, 5/16" diam **£244.01****BY7934-16** 8.55" long, 3/8" diam **£214.73****This is what you are trying to achieve!****1 Base Circle**
2 Mid Lift
3 Max Lift

Technical Information: There are many variables involved when selecting pushrods for a performance engine. Block height, cylinder head thickness, type of camshaft, rocker type used, lifter or tappet depth, etc. If you are unsure about the selection criteria, ask for a copy of pages 264/265 from the **Competition Cams** catalogue, when you order your valve train parts. Always check that a clearance exists between your pushrods, and the tunnels in the cylinder heads. Sometimes, clearancing is necessary. If you need an adjustable pushrod length checker, to help work out your pushrod length, see S9/11 in the Real Steel catalogue, tools section.

Cylinder Heads/Valves

STANDARD SMALL BLOCK CYL HEAD PARTS**BYAJG230** Core/frost plugs for heads **£3.92 ea****BYAJG235** 5/8" [O.D.] to 7/16" unc adaptor [end of head] **£25.81 ea****58UNCPLUG** Blocks "ex" hole in end of OEM cyl head **£2.16 ea**

Cylinder Head/Valves

EDELBROCK E-street Aluminium Heads 289-351W

(complete with stainless valves/ 1-1/4" springs- 3/8" screw in studs/guideplates etc)

E-Street, is an all new line of Edelbrock cylinder heads, made in the USA, not China. These heads are designed for entry level (300-400bhp) street performance engines, ideally operating up to 5500rpm. Every E-Street head is assembled with manganese bronze valve guides, powered metal interlocking valve seats, stainless one piece valves with hardened tips, 1-1/4" springs, 3/8" screw in studs & hardened guide plates. Additionally, hardened spring cups are used under the springs, and threaded inserts are used in the rocker bosses.

The 170cc inlet port will give great throttle response & torque right through the rev range. A 302 with these heads, 9.5 compression & a performer type cam, should give around 320-330bhp if properly built. Hardened pushrods will be required. For 289 & 302 **BY9680** bushes will be required. Heads with the 1.90" inlet valve, will work with std 289/302 piston cutaways, & work very well on the 289/302. The 2.02" valve will need pistons with aftermarket cutaways. The larger valve version works very well on the 347 stroker, or the 351W. Use Champion BYRC?YC type spark plugs. Use inlet manifold gasket ? These heads cannot be used with the Performer RPM cam. Use a Performer cam.

| Com. chamber vol | In. runner vol | Ex. runner vol | In. valve | Ex. valve | Spring Dia |
|------------------|----------------|----------------|-----------|-----------|------------|
| 60cc | 170cc | 60cc | 1.9/2.02" | 1.60" | 1.25" |



| | | |
|---------------|-------------------------------------|-------------------|
| BY5023 | Has 1.90" inlet valve+1.60" exhaust | £1850.88pr |
| BY5025 | Has 2.02" inlet valve+1.60" exhaust | £1588.33pr |

AFR Aluminium Cylinder Heads 302 [5 litre]

[Pedestal Rockers]



These are the ultimate heads for the Roller Cam 5 litre 302 OHV V8. No special parts are needed, you can use your standard parts if required [excl pushrods & rail type rockers]. The valves are lightweight with an 8mm stem. A rev range of idle to 6000rpm would work with the right components. The deck of the head casting is 3/4" thick which makes the head ideal for Nitrous or blower applications. Hardened pushrods are required. The 1986 5.0L must have pistons notched for clearance. These heads are emissions legal.

AFR ALUMINIUM CYLINDER HEADS 289-302

[Stud Mounted Rockers]

| | | | | | | |
|------------------|---------------------------------|----------------|-----------|-----------|--|--------------------|
| BY1399 | Heads aluminium <u>complete</u> | | | | | £2715.94 pr |
| Comb chamber vol | In. runner vol | Ex. runner vol | In. valve | Ex. valve | | |
| 58cc | 165cc | 68cc | 1.90" | 1.60" | | |
| BY1388A | Heads aluminium <u>complete</u> | | | | | £2715.94 pr |
| Comb chamber vol | In. runner vol | Ex. runner vol | In. valve | Ex. valve | | |
| 58cc | 185cc | 70cc | 2.02" | 1.60" | | |

EDELBROCK Performer RPM Aluminium Heads 390-428 FE

(complete with stainless valves/springs-etc)

Designed for street high-performance, non emission 1961-76 390-427-428 engines. These head assemblies offer a good 'out of the box', bolt on power improvement. The 428 Cobra-Jet sized valves promote excellent flow for streetable power. Features: A356 aluminium heat treated to T6 spec, is 18 lbs lighter than std. 1.55" valve springs handle lifts up to .600" on complete heads. No exhaust crossover passage for cooler, denser charge & more power. Vertical & diagonal exhaust manifold bolt patterns. Std port locations compatible with std manifolds. High flow 125cc exhaust ports work with OEM manifolds or headers. For better rocker shaft retention, use the Edelbrock stud kit, **BY6009**. Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY1247**.

| Com. chamber vol | In. runner vol | Ex. runner vol | In. valve | Ex. valve | Spring Dia |
|------------------|----------------|----------------|-----------|-----------|------------|
| 72cc | 170cc | 125cc | 2.09" | 1.66" | 1.55" |



| | | |
|----------------|------------------|--------------------|
| BY6006E | Heads 390-428 FE | £2312.50 pr |
|----------------|------------------|--------------------|

EDELBROCK Victor Jnr Aluminium Heads 302-351W

Designed for competition & ultra high performance 302-351W engines. These heads offer 500+ hp potential out of the box, using standard valve train geometry. No exhaust crossover passage for cooler, denser charge & more power. Features: High flowing 210cc inlet ports and .130" raised 75cc exhaust ports. CNC gasket matched port entries/exits with blended valve bowls. Spark plug holes & valves are in the standard location. Rocker cover rails are raised by .150". A relief in the head allows most roller lifters to be changed without removing the heads. Rocker stud, inlet & exhaust bolt holes are helicoiled for longer life. Exhaust flange has standard 2" wide bolt pattern. Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY5831**.

| Com. chamber vol | In. runner vol | Ex. runner vol | In. valve | Ex. valve | Spring Dia |
|------------------|----------------|----------------|-----------|-----------|------------|
| 60/70cc | 210cc | 75cc | 2.05" | 1.60" | NA |



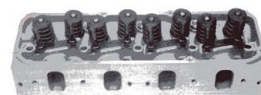
| | | |
|---------------|---------------------------------|---------------------|
| BY7738 | 302-351W 70cc- <u>no valves</u> | £893.72sp pr |
|---------------|---------------------------------|---------------------|

EDELBROCK Performer RPM Alum' Heads 351C/M/400M

(complete with stainless valves/springs-7/16" screw in studs/guideplates etc)

Designed for street high-performance, non emission 351C/351M/400M engines. These head assemblies offer a good 'out of the box', bolt on power improvement. The 190cc inlet port gives great throttle response throughout the powerband as well as outstanding top end power. Features: "Compact Charge" combustion chamber for increased power & torque. Optimized spark plug location. Std port locations compatible with std manifolds. Hardened pushrods will be required. High flow 90cc exhaust ports work with OEM manifolds or headers. For best performance use the Performer RPM Air Gap inlet manifold. Maximum valve lift .580". Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY?**

| Com. chamber vol | In. runner vol | Ex. runner vol | In. valve | Ex. valve | Spring Dia |
|------------------|----------------|----------------|-----------|-----------|------------|
| 60cc | 190cc | 90cc | 2.05" | 1.60" | 1.54" |



| | | |
|---------------|----------------------|-------------------|
| BY6162 | Heads 351C/351M/400M | £3168.77pr |
|---------------|----------------------|-------------------|

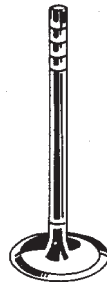
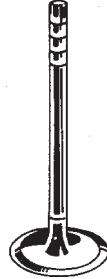
MELLING STANDARD VALVES- Cars & some Commercials



All dimensions approximate & in inches

Head Dia Length Tip Price

| | | | | |
|--|---------|--------|-------|---------------|
| BYV0742-Ex | 1.450" | 4.867" | .254" | £9.29 |
| 260 V8 1964-65, 289 1963 to 4-10-65 | | | | |
| BYS1566-In | 1.670" | 4.863" | .245" | £9.77 |
| 260 V8 1964-65, 289 > 24-2-64 | | | | |
| BYV1000-Ex | 1.450" | 4.873" | .370" | £7.80 |
| 289 V8 4-10-65 to 68, 302 1968 | | | | |
| BYV0947-In | 1.780" | 4.863" | .248" | £8.47 |
| 289 V8 1963 to 4-10-65 | | | | |
| BYV1001M-In | 1.780" | 4.865" | .365" | £8.58 |
| 289 V8 4-10-65 to 1968, 302 1968 | | | | |
| BYV1135-Ex | 1.452" | 5.068" | .476" | £9.24 |
| 302 V8 1969-85, Thunderbird 1987-93, Mustang 1987-95- excluding Cobra 93-95, 351W 1980-91 | | | | |
| BYV1137-In | 1.781" | 5.055" | .479" | £11.34 |
| 302 V8 1969-77, 302 1978 with rocker studs | | | | |
| BYV1328-In | 1.782" | 5.07" | .407" | £7.46 |
| 302 V8 1978 with bolt on rockers, 302 1979-85, 302 1987-95 Mustang, 302 1991-93 Thunderbird, 351W 1975-91 | | | | |
| BYV1237-Ex | 1.543" | 5.075" | .390" | £12.42 |
| 351W V8 1969-74 | | | | |
| BYV1327-Ex | 1.461" | 5.07" | .400" | £11.41 |
| 351W 1975-76 | | | | |
| BYV1453-Ex | *1.462" | 5.01" | .433" | £8.86 |
| 351W V8 1977-83 * <u>Requires Ford lash caps</u> | | | | |
| BYV1238-In | 1.844" | 5.07" | .396" | £10.46 |
| 351W V8 1969-74 | | | | |
| BYV1269-Ex | 1.655" | 5.052" | | £11.98 |
| 351C V8 2V 1970-74, 351M 1975-77, 400M 1971-77 | | | | |
| BYV1173-Ex | 1.710" | 5.055" | | £13.10 |
| 351C V8 4V 1970-74, 351 Cobra Jet 1971-72 | | | | |
| BYV1270-In | 2.041" | 5.23" | | £9.67 |
| 351C V8 2V 1970-74, 351M 1975-78, 400M 1971-78 | | | | |



All dimensions approximate & in inches

Head Dia Length Tip Price

| | | | | |
|--|--------|--------|--|---------------|
| BYV1174-In | 2.192" | 5.234" | | £8.51 |
| 351C V8 4V 1970-74, 351 Cobra Jet 1971-72 | | | | |
| BYV1242-Ex | 1.558" | 5.356" | | £12.10 |
| 390FE 1961-71, 428FE 1966-70 excl Cobra Jet | | | | |
| BYV1167-Ex | 1.653" | 5.435" | | £21.88 |
| 427FE 1963-65 special, 427FE 1968 with 4BC, 428FE 1968-70 Cobra Jet | | | | |
| BYV0637-In | 2.032" | 5.45" | | £12.77 |
| 390FE 1961-71 excl HD & 1962 special, 428FE 1966-68 excl Police/Cobra Jet & HD | | | | |
| BY211-1836 -In | 2.029" | 5.454" | | £7.72 |
| 390FE 1961-71 HD excl 1962 special, 428FE 1966-68 HD & Police, 428FE 1969-70 Police | | | | |
| BYV1168-In | 2.09" | 5.449" | | £11.47 |
| 427FE 1965 special, 427FE 1968 HD with 4BC, 428FE 1968-69 HD, 428FE 1970 Cobra Jet | | | | |
| BYV1165-Ex | 1.725" | 5.068" | | £11.82 |
| 429 1970-71 Cobra Jet | | | | |
| BYV1271-Ex | 1.653" | 4.983" | | £6.01 |
| 429 1973, 460 1973-78 excl Police | | | | |
| BYV1166-In | 2.245" | 5.288" | | £9.85 |
| 429 1970-71 Cobra Jet | | | | |
| BYV1272-In | 2.083" | 5.204" | | £3.50 |
| 429 1973, 460 1973-78 excl Police | | | | |

Manley Stainless Performance INLET Valves

All dimensions in inches



| | Head Dia | Overall Length | Material | Tip | Price |
|----------------------|-----------------|-----------------------|-----------------|------------|-----------------|
| BY10476-1 (1) | 1.94" | 4.88" | NK-840 | .250" | £13.21 |
| BY11522-1 (3) | 1.94" | 4.911" | NK-842 | .250" | £30.90 |
| BY10550-1 (2) | 2.02" | 4.911" | NK-840 | .250" | £18.70 |
| BY10552-1 (2) | 2.02" | 5.011"+100 | NK-840 | .250" | £12.37 |
| BY11566-1 (3) | 2.02" | 4.911" | NK-842 | .250" | £28.44 |
| BY11318-1 (4) | 2.02" | 5.04" | NK-842 | .290" | £14.34sp |
| BY10556-1 (2) | 2.055" | 5.011"+100 | NK-840 | .250" | £6.07sp |
| BY11546-1 (3) | 2.055" | 5.04" | NK-842 | .290" | £28.69 |
| BY11560-1 (3) | 2.08" | 5.04" | NK-842 | .290" | £29.62 |
| BY11872-1 (4) | 2.19" | 5.244" | NK-842 | .250" | £30.90 |

The above valves are all 11/32" stem size

- (1) -Budget replacement, chrome stem, hard tip, unmachined finish
 (2) -Budget performance, chrome stem, hard tip, machined finish
 (3) -Race Flo, chrome stem, hard tip, machined finish, Pro Flo underhead
 (4) -Race Master, straight & chrome stem, hard tip, machined finish

Manley Stainless Performance EXHAUST Valves

All dimensions in inches



| | Head Dia | Overall Length | Material | Tip | Price |
|----------------------|-----------------|-----------------------|-----------------|------------|---------------|
| BY10077-1 (1) | 1.50" | 4.92" | XH-422 | .290" | £13.21 |
| BY10577-1 (2) | 1.50" | 4.911" | XH-422 | .250" | £19.51 |
| BY10549-1 (2) | 1.60" | 4.911" | XH-422 | .250" | £18.43 |
| BY11565-1 (3) | 1.60" | 4.911" | XH-426 | .250" | £30.12 |
| BY10551-1 (2) | 1.60" | 5.011" | XH-422 | .250" | £13.43 |
| BY11545-1 (3) | 1.60" | 5.065" | XH-426 | .290" | £29.21 |
| BY11873-1 (4) | 1.71" | 5.042" | XH-426 | .250" | £30.90 |



The above valves are all 11/32" stem size

- (1) -Budget replacement, chrome stem, hard tip, unmachined finish
 (2) -Budget performance, chrome stem, hard tip, machined finish
 (3) -Race Flo, chrome stem, hard tip, machined finish, Pro Flo underhead
 (4) -Race Master, straight & chrome stem, hard tip, machined finish



Manley Recommendations

NK-840 = Replacement & Mild Street Performance
NK-842 = High Performance Street, Bracket Racing, Oval Track, Sports-
 man Racer, Normally Aspirated Alcohol engines



Manley Recommendations

XH-422 = Replacement & Mild Street Performance
XH-426 = High Performance Street, Bracket Racing, Oval Track, Sports-
 man Racer, Normally Aspirated Alcohol engines

STANDARD VALVE SPRINGS

MELLING

BYVS-1575 1.359" O.D. valve spring **£3.20**
 221 engine 1962-63 **260** engine 1962-65
 289 engine 1963-64 **289** engine 1965-66 (excl Special)

BYVS-660 1.255" O.D. valve spring **£2.99**
 289 engine 1966-67 (excl Special)

BYVS-672 1.379" O.D. valve spring **£4.43**
 289 engine 1965-68 **TRUCK** **289** engine 1967-68 (excl Special)
 302 engine 1968-69 (excl Special)

BYVS-718 1.394" O.D. valve spring **£3.58**
 255 engine **INLET** 1980-82 **302** engine **INLET** 1978 w/stamped steel rockers
 302 engine **INLET** 1979-91 (excl H.O.)
 302 engine **INLET** 1990-91 (excl Cougar, Mustang, T/bird, Town Car) 2.028" free ht
 302 engine **INLET** 1980-01 **TRUCK** from BE0001
 351W engine 24/4/70-76 inc **TRUCK**
 351W engine **INLET** 1977-83, also 1984-85 with 2B carb **TRUCK**
 351W engine **INLET** 1977-91 (excl HO)

BYVS-733 1.394" O.D. valve spring 1.853" free length **£3.90**
 302 engine **EXHAUST** 1973-91 (excl H.O. GT)
 302 engine **EXHAUST** 1992-01 **TRUCK**
 351W engine **EXHAUST** 1977-79
 351W engine **EXHAUST** 1980-86 (excl HO)
 351W engine **EXHAUST** 1977-83 **TRUCK**
 351W engine **EXHAUST** 1984-85 with 2B carb **TRUCK**

BYVS-703 1.400" O.D. valve spring **£1.96**
 302 engine 1970-72 **TRUCK** **302** engine **INLET** 1973-77 **TRUCK**
 302 engine **INLET** 1978 **TRUCK** to BE0000
 351C 2V engine 1970-74 **351M** engine 1975-77 inc 1977 **TRUCK**
 400M engine 1971-77 **400M** engine 1972-77 **TRUCK**
 351M & 400M engine **INLET** only 1978-79
 351M engine **INLET** 1978-81 **TRUCK**
 400M engine **INLET** 1978-82 **TRUCK**
 429 engine 1968-69 **429** engine 1970-72 (excl Police, Cobra Jet & Spec)
 429 engine 1973 **429** engine 1970-73 **TRUCK**
 460 engine 1969-78 (excl Police) **460** engine 1973-88 **TRUCK**

Valve Seat Inserts- Ex- Unleaded & LPG OK

| | | |
|----------------|---|--------------|
| BY70643 | 260 64-65, 289 63-68, 302 68-96, 351W 75-91 | £8.74 |
| BY70658 | 351C 2 b 1973-74, 351M , 400M , 427 FE 63-68, 428 FE 68-70/1.653" valve, 429 68-73 not HP, 460 68-78 | £5.23 |
| BY70648 | 351W 1969-74, 428 FE 1966-70/1.559" valve | £4.26 |
| BY70670 | 390 FE 1961-71 | £4.63 |



Sealed Power Standard Valve Springs

SPEED-PRO

BYVS-682 1.462" O.D. valve spring inc damper **£3.54**
 390FE engine 1961 (excl 10.6 compression)
 390FE engine 1962-65 (excl Custom, Galaxie, Special Galaxie, Thunderbird)
 390FE engine 1966-68 (excl Mercury with 4 barrel)
 390FE engine 1969-71 390FE engine 1968-75 **TRUCK**
 390FE engine **INLET** 1976 **TRUCK**
 428FE engine 1966-67 **428FE** engine 1968 (excl Police)
BYVS-920 1.41" O.D. valve spring **£3.07**
 460 engine 1989-97 **TRUCK**



Valve Springs for Performer/RPM Cams

| | | |
|---------------|--|----------------|
| BY5872 | Performer 351C/351M/400M 71-82 | £36.36 |
| BY5796 | Kit inc caps/collets Perf RPM 289-351W | £184.80 |

Competition Cams Single Valve Springs



| | | |
|-----------------|--|----------------|
| BY942-16 | Single Outer Spring with damper | £129.48 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.437" | 115lbs 1.700" 284lbs 1.200" | 1.125" |
| BY972-16 | Single Outer Spring with damper | £162.88 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.460" | 125lbs 1.800" 308lbs 1.250" | 1.195" |
| BY926-16 | Single Outer Spring with damper | £152.44 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.475" | 108lbs 1.800" 316lbs 1.300" | 1.140" |
| BY940-16 | Single Outer Spring with damper | £151.40 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.464" | 89lbs 1.900" 232lbs 1.300" | 1.200" |

Competition Cams Dual Valve Springs



| | | |
|-----------------|--|----------------|
| BY985-16 | Spring Assembly Dual | £168.07 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.430" | 165lbs 1.750" 346lbs 1.250" | 1.150" |
| BY986-16 | Spring Assembly Dual | £169.62 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.430" | 132lbs 1.750" 293lbs 1.250" | 1.150" |
| BY924-16 | Spring Assembly Dual with damper | £193.34 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.509" | 115lbs 1.900" 322lbs 1.200" | 1.175" |
| BY987-16 | Spring Assembly Dual | £126.89 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.430" | 121lbs 1.800" 388lbs 1.200" | 1.150" |
| BY977-16 | Spring Assembly Dual | £214.56 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.460" | 155lbs 1.850" 419lbs 1.250" | 1.195" |
| BY950-16 | Spring Assembly Dual | £215.18 |
| O.D. | Press. @ Check Ht. Press. @ Open Ht. Coil Bind | |
| 1.464" | 132lbs 1.900" 331lbs 1.300" | 1.200" |