M-6009-B392
Short Block Assembly
INSTALLATION INSTRUCTIONS

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! ! ! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 ! ! !

OVERVIEW:

The M-6009-B392 engine short block assembly is intended to provide a tough, durable basis for a high performance engine. The pistons are true flat tops that accept M-6049-N351 cast iron cylinder heads and cams up to .600" lift.

Short block components include:

- M-6010-A351/A58 “Sportsman” 351W two bolt block.
- H119CP +.030" 4.030" cast hypereutectic aluminum pistons with full floating pins & pin locks.
- M-6200-D351 Sportsman high strength SAE 4130 forged steel connecting rods with 3/8" ARP 190,000 psi rod bolts. Rods are bushed for floating pins.
- M-6303-A385 3.85" stroke cast stroker crank.
- Federal mogul #7155CH high performance rod bearings
- Federal Mogul #130M main bearings.
- Federal Mogul # E458K +.030" piston rings.

Notes:

1. VALVE TO PISTON CLEARANCE MUST BE CHECKED with any high lift camshaft. Recommended minimum clearance is .100" intake, .125" exhaust, .050” radial (to edge of valve notch).
2. Rod shoulder to cam lobe clearance must also be checked. Machine the rod shoulder as required to obtain .050" minimum clearance.
3. Check and/or RETORQUE THE MAIN AND ROD BOLTS! Mains should be 105 ft./lbs. Rods are 50 ft./lbs.
4. If roller lifters and roller rocker arms are used, oil flow to the valvetrain can be restricted by installing a restrictor in the right side oil gallery connecting passage located in the tower at the rear of the lifter valley (see sketch). The passage has been tapped for a 7/16"-14 set screw. The set screw should have a .090" through hole and be installed using a removable Loc-Tite®.
5. The crank has been externally balanced using standard 351W imbalance in the damper and flywheel. The M-6316-C351 damper and M-6375-A302 157-tooth flywheel are recommended for use with this assembly.
6. The M-6675-G351 oil pan assembly and M-6622-A351 pick-up tube are recommended for oval track applications. The M-6675-A58 oil pan kit can be used for Mustang and other Fox chassis vehicle applications.
7. Ford Racing Performance Parts 392 engine development testing using this short block with unported N351 heads, the G351 oil pan, a solid lifter cam (.594"/.534", 255°/266°) and Edelbrock's Super Victor intake produced 500 HP @ 6250 RPM.

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M-6009-B392 SPEC SHEET

Bore x Stroke - 4.030" x 3.850"
Piston specs - 1.615" compression height
.912" floating pin w/ single wire lock rings, 1/16", 1/16", 3/16"
Grant CC4000H030 or Speed Pro R9902 +.030 ring pack
Deck height - 9.50"
Piston to deck - 000" min.

Torque Specs - with 30 weight oil

Main bearing bolts	- 105 ft./lbs.
Con. Rod bolts	- 50 ft./lbs. w/Moly
Cylinder head bolt	- 3 steps, 45 / 75 / 105 ft./lbs.
Flywheel	- 80 ft./lbs.
Crank damper	- 80 ft./lbs.

Recommended Clearances:

Piston to bore	.0025 - .0035"
Ring end gap	Top .020", 2nd .016"
Piston pin	.0008 - .0012" (snug but can be turned by hand)
Crank end play	.004 - .008"
Main bearing	.0025 - .0030"
Rod bearing	.0018 - .0024"
Rod side clear	.010 - .015"
Piston to deck	.000" min.
Valve to piston	.100" int., .125" exh., .060" radial (to edge of notch)