



FORD PERFORMANCE

M-6010-B35192BB BOSS 35192 Big Bore

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PRIOR TO INSTALLATION READ THESE INSTRUCTION COMPETELY
For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788

Please visit <https://www.performanceparts.ford.com> for warranty information

OVERVIEW:

This sheet contains important information regarding dimensions and specifications of the M-6010-B35192BB blocks. These instructions should be reviewed by all engine builders, due to minor changes that could impact the engine assembly process. The M-6010-B35192BB block does not have cross drilling between the bores.

CONTENTS:

Be sure to check for the following parts included.

- (1) M-6026-A plug and dowel kit. **NOTE:** Early kits will have steel plugs. Torque specifications for both steel and aluminum are listed below.
 - (1) F2AE-6890-AA Oil Filter Threaded Insert
- Check for clearance from rear core plug to the starter index plate on the left bank. The starter index plate may require additional clearance.

FEATURES AND SPECIFICATIONS:

Part Number	M-6010-B35192BB
Material	Diesel grade cast iron
Bore Size	M-6010-B35192BB 4.115 – 4.120 out of box finish at 4.125" most blocks will go to 4.185" but sonic check is required
Minimum rec. bore thickness	Designed for minimum bore wall thickness 0.180"
Bore Spacing	Bore spacing 4.380
Block Deck Height (out of box)	9.210-9.215" out of box, finish at 9.200
Siamese Bore	Siamese bores no cross drilling
Maximum Stroke recommended	M-6010-B35192BB maximum stroke recommended 4.000",
Deck Thickness	.500" -.560" Deck thickness
Head Bolt Size	1/2-13 UNC Head bolts
Main Bolt configuration	Splayed 4 bolt main caps on positions 2, 3, 4
Main Bearing Bore Size	Main bearing bore size 2.9415" – 2.9425"
Main Cap Material	Nodular cast iron main caps
Main Cap Fasteners	1/2-13 UNC (torque spec. 100 lb-ft) and 3/8-16 UNC (35 lb-ft) grade 8 HCS
Cam Bearing Bore Size	Cam bearing bore size 2.2032" - 2.2052" requires M-6261-J351, or Dura Bond 351 RHP(RHPT) for common journal camshafts
Cam Plug Size	Requires M-6026-S351 cam plug
Lifter Bore Size	Lifter bore size .8753" - .8768"
Lifter Style compatibility	Compatible with hydraulic roller lifters
Oiling System	Wet sump oiling system
Oil Filter Mounting	Block mount oil filter M-6731-FL1A
Oil Pan Configuration	Check oil pan fitment to insure clearance

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Freeze Plugs/Threaded Core Plugs Threaded/o-ringed core and oil galley plugs
-4 AN (qty 9) Aluminum 8-10 lb-ft
Steel 22 lb-ft
-16 AN (qty 8) Aluminum 24-26 lb-ft
Steel 30 lb-ft
-6 AN (qty 1) Aluminum 14-16 lb-ft
Steel 24 lb-ft
Rear Seal Type 1 piece rear seal M-6701-B351
Maximum Displacement M-6010-B35192BB 440 cubic inches

Recommended Parts

Heads	Recommended cylinder heads M-6049-X2, M-6049-Z2, M-6049-Z304P(A), M-6049-Z304D(A), M-6049-D3
Head Gaskets	Head gaskets M-6051-R351
Cam Bearings	Cam bearings M-6261-J351, or Dura Bond 351 RHP(RHPT) for common journal camshafts
Head Stud Kit	Head stud kit M-6014-Z304, M-6014BOSS
Head Bolt Kit	Head bolt kit M-6065-BOSS
Main Bearings	2,750 main journal
Oil Filter	Oil filter M-6731-FL1A
Rear Seal	Rear seal M-6701-B351
Timing Cover	Timing cover M-6059-D351 (includes fuel pump provision)
Timing Chain and Sprocket Set	Timing chain and sprocket set M-6268-A302, M-6268-B302

CAM BORES:

- All cam bores are finished to a diameter of 2.204" nominally and require a common outside diameter cam bearing.
 - ✓ Use Dura Bond 351 RHP(RHPT) for common journal camshafts..
 - ✓ Use M-6261-J351 cam bearings for a stepped journal production type camshaft.
- Maximum cam bore diameter for roller cam bearings (1-4) 2.480" (5) 2.280"

ADDITIONAL FEATURES:

- The two lower timing cover bolts are 3/8-16 UNC.
- Front oil pressure sending unit hole is 1/2 NPT. Check fitting thread engagement prior to final wash.
- Check main caps for adequate clearance to oil pan (.150" minimum).
- Designed for standard 1-piece 351 rear main seal.

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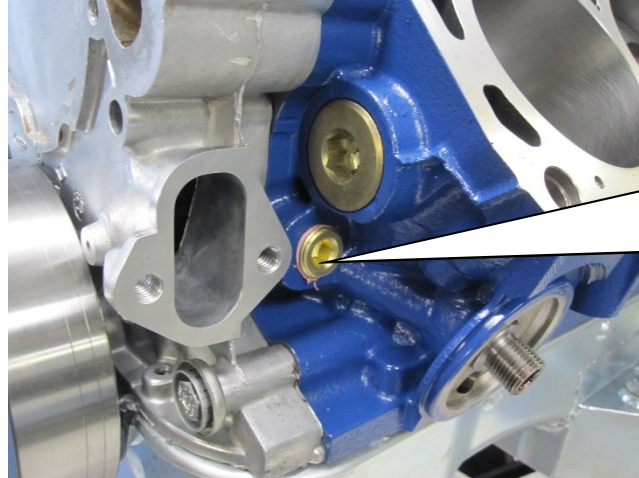


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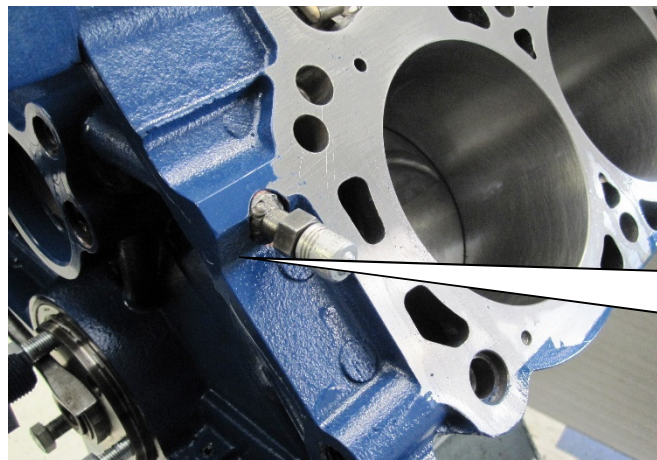
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ADDITIONAL NOTES:



Use caution when tightening ½ NPT oil galley plug. **40 Ft. Lbs. MAX.** Overtightening can cause cracking in this area.



Oil pressure available at the right rear of block via -4 AN fitting with an O-ring seal.

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