

# 351 ci Ford Cleveland Bracketmaster Engine. (Carburettor)

## ENGINE FEATURES

- Fully ported Bracketmaster Heads, 4V valves, screw in studs (7/16"), guide plates, 3 angle valve seats, chambers equalised. Heads have bronze valve guides and stellite exhaust seats (for PULP use) They flow over 500 bhp potential. Fitted with extruded alloy Roller rockers.
- Your original 302/351C block is sonic tested to ensure thickness. It is bored and torque plate honed. Decks are machined to square the block to main tunnels. New cam bearings and brass welsh plugs fitted.
- New standard pressure oil pump is fitted with Rollmaster competition series timing chain and gear set. Hardened pushrods and your choice of Hydraulic or Solid lifter C.O.M.E camshaft grind. The most popular combo includes our Bracketmaster solid grind CLS-138 to make over 400BHP at a conservative 5800 rpm.
- Your original 351C crank is blueprint ground, oil holes radiused and journals micropolished for minimum friction. Original con rods are resized fitted with SPS rod bolts and forged flat top pistons. Complete assembly balanced with new Romac steel harmonic balancer and your flywheel/driveplate assembly.
- Engine fully assembled with new "King" rod and main bearings. ACL, Felpro or "Detroit" gasket set.
- This engine is available in power levels from 350-400 bhp depending on the application and the fuels a customer is prepared to use. The practical maximum on Shell Optimax or equivalent, is approximately 380 bhp. This maximum becomes over 400BHP with the alloy head option.
- Customer must supply ignition and carburettor as well as the rest of the engine fasteners, oil pan, timing case etc. or we can quote on these items if required. Basically customers must supply a complete engine for us to build to this spec. We can quote for those who need specific components replaced and cannot supply these.
- As an example of performance potential, a 400 bhp version with solid cam will produce low 12 second second E.T's in a typical full size Falcon with open exhausts, 3500 rpm hi stall converter and gearing of around 3.9:1 with drag slicks. This is a weekend use combo not ideal for daily use in traffic. The final specs should be based on the true application, vehicle type and similar considerations.
- See our Ford 383ci Stroker engines for a greater power and brute torque versions of the Cleveland Ford engine.

## **OPTIONS**

- Dyno run in and optimisation. Critical run in, carb and ignition tuning for optimum power and efficiency. Our Superflow computerised Dyno ensures you get what you pay for in terms of power and torque, all dyno sheets accompany the completed and tested engine with optimum timing and other parameters noted. You install the engine and enjoy it without further tuning required.
- High Energy custom oil pan, useful for more extensive circuit or fast highway cornering use.
- Latest AFD Australian designed and manufactured 2V style alloy heads. These will reduce engine weight dramatically and therefore acceleration with much improved cooling and braking efficiency. Higher compression ratios are also possible with the alloy heads with less chance for detonation on pump fuels. These heads flow more air than a 4V factory head and through a smaller port runner for much better torque and power through the RPM range.

## **COMPONENT LIST**

The above engine can be built by any do it your selfers with greater ease by ordering the following components from COME RACING.

- Changeover 351ci short block Ford Cleveland V8 forged piston, unassembled. (you supply your block for machining)
- Changeover Bracketmaster 2V cylinder heads.
- AFD Bracketmaster 2V alloy heads complete.
- Streetmaster or Bracketmaster camshaft and lifters.
- Extruded alloy 1.7:1 ratio roller rockers.
- Custom hardened pushrod set.