

**StrokerEngine.com**



**This is my most popular Small Block Ford 347  
Stroker Engine Combination**

If you are trying to buy the most power with reliable parts for the least money, this is what I have come up with.

The cast steel/iron crank is strong enough for the street.

I'd recommend stepping up to forged steel if you plan to drag race on slicks or run a lot of nitrous oxide.

It has forged pistons so you can run upto a 200Hp shot of N2O

The rods are Scat's 4340 steel with cap screw bolts. They can handle 7000rpm, cheaper 5140 rods can not. To keep the cost down I use import aluminum heads, but if you have the money the AFRs will make a big difference.

How much power?

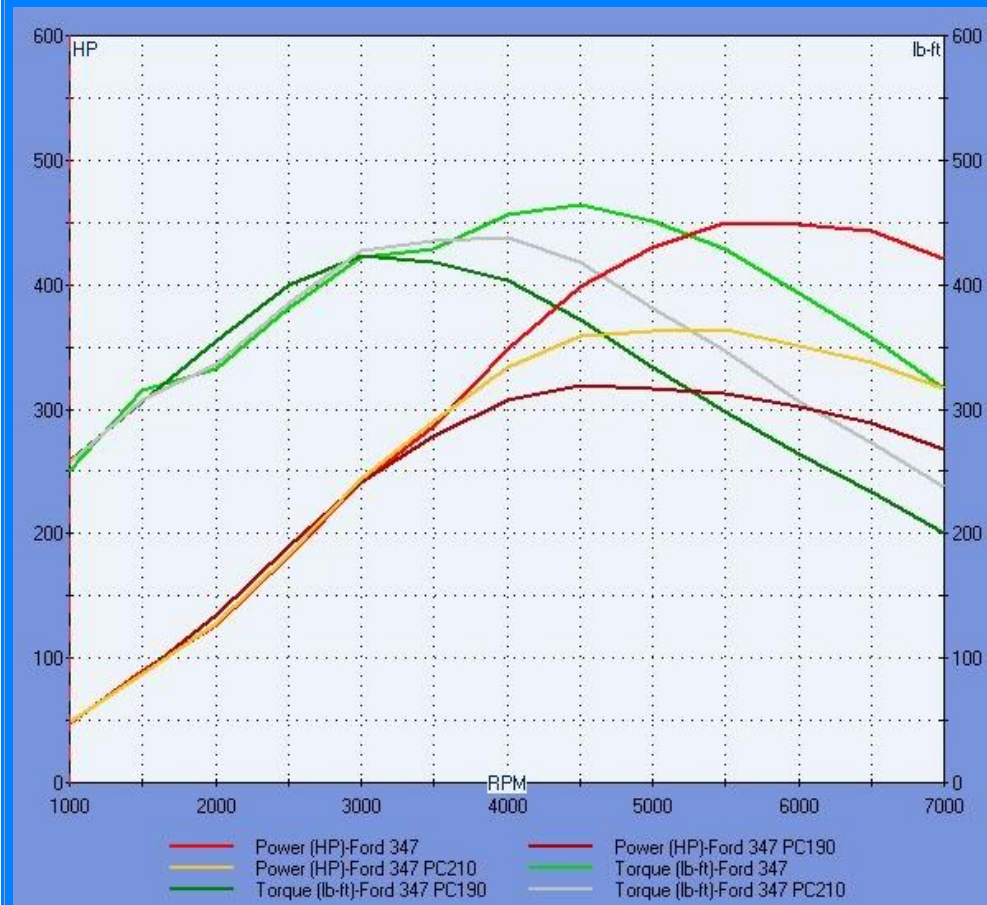
Torque is what is important and is easily calculated based on experience with particlar heads.

The import heads will deliver at best about 1.2lbs/ft per cubic inch, the AFRs about 1.3.

Therefore  $347 \times 1.2 = 416Tq$   $347 \times 1.3 = 451Tq$

Horsepower is a function of RPM. Have more camshaft duration means keeping the valves open longer. This moves the efficiency up the RPM scale causing the idle to become rougher loosing vacuum and low speed torque.

Have better heads allows you to use less duration to make the same horsepower as not so great heads, but keep more torque down low.



A 10:1 compression ratio 347 using 230/236 duration at @ .50" lift with Avenger 190cc heads will only make 325Hp 420Tq and the bigger 210cc version 370 and 430Tq

while the AFR 185 will deliver 450Hp with 460Tq.

The 210cc heads will make 450Hp, but need more duration to rev to 6000rpm and over.



\$800 Seasoned Machined 302 HO Roller Cam Block



\$200 Main Support Girdle



\$220 Cast Iron 3.4 Crankshaft



\$315 Scat 5.40 4340 Connecting Rods

- \$65 Street Main Bearings
- \$80 Race Rod Bearings
- \$20 Cam Bearings



\$450 VMS-75 alloy Forged Pistons

10.2:1 with 58cc Heads



\$80 Plasma-Moly Rings Set



\$75 Harmonic Balancer 28oz





\$75

Flexplate 28oz with bolts

\$180 Balance Crankshaft

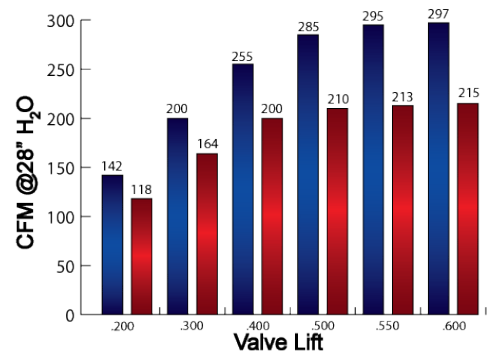
Assemble Short Block \$350

**(Short Block \$2900)**

Available as a 331 9.8:1 CR



Intake  
Exhaust  
w/ 1 3/4" pipe



**AFR 185cc Heads \$1550**

\$200 Ford Racing Roller Camshaft  
\$150 Ford Racing Hydraulic Roller Lifter



\$40 Comp Cams Lifter Retention Kit CC31-1000  
\$80 Pushrods  
\$40 Timing Chain Set



Scorpion Aluminum Roller Rockers 1.6-7/16

\$260



\$80

Fel-Pro Head Gaskets .040"



\$65

Head Bolts

\$150 Install Heads & Valve Train

## (Long Block \$5515)



\$35 Melling Std Volume Oil Pump

\$15 Melling Oil Pump Pickup

\$20 Oil Pump Drive

\$50 Chrome 5quart Oil Pan

\$10 Oil Filter

\$50 Assembly Bolts

\$90 Timing Cover



\$60 Valve Covers PCV Breather

\$20 Fuel Pump Eccentric  
\$60 Gaskets

(\$5925)



\$220 Summit Ready To Run Distributor 850303  
\$10 Distributor Hold Down Clamp FMSM12270-A302



\$40 Summit Racing Street & Strip® coils have what you need for your ignition upgrade: a fast rise time, increased spark duration, and a low price. The epoxy-filled coils can withstand vibration and feature a high-efficiency E-core design for maximum performance. The coils provide up to 51,000 volts and are effective to 8,000 rpm when used with an electronic ignition control, so they're great for use with our Summit Racing Street & Strip® CD ignition.





\$40 8mm Plug Wires 868111

These 9mm wires feature a spiral-wound suppression core for low resistance and minimum spark loss. They have tough silicone insulation to withstand high temperatures and voltage loss for minimum crossfire, and are highly resistant to fuels, oils, and solvents. Other features include 45 degree plug boots (most applications), stainless steel distributor cap terminals, and a coil wire (if applicable). The wires are numbered for each cylinder and have the "Ford Racing" script on them.

\$30 Wire Separators SPC2342



\$25

NGK Spark Plugs

\$10 Dipstick



\$210 Edelbrock RPM Intake Manifold 7121

Carburetor, Slayer Series, 600 cfm, Square Bore, Vacuum Secondary, Electric Choke, Polished, \$280



Quick Fuel Slayer series carburetors offer affordability, great looks, and impressive adjustability. Economical horsepower performance is not a dream! Quick Fuel Technology has engineered their Slayer series of 600 cfm and 750 cfm street carburetors with everything you want at a price you need to fit your budget. Their hand-built quality and all-aluminum construction are definitely grand, but their changeable idle air and high-speed air bleeds, 3-stage emulsion circuits, changeable primary idle feed and power valve restrictions, vacuum secondary adjustment screw, and unique secondary metering plate with changeable jets are nothing shy of outstanding! Pursue horsepower and get more dollar power with the carburetors that let you tune "your way" and offer show-quality appeal--Quick Fuel Slayer series carburetors.



\$70 Fuel Pump

Summit® mechanical fuel pumps are available in two versions; one has ¼ in. NPT inlets and outlets, provides 5.7 to 8 psi, and can free-flow 80 gph. That's twice what a normal pump delivers. The other has 3/8 in. NPT ports, delivers 6.5 to 8 psi, and can free-flow a hefty 110 gph. These pumps are plated with a bright finish for good looks and corrosion resistance, and the lower housings of both can be rotated through 360 degrees, to make fitting into tight places a snap



\$30 Chrome Air Cleaner



\$40 Iron Water Pump  
\$20 Thermostat Cover & Thermostat R9440 180

\$150 Assembly Completed Engine LAB-SBF06  
\$300 Test Run Engine LAB-SBF08

**TurnKey \$7370**

**\$300 Alternator Package Chrome 100amp Billet Bracket Chrome Steel Pulleys Vee Belt Installed**



