

SMALL BLOCK CHEVY

Cubic Inches	Block	Stock Bore	Overbore	Crank	Stroke	Rod	Notes
334	305	3.766	0.030	400	3.75	5.565 or 5.7	<ul style="list-style-type: none"> • Crank main journals ground to 305 main size • Must check rod balance pad to piston clearance (underside of piston cup) • Must check rod to cam clearance with 5.7 rods
366	350	4.000	0.030	350	3.60	5.7 or 6.0	<ul style="list-style-type: none"> • Offset grind crank to achieve 3.60 stroke • Must check rod balance pad to piston clearance (underside of piston cup) when using 6.0 rod
377	400	4.125	0.030	350	3.48	5.7 or 6.0	<ul style="list-style-type: none"> • Use spacers and 350 main bearings, or special spacer bearings
383	350	4.000	0.030	400	3.75	5.565, 5.7, 6.0	<ul style="list-style-type: none"> • Turn crank main journals to 350 main size, or use custom 383 crank • Rod to cam clearance must be checked with 5.7 or 6.0 rod
410	400	4.125	0.015	400	3.81	6.0	<ul style="list-style-type: none"> • Offset grind crank to 3.81 stroke • Check rod to block and rod to cam clearance
420	400	4.125	0.015	Custom	3.875	5.85	<ul style="list-style-type: none"> • Check rod to block and rod to cam clearance
434	Custom	4.155	None	Custom	4.00	6.0, 6.125	<ul style="list-style-type: none"> • Use Dart or GM Rocket block w/ .391 raised cam
454	Custom	4.190	None	Custom	4.125	6.0, 6.125	<ul style="list-style-type: none"> • Use Dart or GM Rocket block w/ .391 raised cam

BIG BLOCK CHEVY

Cubic Inches	Block	Stock Bore	Overbore	Crank	Stroke	Rod	Notes
481	454	4.250	0.125	454	4.00	6.135, 6.385	<ul style="list-style-type: none"> • Check cylinder wall thickness before boring • Check rod to oil pan rail, rod to bottom of cylinder wall, and rod to cam clearance with 6.385 rods
489	454	4.250	0.030	Custom	4.25	6.385, 6.135, 6.535	<ul style="list-style-type: none"> • 6.385 rod recommended • If using 6.135 rod, must grind crank counterweights for clearance • If using 6.535 rod, must use tall deck block (10.200)
496	454	4.250	0.060	Custom	4.25	6.385	<ul style="list-style-type: none"> • Use 9.800 deck height
509	Custom	4.000	None	454	4.00	6.135, 6.385, 6.535	<ul style="list-style-type: none"> • Use 6.135 or 6.385 rod with 9.800 deck block • Use 6.535 rod with 10.200 deck block
541	Custom	4.375	None	Custom	4.50	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
572	Custom	4.500	None	Custom	4.50	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
604	Custom	4.500	None	Custom	4.75	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
605	Custom	4.500	None	Custom	4.625	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
612	Custom	4.500	0.030	Custom	4.75	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
615	Custom	4.600	None	Custom	4.625	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
632	Custom	4.600	0.030	Custom	4.75	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
638	Custom	4.625	0.030	Custom	4.75	6.535	<ul style="list-style-type: none"> • Use 10.200 deck height
723	Custom	4.625	0.030	Custom	5.375	7.645	<ul style="list-style-type: none"> • Use Merlin Superblock (11.625 deck height)

SMALL BLOCK FORD

Cubic Inches	Stock Block	Bore	Overbore	Crank	Stroke	Rod	Notes
314	302	4.000	0.030	302	3.075	5.205	<ul style="list-style-type: none"> • Offset grind crank to 3.075 • Likely uses turbo 4 cyl. rods • 400 hp maximum
319	302	4.000	0.030	302	3.125	5.400	<ul style="list-style-type: none"> • Offset grind crank to 3.125 • 500 hp maximum
331	302	4.000	0.030	302	3.240	5.200	<ul style="list-style-type: none"> • Offset grind crank to 3.240 • Likely uses 1.9L 4 cyl. rods • 400 hp max
337	302	4.000	0.030	351W	3.300	5.400	<ul style="list-style-type: none"> • Offset grind crank to 3.300
342	302	4.000	0.030	351W	3.350	5.400	<ul style="list-style-type: none"> • Offset grind crank to 3.350
347	302	4.000	0.030	351W	3.400	5.400	<ul style="list-style-type: none"> • Offset grind crank to 3.400 or use Summit crank SES-5-52-05-000 or Trick Flowcrank TFS-55325260 with Summit SES-5-44-05-201 rod
357	302	4.000	0.030	351W	3.500	5.400	
372	351W	4.000	0.030	351W	3.640	6.200	<ul style="list-style-type: none"> • Offset grind crank to 3.640 • 600 hp maximum
375	351W	4.000	0.030	351W	3.680	6.125	<ul style="list-style-type: none"> • Offset grind crank to 3.680 • Likely uses 340/360 Chrysler rods • 575 hp maximum
377	351W	4.000	0.030	351W	3.700	6.200	<ul style="list-style-type: none"> • Offset grind crank to 3.700 • 550 hp maximum
393	351W	4.000	0.030	400M	3.850	6.209	<ul style="list-style-type: none"> • Offset grind crank to 3.850 • Will not require cylinder bore notching • No mallory metal required for balancing • Uses 340/360 Chrysler rods

BIG BLOCK FORD (429/460)

Cubic Inches	Stock Block	Bore	Overbore	Crank	Stroke	Rod	Notes
512	460	4.360	0.080	460	4.145	6.535 6.768	<ul style="list-style-type: none"> • Offset grind crank to 4.145 • Turn rod journals to 2.200" with Big Chrysler 6.535" rod • Turn rod journals to 2.375" with RB Chrysler 6.768" rod

BIG BLOCK CHRYSLER

Cubic Inches	Stock Block	Bore	Overbore	Crank	Stroke	Rod	Notes
450	400	4.342	0.030	440	3.750	6.358 6.768	<ul style="list-style-type: none"> • Turn mains to 400 size • Counterweights must be machined approx. .200" to clear block • 6.358" rod=B rod, 6.768" rod= RB rod
493	440	4.320	0.030	Mopar #5249208	4.150	6.768	<ul style="list-style-type: none"> • Use Mopar Performance 4.150 stroker crank
498	400	4.342	0.030	Mopar #5249337	4.150	6.358 6.768	<ul style="list-style-type: none"> • Use Mopar Performance 4.150 stroker crank
535	Mopar #5249346 or #5249347	4.500	0.030	Mopar #5249208	4.150	6.768	<ul style="list-style-type: none"> • Use Mopar Performance 4.5" bore block and 4.150 stroker crank