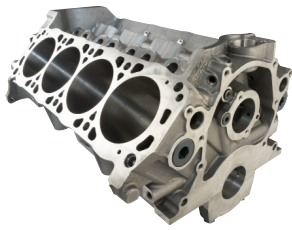




| ENGINE GROUP PART NUMBER | 302 FORD M-6010-BOSS302* | 302 FORD M-6010-B302BB* | 351 FORD M-6010-BOSS35192* | 351 FORD M-6010-BOSS35195* | 351 FORD M-6010-BOSS351BB* | 351 FORD M-6010-CG351* |
|-------------------------------------|---|---|---|---|---|---|
| Description/Intended Usage | Professional Competition | Professional Competition | Professional Competition | Professional Competition | Professional Competition | Professional Competition |
| Block Material | Cast Iron | Cast Iron | Cast Iron | Cast Iron | Cast Iron | Compacted Graphite Iron |
| Nominal Deck Height | 8.206" | 8.206" | 9.200" | 9.500" | 9.500" | 9.125" |
| CID Capacity | 363 | 363 | 427 | 454 | 468 | 434 |
| Cylinder Design | Siamese | Siamese | Siamese | Siamese | Siamese | Siamese |
| Cylinder Bore Range | 4.000-4.125" | 4.000-4.125" | 4.000-4.125" | 4.000-4.125" | 4.000-4.185" | 4.000-4.180" |
| Oil Sump Design | Wet | Wet | Wet | Wet | Wet | Dry |
| Crankshaft Journal Diameter | 2.2480" | 2.248" | 2.750" | 2.750" | 2.750" | 2.248" |
| Main Cap Bolts | Four on 2,3,4 | Four on 2,3,4 | Four on 2,3,4 | Four on 2,3,4 | Four on 2,3,4 | Four |
| Bearing Cap Material | Nodular Iron | Nodular Iron | Nodular Iron | Nodular Iron | Nodular Iron | Billet Steel |
| Recommended Max. Stroke | 3.400" | 3.400" | 4.000" | 4.250" | 4.250" | 4.000" |
| Rear Crankshaft Seal Type | 1-Piece | 1-Piece | 1-Piece | 1-Piece | 1-Piece | 1-Piece |
| Cam Bearing Design | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam |
| Oil Filter Mount | Block | Block | Block | Block | Block | Remote |
| Hyd. Roller Cam. Compatible | Yes | Yes | Yes | Yes | Yes | No |
| Cam Plug | M-6026-S351 | M-6026-S351 | M-6026-S351 | M-6026-S351 | M-6026-S351 | M-6026-S351 |
| ENGINE GROUP PART NUMBER | 351 FORD M-6010-CG452* | 351 FORD M-6010-Z351* | 460 FORD M-6010-A460* | NASCAR® FORD M-6010-R500* | NHRA® FORD M-6010-JC50* | NHRA® FORD M-6010-JC51* |
| Description/Intended Usage | Professional Competition | Professional Competition | Professional Competition | Professional Competition | Professional Competition | Professional Competition |
| Block Material | Compacted Graphite Iron | Aluminum | Cast Iron | Compacted Graphite Iron | Compacted Graphite Iron | Compacted Graphite Iron |
| Nominal Deck Height | 9.125" | 9.500" | 10.322" | 9.000" | 9.125" | 9.125" |
| CID Capacity | 434 | 434 | 598 | — | — | — |
| Cylinder Design | Siamese | Siamese | Siamese | Non-Siamese | Siamese | Siamese |
| Cylinder Bore Range | 4.000-4.180" | 4.000-4.125" | 4.360-4.625" | 4.000-4.185" | 4.590-4.750" | 4.590-4.750" |
| Oil Sump Design | Dry | Wet | Wet | Dry | Dry | Dry |
| Crankshaft Journal Diameter | 2.248" | 2.750" | 3.000" | 2.000-2.250" | 2.500" | 2.500" |
| Main Cap Bolts | Four | Four | Four on 2,3,4,5 | Four | Four | Four |
| Bearing Cap Material | Steel | Steel | Nodular Iron | Steel | Steel | Steel |
| Recommended Max. Stroke | 4.000" | 4.250" | 4.500" | — | — | — |
| Rear Crankshaft Seal Type | 1-Piece | 1-Piece | 2-Piece | 1-Piece | 1-Piece | 1-Piece |
| Cam Bearing Design | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | M-6261-R351 Common Journal Dia. Cam Req'd. M-6261-J351 Standard Cam | Std. | Roller | Roller | Roller |
| Oil Filter Mount | Remote | Block | Block | Remote | Remote | Remote |
| Hyd. Roller Cam Compatible | No | — | — | — | — | — |
| Cam Plug | M-6026-S351 | M-6026-S351 | — | — | — | — |



FR BOSS 302



Did you know...

The BOSS 302 block features cylinder bores designed for stroker applications without additional clearancing. Durability tested up to 3.400" stroke, some racers have run as much as 3.500" stroke and 9.00 ets!

FR BOSS 351



| | STOCK 302 | 1969-1970 BOSS 302 | FR BOSS 302 | 1971 BOSS 351 | FR BOSS 351 9.2" | FR BOSS 351 9.5" |
|--|--------------------------|--------------------------------|--|----------------------------------|--|---|
| Main caps | 2-bolt cast iron | 4-bolt cast iron (2,3,4) | 4-bolt nodular iron machined splayed (2,3,4) | 4-bolt cast iron | 4-bolt nodular iron machined splayed (2,3,4) | 4-bolt nodular iron machined splayed (2,3,4) |
| Siamese bore | No | No | Yes with engineered cross drilling | No | Yes with engineered cross drilling | Yes with engineered cross drilling (BB no cross drilling) |
| Freeze plugs | Press | Screw in tapered pipe thread | Screw in O-ring sealed straight thread | Press | Screw in O-ring sealed straight thread | Screw in O-ring sealed straight thread |
| Material | Cast iron | Cast iron | Diesel grade heat treated cast iron | Cast iron | Diesel grade heat treated cast iron | Diesel grade heat treated cast iron |
| Head bolts | 7/16" | 7/16" | 1/2" | 1/2" | 1/2" | 1/2" |
| Recommended max. bore | 4.030" | 4.030" | 4.125" | 4.030" | 4.125" | 4.125" (BB 4.185 with sonic check) |
| Front oil crossover for lifter galley | No | No | Yes | No | Yes | Yes |
| Main bolts | 7/16" | 7/16" (all) 3/8" outer (2,3,4) | 1/2" (all) 3/8" outer (2,3,4) | 1/2" (all) 3/8" (all) | 1/2" (all) 3/8" outer (2,3,4) | 1/2" (all) 3/8" outer (2,3,4) |
| Oil galley plugs | Pipe thread and press in | Pipe thread | Screw in O-ring sealed straight thread | Pipe thread and modified locking | Screw in O-ring sealed straight thread | Screw in O-ring sealed straight thread |
| Hydraulic roller compatible | Yes | No | Yes | No | Yes | Yes |
| Clutch cross shaft pivot hole | No | Yes | Yes | Yes | Yes | Yes |
| Rear main seal | 1-Piece | 2-Piece | 1-Piece | 2-Piece | 1-Piece | 1-Piece |
| CID capacity | 347 | 347 | 363 | 408 | 427 | 454 (BB 468) |