The Info Pages
Data Page

Torque Specs

Stock Rods w/ Stock Bolts: 40 Ft-Lbs
Stock Rods w/ ARP Bolts: 50 Ft-Lbs
Forged Rods w/ 7/16 ARP Bolts: 65 Ft-Lbs
Valve Covers : 10 Ft-Lbs
Mains : 90 Ft-Lbs
Intake : 30 Ft-Lbs
Cam Bolts : 25 Ft-Lbs
Flex Plate : 50 Ft-Lbs
Heads : 115 Ft-Lbs
Exhaust : 35 Ft-Lbs
Rockers : 55 Ft-Lbs

Clearances

Ring End Gap : .017”-.020” (or as specified - WARNING: You must use KB specs with KB pistons)
Rod Side Clearance : .015” - .035” high perf, .008”-.016” OE
Bearings : .002”-.004” high perf, .0005”-.0028” OE
Crank Endplay : .002”-.012” (OE) (we aim for .006”)
Cam Endplay : .015” min
Valve/Piston : .120”
Lifter Preload : .020”-.060”

Firing Order 15634278 #1 is Pass. Front, #2 is Driver’s Front

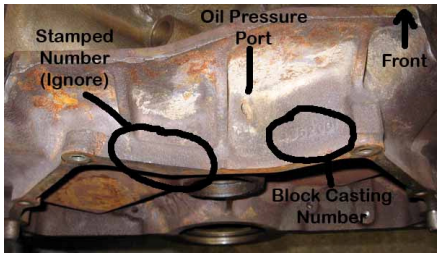
Long Block Casting Numbers 68-85 472/500/425/368

‘68-’76 472 / 500

Year	CID / L	VIN	Description	Block #	Bore	CR	Head #	Chamber	Crank #	Stroke
68-69	472 / 7.7		Early / High Compression	1486238	4.300	10.25:1	1486250	76	1486424	4.060
70	472 / 7.7	R	Early / High Compression	1485200	4.300	10.0:1	1486250 1497902 1495950	76	1486424	4.060
70	500 / 8.2	S	Early / High Compression	1485200	4.300	10.0:1	1486250 1497902 1495950	76	1496793 1495094	4.304
71-73	472 / 7.7	R	Early / Low Compression	1485200	4.300	8.8:1 8.5:1?	1497902	76	1486424	4.060
71-73	500 / 8.2	S	Early / Low Compression	1485200	4.300	8.5:1	1497902	76	1496793 1495094	4.304
74	472 / 7.7	R	Late / Low Compression	1485200	4.300	8.25:1	6024493 6024552	120	1486424	4.060
74-76	500 / 8.2	S	Late / Low Compression Carbureted or FI (Analog Port)	1485200 1486200	4.300	8.25:1	6024493 6024552	120	1496793 1495094	4.304
‘77-’79 425 & ‘80-’85 368										
77-79	425 / 7.0	S/T	S: Carbureted T: FI (Analog Port)	1609110	4.080	8.2:1	1609112 1609423	96	1609142R	4.060
80-85	368 / 6.0	6/9	6:Carbureted 9: DFI (TBI)	C:1615255 F:1620734	3.800	8.2:1	C:1615188 F:		1609142	4.060

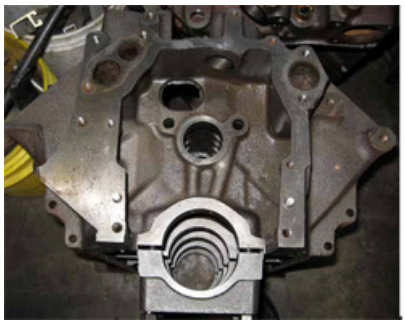
Engine ID Tip: If you have a 5200/6200 block (which could be either a 472 or a 500), you can determine which you are looking at by measuring the stroke. Use a coat hanger, a marker, and a ruler or tape measure to measure the stroke through a spark plug hole. Mark the coat hanger when it is as far up and as afar down as it goes while rotating the engine by hand, and measure between the marks. A 472 will be less than 4 1/8” stroke and a 500 will be 4 1/4” stroke.

The Info Pages
Engine ID Pictures



Block casting number location
<= 472/500 Block Rear Top View

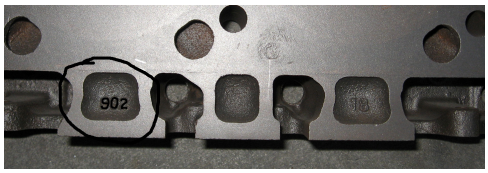
425/368 Block Rear Top View =>
Note Box shape on Driver's side, not present on 472/500 block.



472/500 Block Front View and timing cover

425 Block Front View and 425/ 368 Timing Cover

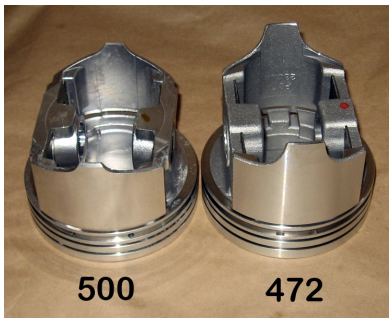
Full Head Casting Number (top of head)



Last 3 of Head Casting Number (bottom)

425 Head Casting Number
On Exhaust Port

Block Front Top View Comparison



Note: factory piston did not have valve reliefs.