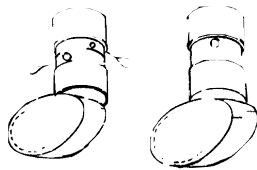


FORD • CLEVELAND 351-400 & 351M-400M, BOSS-351

Cast Iron Billet
HYDRAULIC

SOLID



1.75:1 Rocker Ratio



Part No. Cam Only	Grind No./Type	APPLICATION	RPM-Range	Valve Lift INT. EX.	Valve Lash Hot INT. EX.	ADV. Duration INT. EX.	.050 Duration INT. EX.	Lobe Center
431256	256-Supercam HYDRAULIC	Best torque & economy in passenger cars & trucks. Max compr., 9.5:1, smooth idle, std. axle ratio, good vacuum, computer compatible. Std. to 600 CFM Carb.	1500-4800	.492 .492	.000 .000	256° 256°	202° 202°	112°
431256/262	256/262 HYDRAULIC	Best overall cam for towing. Trucks, Vans, R.V., etc. Broad torque band. Good vacuum. 3.55-4:10 axle ratio. 9.5:1 compr. Computer compatible. Smooth idle.	1800-5000	.492 .488	.000 .000	256° 262°	202° 208°	110°
431262	262-Supercam HYDRAULIC	Low/Mid-Range performance cam. 9.5:1 compr. 3.08-3.70 axle ratio. Passenger cars & trucks. Up to 625 CFM Carb.	2000-5500	.488 .488	.000 .000	262° 262°	208° 208°	108°
431264	264-MEGA HYDRAULIC	Tremendous torque & good mid-range power. 9-1.5:1 compr., good idle, stock converter. 3.23-3.70 axle ratio. Up to 625 CFM Carb.	2000-5800	.525 .525	.000 .000	264° 264°	214° 214°	108°
431270	270-HL HYDRAULIC	Good all-around performance. Fair idle. Stock converter. 3.70-4.11 axle ratio. Up to 650 CFM Carb. 9.5:1 compr.	2000-6000	.510 .510	.000 .000	270° 270°	216° 216°	108°
431271	270-MEGA HYDRAULIC	Excellent mid-range performance. Fair idle. Stock converter. 9-1.5:1 compr., 3.70-4.11 axle ratio. Up to 650 CFM Carb.	2000-6200	.542 .542	.000 .000	270° 270°	221° 221°	108°
431281	280-MEGA HYDRAULIC	High performance use/bracket racing. Lopey idle. 2500 Stall. 9.5-1.5:1 compr. 3.90-4.11 axle ratio. Up to 780 CFM Carb.	2500-6800	.565 .565	.000 .000	280° 280°	232° 232°	108°
431292	292-MEGA HYDRAULIC	High performance use/bracket racing. Rough idle. 2800 Stall. 10-11:1 compr. 4.11-4.56 axle ratio. Up to 780 CFM Carb.	2800-7000	.590 .590	.000 .000	292° 292°	244° 244°	108°
431-TA	Turbocycle-A HYDRAULIC	Maximum economy/torque. Turbocharged. Up to 7 PSI Boost. Smooth idle. Stock converter. Std. axle ratio. Up to 650 CFM Carb.	1000-5000	.485 .455	.000 .000	264° 252°	208° 194°	114°
431584	584 SOLID	Banked 1/4-3/8 mile oval tracks. Any carburetor.	2600-6800	.584 .588	.018 .020	282° 288°	247° 254°	106°
431360	FL-360 SOLID	Strong mid-range perf. Lopey idle. 2500 RPM stall. 3.70-4.11 axle ratio. 650-750 CFM Carb. 1.5:1 compr.	2500-6500	.530 .530	.018 .018	278° 278°	240° 240°	108°
431380	FL-380 SOLID	High perf. Use/bracket racing. Lopey idle. 3000 stall. 1.5:1 compr. 3.90-4.11 axle ratio. Up to 800 CFM Carb.	3000-7000	.560 .560	.030 .030	290° 290°	250° 250°	108°
431570	FL-570 SOLID	All-out competition/drags. Rough idle. 4500 stall. 4.88-5.38 axle ratio. 850 CFM Carb. 11:1 compr.	4000-8000	.644 .644	.028 .028	312° 312°	266° 266°	108°
431670	FL-670 SOLID	All out competition/drags. 5000 stall. 5.13-5.57 axle ratio. 850+CFM Carb. 12:1 compr.	5000-8500	.682 .682	.028 .028	330° 330°	284° 284°	108°

FORD • CLEVELAND 351-400 & 351M-400M, BOSS-351

Recommended Valve Train Components



CAM & COMPLETE KIT PART NO.		CAM & A LIFTER KIT P/N	351 Boss kit components				351/400 Cleveland/M Kit Components				
351 BOSS	351/400 CLEVE/M		LIFTERS P.22-27	VALVE SPRINGS P. 42-51	SPRING SHIMS P. 39	STEEL RETAINERS P. 33	LIFTERS P.22-27	VALVE SPRINGS P. 42-51	SPRING SHIMS P. 39	STEEL RETAINERS P. 33	ADJ. PUSHRODS P. 28-32
420256	430256	CL-431256	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420256/262	430256/262	CL-431256/262	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420262	430262	CL-431262	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420264	430264	CL-431264	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420270	430270	CL-431270	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420271	430271	CL-431271	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420281	430281	CL-431281	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420292	430292	CL-431292	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420-TKA	430-TKA	—	432-HY	8005-A ^B	# 2	507-STA	432-HY	6005 ^B	# 2	507-ST ^M 607-STA ^N	393-DA ^J 403-A ^L
420584	430584	—	382-H	8005-A ^B	# 2	507-STA	382-H	6005 ^B	# 2	507-ST ^M 607-STA ^N	—
420360	430360 [*]	—	382-H	8005-A ^B	# 2	507-STA	382-H	6005 ^B	# 2	507-ST ^M 607-STA ^N	—
420380	430380 [*]	—	382-H	8005-A ^B	# 2	507-STA	382-H	6005 ^B	# 2	507-ST ^M 607-STA ^N	—
420570	430570 [*]	—	382-H	8005-A ^B	# 2	507-STA	382-H	6005 ^B	# 2	507-ST ^M 607-STA ^N	—
420670	430670 [*]	—	382-H	8005-A ^B	# 2	507-STA	382-H	6005 ^B	# 2	507-ST ^M 607-STA ^N	—

* NOTE: Cleveland 351 heads must be machined to accept boss 302. 351 guide plate, studs and rocker arms in order to obtain adjustment for solid lifter cams, or use isky adjustable pushrods.
 # 393-DA (Adjustable pushrods 351 Cleveland)
 #403-A (Adjustable pushrods 351-M & 400 engines)

A Cam & Lifter kits are supplied with 432-HY lifters
 B Requires cylinder heads be machined with Isky #1258 Hole Saw
 J 351 Cleveland only

L 400 Engines & 351M only
 M Single groove valve stem applications
 N For use on engines with rotating valves and 4-groove valve locks.