



WHITE POLO SHIRT

- 401677 Medium
- 401678 Large
- 401679 X Large
- 401680 XX Large



PULLOVER FLEECE

- 401681 Navy Medium
- 401682 Navy Large
- 401683 Navy X Large
- 401684 Navy XX Large
- 401685 Navy XXX Large
- 401686 Black Medium
- 401687 Black Large
- 401688 Black X Large
- 401689 Black XX Large
- 401690 Black XXX Large



PULLOVER FLEECE 1/4 ZIP

- 401681 Navy Medium
- 401682 Navy Large
- 401683 Navy X Large
- 401684 Navy XX Large
- 401686 Black Medium
- 401687 Black Large
- 401688 Black X Large
- 401689 Black XX Large

- 401731 Berber Medium
- 401732 Berber Large
- 401733 Berber X Large
- 401734 Berber XX Large
- 401735 Greenscape Medium
- 401736 Greenscape Large
- 401737 Greenscape X Large
- 401738 Greenscape XX Large



"ROUSH CREW" SHORT SLEEVE T-SHIRT

- 401669 Medium
- 401670 Large
- 401671 X Large
- 401672 XX Large



"ROUSH CREW" LONG SLEEVE T-SHIRT

- 401673 Medium
- 401674 Large
- 401675 X Large
- 401676 XX Large



ROUSH VARSITY JACKET

- 401779 Medium
- 401780 Large
- 401781 X Large
- 401782 XX Large
- 401783 XXX Large



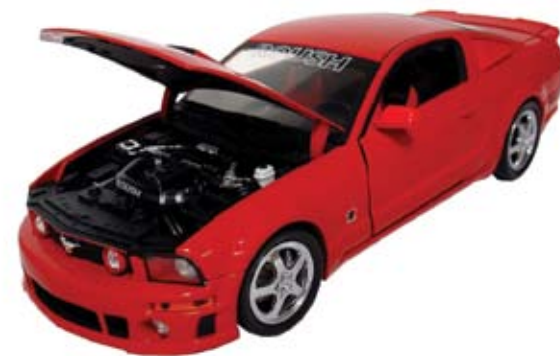
V8 VARSITY JACKET

- 401701 Medium
- 401702 Large
- 401703 X Large
- 401704 XX Large
- 401705 XXX Large



UMBRELLA

- 401668 Roush Umbrella



1:18 SCALE DIECAST CARS

- 401580 Black Die Cast Roush Mustang
- 401581 Red Die Cast Roush Mustang



ROUSH HATS

- 401727 V8 (Aluminum & Black)
- 401728 V8 And ROUSH (Navy & Stone)
- 401729 ROUSH (Stone)
- 401730 Powered By ROUSH (Black & Stone)
- 401959 ROUSH (Wine)



GLOVES

- 0000-5806-LG Roush Performance embroidered gloves



SEATBELT COMFORT SLEEVE

Ideal for shows, these logo-embroidered seatbelt sleeves come in either tan or black. They also help prevent seatbelt irritation on those daily drives.

- 0001-5450-B Seatbelt Comfort Sleeve, Black (ea.)
- 0001-5450-T Seatbelt Comfort Sleeve, Tan (ea.)



TOOLS

Our durable pouches with the ROUSH logo make excellent tool holders and fit easily almost anywhere.

- 0000-5800-R Tool Pouch
- 0000-5800-TK Tool Roll Kit (includes wrench set, pliers, flashlight, tire pressure gauge and more)



99-04 WHEEL LOCK SET

Keep your wheel and tire investments safe and secure with McGard Wheel Locks. This kit features four locking lug nuts, key and bag.

- SM99-2K350-WL Wheel Lock Set w/Key Storage Bag
- SM99-2350-WL Wheel Lock Set (only)



FENDER COVER

Throw away that old-style fender cover that either slipped off or let the tools slip over. Protect your modern classic with our embroidered, non-slip fender cover. Comes in black with red and white logo.

- 0002-1500-FC Fender Cover, Black, w/ROUSH Logo



WHEEL LOCK KEY BAG

This Wheel Lock Key Bag is an essential companion for your McGard Wheel Locks.

- 0001-2350-KB Wheel Lock Key Bag



CAR COVERS

Silverguard is a highly water-resistant yet breathable material. It can be used indoors and outdoors in any climate. Stormproof is top of the line fabric and is made specifically for outdoor weather. These car covers come with an embroidered storage bag, and the cover itself is embroidered in two locations. Requires an antenna hole to be cut, or removal of antenna for covered storage.

- SM99-1010-CC Silverguard, 99-04
- 401739 Silverguard, 05-07
- 401740 Stormproof, 05-07



DECALS

ROUSH is the name known throughout the motorsports world. Now you can proudly display that name throughout your custom vehicle with vinyl decals or badges in flexible style or diecast chrome. Let everyone know you're on a winning team!

- 401363 Silver Windshield Banner
- 401365 Lt. Briar Brown Windshield Banner
- 401374 White Windshield Banner
- 0000-S001-S ROUSH Silver Windshield Decal
- 401853 ROUSHcharged Hood Scoop Decal
- SM96-6201-A Silver Jack Roush Edition 1/4 Window Decal



FENDER BADGE

This great-looking badge is a finishing touch that makes a lasting impression.

- 0001-S002-R ROUSH Square Diecast Fender Badge



ROUSH LICENSE PLATE

- 401858 ROUSH License Plate



DASH PLAQUE

These dash badges feature Jack Roush's signature on high quality aluminum.

- 401366 Stage 1 Dash Plaque
- SM94-6302-A Stage 2 Dash Plaque



BADGES

Let your ROUSH pride shine through with our decals and badges. The decals are vinyl and the badges are either flexible style or diecast chrome.

- 00-S002-A 4.5" Logo Badge, Flexible
- 000-S004-A 2.25" Flexible Side Skirt Logo Badge
- 0001-S002-RL ROUSH Diecast Letter Set



LICENSE PLATE FRAME

Add one of our license plate frames as a final touch to your car. Comes in black with white lettering. A great gift for the ROUSH fan!

- 402053 ROUSH License Plate Frame

**327SR****Technical Information**

Horsepower (maximum): 350 hp est.
 Torque (maximum): 390 lbs./ft. est.
 Displacement: 327 cu. in.
 Block: Ford Racing, 8.2" Deck Height, 2-Bolt Main
 Crankshaft Type: Eagle 4340 Forged Steel
 Crankshaft Stroke: 3.250"
 Connecting Rod Type: Eagle 4340 Forged Steel H-Beam
 Compression Ratio: 10.0:1
 Pistons: Wiseco Forged w/ Plasma Moly Rings & Lightweight Pins
 Timing Chain: Double Roller
 Camshaft Info: Hydraulic Roller w/ ROUSH Proprietary Grind
 Lifter Type: Hydraulic Roller
 Cylinder Heads: ROUSH/AFR CNC Ported Aluminum
 Intake Runner Volume: 185 CC
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.02" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1 Full Roller w/ Aluminum Body
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Edelbrock Performer RPM Dual Plane
 Water Pump: Standard or Reverse Rotation is Available
 Carburetor: Holley 770 CFM w/ Vacuum Secondaries & Electric Choke
 Fuel Filters: ROUSH Billet
 Fuel Pump: Holley Mechanical (N/A w/ reverse rotation water pump)
 Air Cleaner: ROUSH Billet Oval
 Valve Covers: ROUSH Logo Die-cast Aluminum w/ Billet Plug
 Wire Looms
 Fuel Requirements: Premium Unleaded (93 octane minimum or highest available)
 Max. Recommended RPM: 6,000
 Firing Order: 1-3-7-2-6-5-4-8
 Oil Pump: Melling High Output - Adjustable
 Ignition: MSD Billet Distributor w/ Ford Racing 9MM Plug Wires
 Timing: 29 to 31 degrees @ 3,000 rpm (not to exceed 31)
 Oil Pan: 8-Quart T-Style Front Sump or FOX-Style Dual Sump
 * Peak horsepower may be reduced when engine is equipped with the dual-sump pan
 Oil Filter: Motorcraft FL1-HP (or comparable)
 Oil Weight: 10w30 Non-Synthetic For The First 3,000 miles
 Flywheel: Steel SFI Rated, 157 Tooth
 Starter: Powermaster High-Torque

**327R****Technical Information**

Horsepower (maximum): 425 hp est.
 Torque (maximum): 390 lbs./ft. est.
 Displacement: 327 cu. in.
 Block: 8.2" deck, Ford Motorsport, 2-bolt main
 Crankshaft Type: Eagle Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 3.250"
 Connecting Rod Type: Eagle Forged 4340 Steel "H-Beam"
 Compression Ratio: 10.0:1
 Pistons: Winesco Forged, 4.00" Bore
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 185 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.05" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Edelbrock Victor Jr.
 Water Pump: Standard or Reverse Rotation Available
 Fuel System: Holley 770 CFM Carburetor w/Vacuum Secondaries and Electric Choke
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Oil Pump: High Output – Adjustable
 Timing: 29 to 31 degrees @ 3,000 rpm (not to exceed 31)
 Oil Pan: 8 qt. Front Sump – Baffled or Dual Sump (Mustang) available.
 *Horsepower output can be reduced when engine is equipped with the Dual Sump pan.
 Oil Filter: Motorcraft FL 1-HP (or comparable)
 Oil Weight: 10w30 – non-synthetic for first 3,000 miles
 Flywheel: Steel 157 tooth SFI Rated (Automatic Flexplate Available)
 Starter: Powermaster Super High Torque (1.6kw)

**342R****Technical Information**

Horsepower (maximum): 450 hp est.
 Torque (maximum): 420 lbs./ft. est.
 Displacement: 342 cu. in.
 Block: 8.2" deck, Ford Production, 2-bolt main with Main Cap Girdle
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 3.40"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10:1
 Pistons: Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 185 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.02" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Edelbrock Victor Jr.
 Water Pump: Reverse rotation is standard, standard rotation is available
 Fuel System: Holley 770 CFM Carburetor w/ Vacuum Secondaries and Electric Choke
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Oil Pump: High Output – Adjustable
 Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)
 Oil Pan: 8 qt. Front Sump - Baffled or Dual-sump (Mustang) available
 *Horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL 1 (or comparable)
 Oil Weight: 10w30 – non synthetic for first 3,000 miles
 Flywheel: Steel, 157 tooth, (Balanced to 0 oz.)
 Starter: Ford Motorsports Super High Torque (1.6kw) (or equivalent)

**342RE****Technical Information**

Electronic Throttle Body Fuel Injection
 Horsepower (maximum): 430 hp est.
 Torque (maximum): 420 lbs./ft. est.
 Displacement: 342 cu. in.
 Block: 8.2" deck, Ford Production, 2-bolt main with Main Cap Girdle
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 3.40"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10:1
 Pistons: Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 185 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.02" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Multi-Port Injected High Performance w/High Flow Fuel Rails
 Water Pump: Reverse rotation is standard, standard rotation is available
 Fuel System: Electronic Fuel Injection utilizing ROUSH Calibration High Output Fuel Pump w/1000 CFM Throttle Body, Heated Oxygen Sensor w/02 Bung, TPS, IAT, ECT, MST and Bar MAP Sensor and Mallory Hyfire Ignition.
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Oil Pump: High Output – Adjustable
 Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)
 Oil Pan: 8 qt. Front Sump - Baffled or Dual-sump (Mustang) available
 *Horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL 1 (or comparable)
 Oil Weight: 10w30 – non synthetic for first 3,000 miles
 Flywheel: Steel, 157 tooth, (Balanced to 0 oz.)
 Starter: Ford Motorsports Super High Torque (1.6kw) (or equivalent)

• Engines shown in catalog may contain optional accessories

**353R****Technical Information**

Single 4B Carburetor
 Horsepower (maximum): 480 hp est.
 Torque (maximum): 460 lbs./ft. est.
 Displacement: 353 cu. in.
 Block: Dart 4-bolt Iron Eagle, 8.2" deck, 4-bolt main #'s 2, 3, & 4
 Crankshaft Type: Eagle Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 3.250"
 Connecting Rod Type: Eagle Forged 4340 Steel "H-Beam"
 Compression Ratio: 10.00:1
 Pistons: Wiseco Forged Aluminum, 4.155" Bore
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: ROUSH/AFR Aluminum
 Intake Runner Volume: 205 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.08" Intake 1.600" Exhaust
 Rocker Arm Ratio: 1.6:1/Full Roller, Extended Aluminum Body
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Edelbrock Victor Jr. Single Plane
 Carburetor: Holley 4150 Series Single 4V
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 30 to 34 degrees @ 4,000 rpm
 Oil Pump: Melling High Volume - Adjustable
 Oil Pan: 8 qt. Fully Baffled Front Sump Road Race-Powdercoated
 * horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL 1HP (or comparable)
 Oil Weight: 10w30 – non synthetic for first 3,000 miles
 Flywheel: McLeodSFI Rated Steel, 157 Tooth Ring Gear
 Starter: Powermaster High Torque Gear Reduction (or equivalent)



COMING SOON
 NO PHOTO AVAILABLE

3531R**Technical Information**

8-Stack Fuel Injection
 Horsepower (maximum): 480 hp est.
 Torque (maximum): 480 lbs./ft. est.
 Displacement: 353 cu. in.
 Block: Dart 4-bolt Iron Eagle, 8.2" deck, 4-bolt main #'s 2, 3, & 4
 Crankshaft Type: Eagle Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 3.250"
 Connecting Rod Type: Eagle Forged 4340 Steel "H-beam"
 Compression Ratio: 10.00:1
 Pistons: Wiseco Forged Aluminum, 4.155" Bore
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: ROUSH/AFR Aluminum
 Intake Runner Volume: 205 cc, fully CNC ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.08" Intake 1.600" Exhaust
 Rocker Arm Ratio/Type: 1.6:1/Full Roller, Extruded Aluminum Body
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: "Weber Style" 8-Stack Induction System
 Fuel System: Electronic Fuel Injection utilizing ROUSH Calibration Dual Sync. Distributor, Electric "High Volume" Fuel Pump, Wide Band O2 Sensor, Intake Temp. Sensor, Engine Coolant Sensor, MAP Sensor, IAC (Idle Air Control), and Ignition Control Box.
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 30 to 34 degrees @ 4,000 rpm
 Oil Pump: Melling High Volume - Adjustable
 Oil Pan: Canton Racing 8 qt. Fully Baffled Front Sump Road Race-Powdercoated
 *horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL-1HP (or comparable)
 Oil Weight: 10w30 – non-synthetic for first 3,000 miles
 Flywheel: McLeodSFI Rated Steel, 157 Tooth Ring Gear
 Starter: Powermaster High Torque Gear Reduction (or equivalent)

**402SR****Technical Information**

Horsepower (maximum): 425-480 hp
 (with Victor Jr. intake & 8 qt. Oil Pan)
 Torque (maximum): 480-500 lbs./ft. est.
 Displacement: 402 cu. in.
 Block: Dart Iron Eagle 4-bolt main Sportsman, 9.5" Deck
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 3.850"
 Cyl. Bore: 4.00"
 Connecting Rod Type: Forged 4340 Steel "H-beam"
 Compression Ratio: 10.0:1
 Pistons: Wiseco Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Rocker Arms: Aluminum – Full Roller, 1.6:1 Ratio
 Cylinder Heads: Aluminum
 Intake Runner Volume: 185 cc, fully CNC ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.02" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Dual Plane
 Fuel System: Holley 770 CFM Carburetor w/Vacuum Secondaries and Electric Choke
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 29 to 33 degrees @ 4,000 rpm (not to exceed 33)
 Oil Pump: Melling High Output – Adjustable
 Oil Pan: Powder Coated 8 qt. Front Sump - Baffled or Dual-sump (Mustang) available
 * horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL 1-HP (or comparable)
 Oil Weight: 10w30 – non-synthetic for first 3,000 miles
 Flywheel: Steel, 157 Tooth, Balanced to 0 oz.
 Starter: Powermaster Super High Torque (1.6kw) (or equivalent)

**402R****Technical Information**

Horsepower (maximum): 515 hp
 (with Victor Jr. intake & 8 qt. Oil Pan)
 Torque (maximum): 500 lbs./ft. est.
 Displacement: 402 cu. in.
 Block: Dart Iron Eagle 4-bolt main Sportsman, 9.5" Deck
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 4.00"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10.0:1
 Pistons: Wiseco Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 185 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.02" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Single or Dual Plane available
 Fuel System: Holley 770 CFM Carburetor w/Vacuum Secondaries and Electric Choke
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 29 to 33 degrees @ 4,000 rpm (not to exceed 33)
 Oil Pump: Melling High Output – Adjustable
 Oil Pan: Powder-Coated 8 qt. Front Sump – Baffled or Dual Sump (Mustang) available
 *Horsepower output can be reduced when engine is equipped with the Dual Sump pan.
 Oil Filter: Motorcraft FL 1-HP (or comparable)
 Oil Weight: 10w30 – non-synthetic for first 3,000 miles
 Flywheel: Steel, 157 Tooth, Balanced to 0 oz.
 Starter: Powermaster Super High Torque (1.6kw) (or equivalent)

• Engines shown in catalog may contain optional accessories

**402IR****Technical Information**

8-Stack Fuel Injection
 Horsepower (maximum): 500 hp (8 qt. Oil Pan)
 Torque (maximum): 500 lbs./ft. est.
 Displacement: 402 cu. in.
 Block: 9.5" deck, Ford (Windsor) 9.5 Deck Height 2-bolt main
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 4.00"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10:1
 Pistons: Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 185 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.02" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: "Weber Style" 8-Stack Induction System
 Fuel System: Electronic Fuel Injection utilizing ROUSH Calibration Dual Sync. Distributor, Electric "High Volume" Fuel Pump, Wide Band O2 Sensor, Intake Temp. Sensor, Engine Coolant Sensor, MAP Sensor, IAC (Idle Air Control), and Ignition Control Box.
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)
 Oil Pump: High Output – Adjustable
 Oil Pan: Powder-Coated 8 qt. Front Sump – Baffled or Dual Sump (Mustang) available
 *horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL 1 (or comparable)
 Oil Weight: 10w30 - non synthetic for first 3,000 miles
 Flywheel: Steel, 157 tooth (balanced to 0 oz.)
 Starter: Ford Motorsports Super High Torque (1.6kw) (or equivalent)

**427SR****Technical Information**

Horsepower (maximum): 525 hp (with Victor Jr. intake & 8 qt. Oil Pan)
 Torque (maximum): 535 lbs./ft. est.
 Displacement: 427 cu. in.
 Block: 9.5" deck, Dart 4-bolt main
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 4.00"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10.25:1
 Pistons: Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary (Moderate)
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 205 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.08" Intake 1.60" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Dual-Plane available
 Fuel System: Holley 770 CFM Carburetor w/Vacuum Secondaries and Electric Choke
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)
 Oil Pump: High Output – Adjustable
 Oil Pan: Powder-Coated 8 qt. Front Sump – Baffled or Dual Sump (Mustang) available
 *Horsepower output can be reduced when engine is equipped with the Dual Sump pan.
 Oil Filter: Motorcraft FL1 (or comparable)
 Oil Weight: 10w30 – non-synthetic for first 3,000 miles
 Flywheel: Steel, 157 tooth (Aluminum Available)
 Starter: Ford Motorsports Super High Torque (1.6kw) (or equivalent)

**427R****Technical Information**

Horsepower (maximum): 550 hp (with Victor Jr. intake & 8 qt. Oil Pan)
 Torque (maximum): 535 lbs./ft. est.
 Displacement: 427 cu. in.
 Block: 9.5" deck, Dart 4-bolt main
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 4.00"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10.25:1
 Pistons: Forged
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 205 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.08" Intake 1.600" Exhaust
 Rocker Arm Ratio: 1.6:1
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: Single or Dual Plane available
 Fuel System: Holley 770 CFM Carburetor w/Mechanical Secondaries (Electric Choke Available)
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)
 Oil Pump: High Output – Adjustable
 Oil Pan: Powder-Coated 8 qt. Front Sump – Baffled or Dual Sump (Mustang) available
 *Horsepower output can be reduced when engine is equipped with the Dual Sump pan.
 Oil Filter: Motorcraft FL1 (or comparable)
 Oil Weight: 10w30 – non-synthetic for first 3,000 miles
 Flywheel: Steel, 157 tooth (Aluminum Available)
 Starter: Ford Motorsports Super High Torque (1.6kw) (or equivalent)

**427IR****Technical Information**

8-Stack Fuel Injection
 Horsepower (maximum): 560 hp (8 qt. Oil Pan)
 Torque (maximum): 540 lbs./ft. est.
 Displacement: 427 cu. in.
 Block: 9.5" deck, Dart 4-bolt main
 Crankshaft Type: Forged 4340 Steel (Internally Balanced)
 Crankshaft Stroke: 4.00"
 Connecting Rod Type: Forged 4340 Steel "H-Beam"
 Compression Ratio: 10.25:1
 Pistons: Forged Aluminum, 4.125" Bore
 Timing Chain: Double Roller
 Camshaft Info: ROUSH Proprietary
 Lifter Type: Hydraulic Roller
 Cylinder Heads: Aluminum
 Intake Runner Volume: 225 cc, fully CNC Ported
 Combustion Chamber Volume: 61 cc
 Valve Sizes: 2.08" Intake 1.600" Exhaust
 Rocker Arm Ratio: 1.6:1, Extruded Aluminum Body
 Spark Plugs: Autolite 3923 (or comparable)
 Intake Manifold: "Weber Style" 8-Stack Induction System
 Fuel System: Electronic Fuel Injection utilizing ROUSH Calibration Dual Sync. Distributor, Electric "High Volume" Fuel Pump, Wide Band O2 Sensor, Intake Temp. Sensor, Engine Coolant Sensor, MAP Sensor, IAC (Idle Air Control), and Ignition Control Box.
 Fuel Requirements: Premium Unleaded (minimum)
 Max. Recommended RPM: 6,250
 Firing Order: 1-3-7-2-6-5-4-8
 Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)
 Oil Pump: High Volume – Adjustable
 Oil Pan: Powder Coated 8 qt. Front Sump - Baffled or Dual-sump (Mustang) available
 *horsepower output can be reduced when engine is equipped with the Dual-sump pan
 Oil Filter: Motorcraft FL-1HP (or comparable)
 Oil Weight: 10w30 - non synthetic for first 3,000 miles
 Flywheel: SFI Rated Steel, 157 Tooth Ring Gear
 Starter: Powermaster High Torque Gear Reduction (or equivalent)

• Engines shown in catalog may contain optional accessories