



Part # 13ZB

Engine Specifications:

- **Block:** 100% New Bare Block with 1pc Rear Main Seal
- **Bore:** 4.000" (**4.0003-4.0008"** - Piston's size vary, final honing may be required)
- **Maximum Bore:** 4.060" recommended
- **Displacement:** 350CI
- **Main Journal Type:** Chevy 350
- **Engine Block Material:** Premium Iron Alloy
- **Engine Block Style:** Aftermarket, based off the Vortec 350 Roller Block
- **Engine Block deck Height:** Standard Deck
- **Engine Oiling System:** Priority Main
- **Fuel Pump Boss:** Yes
- **Main Bolt Style:** 4 Bolt
- **Main Caps Included:** Yes
- **Main Cap Material:** Cast Iron
- **Main Cap Fasteners Included:** Yes
- **Main Bearings Included:** No
- **Camshaft Bearings:** Dura-Bond, installed and clocked to OEM position
- **Freeze Plugs:** Brass, installed and sealed
- **Oil Galley Plugs:** Installed and sealed
- **Roller Camshaft Compatible:** Yes
- **Stroker Clearanced:** Yes, but the assembler must always check as components differ.

Disclaimer: The recommended components listed are ATK's recommendations of parts to be used, applications vary, and your build may need something different. Contact ATK for a recommendation if you are not certain about a component to use. It is the customer's responsibility to verify components will work in their application. Some modifications to the vehicle may be required using these and other aftermarket parts. ATK reserves the right to substitute parts used in engines if necessary.

BEFORE USING THIS PRODUCT, PLEASE READ THE FOLLOWING

Engine assembly should only be attempted by experienced engine builders.

Warranty

This Block is sold without warranty or guarantee of any kind. Under no circumstances shall ATK be liable for any special, incidental or consequential damages of any kind from the purchase, installation, or use of this block. **Please Note: Any Claim of damage or defects in machining or Clearances must be made prior to assembly.**

Prior to Assembly

- 1) Checking fitment, compatibility, and purpose of parts used in this block is the responsibility of the engine builder.
- 2) All visual inspection, measurements and clearance checks should be done prior to assembly.
- 3) Any claim of damage or defects in machining must be made prior to assembly.
- 4) This block was torque plate honed. A torque plate must be installed prior to any cylinder bore measurements
- 5) This block is finished honed to accept Moly, Chrome and Cast Piston Rings. Ring end gap should be checked at time of installation. Surface finish is 0.3 a .07 um Ra (12 a 28um Ra).
- 6) The block deck has been surfaced finished. Piston deck clearance should be checked at the time of assembly.
- 7) All tolerances are machined to OE Specification.
- 8) Stroker Clearances will accept a 3.75 crank using "H" Beam Rods. Connecting rod to cam clearance **must always be checked** before completing assembly.
- 9) **Final wash.** This block has been treated with a rust inhibitor. This block must be thoroughly washed before assembly. Use hot soapy water and rinse with fresh water then dry thoroughly to prevent rust.

BLOCK SPECS

Camshaft bearing line boring in STD. (1.8705" – 1.8710")

Main, line honed (2.6408" - 2.6415")

Cylinder honing ID: (4.0003-4.0008")

Minimum deck height (9.014")