

Roush Performance Long Block Engine Package **342AL**

*The 327 AL Long block assembly is the perfect replacement for that Mustang that begs for a little more power. It is built with "cast" crank, I-beam rods and utilizes a main-cap girdle to assure "bottom-end" stability in the 2-bolt main block. It includes "port-matched" Roush aluminum heads and a hydraulic-roller cam. The 327AL engine is built to perform and runs on Premium Unleaded fuel. Like the others offered, this engine is "hot tested", then dyno tested to verify power and carries a warranty. The 327AL delivers **430 horsepower, 415 ft-lbs of torque...** when we sell it as a complete engine. It should deliver similar power and torque with your intake. It was developed to operate on premium unleaded "pump fuel".*

The engine department at Roush has been assembling engines for over 25 years. They have built thousands of race engines that have competed and won in drag racing, road racing, oval track racing and "land speed record" attempts. The same experienced group of engine builders: inspect, assemble and test every engine offered.

Engine Features:

- ◆ **Base engine:** New Ford Production, 2-bolt main iron block with a **Main Cap Girdle**, cast crank, "I-beam" connecting rods with 3/8" high-strength" bolts and forged pistons.
- ◆ **Cylinder Heads:** ROUSH Aluminum "port-matched" with premium stainless steel valves and springs.
- ◆ **Camshaft:** Hydraulic-roller camshaft with Double-roller Timing Chain
- ◆ **Valve train:** 1.6:1 roller rocker arms with dual valve springs.
- ◆ **Valve Covers:** Polished, tall aluminum covers engraved with the POWERED BY ROUSH logo (others are available).
- ◆ **Oil Pan and Oil Pump:** 5-quart, Production is standard. Competition and high performance pans for different applications are available. Adjustable Mellinger oil pump with heavy-duty oil pump "drive" shaft.
- ◆ **Water Pump:** Reverse rotation is standard on the Dual-sump oil pan engine (Mustang application). Standard rotation is standard on front sump applications.
- ◆ **Accessory Drive (OPTIONAL):** Aluminum under-drive V-belt pulley system, billet aluminum mounting bracket and spacers with 90-amp, single wire alternator.
- ◆ **Fuel Pump:** Not Included.
- ◆ **Flywheel:** Ford "SFI Approved" 157-tooth billet steel flywheel installed (balanced to 28.2 in./oz. factor). Aluminum flywheel available as an option.
- ◆ Every engine is machined, blueprinted and balanced to Roush's high standards and is assembled in Livonia Michigan in the same facility that builds our NASCAR Winston Cup engines.