

TECHNICAL BULLETIN Foundation File #MWTB012609

# MAN O'WAR

WORLD'S BEST SBF ENGINE BLOCK

**FOR IMMEDIATE RELEASE**

**WORLD PRODUCTS**  
has taken the popular 302/351 style  
Ford small block and redesigned it  
from the ground up to handle power  
like never before, reliably!

The **MAN O'WAR** engine block addresses a major concern of Ford racers; that being the ability to handle more compression or boost through the availability of **2 extra head bolts per cylinder** (perfect for matching a set of our MAN O'WAR 10° cylinder heads). The head bolt threads are set well below the deck surface and blind tapped. With the popularity of power adders like turbos and superchargers, the MAN O'WAR sets the benchmark for making high horsepower.

The MAN O'WAR block features **more material cast in key areas to help prevent catastrophic block-splitting failure** common with highly boosted OE and competitors' aftermarket blocks. Thicker (almost 2X that of OE) front and rear bulkheads add a tremendous amount of strength and rigidity to the block and helps to provide a strong foundation to start with. Reinforcing ribs are cast into the rear bulkheads as well. The cylinder bank areas benefit from the extra material by enabling larger bore capacity and support larger water jackets, along with .500" oil galleries.

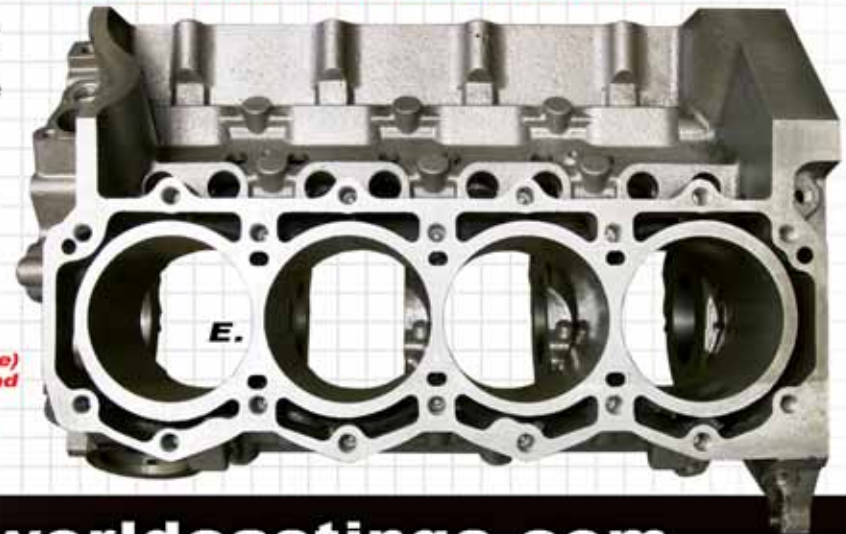
The bottom end of the block was not forgotten as **all the main caps are secured via four bolts**, splayed in the center three caps, straight in the front and rear caps, and made of either nodular iron or billet steel.

**E. Thick cylinder walls (.200" at 4.200" bore) are further strengthened by area around head stud holes preventing bore distortion, but leaving sufficient space for an expanded water jacket**



**A. 2 extra bolts per cylinder head-to-block attachment ensure clamping strength unmatched in the industry**  
**B. Head bolt threads are counterbored and begin .5" below the deck surface and are blind tapped to 1.75"**

**C. Front and rear bulkheads are .8125" thick as measured at cam journals and .9375" at saddles**  
**D. Cam journal can be machined to accommodate up to a 60mm camshaft**



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MAN O'WAR