



REV 04/08/2025

Installation Notes

SBC 364350 (4.00") & 364373/364400 (4.125") UHP Engine Blocks

BEFORE YOU BEGIN...

NOTE: This block has NOT been cleaned since production machining, and is coated with oil to minimize corrosion.

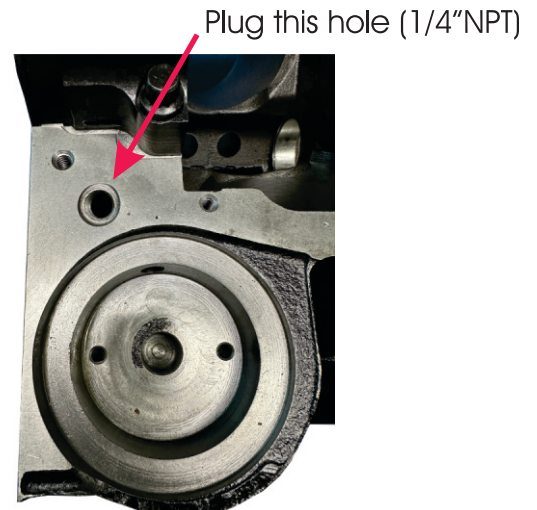
- 1) Inspect for any shipping damage BEFORE you start. This is YOUR responsibility.
- 2) Inspect all bores, oil passages, water jackets, surfaces and threads BEFORE you start. This is YOUR responsibility.
- 3) Measure deck heights, main journals, cylinder bores & lifter bores and machine/hone to your preference. All machine work is on the low side to allow for your preferences. This is YOUR responsibility.
- 4) Check rotating clearances for counterweights and connecting rods. This is YOUR responsibility.
- 5) After all machining and before assembly, wash thoroughly with hot soapy water and clean all passages. This is YOUR responsibility.
- 6) Block/plug any unused ports/passages (eg. front and rear external oil feeds if not used) Guess what? This is YOUR responsibility!

This block has more features than other entry level high performance block and care should be taken during inspection and assembly. Make sure you have all the parts, tools and assembly equipment prior to starting your build.

Got your cam plug, dipstick plug, pipe/port plugs, assembly lubricants & thread sealants?

Notes:

- 2-bolt oil filter adapter (MRG#1270) or bypass (PW#83280) required.
- Restrict the oil feed to top of engine if a HV oil pump is used.
- Check distributor fit prior to machining & cleaning.
- NEVER torque head studs into block, just snug lightly.
- Plug oil feed (1/4"NPT) as shown in picture.
- Check rotating clearances for counterweights and connecting rods.
- Lifter bores require light finish hone to size and to remove any burrs.
- Check main cap to oil pan clearance.
- Modification/clearance to dipstick (if used) is required.
- Plug unused oil dipstick hole(s).
- Check fuel pump pushrod clearance as aftermarket pushrods vary in diameter.



Part# 364350 / 364373 / 364400
 Block Material: High Strength 32B Cast Iron
 Bore: Siamese cylinder bore 4.00" or 4.125" (Max Bore: 4.185" - .275" wall thickness)
 Bore & Stroke (Max): 4.185" x 4.00" Maximum Recommended **(Check rotating clearances)**
 Camshaft Bearing Bore: 2.00" (all 5)
 Camshaft Bearings: Cam bearings are no longer supplied/installed as of 1/2025. (NOTE: If cam bearings are installed, check all oil feed passages for any machining debris prior to final wash)
 Requires Durabond #DT-1, DT-1T (coated) or Dart #32210020
 Camshaft Journal OD: Standard SBC
 Camshaft Location: Standard SBC
 Camshaft Plug (Rear): 2.375" Cup Style (not included) Pioneer #EPC-92-10 or equivalent. (Included in our optional PW #364300 dowel & plug completer kit)
 Cylinder Wall Thickness: .275" Minimum @ 4.185" Maximum Bore
 Deck Height: 9.025"
 Deck Thickness: .675"
 Fuel Pump: Mechanical Provision
 Fuel Pump Pushrod: SBC Standard Length
 Frost Plugs: (10) Press-in 1.625" Cup (Installed)
 Head Bolt/Stud Holes: Blind head bolt holes (no water jacket entry)
 Lifter Bore: Standard SBC .842" **(Requires light finish hone to size and to remove any burrs)**
 Main Bearing Size: (350) 2.45" (400) 2.65"
 Main Bearing Bore: (350) 2.6408" (400) 2.8408"
 Main Caps: 4-Bolt Billet Steel on all 5 mains (Center 3 splayed) Optional main studs (ARP #234-5801)
 Main Cap Bolts: #1 7/16" (2) 3/8" (2)
 #2, #3 & #4 7/16" (2) 7/16" Splayed (2)
 #5 7/16" (2) 3/8" (2)
 Main Cap Torque Specs: 7/16" bolts (65 ft/lbs) 3/8" bolts (35 ft/lbs)
 Main Cap Register: Stepped Register (Dowels not required)
 Oiling System: Wet Sump. Main Priority Oiling. (Dry sump OK)
 Oil Feeds: Front and rear external oil feeds (1/2" NPT)
 Priority Oiling: If using a solid roller cam in high RPM applications, you can divert more oil to the mains by restricting the front and rear lifter galley feeds. Tap to 1/4"npt, then use allen head pipe plugs. You can then drill a small orifice to achieve desired flow to lifters. Plugs should be installed flush to avoid any blockage in the passages. Pioneer Inc. offers different depth pipe plugs. See below.
 Oil Filter: Standard SBC with 2-bolt Adapter (not included)
 Oil Pan: Standard for 2pce main seal **(Check main cap to pan clearance)**
 Oil Pan Dipstick: Driver side or passenger side. Use Milodon#22005 **(Modification/clearance required)**
 Oil Pan Dipstick Plugs: .375" Pioneer#EPC-107-25 or equivalent. (Included in our optional PW #364300 dowel & plug completer kit)
 Oil Pump Driveshaft: Standard SBC .481" **(Check fuel pump pushrod clearance)**
 Optional Installation Kit: Pipe plugs, cam plug, dipstick plug & dowel kit. (PW #364300)
 Pipe plug ports: 1/8"npt (2) 1/4"npt (4) 3/8"npt (4) 1/2"npt (2)
 Rear Main Seal: Standard early 2pce (364350/373 "350" (eg. Fel-Pro 2900), 364400 "400" (eg. Fel-Pro 2909)
 Starter: Standard SBC
 Timing Chain: Standard SBC (Early)
 Timing Cover: Standard SBC
 Weight: 205 lbs.

Pioneer 1/4"npt plugs
 PP584 (.325")
 PP625 (.333")
 PP567 (.375")
 PP507 (.460")