

351 cleveland specs

351 Cleveland specs: A Comprehensive Guide to the Classic Muscle Car Powerhouse

The **351 Cleveland** engine holds a legendary status among muscle car enthusiasts, collectors, and automotive historians alike. Known for its impressive performance, robust design, and significant contribution to Ford's muscle car legacy during the late 1960s and early 1970s, the 351 Cleveland remains a sought-after engine even decades after its production ceased. In this article, we will delve into the detailed specifications of the 351 Cleveland, exploring its engineering, performance metrics, variants, and why it continues to be a favorite among enthusiasts today.

Introduction to the 351 Cleveland Engine

The 351 Cleveland was introduced by Ford in 1970 as part of the company's FE (Ford-Edsel) engine lineup. It was designed to replace the earlier 351 Windsor, offering higher compression ratios, larger valves, and improved airflow to enhance performance. The Cleveland series was distinguished by its unique combustion chamber design, which contributed to its reputation for high power output and durability.

Produced until 1974, the 351 Cleveland powered a range of Ford models, including the Mustang, Torino, Mustang Mach 1, and the Mark series. Its legacy persists not only because of its performance but also due to its adaptability for modifications and racing applications.

Design and Engineering Features

Understanding the core design elements of the 351 Cleveland is essential to appreciating its specs and performance capabilities.

Block and Bore

- Material: Cast iron block for durability and strength
- Bore Diameter: 4.00 inches (101.6 mm)
- Stroke: 3.50 inches (88.9 mm)
- Displacement: 351 cubic inches (5.8 liters)

The larger bore compared to the Windsor allowed for increased airflow and higher compression ratios, which contributed to its performance potential.

Cylinder Head Design

- Unique Combustion Chamber: Hemispherical (HEMI)-style, with a raised intake port design
- Valves: Large intake valves (2.19 inches) and exhaust valves (1.71 inches)
- Number of Valves: 16 (4 valves per cylinder)
- Valve Timing: Optimized for high airflow and performance

The head design was a significant factor in the engine's ability to produce high horsepower and torque figures.

Valvetrain and Camshaft

- Valvetrain Type: Overhead valve (OHV) with hydraulic lifters
- Camshaft: Varies by application; typically a performance cam for high RPM power
- Valves per Cylinder: 2 intake and 2 exhaust

Performance Specifications

The 351 Cleveland's specs varied slightly depending on the model year and application, but the core figures remained consistent for the most part.

Power Output

- Horsepower (SAE): Ranged from approximately 250 hp in stock form to over 300 hp in high-performance variants
- Torque: Between 330 lb-ft to 380 lb-ft

The engine's high-revving nature and airflow characteristics made it a favorite for muscle car builds.

Compression Ratios

- Stock Compression Ratio: Typically around 8.5:1 to 9.2:1
- Performance Variants: Some high-performance models featured compression ratios up to 10.5:1, enhancing power but requiring higher-octane fuel.

Fuel System

- Carburetor: Commonly equipped with a 4-barrel carburetor, such as the Holley 4160 or similar
- Fuel Delivery: Mechanical fuel pump

Variants of the 351 Cleveland

Throughout its production run, the 351 Cleveland saw several variants tailored to different performance needs.

Standard 351 Cleveland

- Designed for everyday use and moderate performance
- Power output: ~250-285 hp
- Compression Ratio: 8.5:1 to 9.2:1

351 Cleveland Cobra Jet

- High-performance racing variant introduced in 1970
- Features: Larger valves, higher compression ratios, stronger internal components
- Power output: Up to 360 hp in factory form
- Special camshaft and intake manifold for racing applications

351 Cleveland Semi-High Performance (SHP)

- A middle-ground variant with upgraded heads and cam
- Suitable for street performance and occasional racing

Applications and Popularity

- The 351 Cleveland was primarily used in:
- Ford Mustang (especially Mach 1 and Boss models)
 - Mercury Cougar
 - Ford Torino
 - Ford Fairlane
 - Lincoln Mark Series

Its adaptability for modifications has made it a favorite among hot-rodders and drag racers. Many enthusiasts upgrade the heads, camshaft, and intake to maximize performance, making the 351 Cleveland a versatile engine platform.

Technical Data Summary

Specification	Details
Displacement	351 cubic inches (5.8 liters)
Bore	4.00 inches (101.6 mm)

Stroke	3.50 inches (88.9 mm)
Compression Ratio	8.5:1 to 10.5:1 (varies)
Power	250-360 hp (depending on variant)
Torque	330-380 lb-ft
Valves	16 (4 per cylinder)
Valves Size	Intake: 2.19 inches; Exhaust: 1.71 inches
Fuel System	4-barrel carburetor
Block Material	Cast iron

Legacy and Modern Relevance

Despite its production ending in the mid-1970s, the **351 Cleveland** continues to be a cornerstone in the muscle car and hot rod communities. Its robust construction, potential for high horsepower, and classic American V8 sound make it a popular choice for restorations and custom builds.

Modern enthusiasts often seek out original blocks, heads, and components to rebuild or upgrade, leveraging the engine's strong foundation for high-performance applications. Moreover, aftermarket support remains vibrant, with available parts such as performance camshafts, intake manifolds, and cylinder heads designed specifically for the 351 Cleveland.

Conclusion

The **351 Cleveland specs** encapsulate a powerful, durable, and versatile engine that played a significant role in Ford's muscle car history. With its impressive displacement, airflow-optimized head design, and high-performance variants, it earned a reputation as a formidable engine capable of delivering exhilarating power. Whether you're restoring a classic Mustang or building a street monster, understanding the detailed specs of the 351 Cleveland is essential to unlocking its full potential.

For enthusiasts and collectors, the 351 Cleveland remains a symbol of American muscle car ingenuity—an engine that combines engineering excellence with raw performance. Its legacy endures through restorations, hot-rodding projects, and racing applications, ensuring that this classic V8 continues to roar for generations to come.

Frequently Asked Questions

What are the key specifications of the 351 Cleveland

engine?

The 351 Cleveland engine features a 4.00-inch bore, 3.50-inch stroke, and typically produces between 300 to 375 horsepower depending on the setup. It has a 2V or 4V carburetor, solid lifters, and is known for its robust construction and strong performance.

What is the displacement of the 351 Cleveland engine?

The 351 Cleveland has a displacement of 351 cubic inches (5.75 liters), making it a popular choice for muscle car enthusiasts and performance builds.

What are the differences between the 351 Cleveland and other 351 engines?

The 351 Cleveland is distinguished by its open chamber cylinder heads and larger intake ports, which differ from the 351 Windsor. It also has a unique cast-iron cylinder head design and a different valve layout, contributing to its higher performance potential.

What transmission options are compatible with the 351 Cleveland?

The 351 Cleveland was commonly paired with manual transmissions like the 4-speed Toploader or 5-speed Tremec, as well as automatic transmissions such as the C6 or FMX, depending on the vehicle application.

What are the common performance modifications for the 351 Cleveland?

Popular upgrades include installing high-performance cylinder heads, camshaft swaps, intake and carburetor upgrades, and headers to boost horsepower and torque. These modifications help maximize the engine's potential for drag racing or street performance.

Which vehicles originally came with the 351 Cleveland engine?

The 351 Cleveland was originally available in Ford models such as the Ford Mustang, Torino, Mercury Montego, and the Ford Maverick during the late 1960s and early 1970s.

What are the common issues to watch out for with the

351 Cleveland engine?

Common issues include head gasket leaks, overheating due to poor cooling system maintenance, and valve seat wear. Proper maintenance and periodic rebuilds are essential to ensure longevity and optimal performance.

Additional Resources

351 Cleveland Specs: A Deep Dive into One of Ford's Most Revered V8 Engines

Introduction

351 Cleveland specs have long been a topic of fascination among muscle car enthusiasts, restorers, and automotive historians alike. As a cornerstone of Ford's performance lineup during the late 1960s and early 1970s, the 351 Cleveland engine embodies a blend of innovation, power, and engineering finesse. This article explores the intricate details, technical specifications, and historical significance of the 351 Cleveland, shedding light on what made this engine an iconic symbol of American muscle and performance.

The Origins and Development of the 351 Cleveland

Historical Context

The 351 Cleveland was introduced by Ford in 1970 as part of the second-generation small-block V8 engine lineup. It was designed to replace the earlier 351 Windsor engine, offering improved airflow, higher compression ratios, and better performance potential. The "Cleveland" name was a nod to the Cleveland Engine Plant in Ohio, where the engine was manufactured, emphasizing Ford's commitment to regional manufacturing excellence.

Design Philosophy

Ford's goal with the 351 Cleveland was to produce an engine that combined robust performance with durability and efficiency. It was aimed at competing with Chrysler's 340 and 360 engines, as well as GM's offerings in the muscle car segment. To achieve this, the engine featured a more advanced cylinder head design, increased bore size, and a redesigned combustion chamber.

Technical Specifications of the 351 Cleveland

Displacement and Bore/Stroke

- Displacement: 351 cubic inches (5.8 liters)
- Bore: 4.052 inches (102.9 mm)

- Stroke: 3.50 inches (89 mm)

The bore and stroke dimensions resulted in a relatively oversquare engine design, favoring higher RPM performance and better airflow characteristics.

Compression Ratio

- Factory Compression Ratio: Ranged from 8.5:1 to 11.0:1 depending on the application and year
- High-performance versions, especially in the early years, featured higher compression ratios, contributing to increased power output.

Power Output and Torque

- Horsepower: Varies from approximately 290 hp in early models to over 330 hp in high-performance variants
- Torque: Ranged from 385 lb-ft to over 370 lb-ft, emphasizing strong low-end and mid-range torque

The variation in power ratings was influenced by factors such as carburetor size, camshaft profiles, and intake manifold configurations.

Cylinder Heads and Valvetrain

One of the most notable features of the 351 Cleveland was its unique cylinder head design:

- Head Material: Cast iron
- Valves: 2 valves per cylinder (standard for the era)
- Valve Size: Larger intake valves (up to 2.19 inches) and exhaust valves (1.76 inches) compared to the Windsor
- Combustion Chamber: "Cleveland" style, with raised runners and a distinctive shape that contributed to airflow efficiency

The valvetrain comprised hydraulic lifters, a roller or flat-tappet camshaft (depending on the application), and a timing chain drive.

Intake and Exhaust System

- Intake Manifold: Dual-plane design to promote good airflow and throttle response
- Carburetor: Factory models used 4-barrel carburetors, with sizes ranging from 600 to 750 CFM
- Exhaust Ports: Large and well-designed for optimal exhaust flow, aiding in performance and efficiency

Fuel System and Emissions

During its production years, the 351 Cleveland was adapted to meet evolving emissions standards, which impacted its performance:

- Early models featured less restrictive emissions controls, allowing for higher horsepower
- Later models incorporated EGR systems and catalytic converters, slightly reducing output

Performance Variants and Special Editions

Cobra Jet and Other High-Performance Versions

The 351 Cleveland was available in several high-performance variants, notably:

- Boss 351: A limited-edition model with a high compression ratio, aggressive camshaft, and enhanced intake/exhaust components, producing over 330 hp.
- Cobra Jet: Primarily based on the 351 Windsor, but some Cobra Jet engines shared components with Cleveland heads, emphasizing the performance potential of the platform.

Factory-Installed Options and Tuning

- Different camshaft profiles were available to optimize for either high-RPM horsepower or low-end torque.
- Some models came with special intake manifolds, carburetors, and exhaust systems to boost performance.

Durability and Maintenance

The 351 Cleveland is renowned for its durability when properly maintained. Key points include:

- Cooling System: Adequate cooling was vital due to the engine's high compression and power output.
- Lubrication: Regular oil changes and proper oil pressure management helped prevent wear.
- Heads and Valvetrain: The robust head design contributed to longevity, especially when reinforced with quality components.
- Potential Weak Points: Early models experienced issues with head gasket sealing and valve guide wear, but these could be mitigated with upgrades and maintenance.

The Legacy and Impact of the 351 Cleveland

Industry Significance

The 351 Cleveland represented Ford's commitment to performance, standing out

as a capable and versatile engine platform. Its design influenced subsequent engine development and remains a favorite among restorers and hot-rodders.

Collectibility and Restoration

Today, the 351 Cleveland is highly sought after:

- Classic muscle cars like the Ford Mustang, Torino, and Cougar often came equipped with this engine.
- Aftermarket support is extensive, with available parts for rebuilding, performance upgrades, and customization.
- Its distinctive head design and performance potential make it a centerpiece of many restorations.

Comparing the 351 Cleveland to Other Ford Engines

Feature	351 Cleveland	351 Windsor	302/5.0	351 Modified
Bore	4.052 inches	4.00 inches	4.00 inches	Varies
Stroke	3.50 inches	3.50 inches	3.00 inches	Varies
Power	Up to 335 hp	Up to 330 hp	Up to 225 hp	Highly modified
Head Design	Unique Cleveland style	Windsor style	Windsor style	Custom/aftermarket

The Cleveland's larger valves and combustion chamber design set it apart, offering superior airflow and head flow characteristics compared to the Windsor.

Conclusion

351 Cleveland specs encapsulate an engine that combines technical sophistication with raw performance. Its distinctive design, impressive power output, and historical significance continue to make it a revered choice among enthusiasts. Whether restored to its original glory or modified for modern performance, the 351 Cleveland remains a testament to Ford's engineering prowess during a golden era of muscle car development. As a vital chapter in American automotive history, understanding its detailed specifications helps appreciate the craftsmanship and innovation that made it a legend in the world of high-performance engines.

[**351 Cleveland Specs**](#)

provides extensive information on all the performance V-8 engines in Muscle Cars, Pony Cars, and Supercars. Also included are sports cars such as Corvette, Cobra, GT40, and Pantera. Numerous tables and charts display engine information in a clear and concise style. This data-packed book is a valuable resource for automotive enthusiasts. Says automotive writer Diego Rosenberg: "This book is laid out in a manner that embraces your interest and keeps you entertained with historical takes on the era. It's a seminal piece of automotive history that should be a mandatory reference for every enthusiast." Each chapter is dedicated to a manufacturer and contains five sections: (1) Engine specs including bore, stroke, horsepower, torque, compression ratio, carburetion, rod length, bore spacing, block height, valve size, journal diameters, and firing order, (2) Engine application charts for American muscle car and sports car models, (3) Road test results from automotive magazines of the 1960s and 1970s (over 1,000 total tests), (4) Additional engine details and historical background, and (5) Gallery of color photographs (over 400 total photographs).

351 cleveland specs: Ultimate American V-8 Engine Data Book, 2nd Edition Peter C. Sessler,

351 cleveland specs: Ford 351 Cleveland Engines George Reid, 2013 Ford's 351 Cleveland was designed to be a 'mid-sized' V-8 engine, and was developed for higher performance use upon its launch in late 1969 for the 1970 models. This unique design proved itself under the hood of Ford's Mustang, among other high performance cars. The Cleveland engine addressed the major shortcoming of the Windsor engines that preceded it, namely cylinder head air flow. The Windsor engines just couldn't be built at the time to compete effectively with the strongest competitor's small block offerings, and the Cleveland engine was the answer to that problem. Unfortunately, the Cleveland engine was introduced at the end of Detroit's muscle car era, and the engine, in pure Cleveland form, was very short lived. It did continue on as a low compression passenger car and truck engine in the form of the 351M and 400M, which in their day, offered little in the way of excitement. Renewed enthusiasm in this engine has spawned an influx of top-quality new components that make building or modifying these engines affordable. This book reviews the history and variations of the 351 Cleveland and Ford's related engines, the 351M and 400M. Basic dimensions and specifications of each engine, along with tips for identifying both design differences and casting number(s) are shown. In addition to this, each engine's strong points and areas of concern are described in detail. Written with high performance in mind, both traditional power tricks and methods to increase efficiency of these specific engines are shared. With the influx of aftermarket parts, especially excellent cylinder heads, the 351 Cleveland as well as the 351M and 400M cousins are now seen as great engines to build. This book will walk you through everything you need to know to build a great street or competition engine based in the 351 Cleveland platform.

351 cleveland specs: Mustang Restoration Handbook Don Taylor, 1987-01-01 Ground up or section by section, this guide will show you how to restore your 1965-70 Mustang to like-new condition. Packed with dozens of identification charts and more than 450 photos and drawings. the guide covers year-by-year equipment changes and disassembly and assembly. A Mustang suppliers list is a bonus.

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351 cleveland specs: Ford 429/460 Engines Charles Morris, 2019-03-21 Ford was unique in that it had two very different big-block engine designs during the height of the muscle car era. The original FE engine design was pioneered in the late 1950s, primarily as a more powerful replacement for the dated Y-block design. What began as torquey engines meant to move heavyweight sedans morphed into screaming high-performance mills that won Le Mans and drag racing championships throughout the 1960s. By the late 1960s, the FE design was dated, so Ford replaced it with the 385 series, also known as the Lima design, in displacements of 429 and 460 ci, which was similar to the canted-valve Cleveland design being pioneered at the same time. It didn't share the FE pedigree of racing success, mostly due to timing, but the new design was better in almost every way; it exists via Ford Motorsports' offerings to this day. Beginning in 1971, the 429 found its way between the fenders of Mustangs and Torinos in high-compression 4-barrel versions called the Cobra Jet and Super Cobra Jet, and they were some of the most powerful passenger car engines Ford had ever built. If the muscle car era had not died out shortly after the release of these powerful engines, without a doubt the 429 performance variants would be ranked with the legendary big-blocks of all time. In this revised edition of *How to Rebuild Big-Block Ford Engines*, now titled *Ford 429/460 Engines: How to Rebuild*, Ford expert Charles Morris covers all the procedures, processes, and techniques for rebuilding your 385 Series big-block. Step-by-step text provides details for determining whether your engine actually needs a rebuild, preparation and removal, disassembly, inspection, cleaning, machining and parts selection, reassembly, start-up, and tuning. Also included is a chapter in building the special Boss 429 engines, as well as a bonus chapter on the Ford 351 Cleveland, Ford's little brother to the big-block.

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older reproduction kits, and the new reproduction kits that many people find at swap meets today. If you are looking to build a collection of muscle car kits, interested in getting the kits of your favorite manufacturer or even just of the cars you have owned, this book will be a valuable resource in your model kit search.

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351 cleveland specs: Cars & Parts , 1998

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