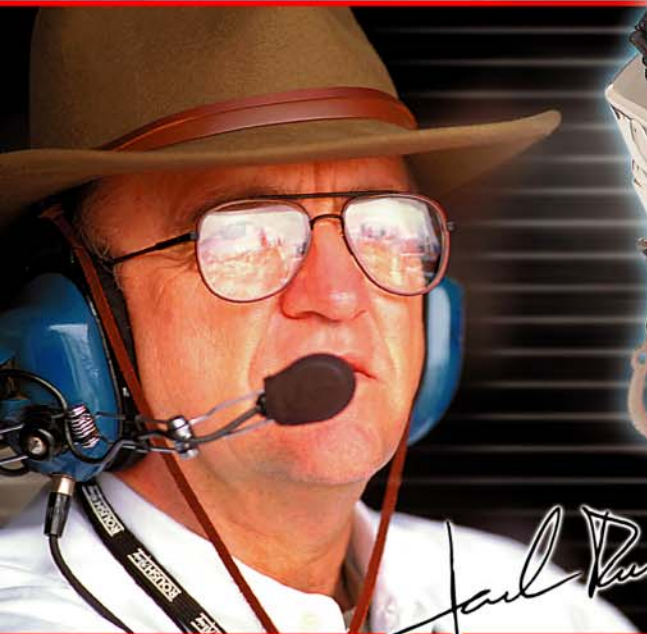


ROUSH PERFORMANCE ENGINES

327AL



Paul Powell



410 HP / 390 ft. lbs.

The 327AL is the perfect replacement or addition for a project vehicle that begs for a little more power. It is built with cast crank and I-beam rods, and utilizes a main-cap girdle to ensure bottom-end stability in the 2-bolt main block. It includes "port-matched" Roush aluminum heads and a hydraulic roller cam. Producing **410 horsepower** and **390 ft. lbs. of torque**, the 327AL engine is built to perform, and it runs on premium unleaded fuel. Like the others offered, this engine is *hot-tested*, then *dyno-tested* to verify power, and it *carries a warranty*.

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

Roush Performance
28156 Plymouth Rd.
Livonia, MI 48150

800-59-ROUSH

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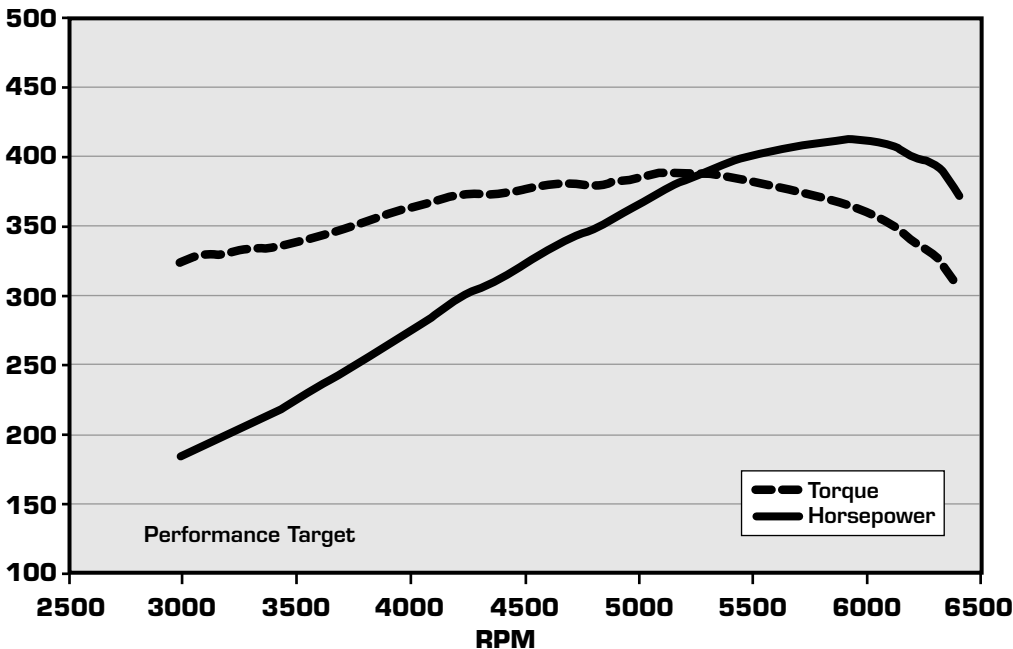
Technical Performance Solutions.

306AL 327AL 342AL 358AL 392AL
"AL" SERIES

327AL Engine Features

- 1. 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.
- 2. Cylinder Heads:** Roush aluminum "port-matched" with premium stainless steel valves and springs.
- 3. Camshaft:** Hydraulic roller camshaft with double-roller timing chain.
- 4. Valve Train:** 1.6:1 roller rocker arms with dual valve springs.
- 5. Intake Manifold:** Victor Jr., single-plane aluminum (dual-plane available upon request).
- 6. Carburetor:** Roush "tuned", Holley 770 CFM with vacuum secondaries and electric choke.
- 7. Air Cleaner:** 14" Chrome (standard, others available).
- 8. Valve Covers:** Polished, tall aluminum covers engraved with the **POWERED BY ROUSH** logo (others are available).
- 9. Oil Pan and Oil Pump:** 7-quart, dual-sump Canton pan is standard (front-sump is available). Adjustable Melling oil pump with heavy-duty oil pump "drive" shaft.
- 10. Water Pump:** Reverse rotation is standard on the dual-sump oil pan engine (Mustang application). Standard rotation is standard on front-sump applications.
- 11. Accessory Drive (Optional):** Aluminum under-drive V-belt pulley system, billet aluminum mounting bracket and spacers with 90-amp, single-wire alternator.
- 12. Fuel Pump:** Not included.
- 13. Flywheel:** McLeod SFI-approved 157-tooth billet steel flywheel installed (balanced to 28.2 in.-oz. factor). Aluminum flywheel available as an option.
- 14. Ignition:** MSD "billet aluminum", vacuum advance distributor with Ford Racing 10 mm plug wires and wire looms (8-piece set).
- 15. Starter:** New, super high torque starter (1.6kw) with cable.
- 16. Testing and Documentation:** Each engine is "hot-tested" and then subjected to several "dyno pulls" to confirm power. Each engine is shipped with "fender" and "Firewall" badges for vehicle identification.

Other Options: McLeod clutch (and installation), "Polished-Package" and others are available.



Technical Information

Engine Model: 327AL

Horsepower (maximum): 410 hp est.

Torque (maximum): 390 ft. lbs.

Displacement: 327 cu. in.

Block: 8.2" deck, Ford Production, 2-bolt main with Main Cap Girdle

Crankshaft Type: Nodular Iron

Crankshaft Stroke: 3.250"

Connecting Rod Type: Cast "I-Beam"

Compression Ratio: 10 : 1

Pistons: Forged

Timing Chain: Double Roller

Camshaft Info: Roush Proprietary

Lifter Type: Hydraulic Roller

Cylinder Heads: Aluminum

Intake Runner Volume: 215 cc, Partial Porting

Combustion Chamber Volume: 60 cc

Valve Sizes: 2.05" Intake 1.60" Exhaust

Rocker Arm Ratio: 1.6:1

Spark Plugs: Autolite 3923 (or comparable)

Intake Manifold: Edelbrock Victor Jr.

Water Pump: Reverse rotation is standard, standard rotation is available

Fuel System: Holley 770 CFM Carburetor w/vacuum secondaries and electric choke

Fuel Requirements: Premium Unleaded (minimum)

Max. Recommended RPM: 6,000

Firing Order: 1-3-7-2-6-5-4-8

Oil Pump: High Output — Adjustable

Timing: 31 to 34 degrees @ 4,000 rpm (not to exceed 35)

Oil Pan: 7-quart Production is standard, others are available

* Horsepower output can be reduced when engine is equipped with the Dual-sump pan.

Oil Filter: Motorcraft FL1 (or comparable)

Oil Weight: 10w30 — non-synthetic for first 3,000 miles

Flywheel: Steel, 157 tooth, (Balanced to 28.2 oz.)

Starter: Ford Motorsports Super High Torque (1.6kw) (or equivalent)

* Size specifications may vary. Stated horsepowers are averaged and can vary \pm 5%. Details available.

Specifications and content subject to change.

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