SMALL BLOCK FORD

Ford 351 / 302 Ultra Billet UB

Available Options
- Stroke range of 2.700” to 4.500”
- Various post keyway configurations available
- Rod journal sizes: 1.850”, 1.888”, 2.000”, 2.100”, 2.123”
- Main journal sizes: 302, 351
- 8 or 6 counterweight designs
- Shipped complete with no drill balance included
- Aero efficient Ultra-Shed counterweight profiling is standard
- Aeroshed super finishing included with all Ultra Billets
- Produced from TimkenSteel 4330v alloy steel

Also available in Ultra Boost





Ford 351 / 302 Ultra UD - Billet

Weight range of 39 lb. to 47 lb.

Available Options
- Stroke range of 2.700” to 4.125”
- Rod journal sizes 1.850”, 1.888”, 2.000”, 2.100”, 2.123”
- 351 Cleveland or 302 Ford type main diameters
- Optional full internal balance to your specific assembly weight (no drilling)
- Uniquely milled counterweight profiles for reduced weight and windage
- All rod journals lightened
- Gun drilled mains

Ford 351 / 302 Ultra UD - Billet

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.400	302	2.100	5.400	UWJ01@-UD
3.250	302	2.100	5.400	UJE01@-UD
3.500	302	2.100	6.000	EDG01@-UD
3.500	351C	2.100	6.000	EFG71@-UD
3.625	351C	2.100	6.100	EFH71@-UD
3.750	351C	2.000	6.100	EFJ74@-UD
3.750	351C	2.100	6.100	EFJ71@-UD
4.000	351C	2.000	6.200	EFO74@-UD
4.000	351C	2.100	6.200	EFO71@-UD
4.125	351C	2.100	6.200	EFU71@-UD



Ford 351 / 302 Ultra UD - Forged

Weight range of 39 lb. to 47 lb.

Available Options
- Stroke range of 2.700” to 4.125”
- Rod journal sizes 1.850”, 1.888”, 2.000”, 2.100”, 2.123”
- 351 Cleveland or 302 Ford type main diameters
- Optional full internal balance to your specific assembly weight
- Uniquely milled counterweight profiles for reduced weight and windage
- All rod journals lightened
- Gun drilled mains

Ford 351 / 302 Ultra UD - Forged

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.400	302	2.100	5.400	UWJ01V-UD
3.250	302	2.100	5.400	UJE01V-UD
3.500	302	2.100	6.000	EDG01V-UD
3.500	351C	2.100	6.000	EFG71V-UD
3.625	351C	2.100	6.100	EFH71V-UD
3.750	351C	2.000	6.100	EFJ74V-UD
3.750	351C	2.100	6.100	EFJ71V-UD
4.000	351C	2.000	6.200	EFO74V-UD
4.000	351C	2.100	6.200	EFO71V-UD
4.125	351C	2.100	6.200	EFU71V-UD

***Only a partial listing of available part numbers listed. * Pistons, Bearings and Cam Cores also available.**

SMALL BLOCK FORD



Ford 351/302 Magnum

Average weight for 3.800" stroke balanced to 1750g Bob. = 48 lbs

Standard Features

- Gun drilled mains
- All rod journals lightened
- Stroke availability from 2.700" to 4.600"
- Heat Treatment = Perma Case Deep Nitride

Special Options

- Additional post keyways, custom post drilling
- 2.100", 2.000", 1.888", and 1.825" rod journal diameters
- 351 Cleveland or 302 Ford type main diameters

Ford 351/302 Magnum

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.500	302	2.100	6.000	EDG01V-MG
3.500	351C	2.100	6.000	EFG71V-MG
3.500	302	2.100	6.000	UJG-01V-MG
3.625	351C	2.100	6.100	EFH71V-MG
3.750	351C	2.100	6.000	EFJ71V-MG
3.900	351C	2.100	6.200	EFC71V-MG
4.000	351C	2.100	6.200	EFO71V-MG
4.125	351C	2.100	6.200	EFU71V-MG
4.250	351C	2.100	6.200	EFP71V-MG
3.250	302	2.123	5.400	UJE0BV-MG
3.400	302	2.123	5.400	UJW0BV-MG
3.750	351C	2.000	6.100	EFJ74V-MG
4.000	351C	2.000	6.200	EFO74V-MG

We understand that not everyone has the need or budget for a Magnum or billet crankshaft, but still may want a product with more to offer than our Compstar line. This middle-ground has needed an option for several years, so Callies went to work for a solution. This has culminated in the creation of the **Apex Series** of crankshaft by Callies. **Apex** crankshafts are made on the same forgings that we use to make our Magnum Series, but are machined by the supplier that makes the Compstar line. Like Compstar, all **Apex** crankshafts are finish sized and fully inspected in-house. This results in the best bang-for-your-buck crankshaft on the market.



Apex - Small Block Ford

Standard Features

- Made on Callies proprietary Magnum forging
- Ultra-pure, premium 4340 material
- Machined by our vetted and reliable Compstar supplier
- Nitrided for optimal hardness and wear resistance
- Every crankshaft is finished and inspected in-house at Callies
- Limited stroke and pin size combinations

Apex - Small Block Ford

SBF 351 Cleveland Mains

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.750	2.750	2.100		EFJ-71V-AS
3.850	2.750	2.100		EF5371V-AS
4.000	2.750	2.100	6.200	EFO-71V-AS
4.100	2.750	2.100	6.200	EF&-71V-AS
4.250	2.750	2.100	6.200	EFP-71V-AS

SBF 302 Cleveland Mains

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.250	2.249	2.123x1.685	5.400	UJE-0BV-AS
3.400	2.249	2.123x1.685	5.400	UJW-0BV-AS

*** All Ultra Connecting Rods can be upgraded to Custom Age Bolts. -CA**

SMALL BLOCK FORD

Ford 351 Enforcer I-Beam - Rated for 2,000 HP

Length	Journal	Typ. Wt.	Part #
6.200	2.100	711g.	U14945

Ford 302 Ultra H-Beam - Rated for 1,400 HP

Length	Journal	Typ. Wt.	Part #
5.400	2.123	597g.	U16600

Ford 351 Ultra H-Beam - Rated for 1,400 HP

Length	Journal	Typ. Wt.	Part #
6.200	2.100	658g.	U16630
6.250	2.100	660g.	U16640

Ford 351 Ultra UD H-Beam - Rated for 1,200 HP

Length	Journal	Typ. Wt.		Part #
6.000	2.000	628g.	SJ-.866 .905 W No Bush	U14856-CA

Compstar Small Block Ford H-Beam

Length	Journal	Typ. Wt.	Part #
5.400	2.123	571g.	CSF5400HSF2AH





Callies Finish Ground Cams

Callies Finish Ground Cam List - Small Block Ford

Callies Part #	Solid or Hyd	Duration @ .050		Advertised Duration (@ .020)		Cam Lift		Valve Lift w/1.6 Rocker		LSA + Advance	Lobe Ctr.		Lift @ TDC		Application
150 - SBF 55mm		Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust	***Small Block Ford - 55mm Bearing***
150-001	SR	263	275	296	308	0.433	0.438	0.693	0.701	108 + 0	108	108	0.125	0.149	Desert Truck
150-002	SR	265	276	294	306	0.450	0.445	0.720	0.712	110 + 0	110	110	0.128	0.147	Desert Truck
152 - Energy SBF 60mm		Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust	***Energy SBF Block - 60mm Bearing***
152-004	SR	271	274	300	307	0.522	0.525	0.835	0.840	115.5 + 0	115	116	0.122	0.122	Turbo Cam
152-003	SR	281	284	310	317	0.522	0.525	0.835	0.840	115.5 + 0	115	116	0.144	0.143	Turbo Cam
152-002	SR	285	306	314	339	0.550	0.550	0.880	0.880	116 + 0	112	120	0.170	0.174	Supercharger Cam
152-007	SR	285	312	318	347	0.580	0.560	0.928	0.896	120 + 0	120	120	0.128	0.186	Nitrous Cam
152-006	SR	285	315	318	350	0.580	0.560	0.928	0.896	122 + 0	122	122	0.120	0.181	Nitrous Cam
152-001	SR	285	316	314	349	0.550	0.550	0.880	0.880	120 + 4	116	124	0.150	0.177	Nitrous Cam
152-005	SR	290	324	326	361	0.550	0.575	0.880	0.920	122 + 4	118	126	0.145	0.178	Nitrous Cam

ENERGY

BILLET ALUMINUM SBF ENGINE BLOCK

Energy Manufacturing billet blocks begin life as a 490 pound block of high grade forged 6061 aluminum. Featuring rolled thread tapped holes for extra strength and high strength cylinder liners, careful attention is given to fit and finish of the overall block. Each semi-finished block is thoroughly heat treated to T6 Standards and cryogenically stress relieved.



Deck	Cam Heights	Main Size	Part #
9.750"	+1.273	351C	300-909
10.000"	+1.273	351C	300-906
10.200"	+1.273	351C	300-907

*Alternate deck heights will require additional charge.



SBF Standard Features:

- Deck Height(s): 9.750”, 10.000”, or 10.200”.
- Cylinder Bore Spacing(s): Standard
- Cylinder Bore Sizes: 4.100”-4.150”, customer specified
- Cylinder Sleeve Protrusion: 0 to +.008”, customer specified
- Cylinder Head Fastening per Deck: 9.750-10.200 Deck: (10) 1/2-13 studs & (4) 3/8-16 studs. Standard Pattern. Optional additional (4) 3/8-16 SC-1 inner bolt holes or (4) Energy splayed inner bolts.
- Cam Height(s): 9.750 - 10.200: Raised 1.273”.
- Cam Bore Sizes: 55mm Babbitt, 55mm Roller/60mm Babbitt, or 60mm Roller. Delivered finish honed.
- Lifter Bore Configuration(s): 9.750 - 10.200” Decks: Custom, Cam cores in stock.
- Lifter Bore Style(s) & Size(s): Lifter Bore Style(s) & Size(s): 9.750-10.200 Deck: .937 Keyway lifter bushings,
- Crank Bore(s): 351 Cleveland. Delivered finish honed.
- Main Cap Material(s): Billet Aluminum.
- Main Cap Fastening: Raised Cam Height Blocks: (2) 9/16” Doweled Vertical Studs, (2) 1/2” splayed studs.
- Stroke Clearance: 9.750" - 10.200” Deck: 4.750” Max
- Supported Timing Drive(s): 9.750-10.200” Deck Jesel Belt Drive, RCD Gear Drive, or Innovator’s West Belt Drive.

Additional Information: Priority Main Oiling, Dry Only, Custom lifter and head bolt patterns available upon request.
***Certain options are only available in some configurations. Please call to verify the combination you require is available.**

MADE IN THE USA

ENERGY MANUFACTURING, LTD.

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