



CHRYSLER CORPORATION made rodding history earlier this year by unleashing a street hemi package designed to rule both A/Stock at the strip and the Drive-In on the street. No other production car, with the exception of the 425 hp Corvette Sting Ray, was able to hold a candle to the streetized hemi honker.

Not one to take a back seat to anyone in the performance race, Ford Division of Ford Motor Company, worked feverishly to come up with a competitive package at a comparable price. First try was a street version of the 427 overhead cam hemi head engine draped in a heavy Galaxie shell. The cost of the package plus the obvious cost of street maintenance proved to be way out of line for the supercar market.

Ford's latest and most practical attempt at both the A/Stock and street crowns is a 427 wedge Fairlane GT. Powered by an up-to-date version of the high-rmp, high-riser drag engine. The most distinguishing feature of the 427 Fairlane is its functionally vented fiberglass hood. In typical drag fashion the hood is clamped in place and is completely removable for engine servicing. Special 427 emblems adorn the front fenders.

The production 427 powerplant comes equipped from the factory with dual pots mounted on a high-rise manifold, and is rated at 425 hp at 6000 rpm. Maximum torque is 480 foot/pounds at 3700 rpm, making it a natural performer on the street and strip.

Ford's hottest "battlewagon" is equipped with a special heavy-duty rear axle, larger shafts and a nodular iron differential housing. Production line gearing is 3.89-to-1, but the rear can be fitted with any 9-inch service gears listed in Ford performance literature. Other goodies such as GT handling shocks and springs, 7.75X14-inch tires and front disc brakes are standard equipment on the Fairlane.

Even though Ford is marketing this new honker primarily for A/Stock competition, it can be used as street machine. So watch out street hemis, the Ford folks mean business!

Scooped fiberglass hood with NASCAR fasteners and 427 emblems set A/Stock model off from run-of-the-mill 390's. Engine is up-to-date high-riser, high-winder 427 rated at 425 hp at 6000 rpm.

# CAN FORD BEAT THE STREET HEMI?

Where there's a wedge there's a way, say the Ford Folks who have answered the MoPar A/Stock challenge with a disc-braked, high winding 427 Fairlane fastback

## 427 HIGH PERFORMANCE ENGINE SPECIFICATIONS

<b>GENERAL</b>		<b>EXHAUST VALVES</b>	
Type	8-cylinder 90 degree Vee. Overhead Valve	Material	21-4N Forged Steel—Chrome Plated Stem
Displacement	427 Cubic Inches	Overall Length	5.426"
Bore & Stroke	4.2346" x 3.784"	Overall Head Diameter	1.723"—1.733"
Maximum Torque (lbs.-ft.)	480 @ 3700 RPM	Angle of Seat & Face	Seat—45° 0' —45° 30' Face—29° 15' —29° 30'
Compression Ratio (Nominal)	12.0:1	Lift (@ zero lash)	.524"
Brake Horsepower	8V-425 @ 6000 RPM	Spring Pressure & Length	80-90 lbs. at 1.82" (valve closed) 255-280 lbs. at 1.32" (valve open)
Valve Lifters	Solid	<b>PISTONS</b>	
Carburetor	Two 4-venturi Super Premium	Material	Extruded Aluminum Cam Ground
Fuel	Dual Precision-Cast Iron	Weight	23.31 oz.
Exhaust	Precision-Cast Iron	<b>PISTON RINGS</b>	
Cylinder Block Material	Precision-Cast Iron	No. 1 Compression	Cast Iron Alloy Chrome Plated
Cylinder Head Material	Precision-Cast Iron	No. 2 Compression	Cast Iron Alloy Chrome Plated
<b>CRANKSHAFT</b>		No. 3 Oil Control	Multi-Piece—Two Chrome Plated Steel Rails and One Blued Steel Expander
Material	Forged Steel	Width—No. 1 No. 2 No. 3	
Main Bearings (5)	Steel-Back Copper-Lead Alloy Replaceable Inserts	Gap—Nos. 1 & 2 No. 3	0.0774"—0.0781" 0.0930"—0.0940" 0.010"—0.020" 0.015"—0.055"— Rails only
Main Bearings Journal Diameter	2.7488"	<b>PISTON PINS</b>	
Thrust Bearings	No. 3	Type	Full Floating Tubular Alloy Steel
Crankpin Journal Diameter	2.4380"—2.4388"	Material	Alloy Steel
<b>CAMSHAFT</b>		Length	3.207"
Material	Precision-Molded Special Alloy Iron	Diameter	0.9750"—0.9753"
Bearings (5)	Steel-Back Babbitt Inserts	Bushing	Bronze
Camshaft Gear Material	Molded Nylon or Aluminum Die Cast	<b>CONNECTING RODS</b>	
<b>VALVE SYSTEM</b>		Material	Forged Steel
Operating Tappet Clearance	0.027" (hot)	Weight	27.08 oz.
Intake Valve Opens	8° 30' ATC*	Length	6.486"—6.490"
Intake Valve Closes	36° 30' ABC*	Center to Center	
Duration	324° Theoretical	<b>CONNECTING ROD BEARINGS</b>	
Exhaust Valve Opens	39° 30' BBC*	Material	Steel-Back Copper-Lead Alloy Inserts
Exhaust Valve Closes	11° 30' BTC*	Overall Length	0.736"—0.746"
Duration	324° Theoretical	Clearance Limits	.0009"—.0029"
Valve Openings	96° Theoretical		
<b>INTAKE VALVES</b>		*Measured at .100 cam lift	
Material	Special Alloy Valve Steel with Chrome Plated Stem		
Overall Length	5.446"		
Overall Head Diameter	2.195"—2.185"		
Angle of Seat & Face	Seat—30°—30° 30' Face—29° 15' —29° 30'		
Lift (@ zero lash)	.524"		
Spring Pressure & Length	80-90 lbs. at 1.82" (valve closed) 255-280 lbs. at 1.32" (valve open)		