CARDONE ProTech®

Supporting Today's Vehicle Technician

Identifying Distributors On Ford 351 Engines

Application Ford vehicles with Windsor/Cleveland 351 (5.8L) cubic inch engines.

Problem Interchanging or installing parts for the wrong engine.

Cause Lack of information on Ford 351 engine differences.

Solution

Engine Differences:

The most obvious external difference is the engine valve covers. The 351W (Windsor) valve covers are attached with 6 bolts, straight front to rear, and narrow in width (similar to the 302 c.i. engine.)*

The 351C (Cleveland) valve covers are attached with 8 bolts, flat with 2 different planes, and wider in width.
The 351W engine has a radiator hose that attaches to the intake manifold, while the 351C attaches to the engine block. (See Graphic 1 on next page). The 351W takes a 5/8" thread spark plug and the 351C takes a 14mm thread plug. (See Graphic 2 on next page).

Distributor differences:

The 351W has a smaller 1.245" diameter distributor gear, and the 351C has a larger 1.418" diameter distributor gear.

Each engine has a 5/16" oil drive at the bottom of the shaft and a 1.557" diameter housing, measuring directly above or below the O-ring area.

Note *The Ford 302 c.i. engine has a 1/4" oil drive on the shaft, a small 1.245" diameter gear, and a smaller 1.550" diameter housing.

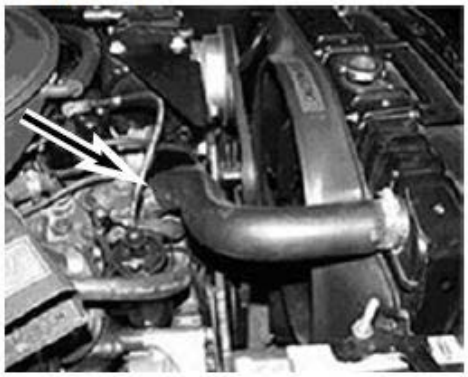
CARDONE ProTech®

How To Determine Your Engine Type

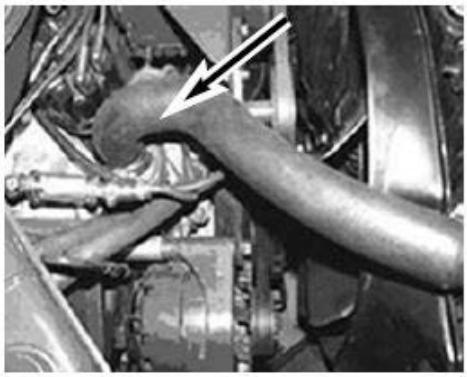
Windsor 351 V-8 Engine:

1. Valve cover is held in place by 6 bolts.
2. Radiator hose connects to water neck on the front of the intake manifold.

Graphic 1



351 Windsor



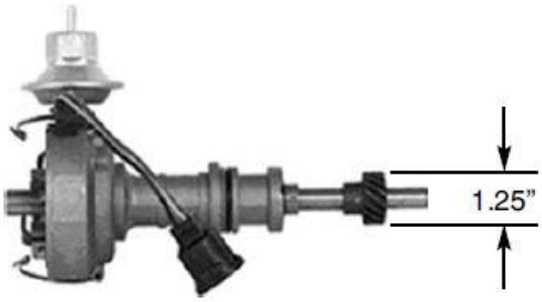
351 Cleveland

The 351 Cleveland's radiator hose attaches to the radiator and connects directly into the front of the engine block. It makes a 90° bend from the radiator to the engine block.

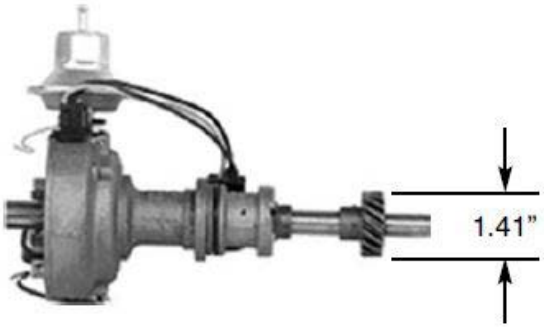
Cleveland 351 V-8 Engine:

1. Valve cover is held in place by 8 bolts.
2. Radiator hose is a 90° hose that connects directly to the top front of the engine block.

Graphic 2



30-2895
351 Windsor - 1.25” cast iron gear



30-2893
351 Cleveland - 1.41” cast iron gear