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These heads were continued through '59. Then in 1960, with the emphasis back on fuel economy, Ford went back to the original 1.65-inch valve size and small ports for the 292 engines -- which they retained through the end of production in '62. (Also it must be remembered that Ford had their big, 352-390 engine for performance in this period).

Hot Rodding the 292 Ford Y-Block Engine - OoCities

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A 292 Y-block engine in a 1955 Ford Crown Victoria Skyliner The 292 in ³ (4,778 cc) Y-Block was also introduced in 1955. The 292 shared the 3.3 in (83.82 mm) stroke of the 272 but with a larger 3.75 in (95.25 mm) bore. It was used in the Ford Thunderbird, 1959-60 Edsel, Mercury, and some high-end Ford cars.

Ford Y-block engine - Wikipedia

1956 Ford 292 engine, rebuild kit, transmissiion, drive shaft - \$900 (Hardin, Montana) From 1956 Ford Fairlane a 292 CI V8 engine, completely disassembled for rebuild, with complete engine rebuild kit, 3 speed manual transmission, drive shaft and rear window. Rebuild kit includes all new gaskets and seals, .040 oversize pistons, valves, valve seats, valve guides, valve springs, rocker shafts, solid lifters, crankshaft bearings, rod bearings, timing gears and chain set, oil pump, expa

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Add to this the 292 block ' s reputation for thick cylinder walls that allow for increases in bore size (unthinkable in later Ford engine series with thin wall castings), and a combination of strength plus cubic inches can be achieved. It should be noted that blocks bearing C2AE casting numbers are said to have the thickest cylinder walls of all.

High-Performance Y-Block Engine Build - DIY Ford

New Listing Y Block Ford Camshaft B4A-6250-A FoMoCo 239, 256, 272, 292, 312

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