

The 360

The 360 first appeared in 1971, with a two barrel carb. It had a cast crank and external balancing, and was the only LA engine without a 3.31" stroke (3.58"). In 1972, it was rated at 175 hp @ 4,000 rpm, and 285 lb-ft of torque @ 2,400 — above the 318 but well below the smaller 340. According to engine leader Willem Weertman, the goal of the 360 was to replace the old [B-series 361](#), providing something between the 318 and 383; but to do so at lower cost. They could not raise the block decks to help with a longer stroke, because the budget did not include altering the automated block and assembly lines to that extent. Weertman and others worked around that, using the same connecting rod as the 318, but reducing the height of the piston from the pin to its top, and cutting the radius of the crankshaft counterweights so there would be room at the bottom of the stroke. While that solved the space issues, the engine was now out of balance, so weights were added to both ends of the crankshaft assembly. That meant redesigning the torque converter flex plate and flywheel, and adding an offset weight to the vibration damper on the front of the crank.