

## 5.0 / 5.7L ENGINE IDENTIFICATION



### "Identification Tips" for MerCruiser 5.0L & 5.7L Longblocks

Over the years there have been several changes to the GM 5.0-Liter and 5.7-Liter engine blocks. Often making it difficult to positively identify which version a technician is working on, and the appropriate parts required to complete any necessary repairs. Hopefully, this will help to take some of the mystery out of the identification process.

#### 1986 & Earlier

- A. All 12 of the intake manifold bolts are installed at a 90-degree angle to the block.
- B. The valve cover bolts are installed at the perimeter of the head.
- C. Crankshafts utilize a 2-piece rear-main seal.
- D. These blocks are machined to operate a mechanical fuel pump.

**Note:** In 1986 there was a limited production run with a one-piece rear-main seal, perimeter valve-cover bolts, and 90-degree bolt pattern for the intake manifold.

#### 1987 thru 1995

- A. 8 of the 12 intake manifold bolts are installed at a 90-degree angle to the block. The other 4 bolts are installed at a 72-degree angle.
- B. The valve cover bolts are installed in the center of the head.
- C. Crankshafts utilize a 1-piece rear-main seal.
- D. These blocks are machined to operate a mechanical fuel pump.

**Note:** During 1996 and 1997 the 350-Magnum (carb) and a limited production of the 5.7-Liter EFI throttle body utilized this (non-Gen+) designed roller-cam engine.

#### 1996 & Newer (Gen+)

- A. All 8 intake manifold bolts are installed vertically. (Straight-up and down)  
See MerCruiser Service Bulletin # 97-1 for proper torque procedures and specification.
- B. The valve cover bolts are installed in the center of the head.
- C. Crankshafts utilize a 1-piece rear-main seal.
- D. Timing covers are plastic.
- E. Engines are fit with electric fuel pumps.

**Note 1:** During 1996 and 1997 the 350-Magnum (carb) and a limited production of the 5.7-Liter EFI throttle body utilized the 1987 thru 1995 engine block as stated above.

**Note 2:** During 1996 the 5.7-Liter MPI (multi-port fuel injected) engines were produced with a vapor separator and a mechanical fuel pump. For these applications we recommend installing a **MERCURY** Pro-Series longblock # 860186R 5.