Ford 302 oil pressure

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Quality This piece was well machined and looked exactly like the original. X Previous image. Why is this review inappropriate? Back to home page. Listed in category:. Email to friends Share on Facebook - opens in a new window or tab Share on Twitter - opens in a new window or tab Share on Pinterest - opens in a new window or tab Add to Watchlist. Image not available Photos not available for this variation. Wallis and Futuna Western Samoa There are 3 items available. You can add thicker oil but the only way to fix it is to replace the oil pump. You can buy the high volume one if you want but a standard one will bring your pressure up just fine. You can limp your motor along, revving it up at lights but low pressure will shorten its life and that hot summer day you start it and walk away will end the motor. Traditionally the fix involves pulling the motor to remove the pan. I am here to tell you it can be done in the the truck and in your driveway. It isn't even super hard to do. I tried to be a cheap bastard and reuse the oil pan

gasket. Don't do this. Get a new silicone one. I had to go back into this truck, do everything you see here again ALL because I tried to save the cost of a new gasket. The second video is just that process. This has been on youtube for some time now and people have said it helped them replace their own, saving trucks and saving the mechanic's bill. I will be happy offer advice if you get stuck along the way but message me trough youtube, not here, I check it more. More by the author:. About: I am a teacher who enjoys environmentally responsible woodworking. Most evenings will find me in the shop working with my now 8 year old son Shay who is both my greatest helper and biggest fan. Participated in the Redneck Contest View Contest. Did you make this project? Share it with us! I Made It! The connecting rods were shortened to allow the use of the same pistons as the It replaced the early in the model year. The most common form of this engine used a two-barrel carburetor, initially with 9. It had hydraulic lifters and valves of 1. Optional was a four-barrel version rated at hp kW at 4, rpm. The was manufactured in Windsor from to This is where the Windsor name comes from. In , the manufacturing of the engine was moved from Windsor, Ontario to Cleveland, Ohio. Along with the move came most changes that stayed with it for the remainder of its life. These were longer valve stems with rotating lash caps, bottle neck type rocker studs for a positive stop nut arrangement and a longer pushrod to correct valve train geometry. Emission regulations caused a progressive reduction in compression ratio for the two-barrel, to 9. In that year, U. By , its power dropped as low as hp 91 kW. Until fuel injection began to appear in the s, net power ratings did not rise above hp kW. From the car model year, the became more commonly known as the 5. In the carbureted engine was replaced with throttle-body fuel injection. For the model year, Ford went to sequential multi-port fuel injection which is identifiable by the large intake with the EFI 5. Electronic fuel injection first appeared for the on the Lincoln Continental in The first incarnation of the 5 litre or 5. A water passage revision and a firing order change for High Output variants saw out the 5. These specs may not be correct for your application. Verify your engine specs with a service manual for your year and model. Always torque bolts in three equal increments. Bore X Stroke: 3. Sealer water jacket 70 ft-lbs. Rocker Arms Engine Oil 20 ft-lbs. Oil Pump Engine Oil 25 ft-lbs. Oil Pan Engine Oil 15 ft-lbs. Camshaft Thrust Plate Thread Locker 10 ft-lbs. Cam Bolt upper gear Thread Locker 40 ft-lbs. Front Cover Engine Oil 20 ft-lbs. Valve Cover Engine Oil 10 ft-lbs. Flexplate Automatic. Flywheel Clutch Thread Locker 85 ft-lbs. Clutch Pressure Plate Thread Locker 35 ft-lbs. Centerbolt Harmonic Damper Thread Locker 90 ft-lbs. Bellhousing Transmission to Block Engine Oil 25 ft-lbs. The came with 2 different size spark plugs. Ford switched to the smaller base spark plug in with the appearance of the D8OE heads. I use to have a in my Ford Ranger. The returned in as the 5. The block was fitted with revised, taller lifter bosses to accept roller lifters, and a steel camshaft in , and electronic sequential fuel injection was introduced in While sequential injection was used on the Mustang beginning in , many other vehicles, including trucks, continued to use a batch-fire fuel injection system. The speed-density based EFI systems used a large, two-piece, cast-aluminum manifold. It was fitted on all engines through , after which year it was phased out for a mass-air type measuring system in most applications non-California compliant Panther platform cars retained the speed-density system until the Lincoln Town Car received the Modular V8 for model year , and the Crown Victoria and Grand Marquis for The MAF system continued, with minor revisions, until the retirement of the engine in Ford Factory 5. In mid, the Explorer and Mountaineer 5. They also had smaller cc combustion chambers for added compression, and the combustion chamber shape was revised to put the spark plug tip near the center of the chamber for a more even burn. These GT40P heads are considered by many enthusiasts to be extremely efficient. Featured on the 93 Cobra and Cobra R fox Mustangs. It apparently flows the best of the 3 designs, albeit a very small amount. Easier to find an early version. You can tell right away which version the upper is, the later ones had two surfaces, in the middle where the EGR was is a channel instead of one complete flat surface for all 8 ports, you get 4 on each side. Very hard to find and desirable lower intake manifold. This would have an F3 meaning in the part number. Sold as a kit from the performance catalog from to , this is a modified Explorer lower intake to fit your fox. Check out the Ford Explorer 5. From Ford used a cid V8 instead of the The is essentially a cid with the cylinder bores reduced to 3. Rated power SAE net was hp kW , depending on year and application. Cylinder heads, which were specific to this engine, used smaller combustion chambers and valves, and the intake ports were oval whereas the others were all rectangular. The only externally visible clue was the use of an open-runner intake manifold with a stamped-steel lifter valley cover attached to its underside, reminiscent of previous-generation V8 engines. Some variants i. Mercury Grand Marquis were fitted with a variable-venturi carburetor which were capable of highway fuel economy in excess of 27 MPG. As mentioned above, the only externally visible cue was the use of an open runner intake manifold. See the photos below:. Torque Specifications These specs may not be correct for

your application. Always torque bolts in three equal increments Bore X Stroke: 3. Outer Main Cap Bolts Engine 40 ft-lbs. Connecting Rod , , Engine Oil 25 ft-lbs. Cylinder Heads Engine oil blind hole Sealer water jacket 70 ft-lbs. More Articles:. Welcome to Club Hot Rod! I want to register an account for free right now! Forum Rules. The VDC as marked on the gauge "S" is connected Remember Me? Page 1 of 2 1 2 Last Jump to page: Results 1 to 15 of This engine was rebuilt about miles ago. I am getting low oil pressure readings so I replaced the electric gauge with a mechanical one. At start, the pressure is 40 psi cold. When driving it gradually goes down to psi. At idle when warm, it is psi at best. The oil pan was repleced by the former owner with a chrome pan. Could it be smaller than needed? Any other ideas?? Register now for free! R Pope. A high volume pump won't affect the pressure once the relief valve opens. It takes a certain volume of oil to reach the pressure the valve is set for, after that the excess flow returns directly to the sump. They will increase the pressure at low RPM. That old yarn about the oil all ending up in the top of the engine is an old wive's tale. I've run lots of them and never had any problems. If it worries you, try a different brand of oil, some engines show a preference. There is a reason most engines have idiot lights nowadays instead of gauges. Bob Parmenter. Originally Posted by carappraiser. That is a serious clearance problem somewhere. Originally Posted by DennyW. All I'm going to say is, normal oil pressure is lbs. You can take it from there. Irelands child. For a , at operating temperature the expected oil pressure is to be 40 to 60 psig, the is 45 to 65 psig. These pressure readings are at RPM. What if an oil galley plug came out, like one behind the timing cover??? Originally Posted by Rocky If the splash system was so good, because it did give everything an oil film, why have they changed? With the higher output engines, I can guarantee you if you run 5 lbs, that motor will not last very long. Every oil pressure gauge I have seen, including factory installed ones, do not just go to 5 - 20lbs. Well Bob, by that post, we as a whole should not give any advice to anyone then. Don't say I missed it, because it all boils down to that statement. That should be all my answers from now on. Guys, It looks like there are a couple of different ways of looking at this. Denny is taking the practical and the years of experience method and Bob is moving along the theoretical path. Both will get you to the same point eventually - there is something wrong with this engine and it needs fixing. I've been on both sides as a wrench turner and a service engineer trying to determine why a turbine power plant wont put out megawatts and turn the lights back on in town or a refinery. While I do favor the engineering point of view for a multiple failure problem in a fleet, here we are only discussing a small block Ford engine, with unknown maintenance factors during its lifetime. There are several areas that can contribute, and I believe that we listed the most significant ones that can cause a problem in our experiences. Car appraiser is looking for some guidelines for a diagnosis for probable low oil pressure. We gave him some to consider now it's up to him on how he proceeds. Is the engine worn out? Maybe, but not until a few more dianostic steps can verify that there is significant problems and it needs to have at least some areas repaired or replaced. At cold start, the preesure is about 50 psi. I think it was the oil filter since it was very heavy and looked old. It runs well and for now, I'm going to leave it alone since I've got a lot of other changes I need to make like power brakes and revised differential ratio. Thanks for the help. Originally Posted by Bob Parmenter. Denny, interesting non sequitur that only demonstrates that you didn't understand my point when I wrote that before, and you've not done any research, as I know you often do otherwise, to broaden your understanding of what I've said. Ireland, your experience supports my statement even though most would think it's a challenge perhaps you included as the bottom of your range of experience at idle is within the range I posted, albeit the top. We can pick nits about precise numbers, but that misses the point as well. Lubrication isn't just about the numbers on a gauge, it's about the lubricant being at the point needing lubrication. Would I like to see higher numbers than appraiser has listed? Sure, but only from the perspective of having a greater safety margin. He's operating at the bottom of the range that my experience and training shows to be adequate. This thread, and nearly every other one that's dealt with oil pressure, so it's not unique, does a total disservice to proper diagnostic procedure. Usually folks, who's intentions are to be admirably helpful, will start saying things like; "your bearing clearances are too big", "you've got a failure in the making", "your filter sucks", and so on. These are always wild ass guesses because, just as in this case, the questioner doesn't give anywhere near enough information to make an informed evaluation. Therein lies the value of oil pressure readings as a diagnostic tool. But in this case we don't have the differential datum points, nor any historical knowledge of what the values were before as compared to now. It's not unlike the owner who doesn't understand enough about how the engine operates and starts changing parts to "solve" a rough idle. He'll spend time and money putting on new wires, plugs, filters, dist caps, tweaking those "little screw things" on the carb and so on. In reality all he needed to do was replace the split vacuum line I'm sure professional mechanics like Denny abhor the parts

changing approach described here, so why is a similar approach to lubrication acceptable? Appraiser may have a problem, but I'd be willing to bet if he follows the list of remedies he's posted, without making any real changes; e. Changing to a higher viscosity oil could well increase the reading on his gauge, but will it give him better lubrication. As a thought experiment let's say he has a 5w20 synthetic in there right now because the previous owner was told by someone he respected that synthetics are God's gift to lubrication who knows? But now you guys and probably others have him spooked so he's going to really hit a home run more is better!! Good guess is he'll see a real increase in his pressure gauge readins. Though measured in miliseconds, a lighter the 5w in this example oil will get between the surfaces faster than the heavier 20w , thus affording "better" protection. It is merely an example to illustrate a point. Obviously the engine will need to be clearanced for an appropriate viscosity grade of oil. Again, we have no knowledge of what the specs

wiring diagram for western plow lights
93 saturn sl1
ford 73 hpop

on this engine are, so empirical examples are only guesses that may have no relevance to this specific engine. As for adding "magic elixers", the best hope is they won't do any harm. If you're picking nits, then yes, it would have been more accurate to state it the other way around. The viscosity needed would, in part, depend on the clearances chosen excluding any other ambiant conditions. Oh, btw, that's not theory, it's practical application. Page 1 of 2 1 2 Last Jump to page:. Posting Permissions. New Forum Posts. Ouch expensive but it looks like they make nice stuff. New guy from Utah. Today, AM. Weather Today, AM. All rights reserved. All material found at Club Hot Rod are copyright protected. Your Uncle Bob, Senior Geezer Curmudgeon It's much easier to promise someone a "free" ride on the wagon than to urge them to pull it. Luck occurs when preparation and opportunity converge. Education is expensive. Keep that in mind, and you'll never be terribly upset when a project goes awry.