

FORD MOTOR CO.

4-CYLINDER MODELS

1.6L (98") — Disconnect negative battery cable at battery. Raise vehicle on hoist and drain crankcase. Disconnect starter wiring and remove knee brace. Remove starter motor. Remove exhaust inlet pipe. Remove knee braces at transaxle. Remove oil pan bolts and oil pan.

2.3L (140") — 1) Disconnect negative battery cable and remove fan shroud. Raise vehicle on hoist and drain crankcase. Remove right and left engine support nuts and washers. Using a jack, raise engine as far as possible and place blocks of wood between the mounts and crossmember pedestals. Remove jack, then remove shake brace.

2) On Capri and Mustang models, remove sway bar retaining bolts and nuts and lower sway bar. Remove steering gear retaining nuts and bolts, and bolt retaining steering flex coupling to steering gear. Position steering gear forward and down.

3) Disconnect cable at starter, then remove starter. On Cougar, Fairmont, Granada and Zephyr models, remove rear engine support-to-crossmember nuts and raise transmission using a suitable jack. Remove oil pan bolts and oil pan.

NOTE — On Capri and Mustang models, the number 4 piston must be up so that rear of oil pan clears the crankshaft.

6-CYLINDER MODELS

3.3L (200") — 1) If equipped, disconnect transmission oil cooler lines. Remove radiator top support bolts. Remove engine oil dipstick and raise vehicle on hoist. Drain crankcase. Disconnect sway bar-to-chassis bolts and allow sway bar to hang down.

2) Remove "K" brace and lower front steering rack and pinion. Remove starter motor. Remove engine mount nuts and loosen rear mount-to-crossmember bolts. Loosen fan shroud. Raise engine and place a 1 1/4" spacer between engine mount and frame bracket.

3) Position suitable jack under transmission and raise slightly. Remove oil pan bolts and lower oil pan to crossmember. Remove oil pump intermediate shaft, pickup tube and screen assembly and lower into pan. Position oil cooler lines out of way and remove oil pan, rotating crankshaft if necessary to clear oil pan.

3.8L (232") V6 — 1) Disconnect negative battery cable at battery. Remove air cleaner and air intake duct as an assembly. Remove fan shroud attaching bolts and position shroud over fan. Remove dipstick.

2) Remove screws attaching vacuum solenoids to dash panel and lay solenoids on engine (do not disconnect vacuum hoses and electrical connectors). Raise vehicle on hoist and remove nuts attaching exhaust pipe to exhaust manifold. Drain crankcase and remove oil filter.

3) Remove bolts attaching shift linkage bracket to transmission bellhousing. Disconnect transmission cooler lines at radiator. Remove torque converter inspection cover.

4) On Cougar, Granada, Thunderbird and XR-7 models, disconnect engine damper from crossmember bracket, steering flex coupler, and bolts attaching gear to main crossmember. Rest steering gear on frame away from oil pan.

5) Remove nut and washer attaching engine front insulator to chassis. Raise vehicle 2-3" and place wood blocks between engine mounts and frame. Remove oil pan bolts and oil pan.

V8 MODELS

NOTE — Vehicles equipped with dual sump oil pans require removal of both drain plugs to drain crankcase.

Capri, Fairmont, Mustang, Thunderbird, XR-7 & Zephyr — 1) Disconnect positive battery cable at battery. Remove fan shroud bolts and position shroud back over fan. Remove engine oil dipstick and

tube assembly. Raise vehicle on hoist and drain crankcase. Disconnect steering flex coupling.

2) Remove steering gear-to-main crossmember bolts and let steering gear rest on frame away from oil pan. Disconnect splash shield at both ends of stabilizer bar and position aside. Remove stabilizer bar-to-frame brackets and pull stabilizer bar downward.

3) Remove transmission shift linkage bracket from frame rail. Remove engine mount bolts and disconnect transmission oil cooler lines. Disconnect exhaust pipes at manifolds. Loosen (do not remove) transmission mount nuts. Position suitable jack under engine and raise engine until engine mount bolts clear frame mounts and pry engine as far forward as transmission mount will allow.

4) Position 2 wood blocks (2" x 4") between engine mounts and frame. Remove converter housing inspection cover and rear "K" braces. Remove oil pan bolts and lower oil pan to frame. Remove oil pump bolts and lower oil pump into pan.

5) Pull oil pan forward of stabilizer bar and steering flex coupling and remove oil pan, rotating crankshaft if necessary to clear oil pan.

Ford, Mercury, Lincoln & Mark VI — 1) Remove air cleaner. Disconnect accelerator and kickdown rods at carburetor. Remove accelerator mounting bracket. Remove fan shroud bolts and position shroud over fan.

2) Remove engine oil dipstick and retaining bolt. If EEC equipped, remove thermactor air dump tube retaining clamp and crossover tube.

3) On all models, raise vehicle on hoist and drain crankcase. If EEC equipped, remove filler tube from transmission oil pan and drain transmission. Remove starter motor. On all models, disconnect fuel line from fuel pump. Disconnect exhaust pipes at manifolds.

4) If EEC equipped, remove exhaust gas oxygen sensor at exhaust manifold. Remove thermactor secondary air tube-to-converter housing clamps. Remove converter housing inspection cover. Disconnect exhaust pipes-to-catalytic converter outlet. Remove catalytic converter secondary air tube and inlet pipes-to-exhaust manifold.

5) On all models, loosen rear engine mount attaching nuts. Remove engine mount through bolts. Remove transmission shift crossover bolts and disconnect kickdown rod. Remove converter housing inspection cover. Remove brake line retainer at front crossmember.

6) Raise engine with suitable jack and position wood blocks between engine mounts and frame. Remove jack. Remove oil pan bolts and lower oil pan. Remove oil pump pickup tube and screen assembly and lower into oil pan. Remove oil pan.

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TIGHTENING SPECIFICATIONS

Application	INCH Lbs. (N·m)
Oil Pan	
4-Cylinder	
6 mm Bolts	72-96 (7-11)
8 mm Bolts	96-120 (11-13)
6-Cylinder	84-106 (9-12)
8-Cylinder	84-96 (9-11)