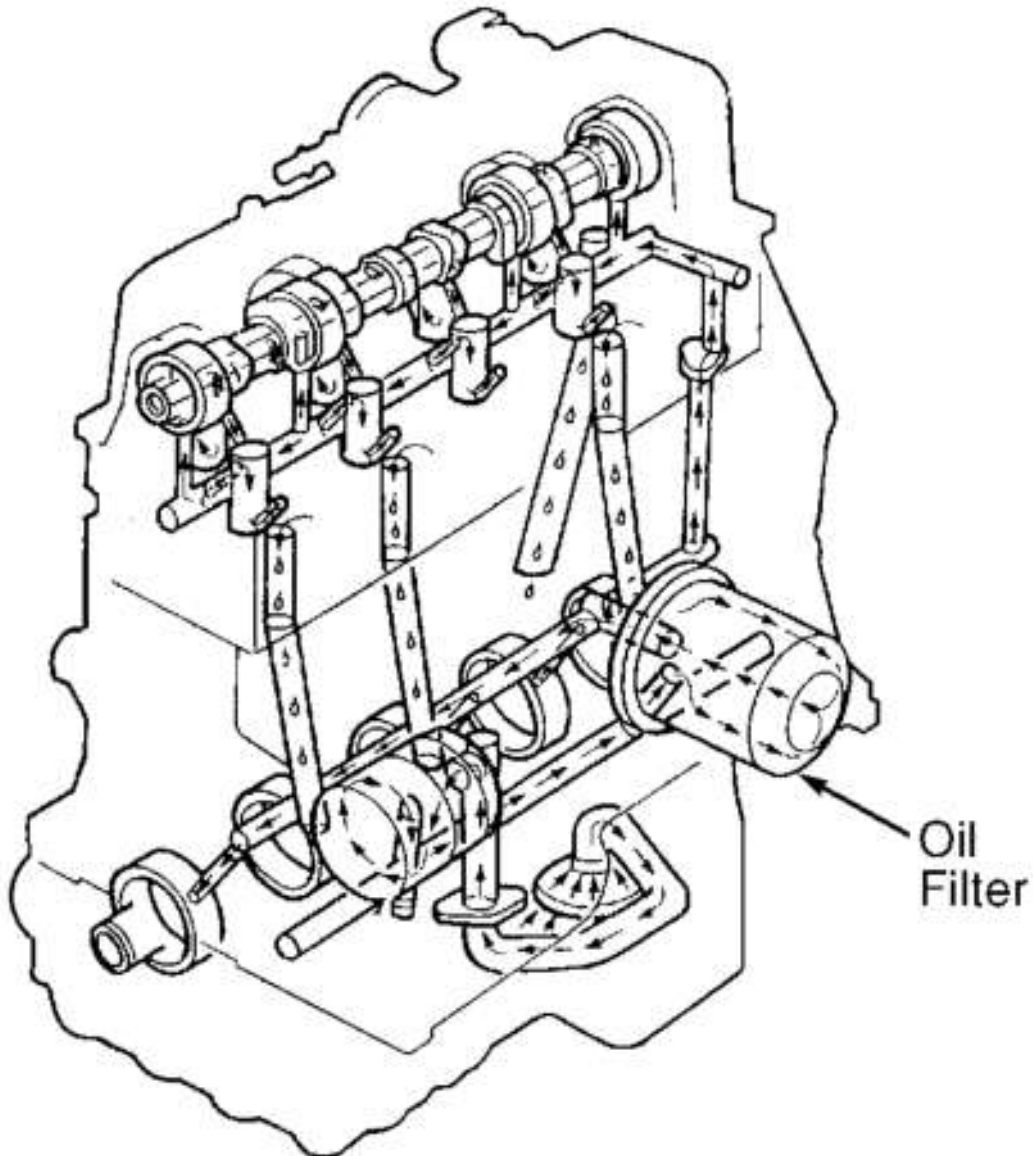


ENGINE OILING

ENGINE LUBRICATION SYSTEM

System is pressure fed from a rotor-type oil pump. Oil flows through oil filter before entering main oil gallery. See **Fig. 14** .



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Fig. 14: Cross-Sectional View Of Engine Oiling System
Courtesy of FORD MOTOR CO.

Crankcase Capacity

Crankcase capacity is 4 qts. (3.79L) without oil filter and 5 qts. (4.74L) with oil filter.

Oil Pressure

Normal oil pressure at 2000 RPM should be 40-60 psi (2.8-4.2 kg/cm²) with engine at normal operating temperature.

Oil Pressure Relief Valve

Oil pressure relief valve is located in oil pump body. Valve is not adjustable.

OIL PUMP

Removal & Disassembly

Remove timing belt. See **TIMING BELT** under REMOVAL & INSTALLATION. Using Camshaft/Oil Pump Sprocket Remover (T74P 6256-B), remove oil pump sprocket. Disconnect camshaft position sensor wiring connector. Remove camshaft position sensor. Remove oil pump attaching bolts. Remove oil pump assembly. Disassemble oil pump. Note direction of component installation for reassembly reference.

Inspection

Inspect components for damage. Measure rotor end clearance, outer race-to-housing clearance and rotor tip clearance. Check clearance between pressure relief valve and bore. Measure relief valve tension. Replace oil pump assembly if measurements are not within specifications. See **OIL PUMP SPECIFICATIONS** table.

OIL PUMP SPECIFICATIONS

Application	In. (mm)
Drive Shaft-To-Housing Bearing Clearance	.0014-.0033 (.036-.084)
Outer Race-To-Housing Clearance	.001-.013 (.03-.33)
Relief Valve-To-Bore Clearance	.0015-.0030 (.038-.076)
Relief Valve Spring Tension	(1)
Rotor End Clearance (Max)	.004 (.10)
(1) Spring tension should be 8.4-10.6 lbs. @ 1.32" (3.8-4.8 kg @ 33.5 mm).	

Reassembly & Installation

To reassemble, reverse disassembly procedure. Ensure components are installed in original location. Ensure oil pump spins freely after reassembly. To install, reverse removal procedure using NEW oil pump "O" ring seals. Prime oil pump assembly before installation. Tighten bolts and nuts to specification. See **TORQUE SPECIFICATIONS**.