

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger

2010 ENGINE**Engine - 2.3L - Ranger****SPECIFICATIONS****MATERIAL SPECIFICATION****MATERIAL SPECIFICATION**

Item	Specification	Fill Capacity
High Temperature 4x4 Front Axle and Wheel Bearing Grease XG-11	WSSM1C267-A1	-
Motorcraft® Metal Surface Prep ZC-31-A	-	-
Motorcraft® Premium Gold Engine Coolant with Bittering Agent (US); Motorcraft® Premium Gold Engine Coolant (Canada) VC-7-B (US); CVC-7-A (Canada); or equivalent (yellow color)	WSSM97B51-A1	-
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20- LSP12 (Canada); or equivalent	WSSM2C930-A	3.8L (4 qt) with filter change
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B	-
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A	-
Silicone Gasket and Sealant TA-30	WSEM4G323-A4	-
Silicone Gasket Remover ZC-30	-	-
Thread Sealant with PTFE TA-24	WSKM2G350-A2	-

GENERAL SPECIFICATION**GENERAL SPECIFICATION**

Item	Specification
Displacement	2.3L
No. of cylinders	4
Bore/stroke	87.5/94.0
Firing order	1-3-4-2
Oil pressure (hot @ 2,000 rpm)	200-268 kPa (29-39 psi)
Engine weight (without accessory)	133 kg (293 lb)

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drive components)	
Cylinder Block	
Cylinder bore diameter	87.5-87.53 mm (3.444-3.445 in)
Out of round	0.008 mm (0.0003 in)
Main bearing bore diameter	57.020-57.038 mm (2.244-2.245 in)
Head face flatness	0.1 mm (0.004 in) maximum overall, 0.05 mm (0.002 in) in any 200 mm x 200 mm (7.87 in x 7.87 in) area
Piston	
Diameter (1)	87.5-87.51 mm (3.444-3.445 in)
Diameter (2)	87.51-87.52 mm (3.4452-3.4456 in)
Diameter (3)	87.52-87.53 mm (3.444-3.446 in)
Piston to bore clearance	0.025-0.045 mm (0.0009-0.0017 in)
Ring groove width - top	1.203-1.205 mm (0.0473-0.0474 in)
Ring groove width - 2nd	1.17-1.19 mm (0.0460-0.0468 in)
Ring groove width - oil	2.501-2.503 mm (0.0984-0.0985 in)
Piston skirt coating thickness	0.008-0.020 mm (0.0003-0.0007 in)
Piston Pin	
Diameter	20.995-21.0 mm (0.8266-0.8268 in)
Length	59.6-60.4 mm (2.346-2.377 in)
Piston to pin clearance	0.008-0.016 mm (0.0003-0.0006 in)
Pin to rod clearance	Press fit
Cylinder Head	
Exhaust valve lift (in @ zero lash)	7.4 mm (0.2913 in)
Intake valve lift (in @ zero lash)	7.9 mm (0.3110 in)
Valve guide diameter	5.509-5.539 mm (0.216-0.218 in)
Valve seat width - intake/exhaust	0.99-1.84 mm (0.038-0.072 in)
Valve seat angle	45 degrees
Valve seat runout	0.075 mm (0.0029 in)

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Valve lash adjustor bore diameter	31.00-31.03 mm (1.220-1.221 in)
Cam bore diameter	25.015-25.040 mm (0.984-0.985 in)
Cylinder head flatness	0.08 mm (0.003 in) maximum overall, 0.05 mm (0.002 in) maximum in any 150 mm x 150 mm (6 in x 6 in) area
Valve	
Valve head diameter - intake	34.85-35.15 mm (1.372-1.383 in)
Valve head diameter - exhaust	29.85-30.15 mm (1.175-1.187 in)
Valve stem diameter - intake	5.470-5.485 mm (0.2153-0.2159 in)
Valve stem diameter - exhaust	5.465-5.480 mm (0.2151-0.2157 in)
Valve stem to guide clearance - intake	0.0027 mm (0.0009 in)
Valve stem to guide clearance - exhaust	0.0029 mm (0.0011 in)
Valve face runout	0.05 mm (0.001 in)
Valve face angle	45 degrees
Valve Spring - Compression Pressure	
Intake and exhaust (installed)	38.667 lb
Intake (valve open) 8.9 mm (0.35 in) of lift	97.032 lb
Exhaust (valve open) 7.4 mm of lift	93.338 lb
Free length	44.92 mm (1.768 in)
Assembled height	37.9 mm (1.492 in)
Crankshaft	
Main bearing journal diameter	51.980-52.000 mm (2.046-2.047 in)
Production repair	51.730-51.750 mm (2.036-2.037 in)
Main bearing clearance	0.017-0.047 mm (0.0007-0.0018 in)
Connecting rod journal diameter	49.980-50.000 mm (1.967-1.968 in)
Production repair	49.730-49.750 mm (1.957-1.958 in)
End play	0.22-0.43 mm (0.008-0.016 in)
Rings	
Width - top	1.17-1.185 mm (0.0460-0.0466 in)

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Width - 2nd	1.197-1.199 mm (0.0471-0.0472 in)
Width - oil	2.38-2.45 mm (0.093-0.096 in)
Ring gap (in bore) - top	0.16-0.31 mm (0.006-0.012 in)
Ring gap (in bore) - 2nd	0.33-0.48 mm (0.012-0.018 in)
Ring gap (in bore) - oil	0.2-0.7 mm (0.007-0.027 in)
Valve Tappet	
Diameter	30.97-30.98 mm (1.2192-1.2196 in)
Tappet to valve clearance - intake	0.22- 0.28 mm (0.008-0.011 in)
Tappet to valve clearance - exhaust	0.27-0.33 mm (0.010-0.013 in)
Tappet to bore clearance	0.02-0.06 mm (0.0007-0.0023 in)
Camshaft	
Lobe lift - intake	8.24999 mm (0.324 in)
Lobe lift - exhaust	7.80007 mm (0.307 in)
Runout (1) ⁽¹⁾	0.03 mm (0.001 in)
Thrust clearance	0.09-0.24 mm (0.003-0.009 in)
Journal diameter	24.96-24.98 mm (0.982-0.983 in)
Journal to bore clearance	0.035-0.080 mm (0.001-0.003 in)
Connecting Rod	
Bearing clearance	0.027-0.052 mm (0.001-0.002 in)
Bearing thickness	1.496-1.520 mm (0.058-0.059 in)
Crank bore diameter	53.025-53.045 mm (2.087-2.088 in)
Pin bore diameter	20.965-20.985 mm (0.825-0.826 in)
Length (center to center)	154.8 mm (6.094 in)
Side clearance	1.95-3.05 mm (0.076-0.120 in)
Axial clearance	0.14-0.36 mm (0.005-0.014 in)
(1) No. 3 Journal - Supported by No. 1 and No. 5 Journals.	

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All dimensions are in mm unless noted.

TORQUE SPECIFICATION**TORQUE SPECIFICATION**

Description	Nm	lb-ft	lb-in
A/C compressor bolts	25	18	-
A/C manifold tube bolt	20	-	177
Accessory drive belt tensioner bolt	50	37	-
Battery cable nuts	12	-	106
Camshaft bearing caps ⁽¹⁾	-	-	-
Camshaft Position (CMP) sensor bolts	7	-	62
Camshaft sprocket bolts	72	53	-
Clutch pressure plate bolts	32	24	-
Connecting rod bearing cap bolts ⁽¹⁾	-	-	-
Coolant outlet (front) pipe bolts	25	18	-
Coolant outlet pipe bolts	10	-	89
Coolant pump bolts	10	-	89
Coolant pump pulley bolts	20	-	177
Coolant thermostat bolts	10	-	89
Coolant tube nuts	20	-	177
Crankcase vent oil separator bolts	10	-	89
Crankshaft oil seal retainer bolts ⁽¹⁾	-	-	-
Crankshaft Position (CKP) sensor bolts	7	-	62
Crankshaft pulley bolt ⁽¹⁾	-	-	-
Cylinder block coolant drain plug	55	41	-
Cylinder head bolts ⁽¹⁾	-	-	-
Cylinder Head Temperature (CHT) sensor	12	-	106
EGR outlet tube-to-cylinder head fitting	55	41	-
EGR outlet tube-to-intake manifold flange bolts	18	-	159
EGR tube support bracket bolt	10	-	89
EGR valve bolts	20	-	177
Engine front cover bolts ⁽¹⁾	-	-	-
Engine ground cable-to-cylinder head stud bolt	10	-	89
Engine lifting eye bolts	45	33	-
Engine Oil Pressure (EOP)	15	-	133
Engine support insulator-to-crossmember nuts	103	76	-
Engine support insulator-to-engine bracket nuts	102	75	-
Engine-to-transmission bolts	48	35	-
Engine wire harness connector bracket bolt	10	-	89
Exhaust manifold-to-cylinder head nuts	54	40	-

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Exhaust manifold-to-cylinder head studs	17	-	150
Exhaust manifold-to-exhaust downpipe flange nuts	40	30	-
Flywheel or flexplate bolt ⁽¹⁾	-	-	-
Fuel rail bolts	25	18	-
Generator battery cable nut	12	-	106
Generator/A/C compressor support bracket bolts ⁽¹⁾	-	-	-
Ground strap bolt	10	-	89
Ignition coil bolts	6	-	53
Intake manifold bolts	18	-	159
Knock Sensor (KS) bolt	20	-	177
Main bearing beam bolts ⁽¹⁾	-	-	-
Motor mount bolts	49	36	-
Oil drain plug	28	21	-
Oil filter adapter bolts	25	18	-
Oil level indicator tube bolt	10	-	89
Oil pan bolts ⁽¹⁾	-	-	-
Oil pump assembly bolts ⁽¹⁾	-	-	-
Oil pump chain tensioner bolts	10	-	89
Oil pump pickup tube and screen bolts	10	-	89
Oil pump sprocket bolt	25	18	-
Oil squirters	4	-	35
PCM harness ground cable stud bolt	10	-	89
PCM harness retainer nut	4	-	35
Power Steering Pressure (PSP) tube nut	20	-	177
Power steering pump bolts	25	18	-
Solenoid control wire and nut	6	-	53
Spark plugs	12	-	106
Starter motor bolts	25	18	-
Starter wiring harness bolt	24	18	-
Throttle Body (TB) shield bolts	8	-	71
Timing chain guide bolts	10	-	89
Timing chain tensioner bolts	10	-	89
Timing peg plug	20	-	177
Torque converter-to-flywheel nuts	35	26	-
Transmission cooling tubes bracket bolt	28	21	-
Transmission dust shield bolts	10	-	89
Transmission-to-cylinder block bolts	48	35	-
Transmission-to-oil pan bolts	48	35	-
Transmission bracket-to-transmission bolts	90	66	-
Valve cover bolts ⁽¹⁾	-	-	-

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Wiring harness bracket-to-transmission nut

10

-

89

(1) Refer to the appropriate procedure(s).

DESCRIPTION AND OPERATION

ENGINE

The 2.3L (140 CID) 4-cylinder engine has the following features:

- Dual overhead camshaft
- Four valves per cylinder
- Sequential Multi-Port Fuel Injection (SFI)
- Aluminum cylinder head
- Aluminum cylinder block
- Electronic ignition system with 2 coil packs

The 2.3L engine is a 4 valve-per-cylinder, dual overhead camshaft engine. The engine uses a distributorless ignition system. The cylinder block is made of aluminum and the bearing caps are integrated into the ladder assembly. An aluminum oil pan bolts to the bottom of the lower cylinder block and to the transmission to provide greater strength. The camshafts are mounted in the cylinder heads and act against valve tappets to open and close the valves. The camshafts are driven off the front of the cylinder head by one timing chain. The chain is driven by a sprocket that is located on the crankshaft. The piston assembly is an aluminum piston with a cast iron connecting rod. The oil pump is driven by the crankshaft via a dedicated chain that is driven by the same sprocket that drives the timing chain.

Identification

Always refer to these labels when installation of new parts is necessary or when checking engine calibrations. The engine parts often differ within a CID family. Verification of the identification codes will make sure that the correct parts are obtained. These codes contain all the pertinent information relating to the dates, optional equipment and revisions.

Engine Code Information Label

The engine code information label, located on the front side of the valve cover, contains the following:

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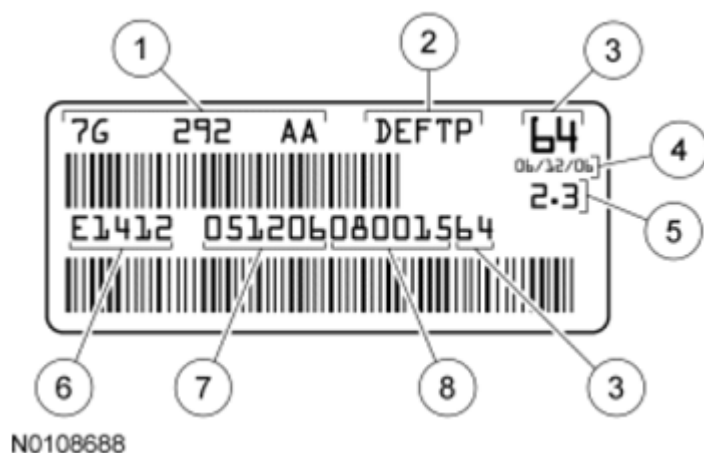


Fig. 1: Identifying Engine Code Information Label
Courtesy of FORD MOTOR CO.

DESCRIPTION CHART

Item	Description
1	Engine part number
2	Dearborn Engine and Fuel Tank Plant
3	Catch code (indicates transmission type and emission level)
4	Engine build date (DDMMYY)
5	Engine displacement
6	Plant code
7	Block finish date (DDMMYY)
8	Block finish time (HHMMSS)

Exhaust Emission Control System

Operation and necessary maintenance of the exhaust emission control devices used on this engine are covered in **INTRODUCTION - GASOLINE MODELS**.

Induction System

The **SFI** provides the fuel/air mixture needed for combustion in the cylinders. The 4 solenoid-operated fuel injectors:

- are mounted in the cylinder head.
- meter fuel to the air intake stream in accordance with engine demand.
- are positioned so their tips direct fuel just ahead of the engine intake valves.

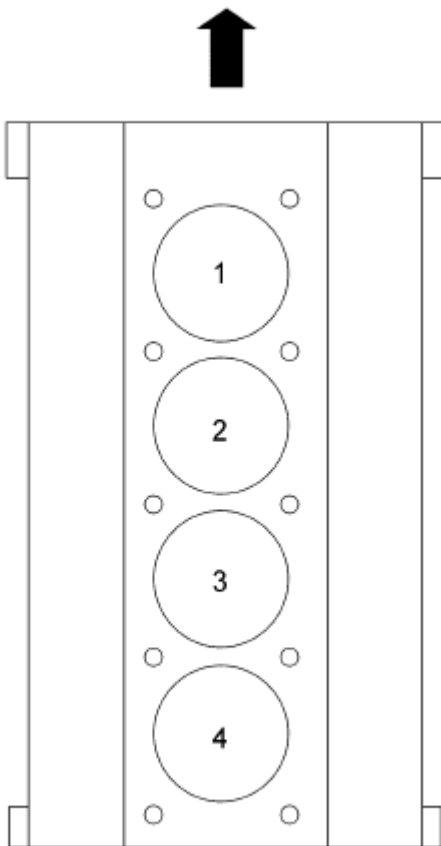
PCV System

All engines are equipped with a closed-type PCV system recycling the crankcase vapors to the intake manifold.

Lubrication System

The engine lubrication system operates as follows:

- Oil is drawn into the oil pump through the oil pump screen cover and tube in the sump of the oil pan.
- Oil is pumped through the oil filter on the left front side of the cylinder block.
- Oil enters the main gallery where it is distributed to the crankshaft main journals and to the cylinder head.
- From the main journals, the oil is routed through cross-drilled passages in the crankshaft to lubricate the connecting rod bearings. Controlled leakage through the crankshaft main bearings and connecting rod bearings is slung radially outward to cool and lubricate the cylinder walls as well as the entire connecting rod, piston and piston ring assembly.

Engine Cylinder Identification

N0070002

Fig. 2: Identifying Engine Cylinder Identification
Courtesy of FORD MOTOR CO.

DIAGNOSIS AND TESTING**ENGINE**

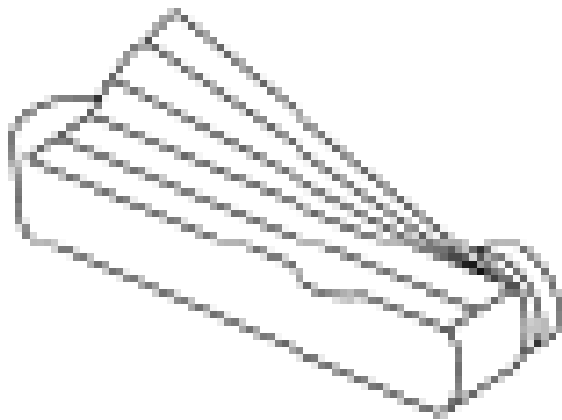
For basic engine mechanical concerns, refer to **ENGINE SYSTEM - GENERAL INFORMATION** . For driveability concerns, refer to the **INTRODUCTION - GASOLINE MODELS** .

GENERAL PROCEDURES

VALVE CLEARANCE CHECK

Special Tool(s)

SPECIAL TOOL SPECIFICATION



ST1271-A

Feeler Gauge Set
303-D027 (D81L-4201-A) or equivalent

1. Remove the valve cover. For additional information, refer to **VALVE COVER**.

NOTE: Turn the engine clockwise only and use the crankshaft bolt only or the engine may be damaged.

2. **NOTE:** Measure the clearance of each valve at base circle with the lobe pointed away from the tappet, before removing the camshafts. Failure to measure all clearances prior to removing the camshafts will necessitate repeated removal and installation and wasted labor time.

Using the Feeler Gauge Set, measure the clearance of each valve and record the location.

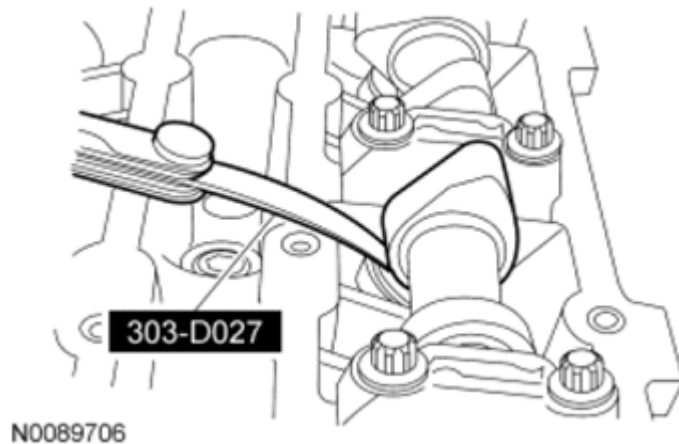


Fig. 3: Measuring Valve Clearance
Courtesy of FORD MOTOR CO.

NOTE: The number on the valve tappet only reflects the digits that follow the decimal. For example, a tappet with the number 0.650 has the thickness of 3.650 mm.

3.

NOTE: The nominal desired mid-range clearance is:

- Intake: 0.25 mm (0.0095 in)
- Exhaust: 0.30 mm (0.0115 in)

Select tappets using this formula: tappet thickness = measured clearance + the base tappet thickness - most desirable thickness.

NOTE: The acceptable clearances after being fully installed are:

- Intake: 0.22-0.28 mm (0.008-0.011 in)
- Exhaust: 0.27-0.33 mm (0.010-0.013 in)

Select the closest tappet size available and mark the installation location.

4. If any tappets do not measure within specifications, install new tappets in those locations. For additional information, refer to **VALVE TAPPETS**.

IN-VEHICLE REPAIR

INTAKE MANIFOLD

Material

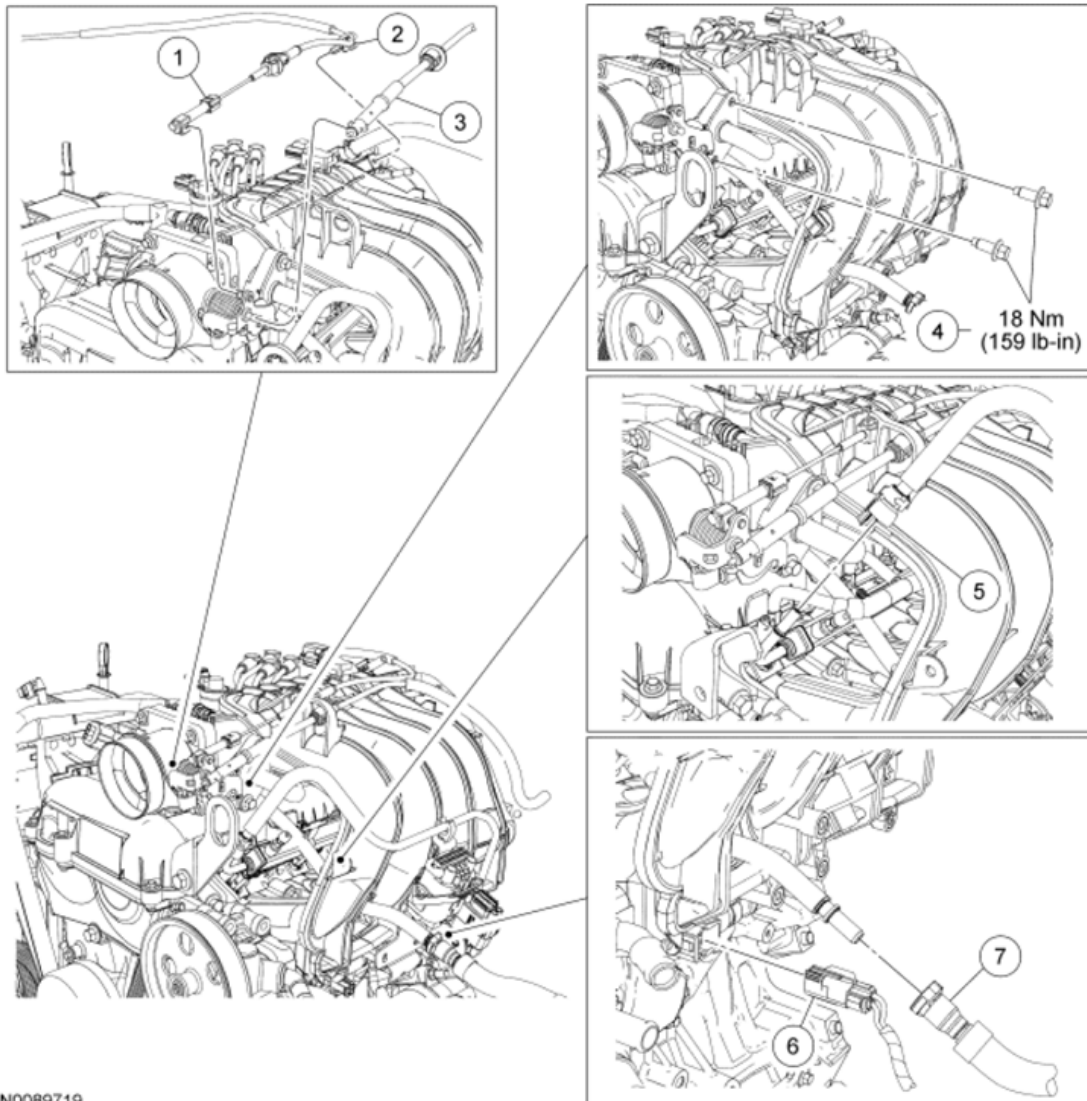
MATERIAL SPECIFICATION

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Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Silicone Gasket Remover ZC-30	-

Intake Manifold - Cables and LH Connections



N0089719

Fig. 4: Identifying Intake Manifold With Torque Specifications - Cables And LH Connections
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	9A825	Speed control cable
2	N802768	Speed control cable position retainer clip

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3	9A758	Accelerator control cable
4	W500222	EGR tube bolts (2 required)
5	9J280	Fuel supply tube
6	-	Knock Sensor (KS) electrical connector (part of 14A290)
7	9Y476	Evaporative Emission (EVAP) vent tube quick connect coupling

INTAKE MANIFOLD - RH CONNECTIONS

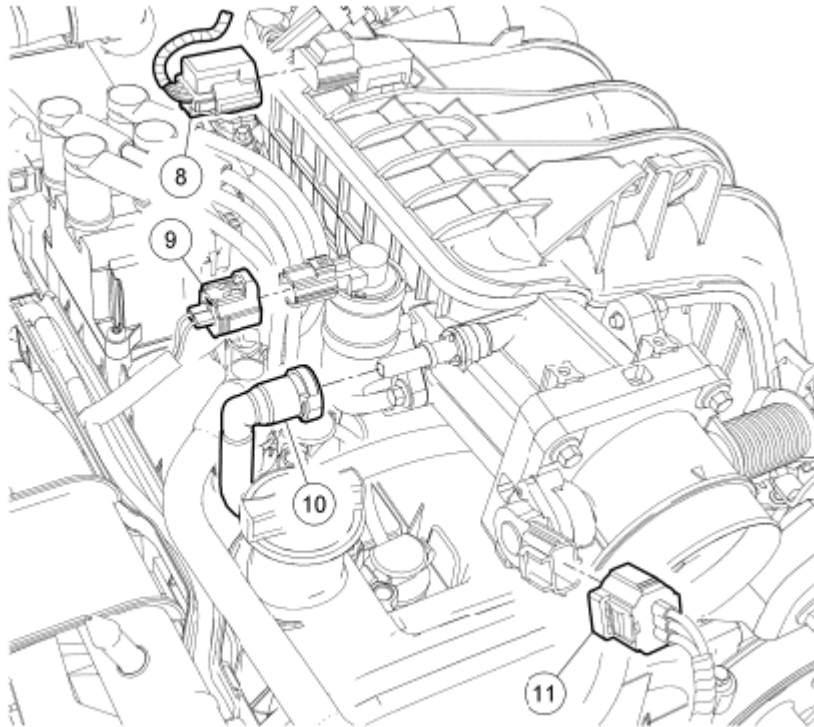


Fig. 5: Identifying Intake Manifold - RH Connections
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
8	-	Manifold Absolute Pressure (MAP) sensor electrical connector (part of 12B637)
9	-	Idle Air Control (IAC) valve electrical connector (part of 12B637)
10	9G297	Vacuum tube quick connect coupling
11	-	Throttle Position (TP) sensor electrical connector (part of 12B637)

Intake Manifold - Rear Connections

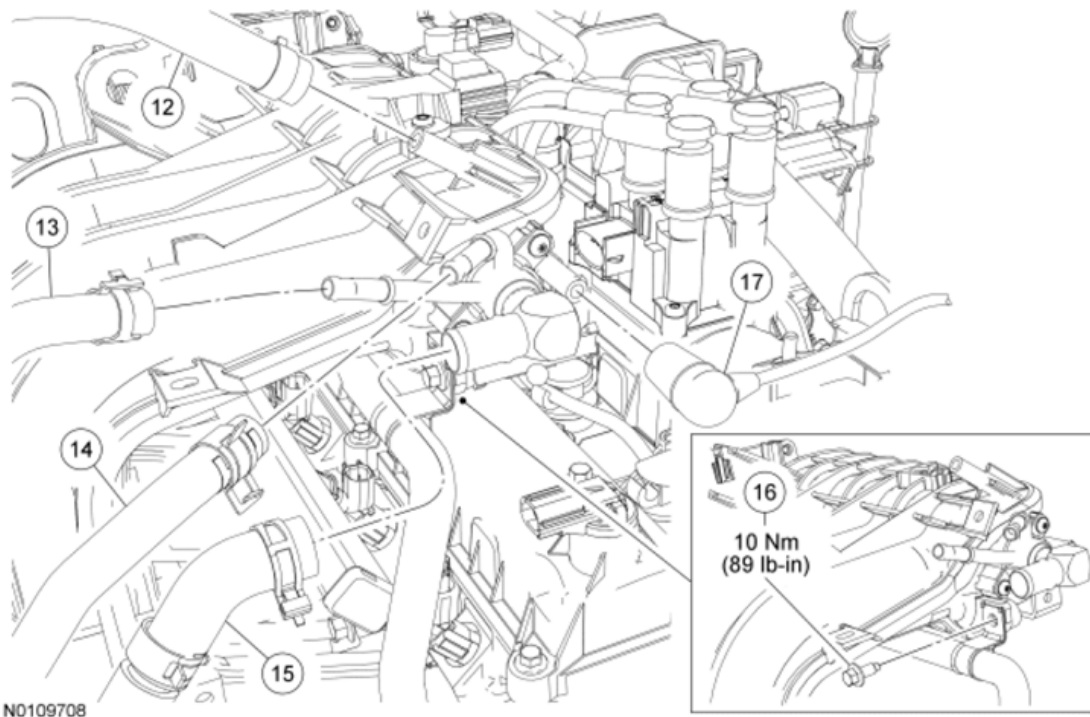
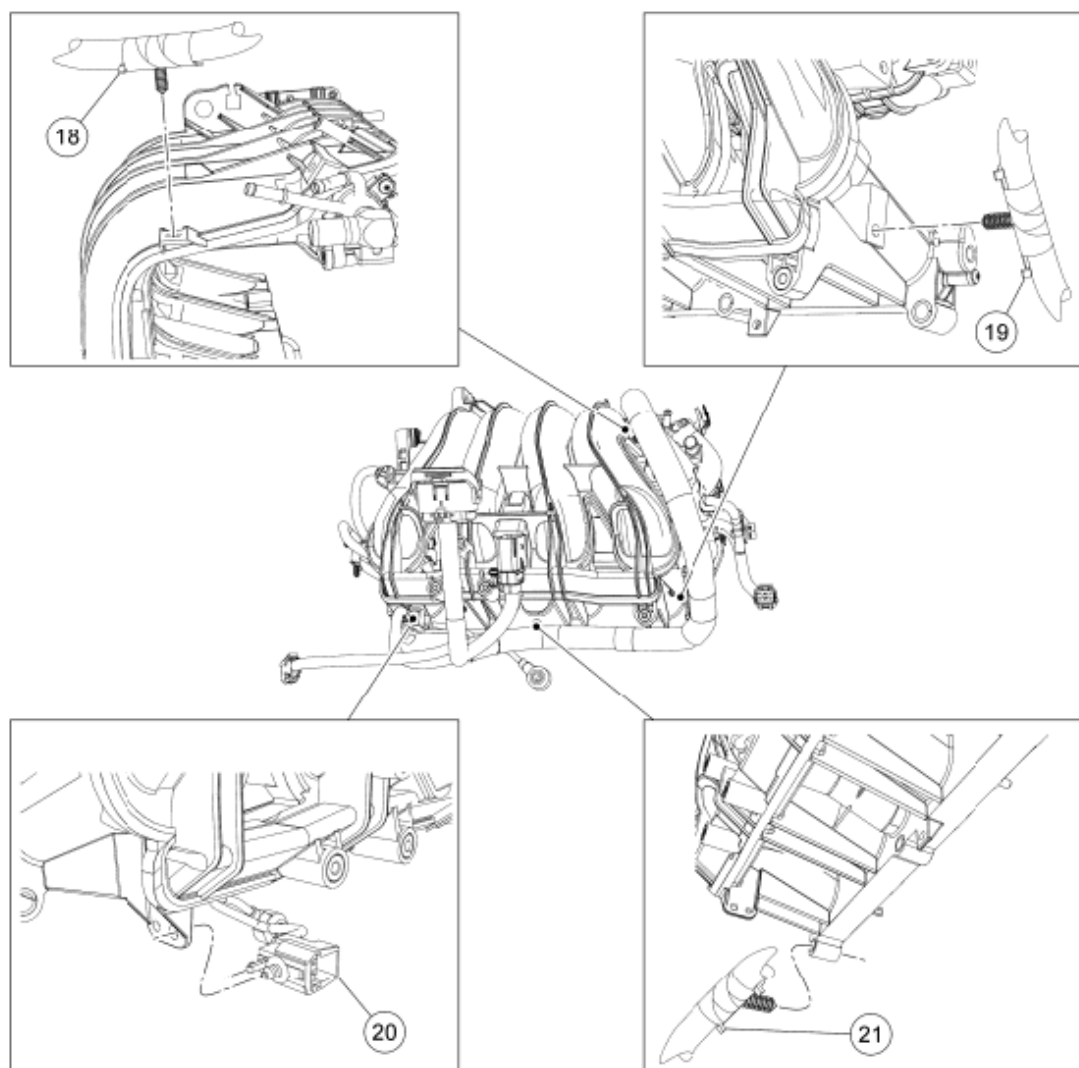


Fig. 6: Identifying Intake Manifold With Torque Specifications - Rear Connections
 Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
12	381298	Brake booster vacuum hose
13	8C633	Coolant hose
14	9Y439	Coolant hose
15	6758	Crankcase breather hose
16	W500211	EGR tube support bracket bolt
17	9E498	Vacuum hose

Intake Manifold - Wiring Harness Retainers



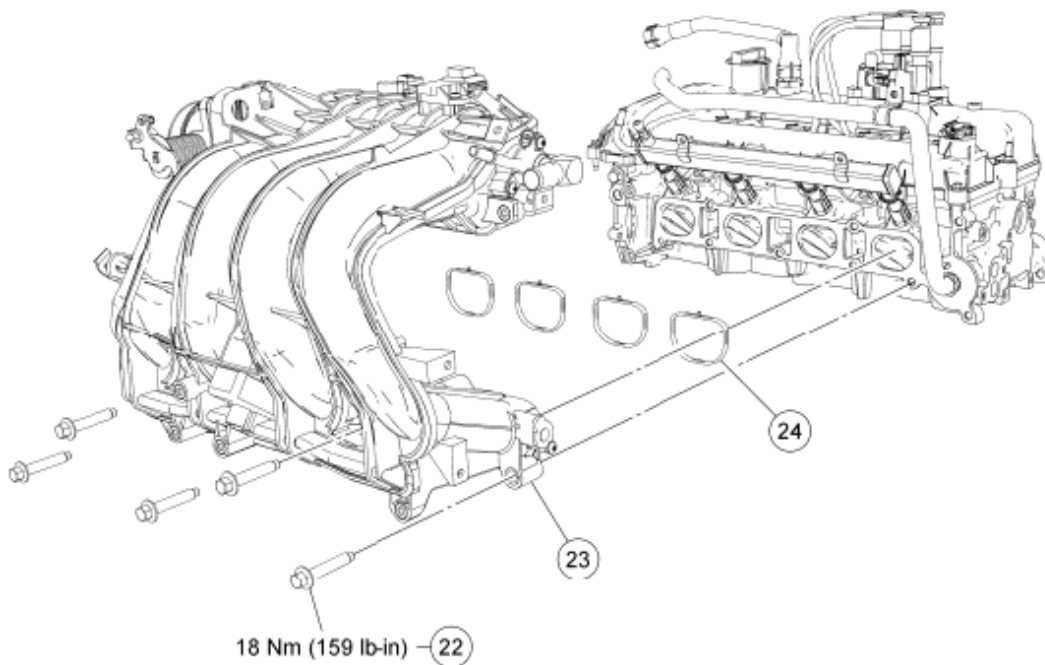
N0071710

Fig. 7: Identifying Intake Manifold - Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
18	13A506	Wiring harness retainer (part of 12B637)
19	13A506	Wiring harness retainer (part of 12B637)
20	-	Knock Sensor (KS) electrical connector retainer (part of 12A699)
21	13A506	Wiring harness retainer (part of 12B637)

Intake Manifold



N0089721

Fig. 8: Identifying Intake Manifold Components With Torque Specifications
 Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
22	W500311	Intake manifold bolt (5 required)
23	9424	Intake manifold
24	9441	Intake manifold gasket (4 required)

Removal

1. Drain the engine cooling system. For additional information, refer to **ENGINE COOLING** .
2. Remove the Air Cleaner (ACL) outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** .
3. Remove the 2 bolts and the Throttle Body (TB) shield.

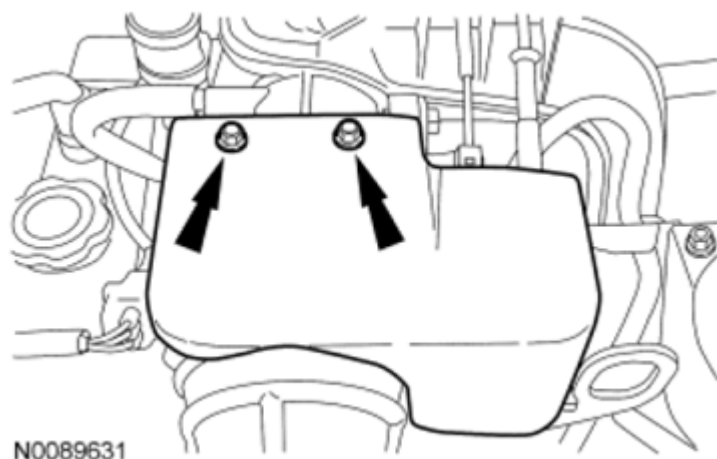


Fig. 9: Locating Throttle Body (TB) Shield Bolts
Courtesy of FORD MOTOR CO.

4. Disconnect the acceleration control cable from the intake manifold and the **TB** .
5. If equipped, disconnect the speed control cable from the intake manifold and the **TB** .
6. Disconnect the Throttle Position (TP) sensor electrical connector.
7. Disconnect the Manifold Absolute Pressure (MAP) sensor electrical connector.
8. Disconnect the Idle Air Control (IAC) valve electrical connector.
9. Disconnect the vapor purge tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** .
10. Disconnect the engine vacuum harness, brake booster hose, the crankcase breather hose and the 2 coolant hoses.
11. Disconnect 2 engine wiring harness pin-type retainers from the intake manifold.
12. Disconnect the pin-type retainer from the rear of the intake manifold.
13. Remove the EGR tube support bracket bolt.
14. Remove the 2 bolts from the EGR tube flange.
15. Detach the fuel supply tube and the electrical connectors from the bracket and disconnect the Evaporative Emission (EVAP) tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** .
16. Disconnect the Knock Sensor (KS) electrical connector and disconnect the connector retainer from the intake manifold.
17. Remove the wiring harness pushpin from the bottom of the intake manifold.
18. Disconnect the fuel supply tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** .

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

19.

Remove the 5 bolts and the intake manifold.

- Clean the sealing surface of the cylinder head with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

20. Remove and discard the 4 intake manifold gaskets.

Installation

NOTE: If the engine is repaired or replaced because of upper engine failure, typically including valve or piston damage, check the intake manifold for metal debris. If metal debris is found, install a new intake manifold. Failure to follow these instructions can result in engine damage.

1.

Install 4 new intake manifold gaskets.

2. Position the intake manifold and install the 5 bolts.

- Tighten to 18 Nm (159 lb-in).

3. Connect the wiring pushpin to the bottom of the intake manifold.

4. Connect the **KS** connector retainer to the intake manifold and connect the electrical connector.

5. Attach the electrical connectors and the fuel supply tube to the bracket and connect the **EVAP** tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION**.

6. Install the 2 EGR flange mounting bolts.

- Tighten to 18 Nm (159 lb-in).

7. Install the EGR tube support bracket bolt.

- Tighten to 10 Nm (89 lb-in).

8. Position the engine wiring harness and connect the 2 pin-type retainers.

9. Connect the engine vacuum harness, brake booster hose, the crankcase breather hose and the 2 coolant hoses.

10. Connect the **IAC** valve electrical connector and the fuel supply tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION**.

11. Connect the **MAP** sensor electrical connector.

12. Connect the **TP** sensor electrical connector.

13. Connect the acceleration control cable to the intake manifold and the **TB**.

14. If equipped, connect the speed control cable to the intake manifold and the **TB**.

15. Position the **TB** shield and install the 2 bolts.

- Tighten to 8 Nm (71 lb-in).

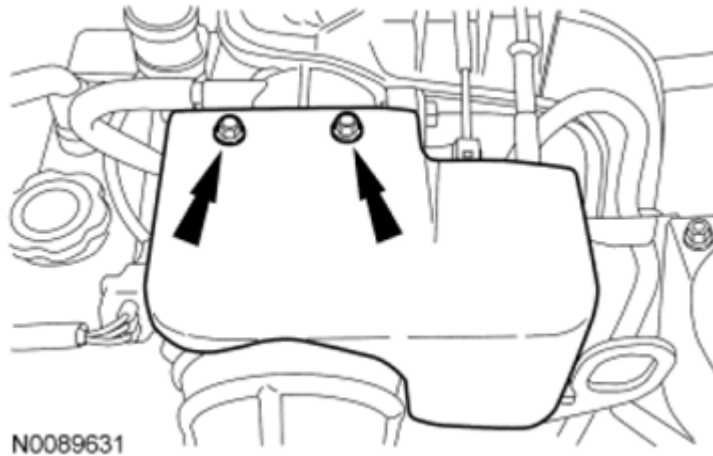


Fig. 10: Locating Throttle Body (TB) Shield Bolts
Courtesy of FORD MOTOR CO.

16. Install the **ACL** outlet tube. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING**.
17. Fill and bleed the engine cooling system. For additional information, refer to **ENGINE COOLING**.

VALVE COVER

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930- A
Silicone Gasket Remover ZC-30	-

Valve Cover - Ignition Coil and Wires

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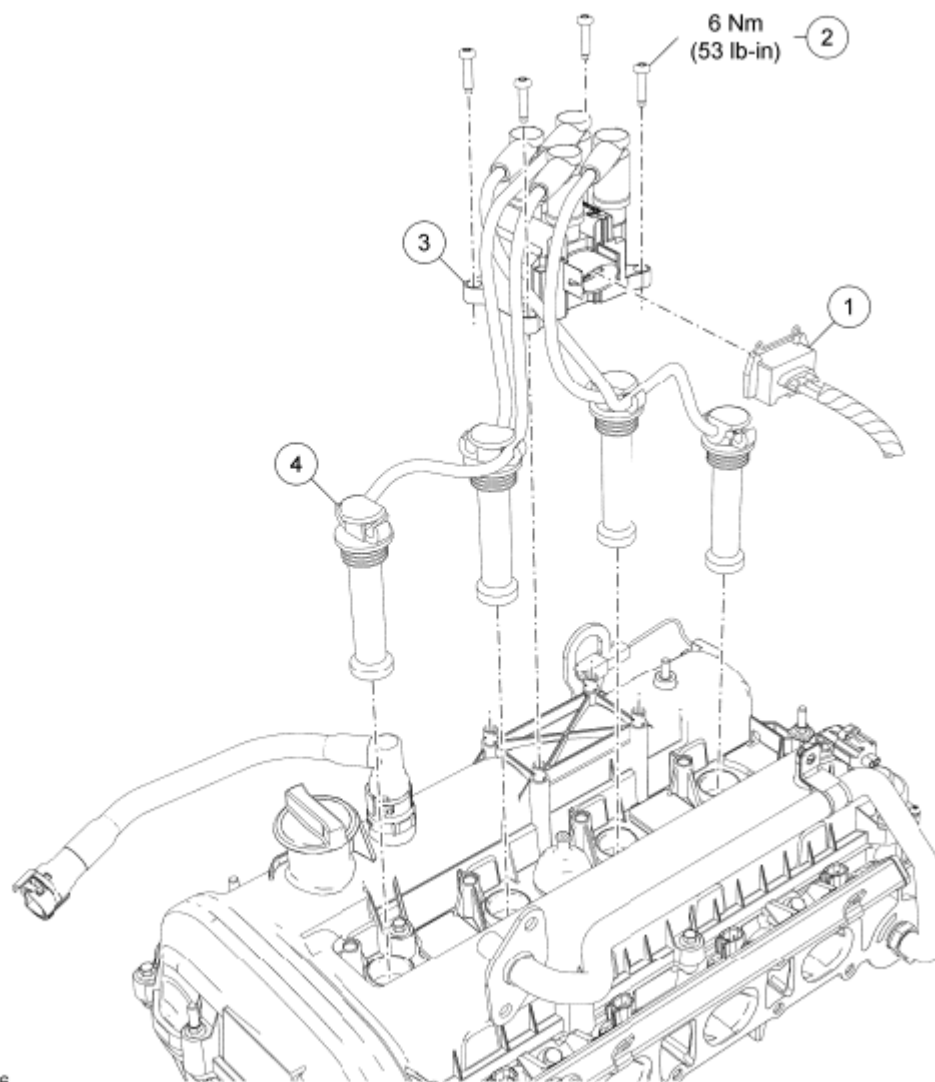


Fig. 11: Identifying Valve Cover Components With Torque Specifications - Ignition Coil And Wires
Courtesy of FORD MOTOR CO.

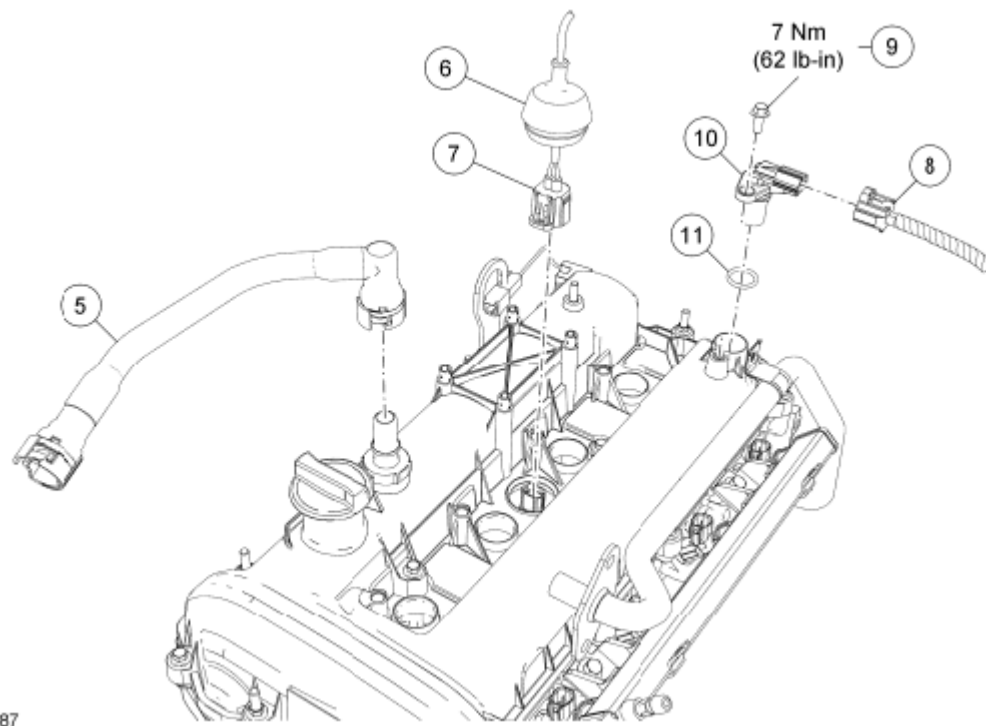
PART NUMBER REFERENCE

Item	Part Number	Description
1	-	Ignition coil electrical connector (part of 12B637)
2	W505575	Ignition coil bolt (4 required)
3	12029	Ignition coil
4	-	Spark plug wire (4 required)

Valve Cover - Connections

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



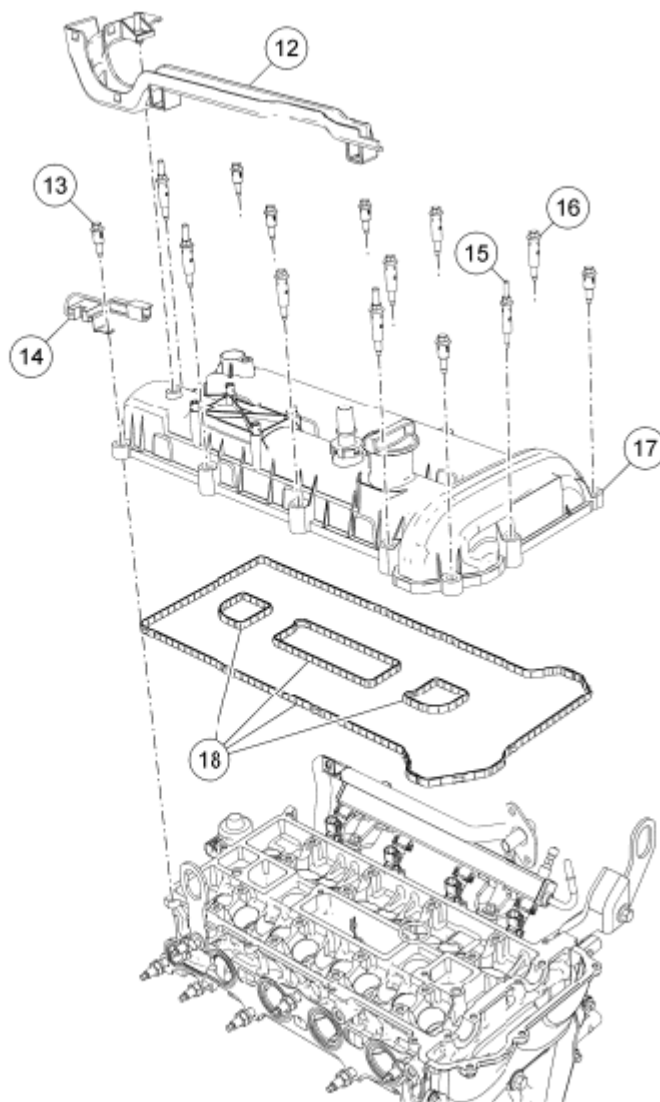
N0042587

Fig. 12: Identifying Valve Cover Components With Torque Specifications - Connections
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
5	6758	Crankcase breather tube
6	-	Cylinder Head Temperature (CHT) sensor cover (part of 12B637)
7	-	CHT sensor electrical connector (part of 12B637)
8	-	Camshaft Position (CMP) sensor electrical connector (part of 12B637)
9	W701219	CMP sensor bolt
10	12K073	CMP sensor
11	-	CMP sensor O-ring seal

Valve Cover



N0042588

Fig. 13: Identifying Valve Cover Components
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
12	14A099	Wiring harness shield/support bracket
13	6C295	Valve cover bolt (short shoulder) (6 required)
14	18801	Radio ignition interference capacitor
15	-	Valve cover stud bolt (4 required)
16	-	Valve cover bolt (medium shoulder) (4 required)
17	6K272	Valve cover
18	6K620	Valve cover seals (4 required)

Removal

1. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES**.
2. Remove the intake manifold assembly. For additional information, refer to **INTAKE MANIFOLD**.
3. Position aside the Cylinder Head Temperature (CHT) sensor cover.
4. Disconnect the **CHT** sensor electrical connector.
5. Disconnect the engine wiring harness support bracket retainers from the valve cover studs.
6. Disconnect the spark plug wires from the spark plugs. For additional information, refer to **ENGINE IGNITION - 2.3L**.
7. Disconnect the ignition coil electrical connector.
8. Remove the 4 bolts and the ignition coil and spark plug wires as an assembly.
9. Disconnect the Camshaft Position (CMP) sensor electrical connector.
10. Remove the bolt and the **CMP** sensor.
11. Disconnect the crankcase ventilation tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION**.
12. Remove the 10 bolts, the 4 stud bolts and the valve cover.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths.

13. Clean and inspect the cylinder head sealing surfaces with metal surface prep and silicone gasket remover. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

14. Remove and discard the 4 valve cover gaskets.

Installation

1. Install 4 new valve cover gaskets.
2. Position the valve cover and install the 10 bolts and 4 stud bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).

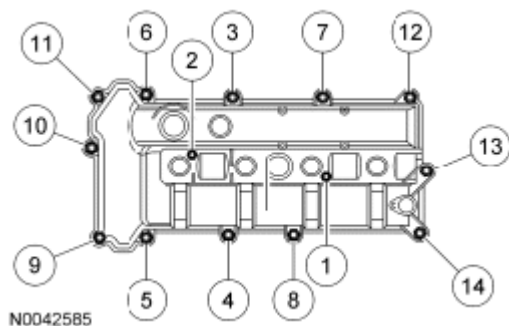


Fig. 14: Identifying Valve Cover Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

3. Connect the crankcase ventilation tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** .

4. **NOTE:** **Apply clean engine oil to the O-ring seal prior to installation.**

Install the **CMP** sensor and the bolt.

- Tighten to 7 Nm (62 lb-in).

5. Connect the **CMP** sensor electrical connector.

6. Position the ignition coil and install the 4 bolts.

- Tighten to 6 Nm (53 lb-in).

7. Connect the ignition coil electrical connector.

8. Connect the spark plug wires to the spark plugs. For additional information, refer to **ENGINE IGNITION - 2.3L** .

9. Install the engine wiring harness support bracket retainers onto the valve cover studs.

10. Connect the **CHT** sensor electrical connector.

11. Position back the **CHT** sensor boot.

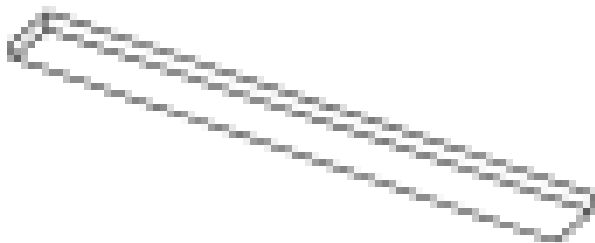
12. Install the intake manifold. For additional information, refer to **INTAKE MANIFOLD**.

13. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES** .

CRANKSHAFT PULLEY

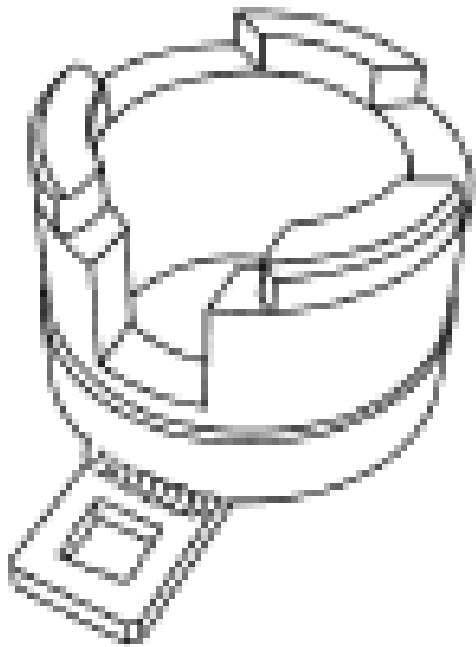
Special Tool(s)

SPECIAL TOOL SPECIFICATION



ST2645-A

Alignment Plate, Camshaft
303-465 (T94P-6256-CH)



ST3054-A

Holding Tool, Crankshaft Damper
303-1416



ST2638-A

Timing Peg, Crankshaft
303-507

General Equipment

GENERAL EQUIPMENT REFERENCE

2010 Ford Ranger

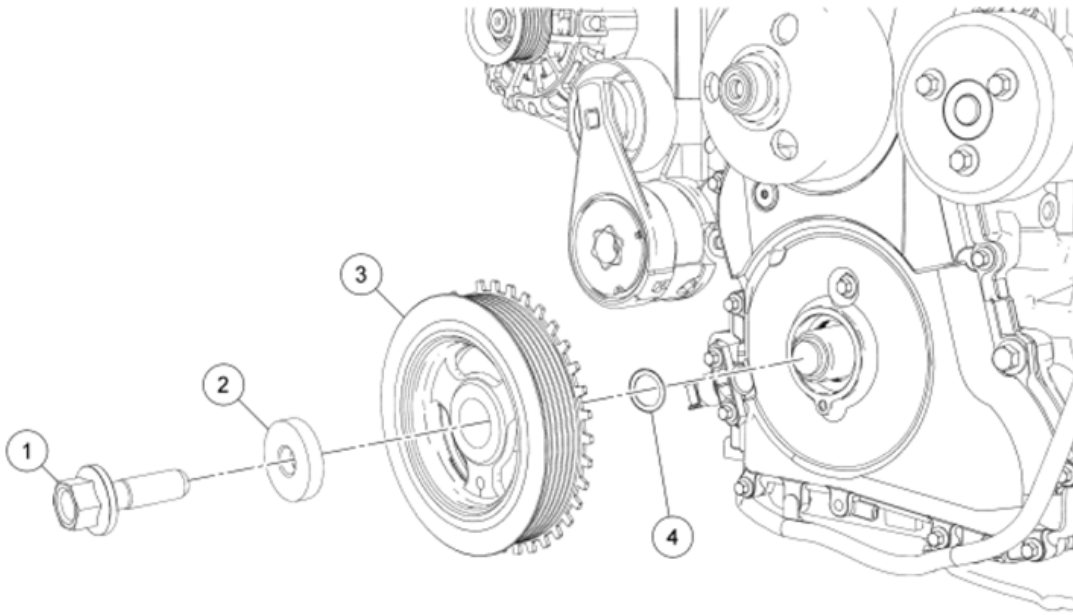
2010 ENGINE Engine - 2.3L - Ranger

6 mm x 18 mm bolt

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A



N0078846

Fig. 15: Identifying Crankshaft Pulley And Bolt
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	6K340	Crankshaft pulley bolt
2	-	Crankshaft pulley bolt washer
3	6316	Crankshaft pulley
4	6378	Diamond washer

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in this procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond

washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage can occur.

NOTE: During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan can cause engine failure.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Remove the fan and shroud. For additional information, refer to **ENGINE COOLING**.
3. Remove the accessory drive belt. For additional information, refer to **ACCESSORY DRIVE**.
4. Remove the valve cover. For additional information, refer to **VALVE COVER**.

NOTE: Failure to position the No. 1 piston at Top Dead Center (TDC) can result in damage to the engine. Turn the crankshaft in the normal direction of rotation only.

5.

Using the crankshaft pulley bolt, turn the crankshaft clockwise to position the No. 1 piston at Top Dead Center (TDC).

- The hole in the crankshaft pulley should be in the 6 o'clock position.

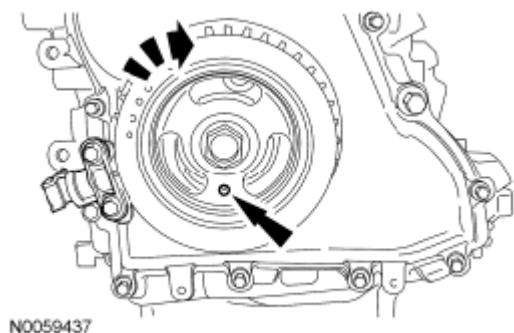


Fig. 16: Identifying Crankshaft Pulley Position
Courtesy of FORD MOTOR CO.

- NOTE:** The Camshaft Alignment Plate is for camshaft alignment only. Using this tool to prevent engine rotation can result in engine damage.
- 6.

NOTE: The camshaft timing slots are offset. If the Camshaft Alignment Plate cannot be installed, rotate the crankshaft one complete revolution clockwise to correctly position the camshafts.

Install the Camshaft Alignment Plate in the slots on the rear of both camshafts.

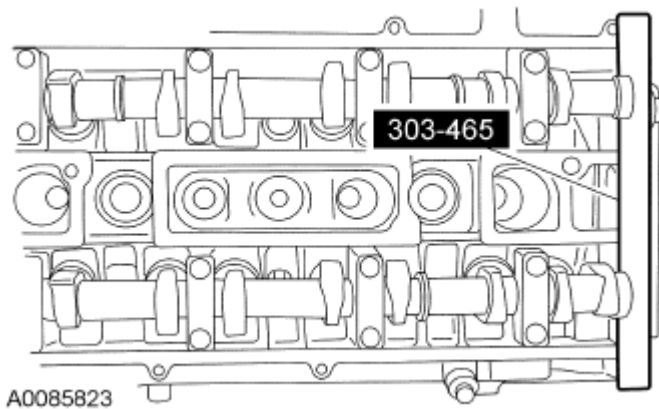


Fig. 17: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

7. Remove the timing peg plug.

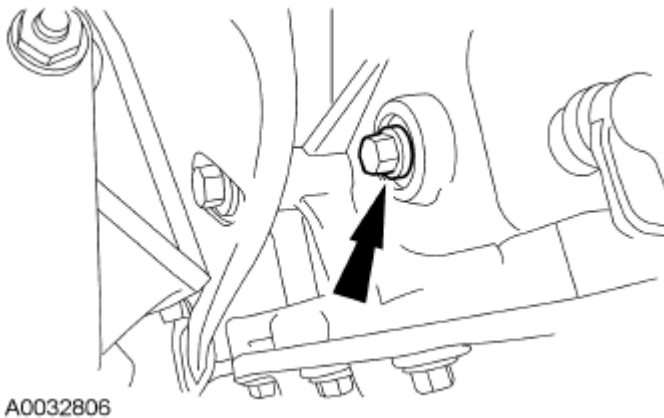


Fig. 18: Locating Timing Peg Plug
Courtesy of FORD MOTOR CO.

NOTE: The Crankshaft Timing Peg will contact the crankshaft and prevent it from turning past TDC . However, the crankshaft can still be rotated in the counterclockwise direction. The crankshaft must remain at the TDC position during the crankshaft pulley removal and installation.

- 8.

Install the Crankshaft Timing Peg.

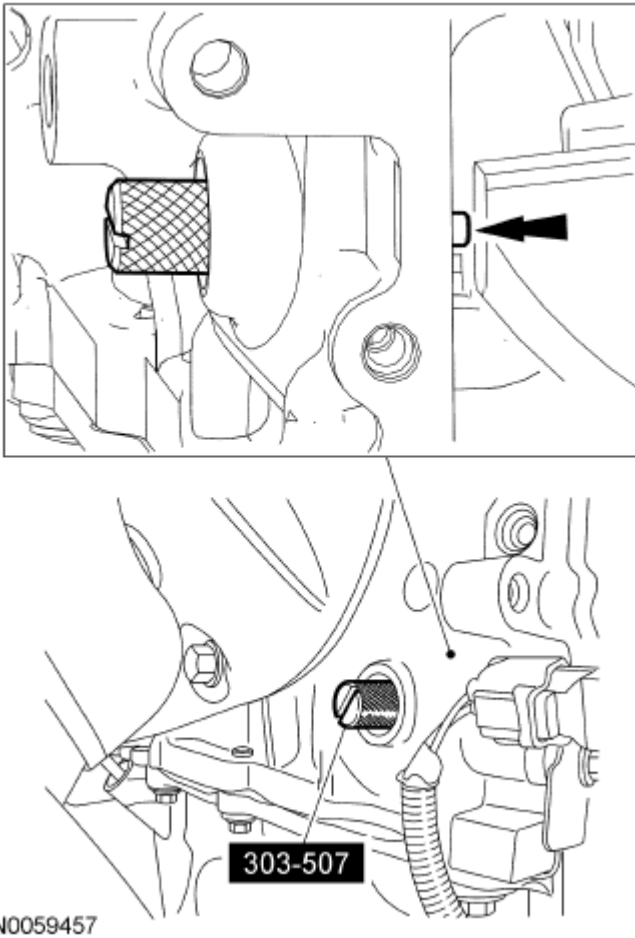


Fig. 19: Locating Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

NOTE: The crankshaft must remain in the Top Dead Center (TDC) position during removal of the pulley bolt or damage to the engine can occur. Therefore, the crankshaft pulley must be held in place with the Crankshaft Damper Holding Tool and the bolt should be removed using an air impact wrench (1/2-in drive minimum).

9.

NOTE: The crankshaft sprocket diamond washer may come off with the crankshaft pulley.

The diamond washer must be replaced; remove and discard the diamond washer. If the diamond washer is not installed, engine damage may occur .

Use the Crankshaft Damper Holding Tool and a suitable 1/2-in drive hand tool to hold the crankshaft pulley. Use an air impact wrench to remove the crankshaft pulley bolt.

- Remove and discard the crankshaft pulley bolt and washer.

- Remove the crankshaft pulley.
- Remove the diamond washer and discard.

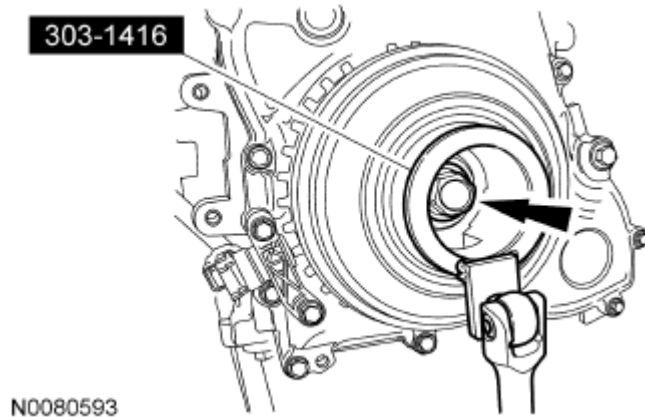


Fig. 20: Locating Crankshaft Pulley With Crankshaft Damper Holding Tool
Courtesy of FORD MOTOR CO.

Installation

1. Install a new diamond washer.
2. **NOTE:** Do not install the crankshaft pulley bolt at this time.

NOTE: Apply clean engine oil on the crankshaft front seal area before installing.

Install the crankshaft pulley onto the crankshaft with the hole in the pulley at the 6 o'clock position.

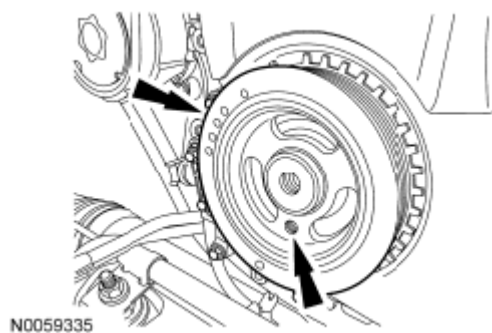


Fig. 21: Locating Crankshaft Pulley Hole
Courtesy of FORD MOTOR CO.

3. **NOTE:** Only hand-tighten the 6 mm x 18 mm bolt or damage to the front cover can occur.

NOTE: This step will correctly align the crankshaft pulley to the crankshaft.

Install a standard 6 mm x 18 mm bolt through the crankshaft pulley and thread it into the front cover.

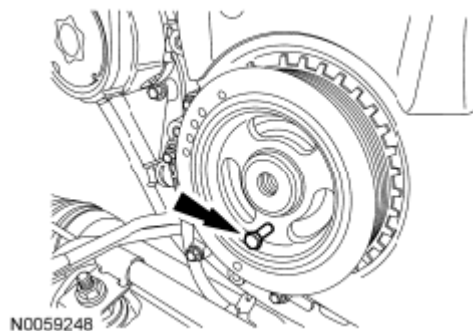


Fig. 22: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

NOTE: The crankshaft must remain in the Top Dead Center (TDC) position during installation of the pulley bolt or damage to the engine can occur. Therefore, the crankshaft pulley must be held in place with the Crankshaft Damper Holding Tool and the bolt should be installed using hand tools only.

4.

NOTE: Do not reuse the crankshaft pulley bolt.

Install a new crankshaft pulley bolt. Using the Crankshaft Damper Holding Tool and a suitable 1/2-in drive hand tool to hold the crankshaft pulley in place, tighten the crankshaft pulley bolt in 2 stages:

- Stage 1: Tighten to 100 Nm (74 lb-ft).
- Stage 2: Rotate an additional 90 degrees.

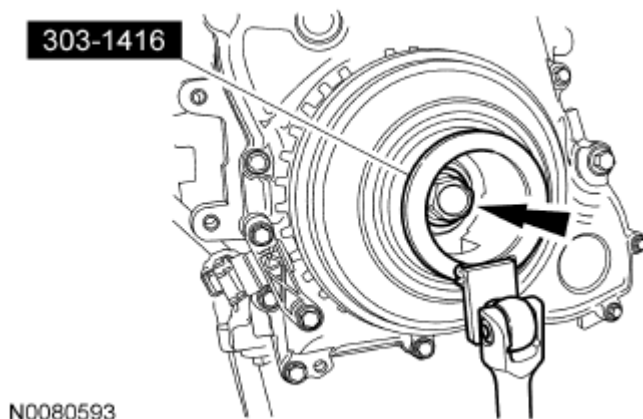


Fig. 23: Locating Crankshaft Pulley With Crankshaft Damper Holding Tool
Courtesy of FORD MOTOR CO.

5. Remove the 6 mm x 18 mm bolt.

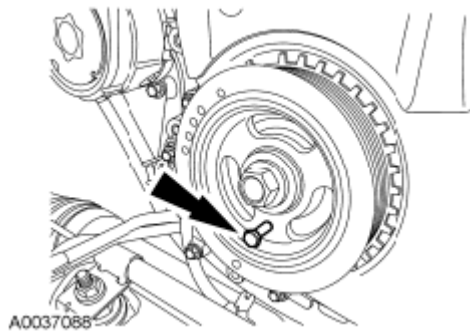


Fig. 24: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

6. Remove the Crankshaft Timing Peg.

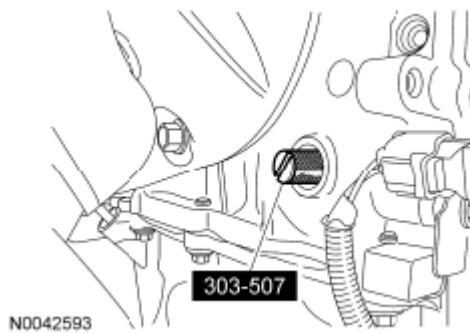


Fig. 25: Identifying Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

7. Remove the Camshaft Alignment Plate.

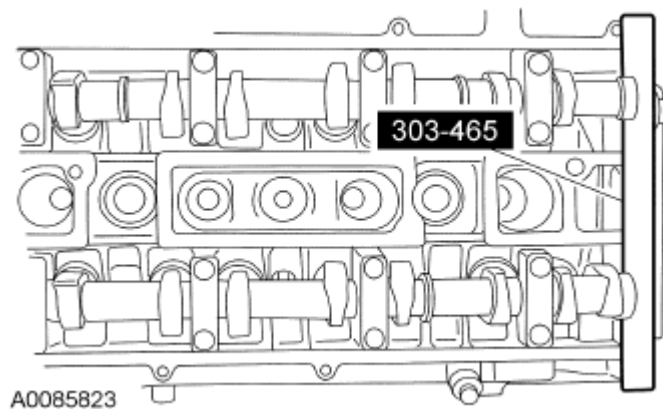


Fig. 26: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

8. **NOTE:** Only turn the crankshaft in the normal direction of rotation.

Turn the crankshaft clockwise one and three-fourths turns.

9. Install the Crankshaft Timing Peg.

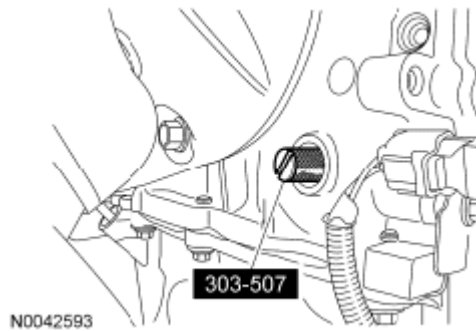


Fig. 27: Identifying Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

10. **NOTE:** Only turn the crankshaft in the normal direction of rotation.

Turn the crankshaft clockwise until the crankshaft contacts the Crankshaft Timing Peg.

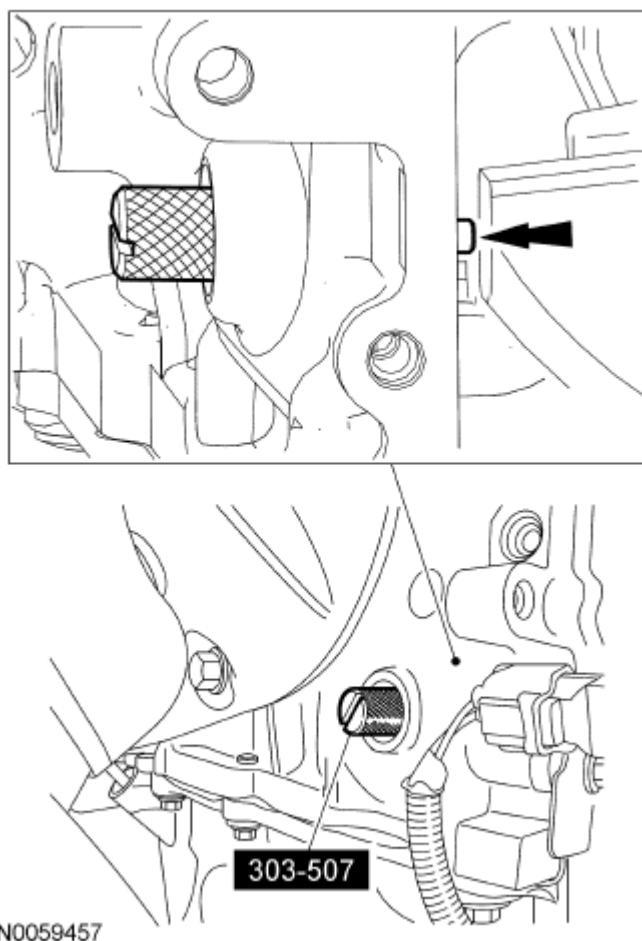


Fig. 28: Locating Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

11. **NOTE:** Only hand-tighten the 6 mm x 18 mm bolt or damage to the front cover can occur.

Using the 6 mm x 18 mm bolt, check the position of the crankshaft pulley.

- If it is not possible to install the bolt, the engine valve timing must be corrected by repeating this procedure.

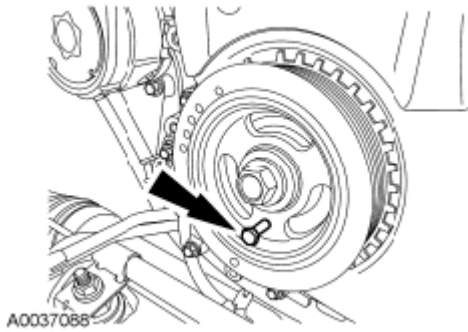


Fig. 29: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

12. Install the Camshaft Alignment Plate to check the position of the camshafts.
 - If it is not possible to install the Camshaft Alignment Plate, the engine valve timing must be corrected by repeating this procedure.

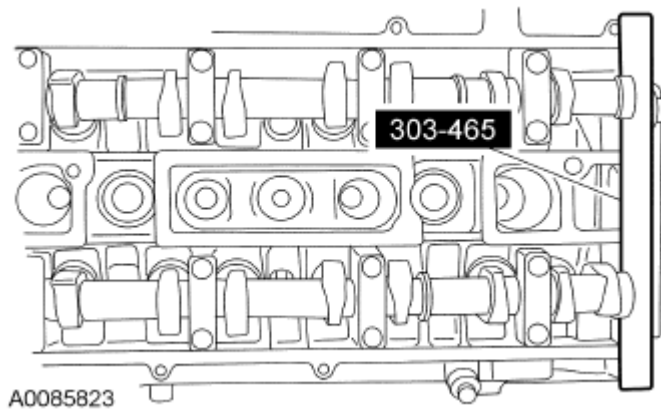


Fig. 30: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

13. Remove the Camshaft Alignment Plate.

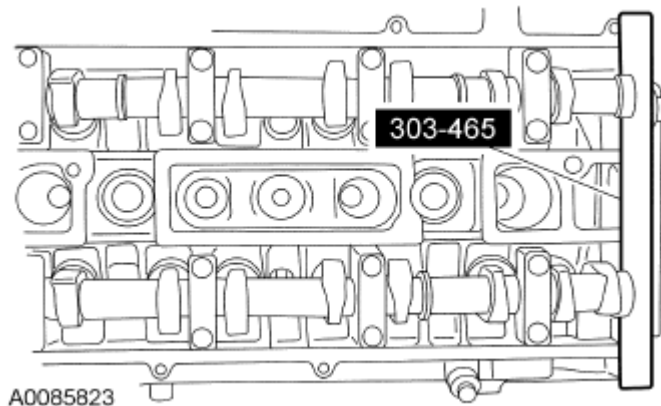


Fig. 31: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

14. Remove the 6 mm x 18 mm bolt.

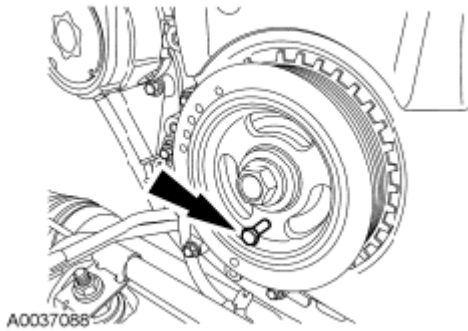


Fig. 32: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

15. Remove the Crankshaft Timing Peg.

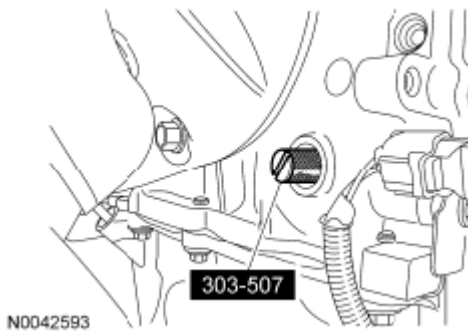


Fig. 33: Identifying Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

16. Install the timing peg plug.
- Tighten to 20 Nm (177 lb-in).

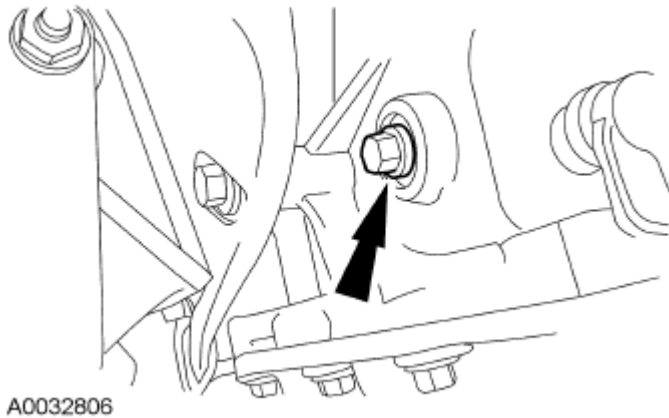


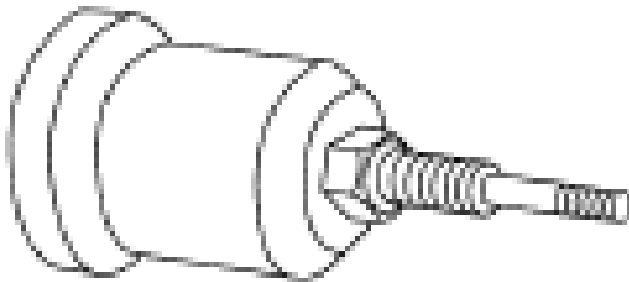
Fig. 34: Locating Timing Peg Plug
Courtesy of FORD MOTOR CO.

17. Install the valve cover. For additional information, refer to **VALVE COVER**.
18. Install the accessory drive belt. For additional information, refer to **ACCESSORY DRIVE**.
19. Install the fan and shroud. For additional information, refer to **ENGINE COOLING**.

CRANKSHAFT FRONT SEAL

Special Tool(s)

SPECIAL TOOL SPECIFICATION

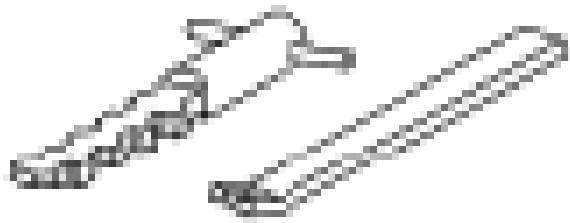


ST1917-A

Installer, Camshaft Front Oil Seal
303-096 (T74P-6150-A)

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



Remover, Seal
303-409 (T92C-6700-CH)

ST1385-A

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A

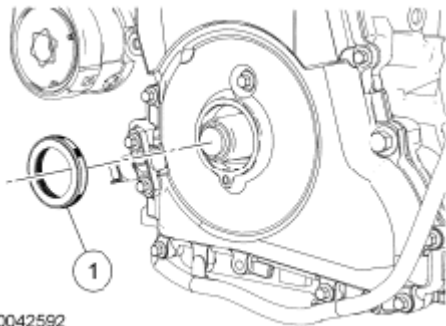


Fig. 35: Identifying Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	6700	Crankshaft front seal

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The

1.

crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage can occur.

1.

Remove the crankshaft pulley. For additional information, refer to **CRANKSHAFT PULLEY**.

NOTE: Use care not to damage the engine front cover or the crankshaft when removing the seal, or oil leakage may occur.

2.

Using the Seal Remover, remove the crankshaft front seal.

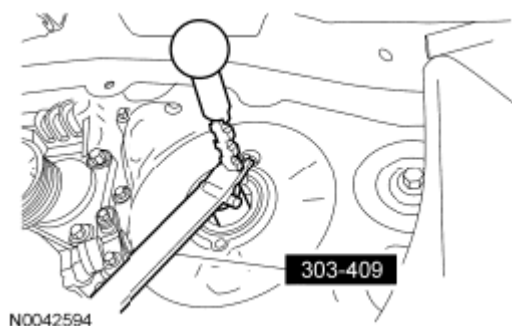


Fig. 36: Removing Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

Installation

NOTE: Lubricate the new crankshaft front seal with clean engine oil prior to installation.

1.

Using the Crankshaft Front Oil Seal Installer, install the crankshaft front seal.

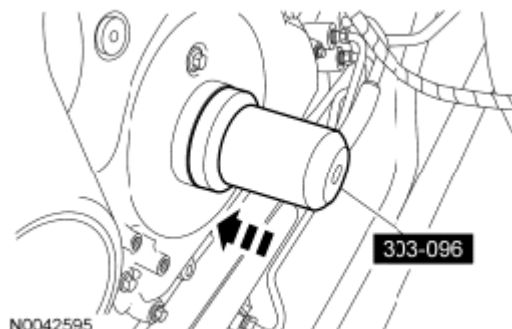


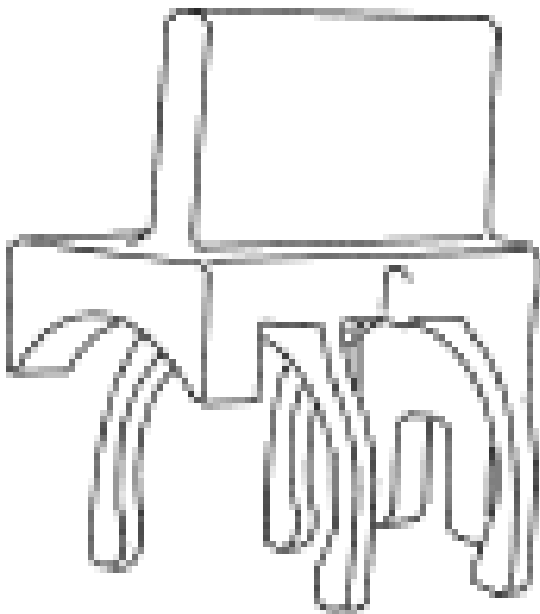
Fig. 37: Installing Crankshaft Front Seal
 Courtesy of FORD MOTOR CO.

2. Install the crankshaft pulley. For additional information, refer to **CRANKSHAFT PULLEY**.

ENGINE FRONT COVER

Special Tool(s)

SPECIAL TOOL SPECIFICATION

 ST3055A	Aligner, Crankshaft Sensor 303-1417
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General Equipment

GENERAL EQUIPMENT REFERENCE

6 mm x 18 mm bolt

Material

MATERIAL SPECIFICATION

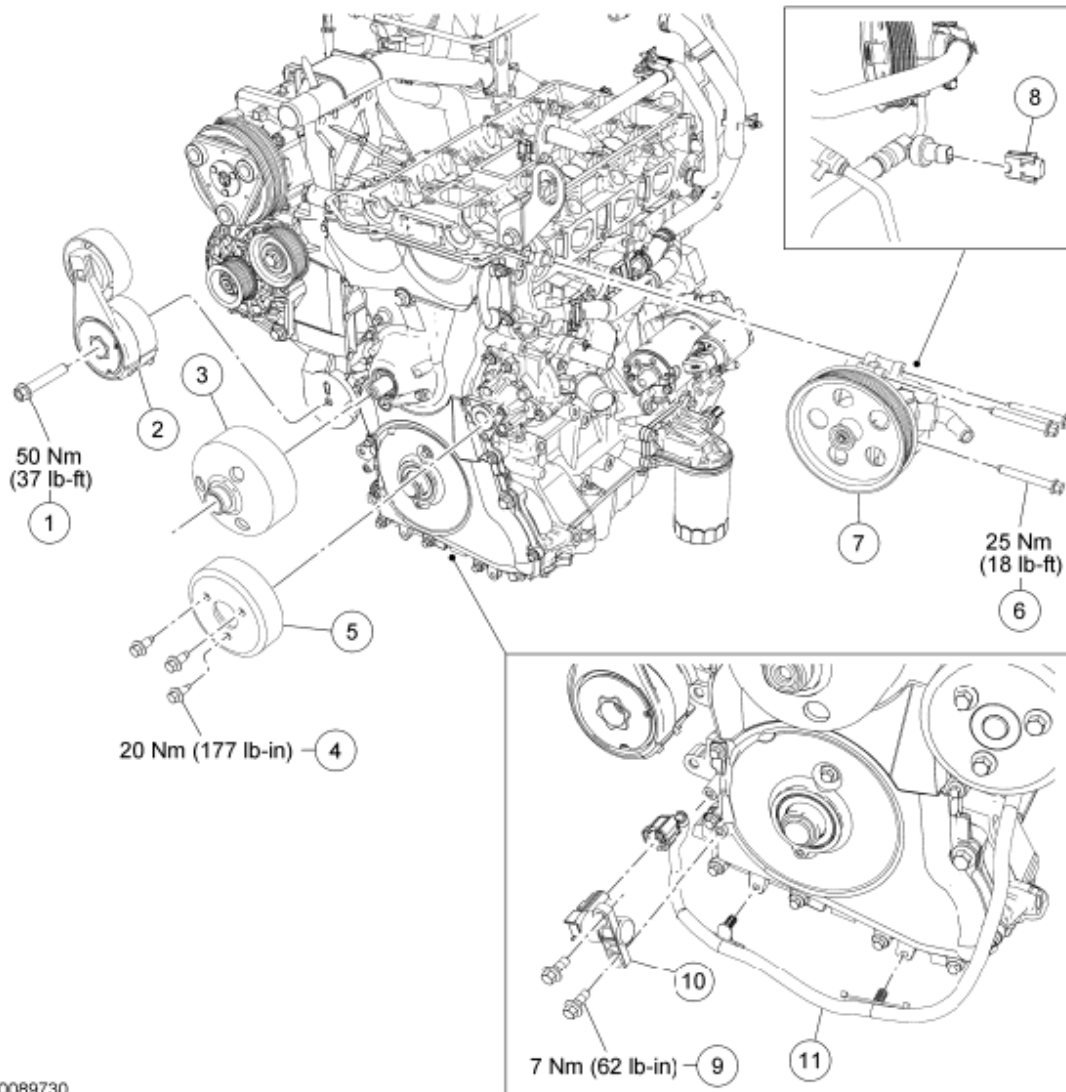
Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger

Silicone Gasket Remover
ZC-30

Engine Front Cover - Accessories



N0089730

Fig. 38: Identifying Engine Front Cover With Torque Specifications - Accessories
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	-	Accessory drive belt tensioner bolt
2	-	Accessory drive belt tensioner
3	-	Cooling fan drive pulley
4	W500221	Coolant pump pulley bolt (3 required)
5	8509	Coolant pump pulley

2010 Ford Ranger

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6	W500315	Power steering pump bolt (3 required)
7	3D639	Power steering pump
8	14A464	Power Steering Pressure (PSP) switch electrical connector (part of 12B637)
9	W701219	Crankshaft Position (CKP) sensor bolt (2 required)
10	6C315	CKP sensor
11	-	CKP sensor wiring harness (part of 12B637)

Engine Front Cover

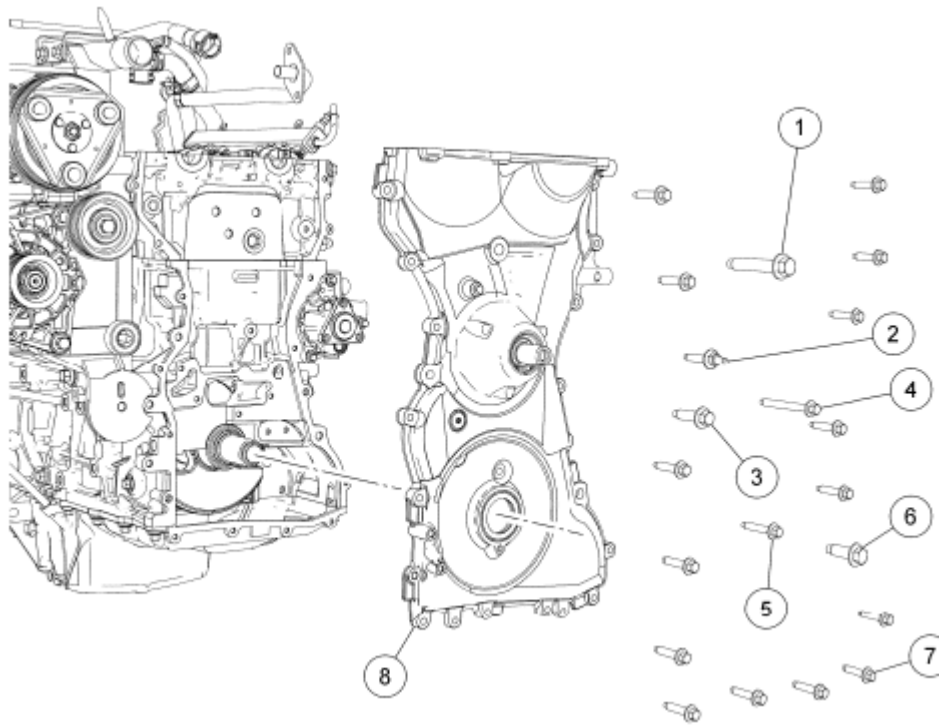


Fig. 39: Identifying Engine Front Cover With Bolts
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W500322	Engine front cover bolt
2	W705310	Engine front cover stud bolt
3	W500224	Engine front cover bolt
4	W500304	Engine front cover bolt
5	W500300	Engine front cover bolt
6	W500233	Engine front cover bolt
7	W500215	Engine front cover bolt (15 required)
8	6019	Engine front cover

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage can occur.

1. Remove the crankshaft pulley. For additional information, refer to **CRANKSHAFT PULLEY**.
2. Disconnect the Crankshaft Position (CKP) sensor electrical connector and the wiring harness pin-type retainers.
3. **NOTE:** A new CKP sensor must be installed whenever the old sensor is removed.

Remove and discard the CKP sensor.

4. Remove the bolt and the accessory drive belt tensioner.
5. Remove the 3 bolts and the coolant pump pulley.
6. Disconnect the Power Steering Pressure (PSP) switch electrical connector.
7. Remove the 3 bolts and position the power steering pump aside.
8. **NOTE:** This step is needed only if a new front cover is being installed.

Using a 3 jaw puller, remove the fan drive pulley.

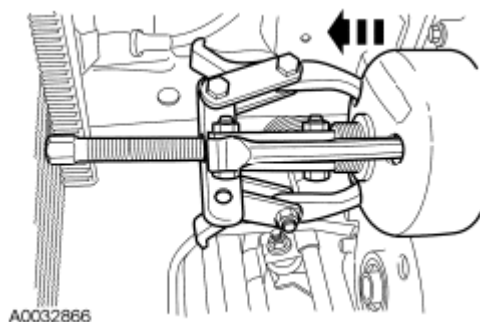


Fig. 40: Removing Fan Drive Pulley
Courtesy of FORD MOTOR CO.

- NOTE:** There is one bolt behind the cooling fan drive pulley. This bolt can be accessed by lining up one of the holes in the pulley with the bolt.
- 9.

Remove the 21 bolts and the engine front cover.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

10.

Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

Installation

1. **NOTE:** This step is needed only if a new front cover is being installed.

Install the fan drive pulley, using a nut and bolt with flat washers.

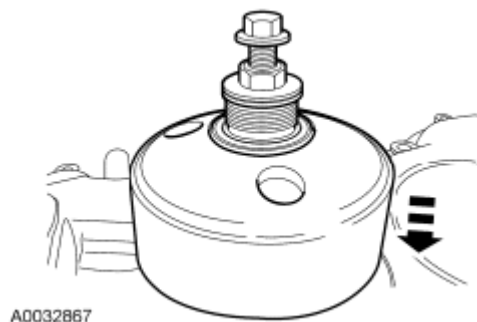


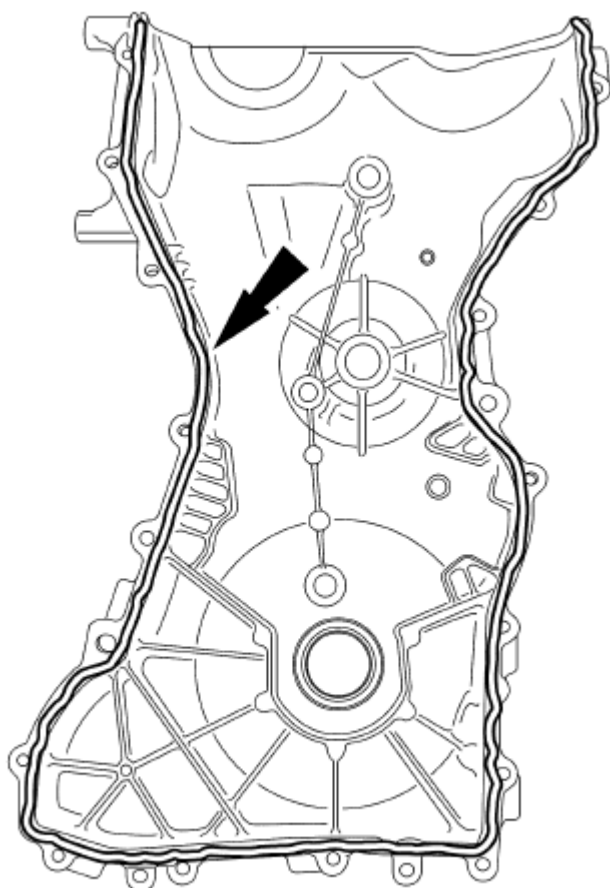
Fig. 41: Installing Fan Drive Pulley
Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

2.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply a 2.5 mm (0.1 in) bead of silicone gasket and sealant to the cylinder head and oil pan joint areas.
Apply a 2.5 mm (0.1 in) bead of silicone gasket and sealant to the front cover.



A0032803

Fig. 42: Identifying Silicone Gasket Applying Area
Courtesy of FORD MOTOR CO.

3. Install the front cover. Tighten the 21 bolts in the sequence shown in illustration in 3 stages.
 - Stage 1: Tighten the seventeen 8-mm bolts and the stud bolt to 10 Nm (89 lb-in).
 - Stage 2: Tighten the 10-mm bolt to 25 Nm (18 lb-ft).
 - Stage 3: Tighten the two 13-mm bolts to 48 Nm (35 lb-ft).

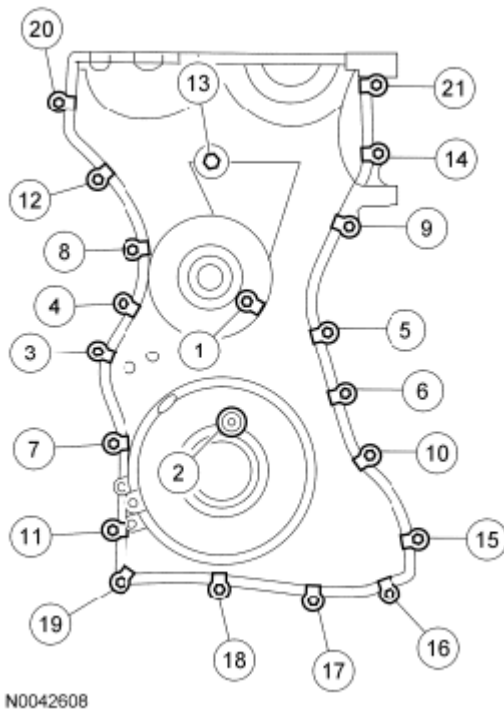


Fig. 43: Identifying Front Cover Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

4. Position the power steering pump and install the bolts.
 - Tighten to 25 Nm (18 lb-ft).
5. Connect the **PSP** switch electrical connector.
6. Position the coolant pump pulley and install the 3 bolts.
 - Tighten to 20 Nm (177 lb-in).
7. Install the accessory drive belt tensioner and the bolt.
 - Tighten to 50 Nm (37 lb-ft).
8. Install the crankshaft pulley. For additional information, refer to **CRANKSHAFT PULLEY**.
9. Install a 6 mm x 18 mm bolt through the crankshaft pulley and thread it into the front cover.

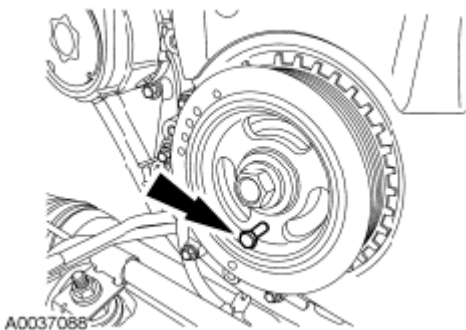


Fig. 44: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

10. Position a new **CKP** sensor and loosely install the 2 bolts.

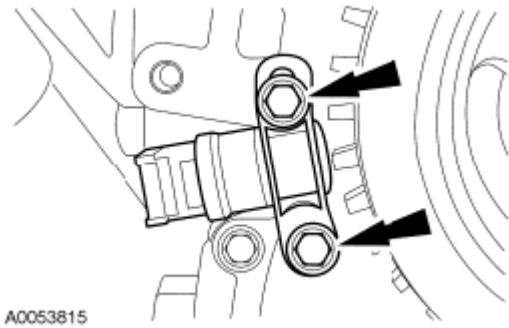


Fig. 45: Locating CKP Sensor Bolts
Courtesy of FORD MOTOR CO.

11. Adjust the **CKP** with the Crankshaft Sensor Aligner, and tighten the 2 bolts.
- Tighten to 7 Nm (62 lb-in).

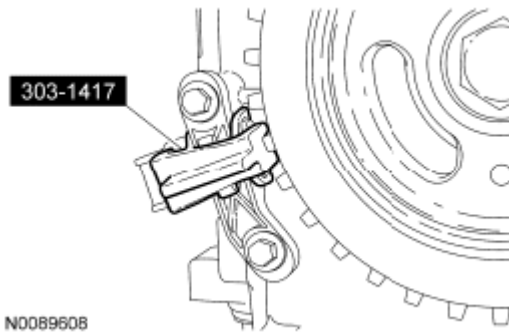


Fig. 46: Identifying CKP With Crankshaft Sensor Aligner
Courtesy of FORD MOTOR CO.

12. Remove the 6 mm x 18 mm bolt.

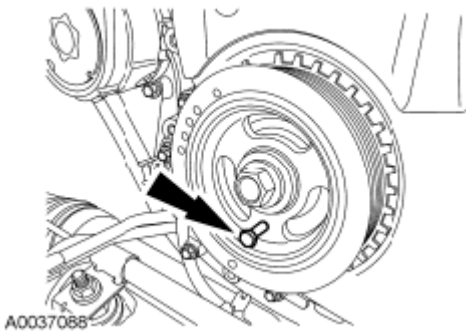
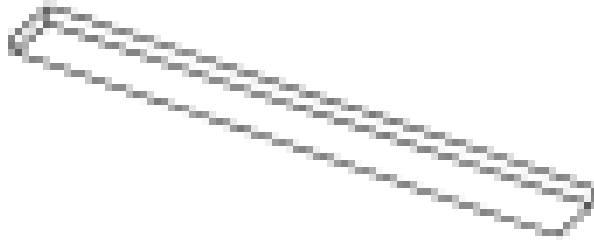


Fig. 47: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

13. Connect the **CKP** sensor electrical connector and the wiring harness pin-type retainers.

TIMING DRIVE COMPONENTS**Special Tool(s)****SPECIAL TOOL SPECIFICATION****ST2645-A**Alignment Plate, Camshaft
303-465 (T94P-6256-CH)**Removal**

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage may occur.

1. Remove the engine front cover. For additional information, refer to **ENGINE FRONT COVER**.
2. Compress the timing chain tensioner in the following sequence.
 1. Using a small pick, release and hold the ratchet mechanism.
 2. While holding the ratchet mechanism in the released position, compress the tensioner by pushing the timing chain arm toward the tensioner.
 3. Insert a paper clip into the hole to retain the tensioner.

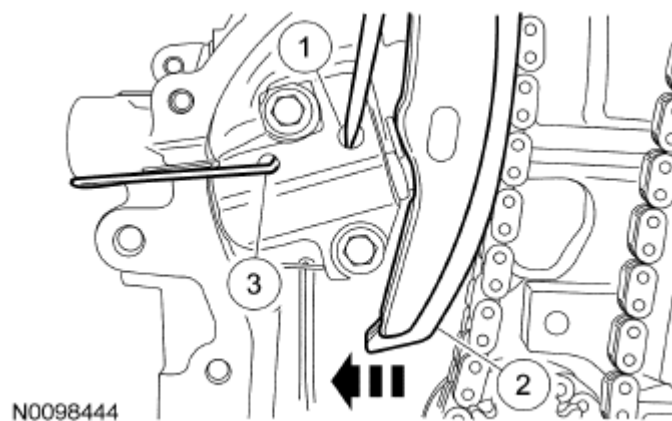


Fig. 48: Inserting Paper Clip Into Hole To Retain Tensioner
Courtesy of FORD MOTOR CO.

3. Remove the 2 bolts and the timing chain tensioner.

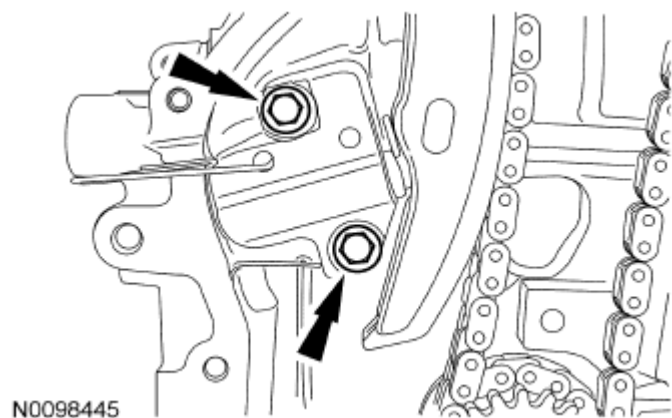


Fig. 49: Locating Timing Chain Tensioner Bolts
Courtesy of FORD MOTOR CO.

4. Remove the RH timing chain guide.

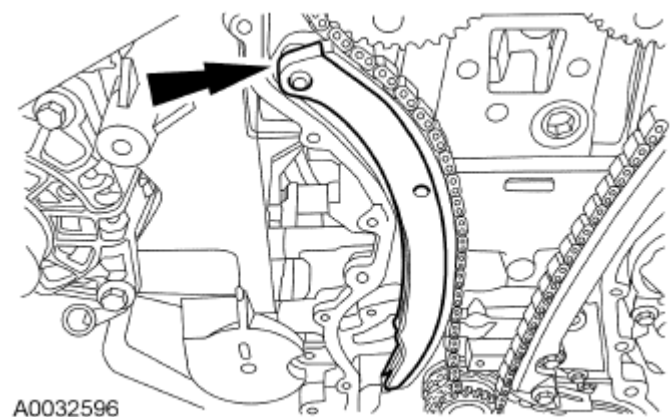


Fig. 50: Locating RH Timing Chain Guide
Courtesy of FORD MOTOR CO.

5. Remove the timing chain.

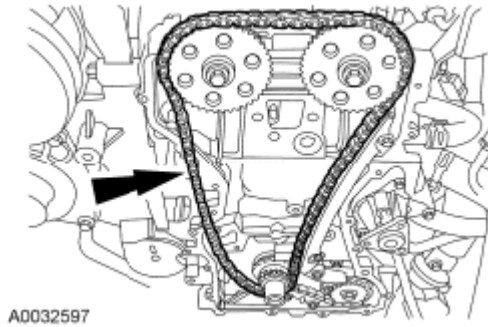


Fig. 51: Locating Timing Chain
Courtesy of FORD MOTOR CO.

6. Remove the 2 bolts and the LH timing chain guide.

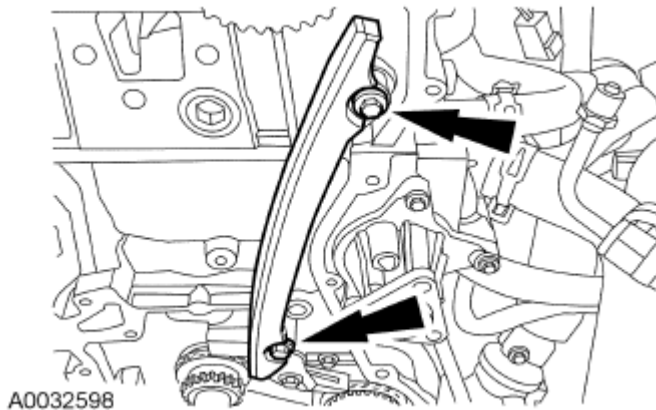


Fig. 52: Locating LH Timing Chain Guide Bolts
Courtesy of FORD MOTOR CO.

- NOTE:** Do not rely on the Camshaft Alignment Plate to prevent camshaft rotation. The tool or the camshaft may be damaged.
- 7.

If necessary, remove the 2 bolts and the camshaft sprockets.

- Use the flats on the camshaft to prevent camshaft rotation.

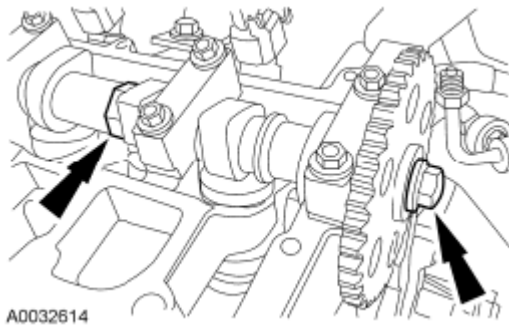


Fig. 53: Locating Camshaft Sprockets Bolts
Courtesy of FORD MOTOR CO.

Installation

1. Remove the Camshaft Alignment Plate.

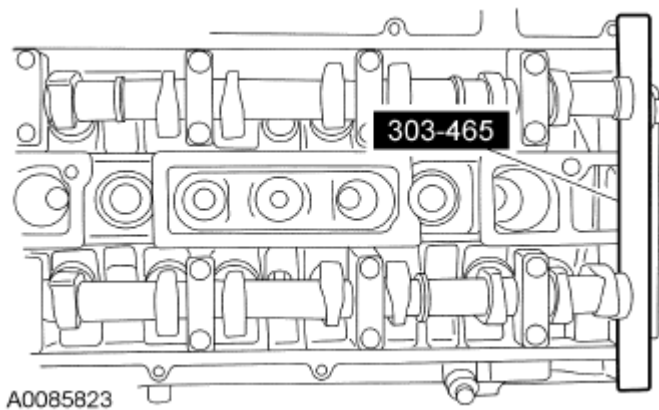


Fig. 54: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

2. **NOTE:** Do not rotate the camshafts. The valves and pistons may be damaged.

If the camshaft sprockets were not removed, use the flats on the camshafts to prevent camshaft rotation and loosen the 2 sprocket bolts.

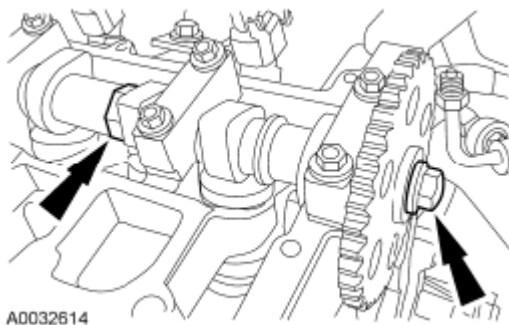


Fig. 55: Locating Camshaft Sprockets Bolts
Courtesy of FORD MOTOR CO.

3. If removed, install the camshaft sprockets and the 2 bolts. Do not tighten the bolts at this time.

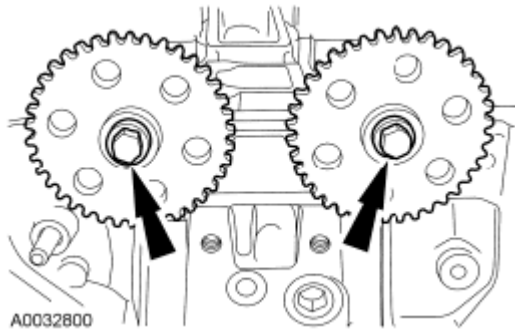


Fig. 56: Locating Camshaft Sprockets Bolts
Courtesy of FORD MOTOR CO.

4. Install the LH timing chain guide and the 2 bolts.
 - Tighten to 10 Nm (89 lb-in).

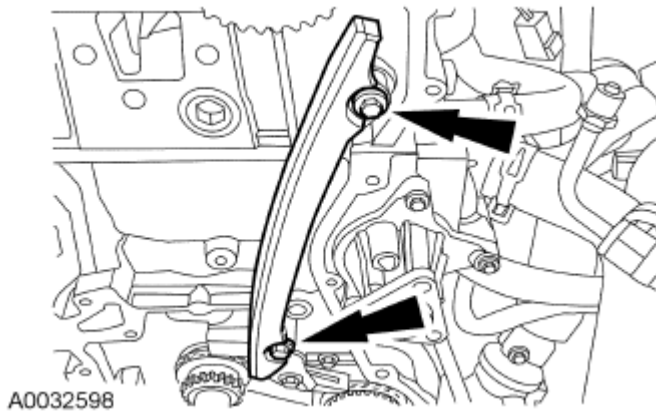


Fig. 57: Locating LH Timing Chain Guide Bolts
Courtesy of FORD MOTOR CO.

5. Install the timing chain.

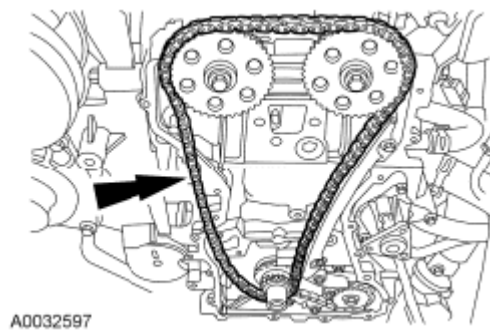


Fig. 58: Locating Timing Chain
Courtesy of FORD MOTOR CO.

6. Install the RH timing chain guide.

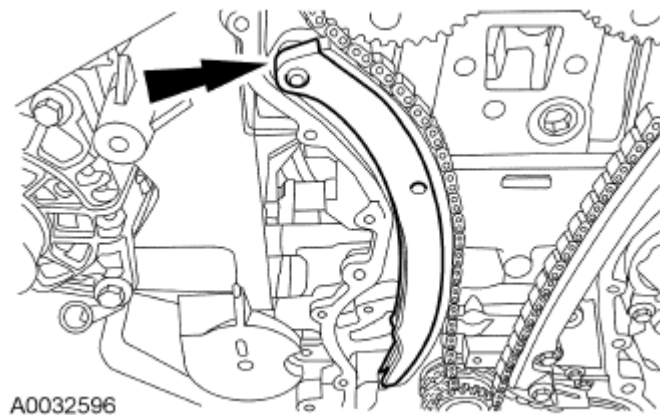


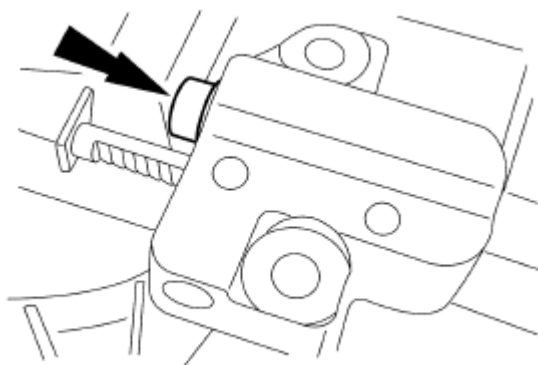
Fig. 59: Locating RH Timing Chain Guide
Courtesy of FORD MOTOR CO.

NOTE: If the timing chain plunger and ratchet assembly are not pinned in the compressed position, follow the next 4 steps.

NOTE: Do not compress the ratchet assembly. This will damage the ratchet assembly.

7.

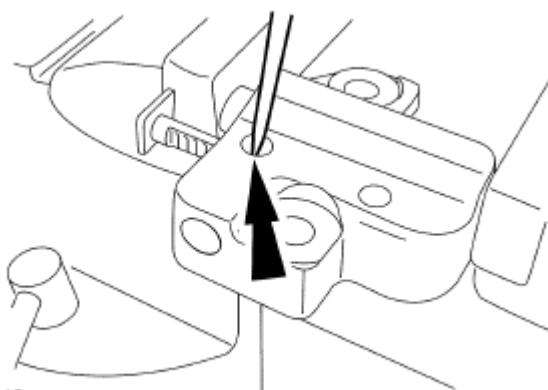
Using the edge of a vise, compress the timing chain tensioner plunger.



A0032539

Fig. 60: Compressing Timing Chain Tensioner Plunger
Courtesy of FORD MOTOR CO.

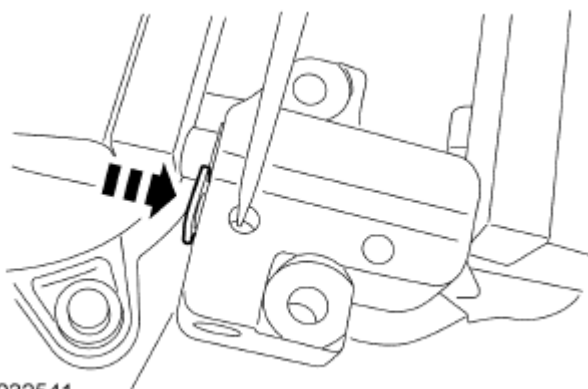
8. Using a small pick, push back and hold the ratchet mechanism.



A0032540

Fig. 61: Holding Ratchet Mechanism
Courtesy of FORD MOTOR CO.

9. While holding the ratchet mechanism, push the ratchet arm back into the tensioner housing.

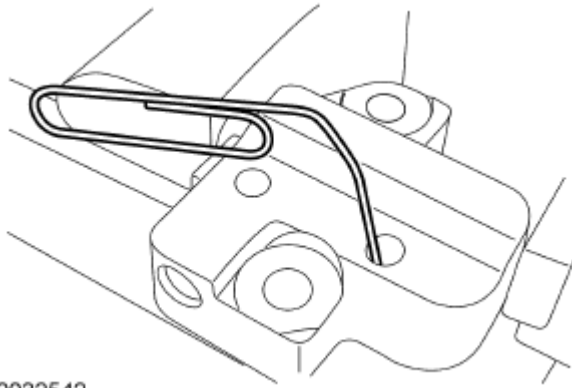


A0032541

Fig. 62: Pushing Ratchet Arm

Courtesy of FORD MOTOR CO.

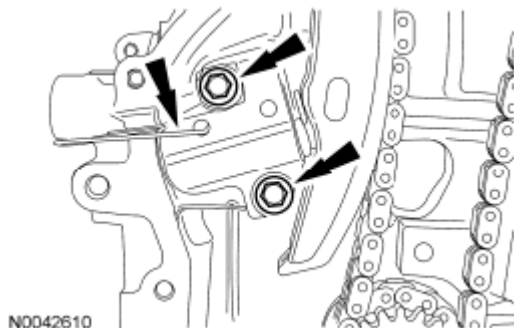
10. Install a paper clip into the hole in the tensioner housing to hold the ratchet assembly and the plunger in during installation.



A0032542

Fig. 63: Installing Paper Clip Into Hole In Tensioner Housing
Courtesy of FORD MOTOR CO.

11. Position the timing chain tensioner and install the 2 bolts.
 - Tighten to 10 Nm (89 lb-in).
 - Remove the paper clip to release the piston.



N0042610

Fig. 64: Locating Timing Chain Tensioner Bolts
Courtesy of FORD MOTOR CO.

12. Install the Camshaft Alignment Plate.

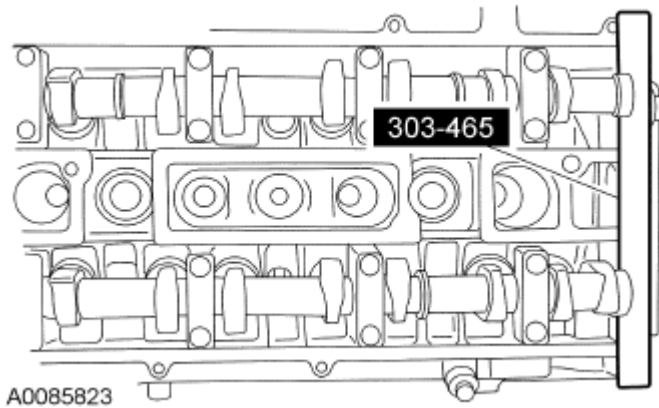


Fig. 65: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

13. **NOTE:** Do not rely on the Camshaft Alignment Plate to prevent camshaft rotation. The tool or the camshafts may be damaged.

Using the flats on the camshafts to prevent camshaft rotation, tighten the 2 bolts.

- Tighten to 72 Nm (53 lb-ft).

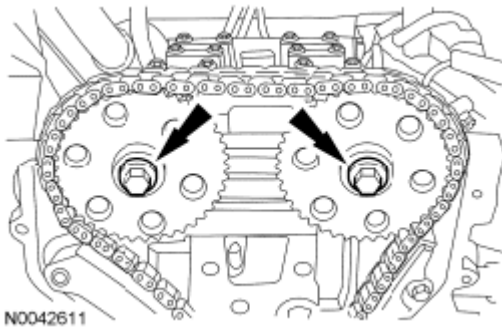


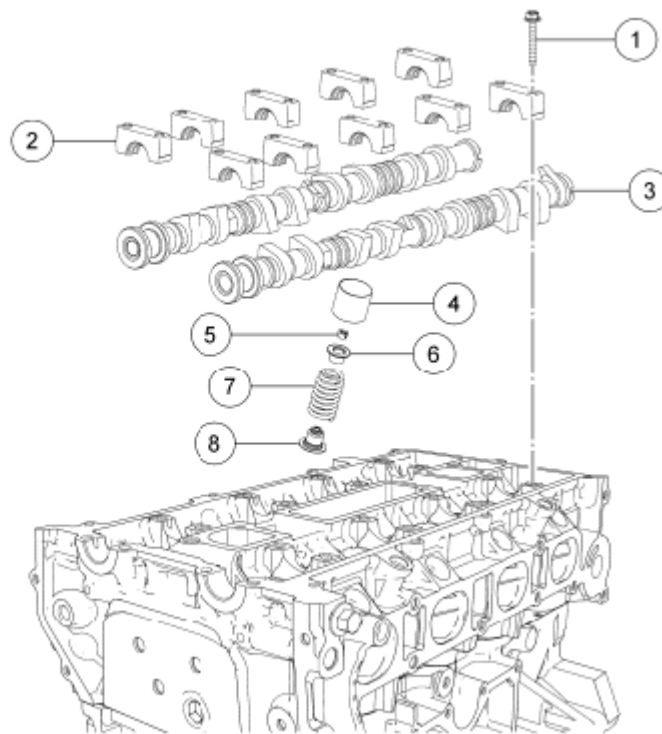
Fig. 66: Locating Camshafts Sprocket Bolts
Courtesy of FORD MOTOR CO.

14. Install the front cover. For additional information, refer to **ENGINE FRONT COVER**.

VALVE TRAIN COMPONENTS - EXPLODED VIEW

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



N0042960

Fig. 67: Identifying Valve Train Components

Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W706283	Camshaft bearing cap bolt (20 required)
2	6A284	Camshaft bearing cap (10 required)
3	6A267	Camshaft (2 required)
4	6500	Valve tappet (16 required)
5	6518	Valve spring retainer key (16 required)
6	6514	Valve spring retainer (16 required)
7	6513	Valve spring (16 required)
8	6517	Valve seal (16 required)

1. For additional information, refer to the appropriate procedure(s).

VALVE SPRINGS

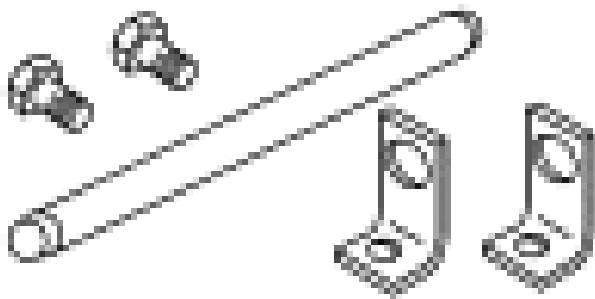
Special Tool(s)

SPECIAL TOOL SPECIFICATION

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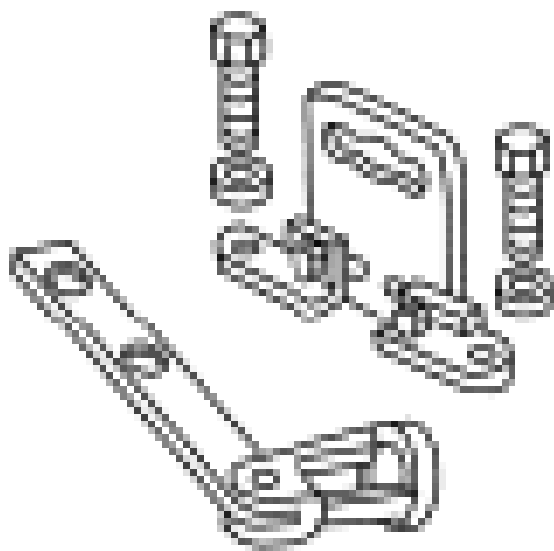
2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1981-A

Compressor, Valve Spring
303-300 (T87C-6565-A)



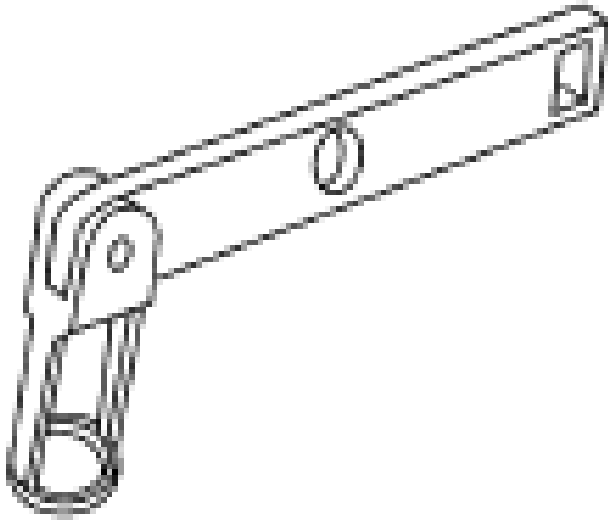
ST1907-A

Compressor, Valve Spring
303-350 (T89P-6565-A)

Compressor, Valve Spring

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1902-A

303-472 (T94P-6565-AH)

Material

MATERIAL SPECIFICATION

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage can occur.

1. Remove the valve tappets. For additional information, refer to **VALVE TAPPETS**.

WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.

- 2.

NOTE: Use compressed air at 7-10 bars (100-150 psi). Do not disconnect the compressed air from the cylinder until the valve spring, valve spring

retainer and valve spring retainer keys are installed, or the valve can fall into the cylinder.

Remove the spark plug on the cylinder being serviced and connect the compressed air supply.

3. **NOTE:** **Place all parts in order to one side.**

Apply compressed air to the cylinder and remove the valve spring.

- Using the 3 Valve Spring Compressors, compress the valve spring and remove the valve spring retainer keys, using some grease and a small screwdriver.
- Remove the valve spring retainer and the valve spring.

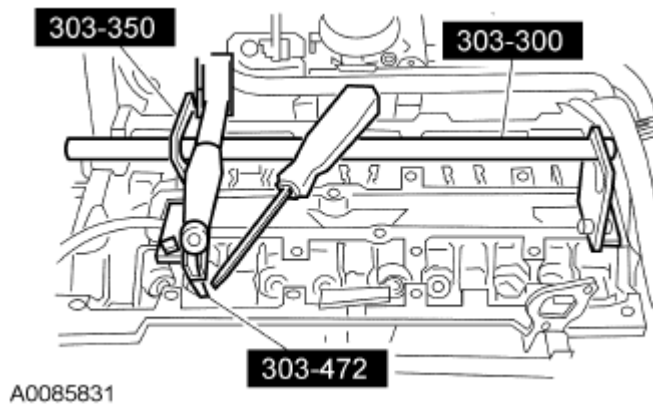


Fig. 68: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

Installation

1. **NOTE:** **Check that there is no dirt or particles within the valve stem grooves.**
 Check the seating of the valve collets.

NOTE: **Check the seating of the valve spring retainer keys.**

Using the 3 Valve Spring Compressors, install the valve springs.

- Insert the valve springs and the valve spring retainers.
- Using the 3 Valve Spring Compressors, compress the valve spring and install the valve spring retainer keys using some grease and a small screwdriver.

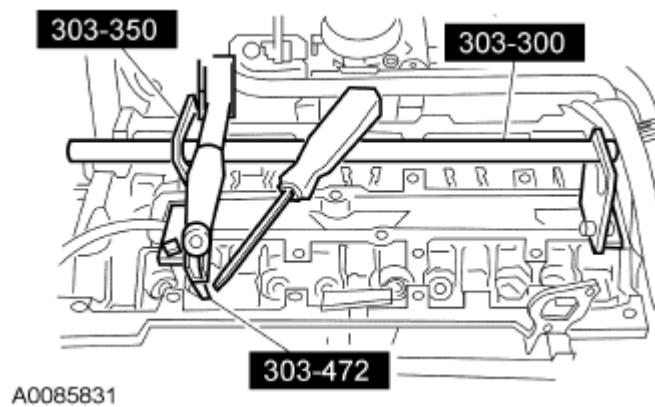


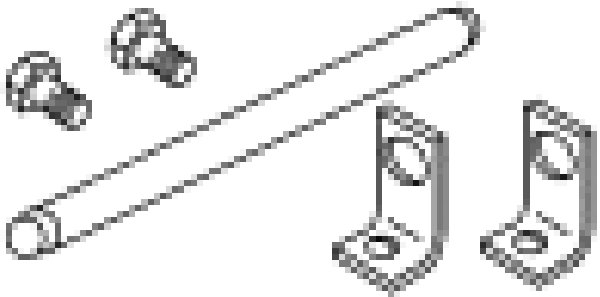
Fig. 69: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

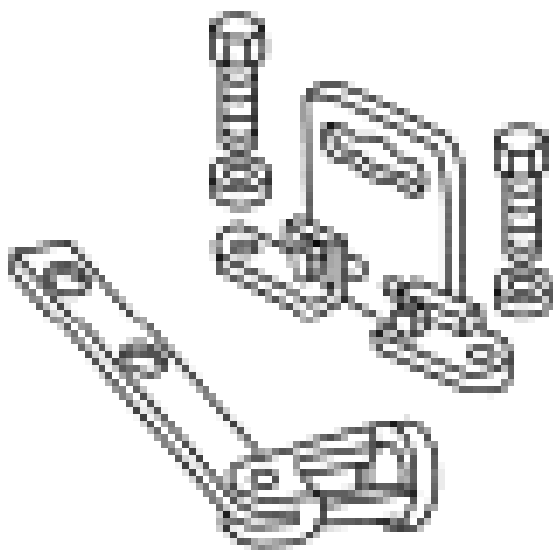
2. Disconnect the compressed air supply and install the spark plug.
 - Tighten to 15 Nm (133 lb-in).
3. Repeat the appropriate removal and installation steps for each of the cylinders being serviced.
4. Install the valve tappets. For additional information, refer to **VALVE TAPPETS**.

VALVE SEALS

Special Tool(s)

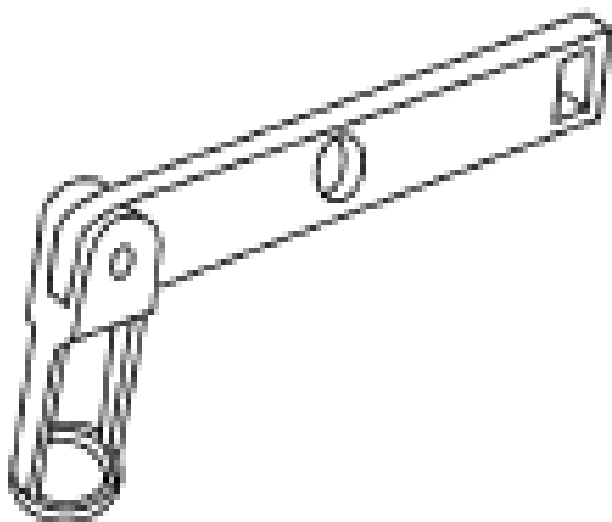
SPECIAL TOOL SPECIFICATION

 ST1981-A	Compressor, Valve Spring 303-300 (T87C-6565-A)



ST1907-A

Compressor, Valve Spring
303-350 (T89P-6565-A)

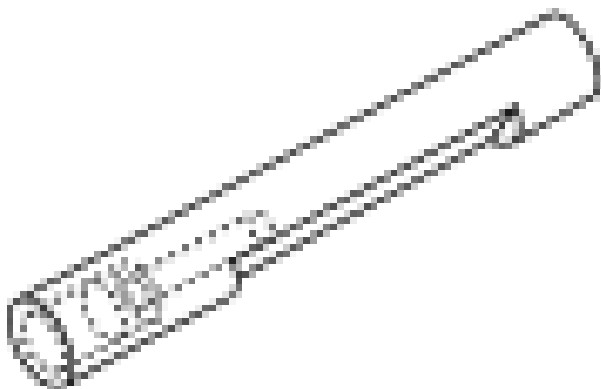


ST1902-A

Compressor, Valve Spring
303-472 (T94P-6565-AH)

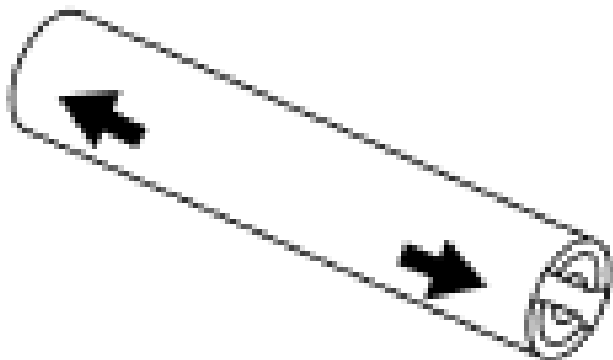
2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1908-A

Installer, Valve Stem Oil Seal
303-470 (T94P-6510-CH)



ST1904-A

Remover, Valve Stem Oil Seal
303-468 (T94P-6510-AH)

Slide Hammer
307-005 (T59L-100-B)

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1187-A

Material

MATERIAL SPECIFICATION

Item	Specification
Multi-Purpose Grease XG-4 and/or XL-5	ESB-M1C93-B

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage can occur.

1. Remove the valve tappets. For additional information, refer to **VALVE TAPPETS**.

WARNING: Always wear eye protection when servicing a vehicle. Failure to follow this instruction may result in serious personal injury.

2.

NOTE: Use compressed air at 7-10 bars (100-150 psi). Do not disconnect the compressed air from the cylinder until the valve spring, valve spring retainer and valve spring retainer keys are installed, or the valve can fall into the cylinder.

Remove the spark plug on the cylinder being serviced and connect the compressed air supply.

3. **NOTE:** Place all parts in order to one side.

Apply compressed air to the cylinder and remove the valve spring.

- Using the 3 Valve Spring Compressors, compress the valve spring and remove the valve spring retainer keys, using some grease and a small screwdriver.
- Remove the valve spring retainer and the valve spring.

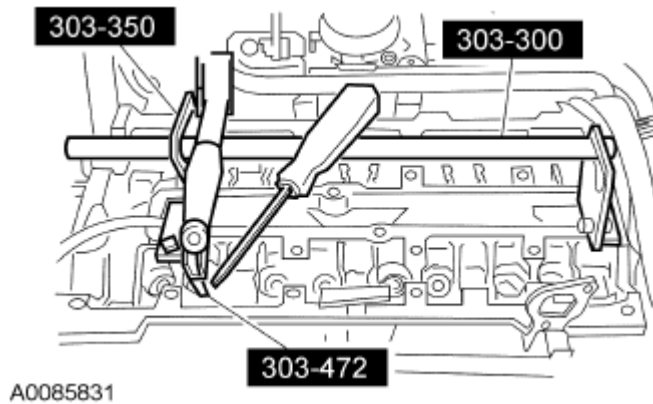


Fig. 70: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

4. Using the Valve Stem Oil Seal Remover and the Slide Hammer, remove and discard the valve seal.

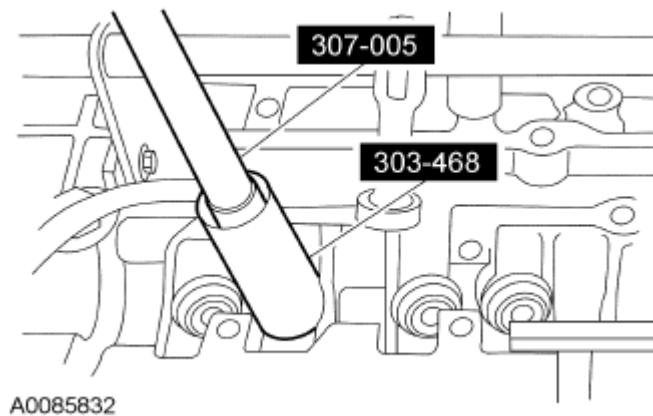


Fig. 71: Removing Valve Seal
Courtesy of FORD MOTOR CO.

Installation

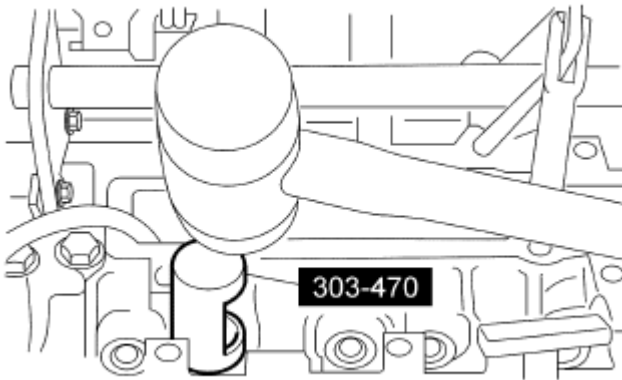
1. Install the valve stem seal installation sleeve.



A0032990

Fig. 72: Identifying Valve Stem Seal Installation Sleeve
Courtesy of FORD MOTOR CO.

2. Using the Valve Stem Oil Seal Installer, install a new valve seal.



A0085833

Fig. 73: Tapping Valve Seal
Courtesy of FORD MOTOR CO.

3. **NOTE:** Check that there is no dirt or particles within the valve stem grooves.
Check the seating of the valve collets.

NOTE: Check the seating of the valve spring retainer keys.

Using the 3 Valve Spring Compressors, install the valve spring.

- Insert the valve spring and the valve spring retainer.
- Using the 3 Valve Spring Compressors, compress the valve spring and install the valve spring retainer keys using some grease and a small screwdriver.

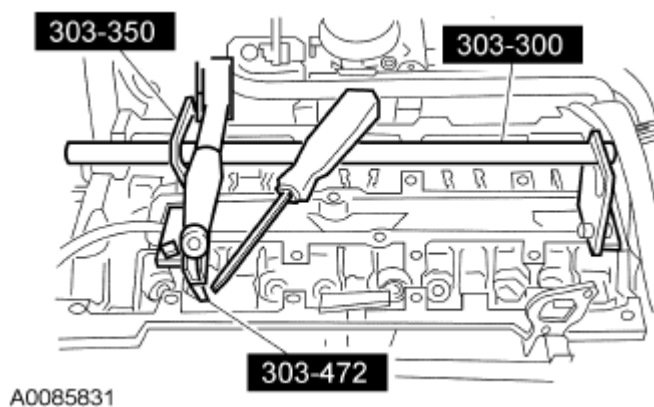


Fig. 74: Compressing Valve Spring
 Courtesy of FORD MOTOR CO.

4. Disconnect the compressed air supply and install the spark plug.
 - Tighten to 15 Nm (133 lb-in).
5. Repeat the appropriate removal and installation steps for each of the cylinders being serviced.
6. Install the valve tappets. For additional information, refer to **VALVE TAPPETS**.

VALVE TAPPETS

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A

Removal and Installation

NOTE: During engine repair procedures, cleanliness is extremely important. Any foreign material, including any material created while cleaning gasket surfaces, that enters the oil passages, coolant passages or the oil pan may cause engine failure.

NOTE: Valve tappets are select fit and the valve clearance must be checked before removing the tappets. For additional information, refer to **VALVE CLEARANCE CHECK**. If the valve clearance has already been checked, proceed with removal.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Remove the camshafts. For additional information, refer to **CAMSHAFTS**.
3. **NOTE:** If the camshafts and valve tappets are to be reused, mark the location of

2010 Ford Ranger

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3. the valve tappets to make sure they are assembled in their original positions, or the engine may be damaged.

NOTE: The number on the valve tappets only reflects the digits that follow the decimal. For example, a tappet with the number 0.650 has the thickness of 3.650 mm.

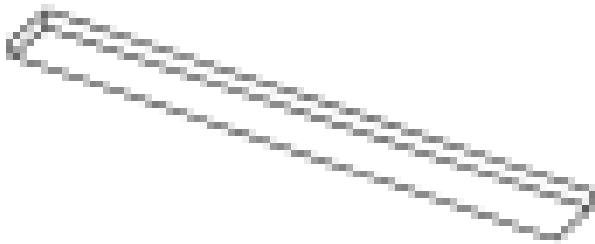
Remove and inspect the valve tappets. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION**.

4. To install, reverse the removal procedure.
- Coat the valve tappets with clean engine oil prior to installation.

CAMSHAFTS

Special Tool(s)

SPECIAL TOOL SPECIFICATION

 ST2645-A	Alignment Plate, Camshaft 303-465 (T94P-6256-CH)
---	---

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the

special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage may occur.

1. Remove the timing chain and sprockets. For additional information, refer to **TIMING DRIVE COMPONENTS**.
2. Remove the Camshaft Alignment Plate.

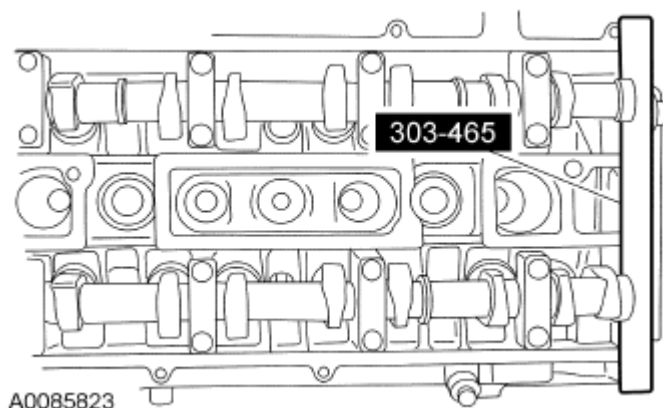


Fig. 75: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

3. **NOTE:** Failure to follow the camshaft loosening procedure may result in damage to the camshafts.
- NOTE:** Mark the location and orientation of each camshaft bearing cap.
- NOTE:** Note the position of the lobes on the No. 1 cylinder before removing the camshafts for assembly reference.

Remove the camshafts from the engine.

- Loosen the 20 camshaft bearing cap bolts, in sequence, one turn at a time.
- Repeat the first step until all tension is released from the camshaft bearing caps.
- Remove the 10 camshaft bearing caps.
- Remove the 2 camshafts.

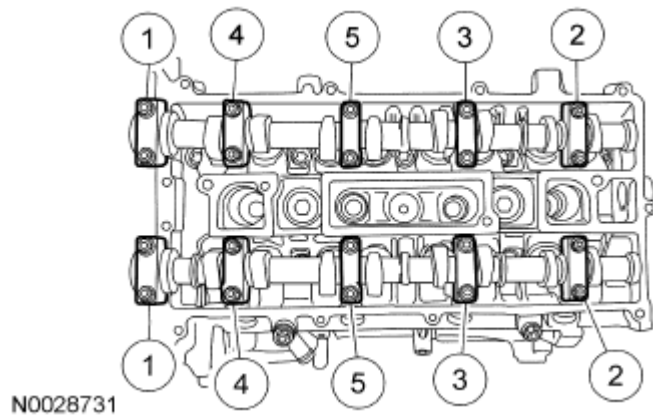


Fig. 76: Identifying Camshaft Bearing Caps Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

Installation

- NOTE:** Install the camshafts with the alignment slots in the camshafts lined up so the Camshaft Alignment Plate can be installed without rotating the camshafts. Make sure the lobes on the No. 1 cylinder are in the same position as noted in the removal procedure. Rotating the camshafts when the timing chain is removed, or installing the camshafts 180 degrees out of position, may cause severe damage to the valves and pistons.
- 1.

- NOTE:** Lubricate the camshaft journals and bearing caps with clean engine oil prior to installation.

Position the camshafts and bearing caps in their original location and orientation. Loosely install the 20 bolts and tighten the bearing caps in the sequence shown in illustration in 3 stages:

- Stage 1: Tighten the camshaft bearing cap bolts one turn at a time until snug.
- Stage 2: Tighten the bolts to 7 Nm (62 lb-in).
- Stage 3: Tighten the bolts to 16 Nm (142 lb-in).

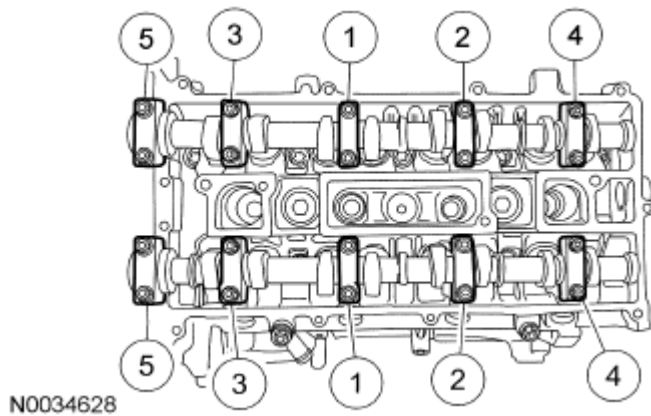


Fig. 77: Identifying Camshaft Bearing Caps Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

2. Install the timing chain and sprockets. For additional information, refer to **TIMING DRIVE COMPONENTS**.

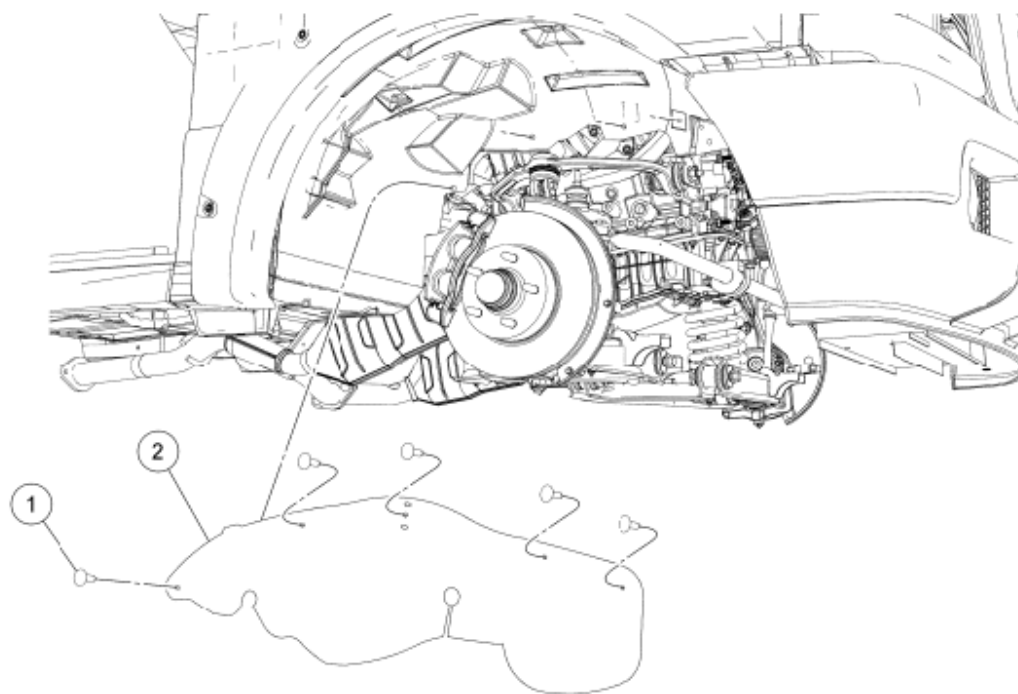
EXHAUST MANIFOLD

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Motorcraft® Premium Gold Engine Coolant with Bittering Agent (US); Motorcraft® Premium Gold Engine Coolant (Canada) VC-7-B (US); CVC-7-A (Canada); or equivalent (yellow color)	WSSM97B51-A1
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A

RH Splash Shield



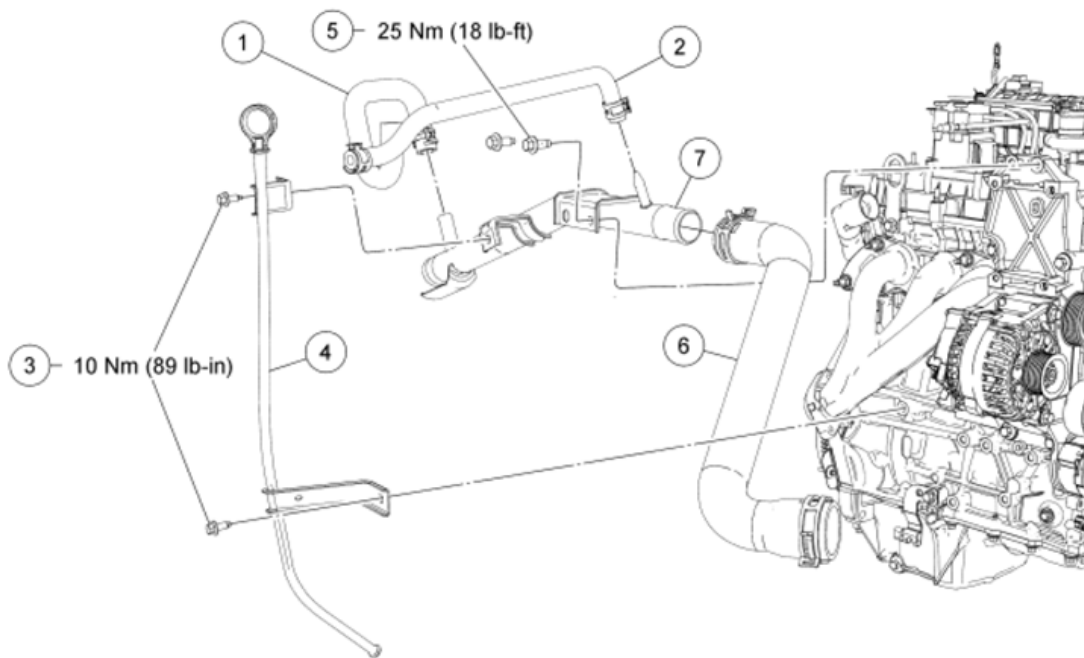
N0071718

Fig. 78: Identifying RH Splash Shield And Pushpin
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	-	RH splash shield pushpin (5 required)
2	16034	RH splash shield

Coolant Hoses and Oil Level Indicator and Tube



N0042963

Fig. 79: Identifying Coolant Hoses And Oil Level Indicator And Tube Components With Torque Specifications

Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	18C266	Heater coolant hose
2	8W005	Degas bottle coolant hose
3	W500211	Oil level indicator tube bolts (2 required)
4	-	Oil level indicator and tube assembly
5	W500222	Front coolant outlet pipe bolt (2 required)
6	8B274	Upper radiator coolant hose
7	8594	Front coolant outlet pipe

Generator and Bracket

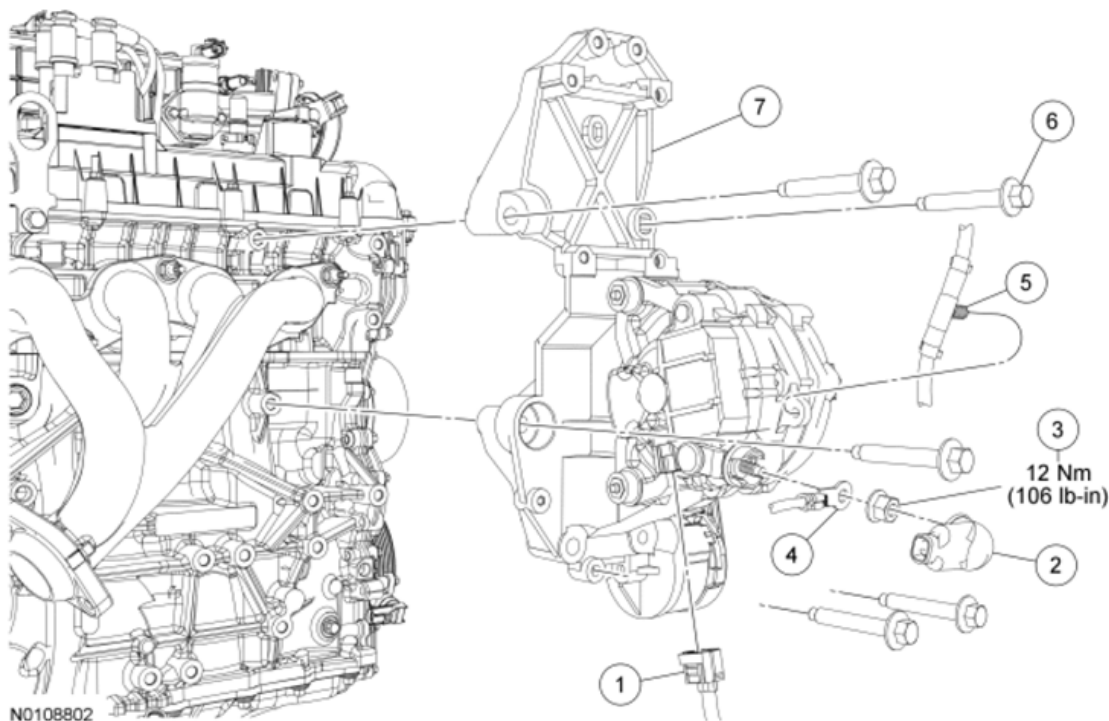
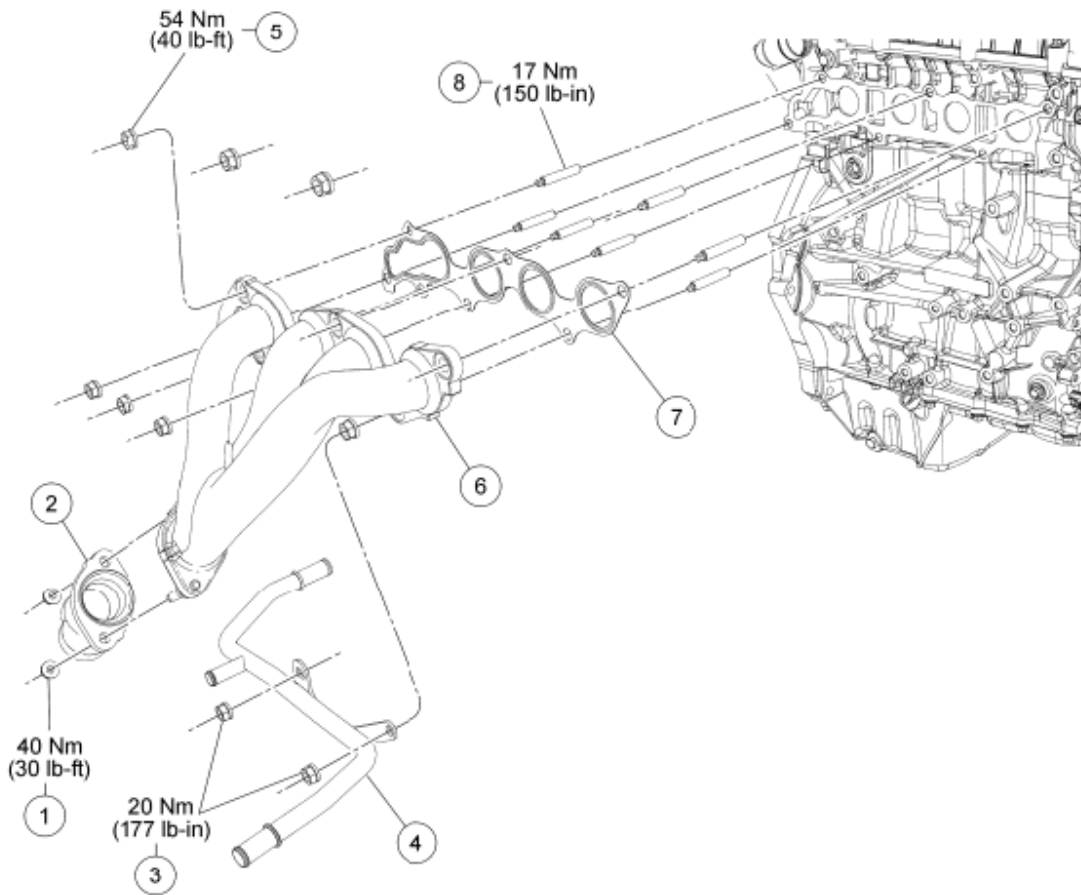


Fig. 80: Identifying Generator And Bracket Components With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	14A464	Generator electrical connector (part of 14A280)
2	14A240	Generator battery cable boot (part of 14A280)
3	W705790	Generator battery cable terminal nut
4	14463	Generator battery cable terminal (part of 14A280)
5	13A506	Wiring harness retainer (part of 14A280) (A/C equipped vehicles only)
6	W704432	Generator and support bracket assembly bolt (5 required)
7	10C377	Generator and support bracket assembly

Exhaust Manifold



N0089745

Fig. 81: Exploded View Of Exhaust Manifold With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W705443	Exhaust downpipe flange nut (2 required)
2	5E212	Exhaust downpipe
3	W708176	Coolant tube nuts (2 required)
4	8C633	Coolant tube
5	W708176	Exhaust manifold nut (7 required)
6	9430	Exhaust manifold
7	9448	Exhaust manifold gasket
8	W704474	Exhaust manifold stud (7 required)

Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING**

AND LIFTING .

2. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES .**
3. Remove the accessory drive belt. For additional information, refer to **ACCESSORY DRIVE .**
4. Drain the engine cooling system. For additional information, refer to **ENGINE COOLING .**
5. Remove the 2 exhaust downpipe flange nuts.
6. Disconnect the upper radiator hose and the degas bottle coolant hose from the front coolant outlet pipe.
7. If equipped, remove the A/C compressor. For additional information, refer to **CLIMATE CONTROL .**
8. Disconnect the heater coolant hose from the front coolant outlet pipe.
9. Remove the oil level indicator, the 2 bolts and the oil level indicator tube.
 - Discard the O-ring seal.
10. Remove the 2 bolts and the front coolant outlet pipe.
 - Discard the O-ring seal.



Fig. 82: Removing Front Coolant Outlet Pipe
Courtesy of FORD MOTOR CO.

11. Remove the 5 pushpins and position the right inner fender splash shield aside.
12. Disconnect the generator electrical connections and, if equipped with A/C, the wiring harness retainer.
13. Remove the 5 bolts and the generator and support bracket assembly.
14. Remove the 2 nuts and position the coolant tube aside.
15. Remove the 7 nuts, the exhaust manifold and the gasket.
 - Discard the exhaust manifold nuts and the gasket.
16. Remove and discard the 7 exhaust manifold-to-cylinder head studs.
17. Clean and inspect the exhaust manifold. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION .**

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths.

18.

Clean and inspect the sealing surfaces with metal surface prep. Follow the directions on the packaging. Observe all warnings and cautions and follow all application directions contained on the packaging of the

metal surface prep.

Installation

1. Install 7 new exhaust manifold-to-cylinder head studs.
 - Tighten to 17 Nm (150 lb-in).
2. Install a new exhaust manifold gasket.
3. Position the exhaust manifold and install 7 new nuts.
 - Tighten to 54 Nm (40 lb-ft).
4. Position the coolant tube and install the 2 nuts.
 - Tighten to 20 Nm (177 lb-in).
5. Position the generator and support bracket assembly and install the 5 bolts in the sequence shown in illustration, in 2 stages.
 - Stage 1: Install finger-tight.
 - Stage 2: Tighten to 47 Nm (35 lb-ft).

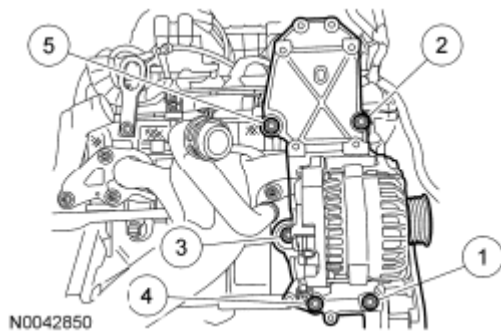


Fig. 83: Identifying Generator And Support Bracket Assembly With Bolts
 Courtesy of FORD MOTOR CO.

6. Connect the generator electrical connections and, if equipped with A/C, the wiring harness retainer.
 - Tighten the battery cable nut to 12 Nm (106 lb-in).
 7. Position the right inner splash shield and install the 5 pushpins.
- NOTE:** Lubricate the new O-ring seal with clean engine coolant prior to installation.
- 8.

Using a new O-ring seal, position the front coolant outlet pipe and install the 2 bolts.

- Tighten to 25 Nm (18 lb-ft).

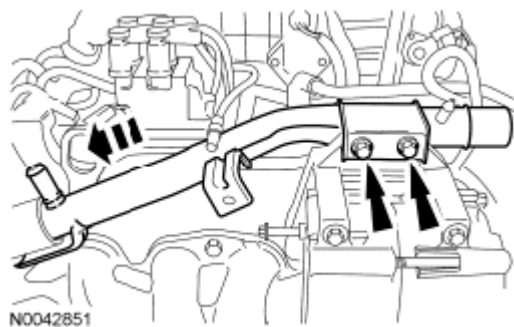


Fig. 84: Locating Front Coolant Outlet Pipe Bolts
Courtesy of FORD MOTOR CO.

9. **NOTE:** Lubricate the new O-ring seal with clean engine oil prior to installation.

Using a new O-ring seal, position the oil level indicator tube assembly and install the 2 bolts.

- Tighten to 10 Nm (89 lb-in).
10. Install the oil level indicator.
 11. Connect the heater coolant hose to the front coolant outlet pipe.
 12. If equipped, install the A/C compressor. For additional information, refer to **CLIMATE CONTROL**.
 13. Connect the upper radiator hose and the degas bottle coolant hose to the front coolant outlet pipe.
 14. Install the 2 exhaust downpipe flange nuts.
 - Tighten to 40 Nm (30 lb-ft).
 15. Install the accessory drive belt. For additional information, refer to **ACCESSORY DRIVE**.
 16. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES**.
 17. Fill and bleed the engine cooling system. For additional information, refer to **ENGINE COOLING**.

CYLINDER HEAD

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A
Silicone Gasket and Sealant TA-30	WSEM4G323-A4
Silicone Gasket Remover ZC-30	-

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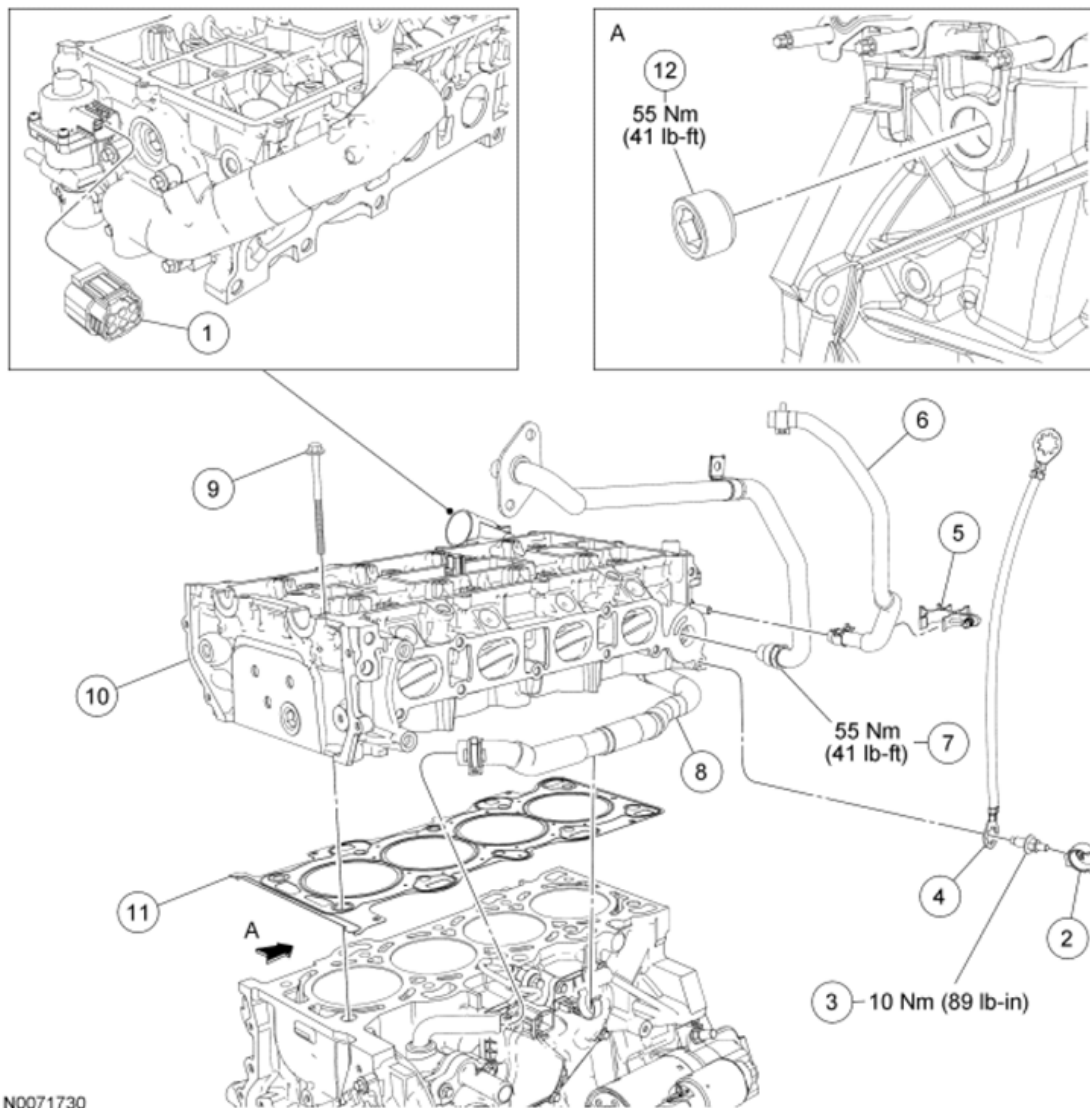


Fig. 85: Identifying Cylinder Head Components With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	14A464	EGR valve electrical connector (part of 12B637)
2	6758	Coolant hose retainer clip
3	6758	Ground cable stud bolt
4	14303	Ground cable
5	6758	EGR coolant hose position retainer clip
6	9Y439	EGR coolant hose
7	9E740	EGR tube
8	8548	Coolant bypass hose
9	-	Cylinder head bolt (10 required)

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10	6090	Cylinder head
11	6051	Cylinder head gasket
12	W701548	Cylinder block drain plug

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage can occur.

1. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES**.
2. Remove the camshafts. For additional information, refer to **CAMSHAFTS**.
3. Remove the exhaust manifold. For additional information, refer to **EXHAUST MANIFOLD**.
4. Remove the fuel rail. For additional information, refer to **FUEL CHARGING AND CONTROLS - 2.3L**.
5. Remove the coolant hose retainer clip, the stud bolt and the ground cable.
6. Remove the EGR tube from the cylinder head.
7. Disconnect the EGR valve electrical connector.
8. Disconnect the EGR coolant hose and remove it from the hose bracket.
9. Disconnect the coolant bypass hose.
10. Remove the cylinder block coolant drain plug.
11. Remove the 10 bolts and the cylinder head.
 - Discard the bolts.
12. Remove and discard the head gasket.

- NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.
- 13.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings or cautions and follow all application directions contained on the packaging of the silicone gasket remover and the metal surface prep.

NOTE: If there is no residual gasket material present, metal surface prep can be

used to clean and prepare the surfaces.

Clean the cylinder head-to-cylinder block mating surfaces of both the cylinder head and the cylinder block in the following sequence.

1. Remove any large deposits of silicone or gasket material with a plastic scraper.
 2. Apply silicone gasket remover, following package directions, and allow to set for several minutes.
 3. Remove the silicone gasket remover with a plastic scraper. A second application of silicone gasket remover may be required if residual traces of silicone or gasket material remain.
 4. Apply metal surface prep, following package directions, to remove any remaining traces of oil or coolant, and to prepare the surfaces to bond with the new gasket. Do not attempt to make the metal shiny. Some staining of the metal surfaces is normal.
14. Support the cylinder head on a bench with the head gasket side up. Check the cylinder head distortion and the cylinder block distortion. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION**.

Installation

1. Clean the cylinder head bolt holes in the cylinder block. Make sure all coolant, oil or other foreign material is removed.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

2.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply silicone gasket and sealant to the locations shown in illustration.

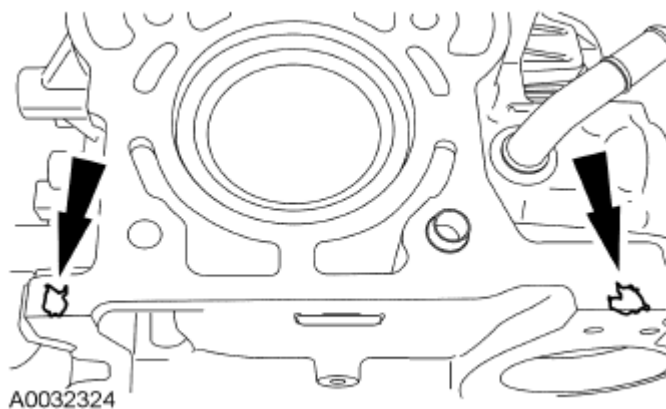


Fig. 86: Identifying Sealant Applying Area
Courtesy of FORD MOTOR CO.

3. Install a new cylinder head gasket.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

4.

NOTE: The cylinder head bolts are torque-to-yield and must not be reused. New cylinder head bolts must be installed.

NOTE: Lubricate the cylinder head bolts with clean engine oil.

Install the cylinder head and the 10 new bolts. Tighten the bolts in the sequence shown in illustration, in 5 stages.

- Stage 1: Tighten to 5 Nm (44 lb-in).
- Stage 2: Tighten to 15 Nm (133 lb-in).
- Stage 3: Tighten to 45 Nm (33 lb-ft).
- Stage 4: Tighten an additional 90 degrees.
- Stage 5: Tighten an additional 90 degrees.

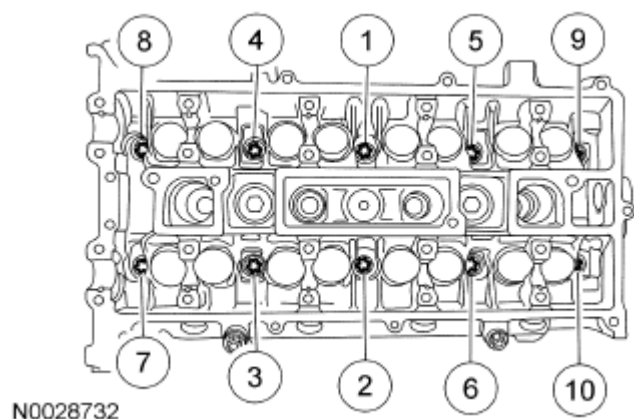


Fig. 87: Identifying Cylinder Head Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

5. Install the cylinder block coolant drain plug.
 - Tighten to 55 Nm (41 lb-ft).
6. Connect the coolant bypass hose.
7. Connect the EGR coolant hose.
8. Connect the EGR valve electrical connector.
9. Connect the EGR tube to the cylinder head.
 - Tighten to 55 Nm (41 lb-ft).
10. Position the ground strap and install the stud bolt to the cylinder head.
 - Tighten to 10 Nm (89 lb-in).
11. Install the coolant hose retainer clip.
12. Install the fuel rail. For additional information, refer to **FUEL CHARGING AND CONTROLS - 2.3L**.
13. Install the exhaust manifold. For additional information, refer to **EXHAUST MANIFOLD**.
14. Install the camshafts. For additional information, refer to **CAMSHAFTS**.
15. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES**.

OIL FILTER ADAPTER

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A
Silicone Gasket Remover	

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ZC-30

-

Thread Sealant with PTFE

WSKM2G350-

TA-24

A2

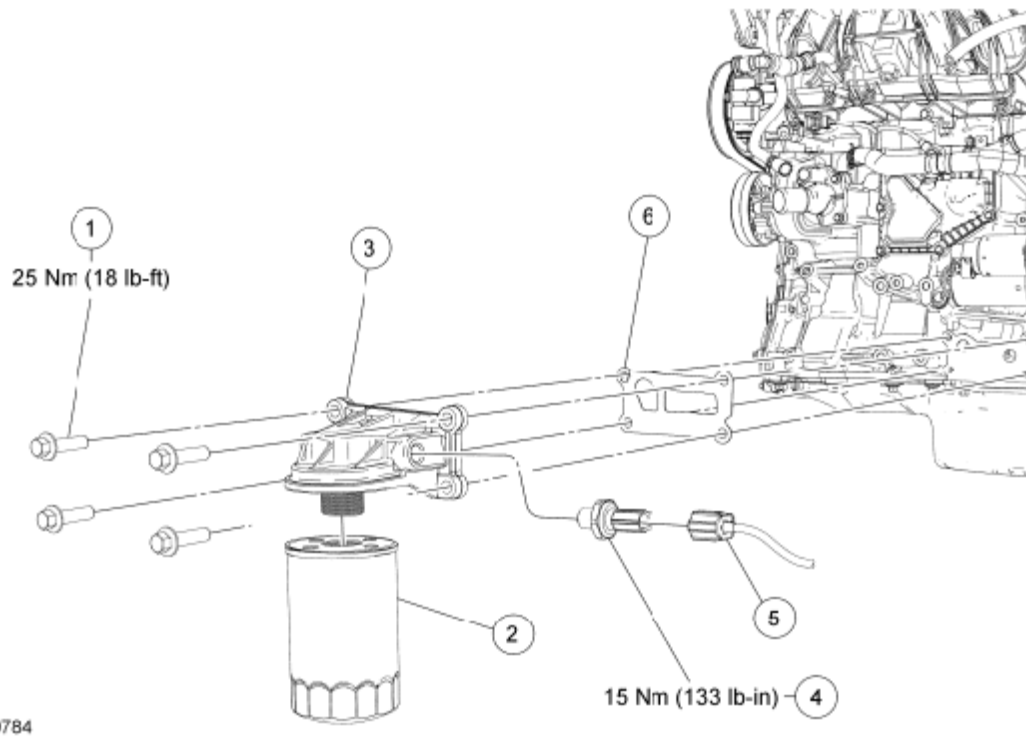


Fig. 88: Identifying Oil Filter Adapter Components With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W500025	Oil filter adapter bolt (4 required)
2	6714	Oil filter
3	6884	Oil filter adapter
4	9278	Engine Oil Pressure (EOP) switch
5	-	EOP switch electrical connector (part of 14A280)
6	6A636	Oil filter adapter gasket

Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES**.
3. Drain the engine oil.
4. Disconnect the Engine Oil Pressure (EOP) switch electrical connector.

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5. Remove the **EOP** switch.
6. Remove and discard the oil filter.
7. Remove the 4 bolts, the oil filter adapter and discard the gasket.

Installation

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

1.

Clean and inspect the engine block and the adapter gasket mounting surfaces with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

2. Using a new gasket, install the oil filter adapter and the 4 bolts.
 - Tighten to 25 Nm (18 lb-ft).
3. Install a new oil filter.
4. **NOTE:** Apply thread sealant with PTFE to the EOP switch threads.

Install the **EOP** switch.

- Tighten to 15 Nm (133 lb-in).
5. Connect the **EOP** switch electrical connector.
 6. Fill the engine with clean engine oil.
 7. Run the engine and check for leaks.

ENGINE OIL PRESSURE (EOP) SWITCH

Material

MATERIAL SPECIFICATION

Item	Specification
Thread Sealant with PTFE TA-24	WSK-M2G350-A2

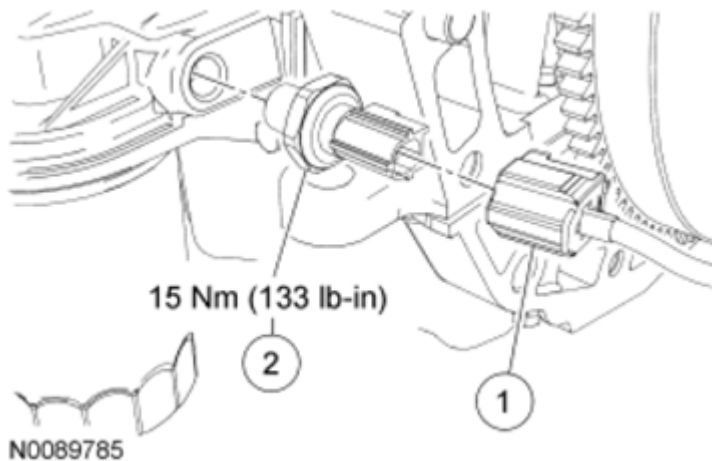


Fig. 89: Identifying Engine Oil Pressure (EOP) Switch With Torque Specifications
 Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	-	Engine Oil Pressure (EOP) switch electrical connector (part of 14A280)
2	9278	EOP switch

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Disconnect the Engine Oil Pressure (EOP) switch electrical connector.
3. Remove the **EOP** switch.
 - To install, tighten to 15 Nm (133 lb-in).
4. **NOTE: Apply thread sealant with PTFE to the sender threads.**

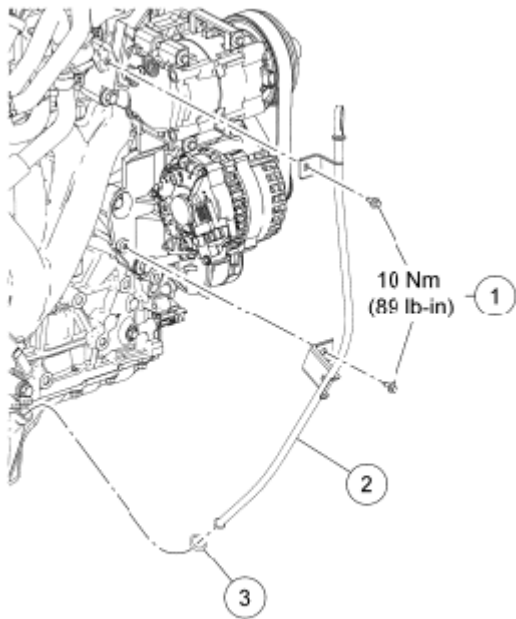
To install, reverse the removal procedure.

OIL LEVEL INDICATOR AND TUBE

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSSM2C930-A



N0043358

Fig. 90: Identifying Oil Level Indicator And Tube With Torque Specifications
 Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W500122	Oil level indicator tube bolts (2 required)
2	6750	Oil level indicator tube
3	-	Oil level indicator tube O-ring seal

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Remove the oil level indicator.
3. Remove the 2 bolts and the oil level indicator tube and discard the O-ring seal.
 - Tighten to 10 Nm (89 lb-in).

NOTE: Apply clean engine oil to the new O-ring seal prior to installation of the indicator tube.

4.

To install, reverse the removal procedure.

- Install a new O-ring seal.

ENGINE LUBRICATION COMPONENTS - EXPLODED VIEW

Engine and Transmission Mounts and Fasteners

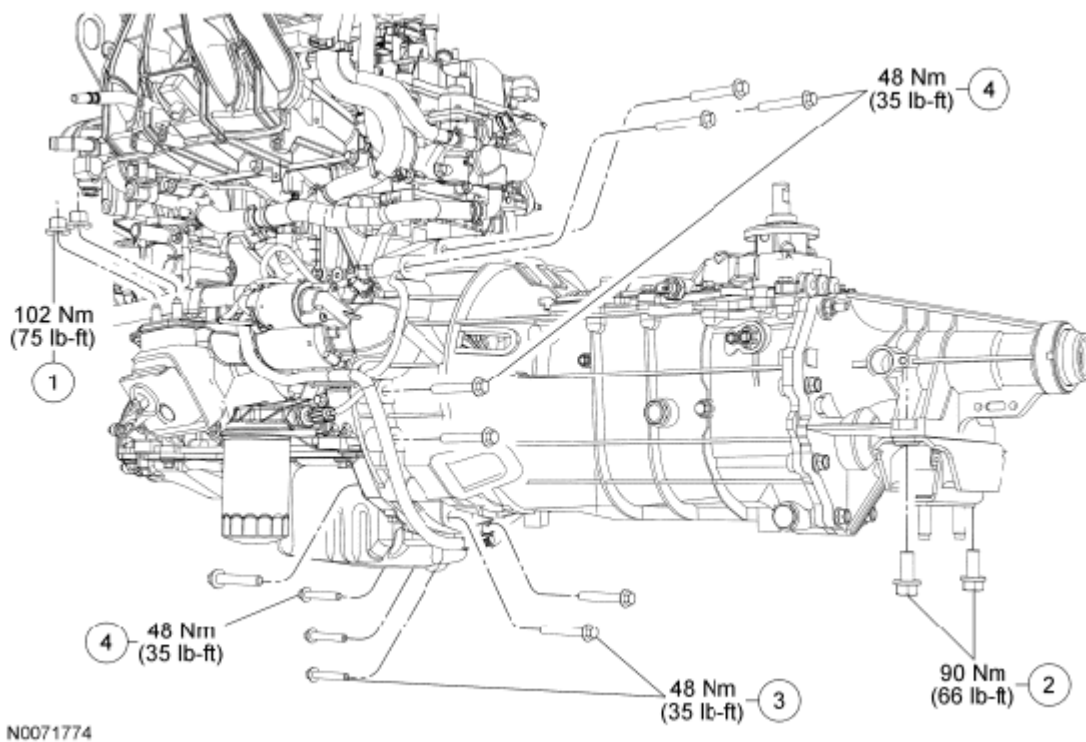
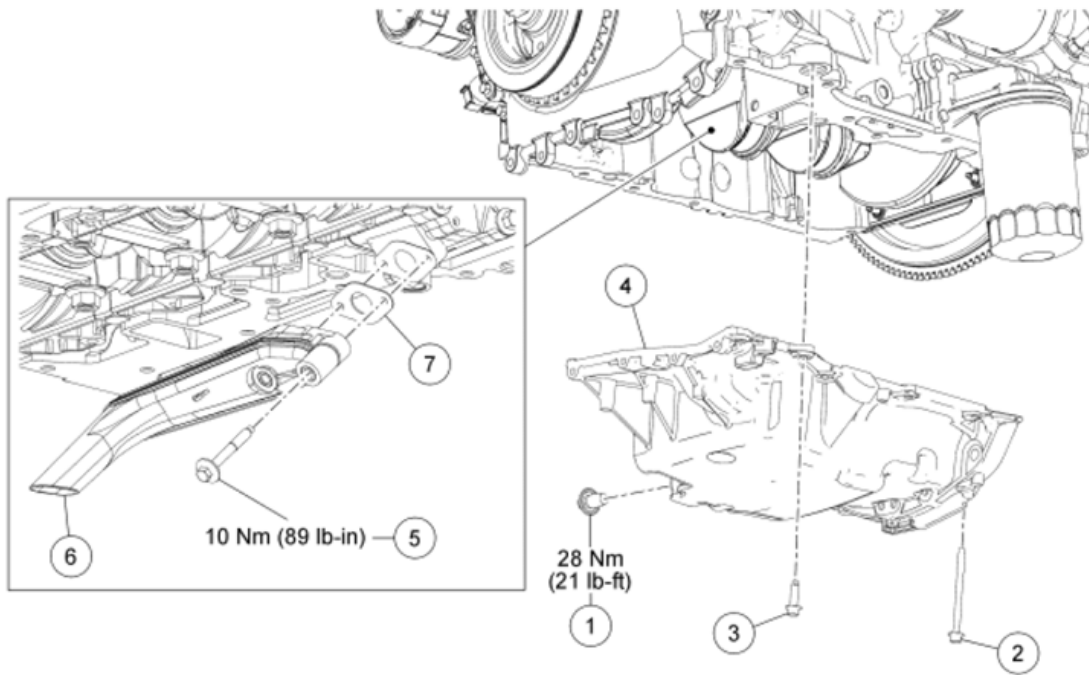


Fig. 91: Identifying Engine And Transmission Mounts And Fasteners Components With Torque Specifications
 Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	N621945	LH engine support insulator nut (2 required)
2	390066	Transmission mount bolts (2 required)
3	W500125	Transmission-to-oil pan bolts (4 required)
4	W500125	Transmission-to-cylinder block bolts (7 required)

Oil Pan, Oil Pump Screen and Pickup Tube



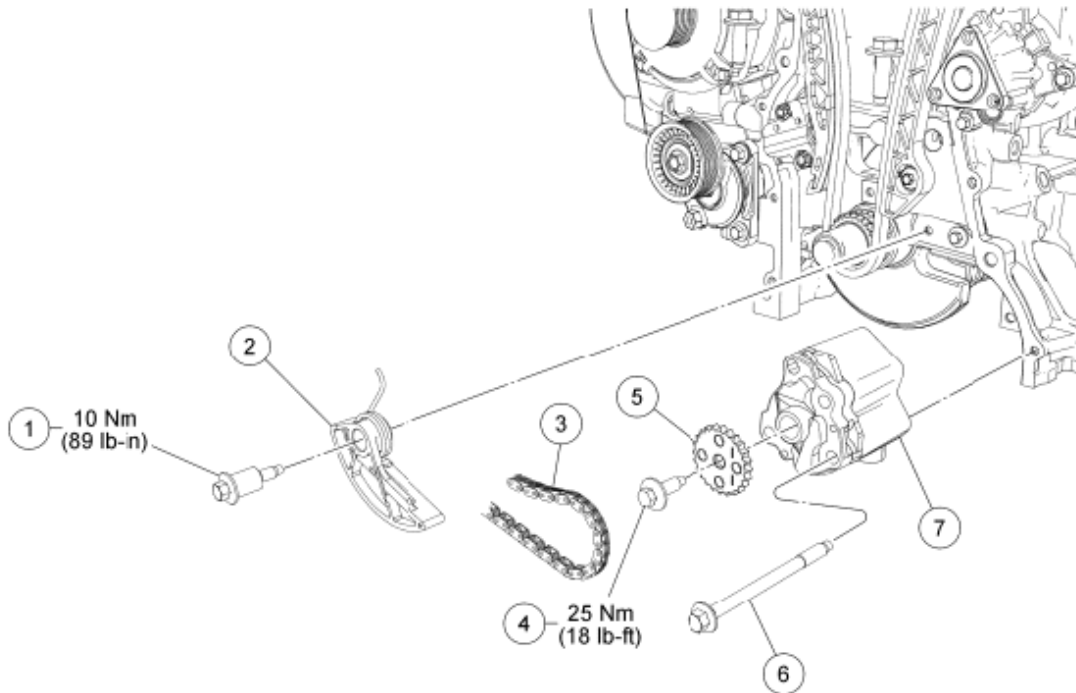
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Fig. 92: Identifying Oil Pan, Oil Pump Screen And Pickup Tube Components With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	6730	Oil pan drain plug
2	W706284	Oil pan bolt (2 required)
3	W500224	Oil pan bolt (11 required)
4	6675	Oil pan
5	W706282	Oil pump screen and pickup tube bolt (2 required)
6	6622	Oil pump screen and pickup tube
7	6625	Oil pump screen and pickup tube gasket

Oil Pump



N0071731

Fig. 93: Identifying Oil Pump Components With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W703651	Oil pump drive chain tensioner bolt
2	6C271	Oil pump drive chain tensioner
3	6A895	Oil pump drive chain
4	W704397	Oil pump sprocket bolt
5	6652	Oil pump sprocket
6	W703647	Oil pump bolt (4 required)
7	6600	Oil pump

1. For additional information, refer to the appropriate procedure(s).

OIL PAN

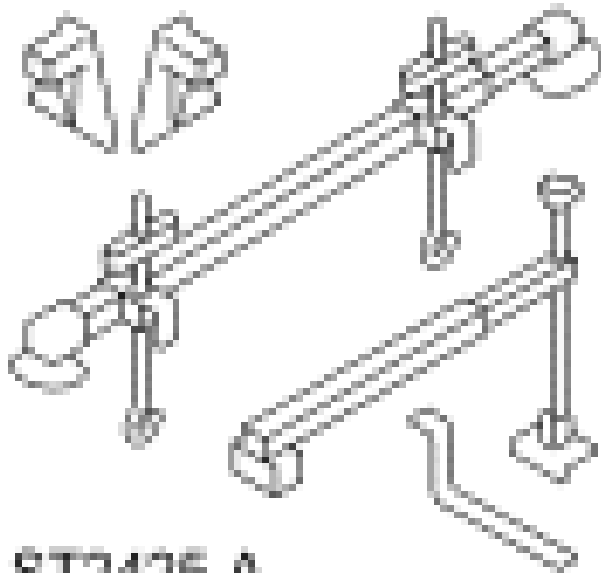
Special Tool(s)

SPECIAL TOOL SPECIFICATION

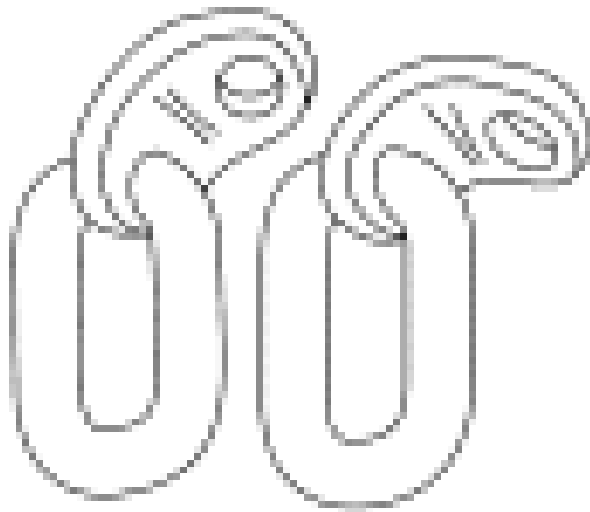
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2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



3-Bar Engine Support Kit
303-F072



Lifting Eyes
303-D030 (D81L-6001-D) or equivalent

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger

Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO- 5W20-LSP12 (Canada); or equivalent	WSS-M2C930- A
Silicone Gasket and Sealant TA-30	WSE-M4G323- A4
Silicone Gasket Remover ZC-30	-

Removal

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Remove the engine cooling fan. For additional information, refer to **ENGINE COOLING**.
3. Remove the oil level indicator and tube. For additional information, refer to **OIL LEVEL INDICATOR AND TUBE**.

4. **NOTE:** Only the LH side of the engine will be raised.

Remove the LH engine support insulator-to-engine bracket nuts.

5. Install the Lifting Eye.

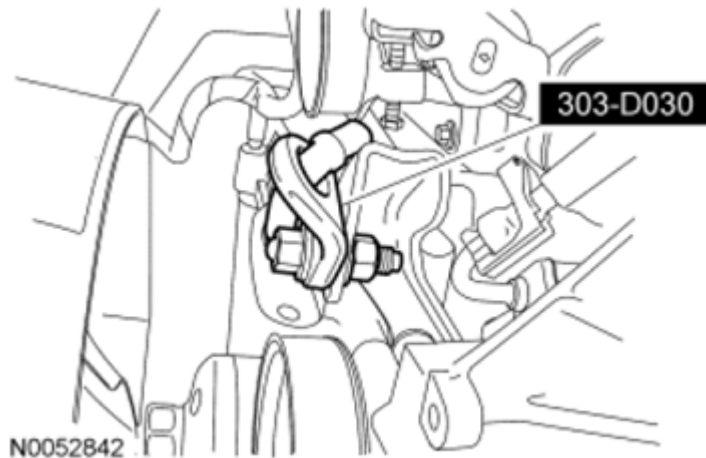


Fig. 94: Installing Lifting Eye
Courtesy of FORD MOTOR CO.

6. Install the 3-Bar Engine Support Kit and raise the LH side of the engine approximately 25 mm (1 in).

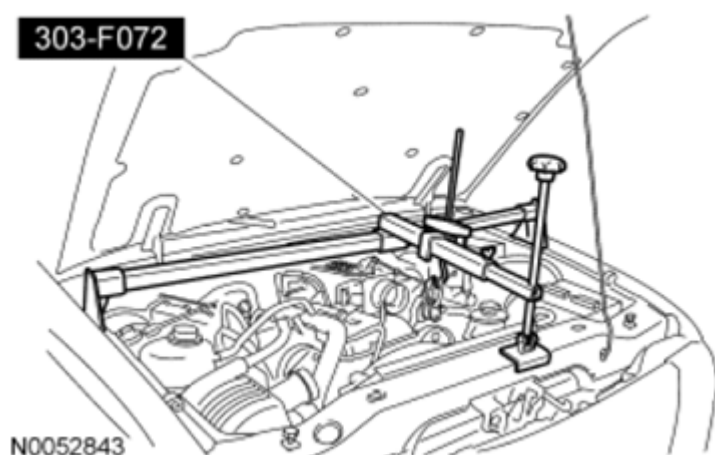


Fig. 95: Identifying 3-Bar Engine Support Kit
Courtesy of FORD MOTOR CO.

7. Remove the drain plug and drain the engine oil. Install the drain plug when finished.

- Tighten to 28 Nm (21 lb-ft).

8. Detach the 2 wiring harness retainers from the engine front cover.

9. Remove the 4 engine front cover-to-oil pan bolts.

10. Remove the transmission bracket-to-transmission bolts.

11. Remove the 4 transmission-to-oil pan bolts.

NOTE: To prevent damage to the transmission, do not loosen the transmission-to-engine bolts more than 5 mm (0.19 in).

12.

Loosen the 7 transmission-to-cylinder block bolts 5 mm (0.19 in).

13. Slide the transmission rearward 5 mm (0.19 in).

14. **NOTE:** If necessary, lift the rear of the transmission to remove the oil pan.

Remove the 13 oil pan bolts and the oil pan.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

15.

Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

Installation

1.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.

1.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

NOTE: If necessary, lift the rear of the transmission to install the oil pan.

Apply a 2.5 mm (0.1 in) bead of silicone gasket and sealant to the oil pan. Position the oil pan and install the 13 bolts finger-tight.

2. Install the 4 engine front cover-to-oil pan bolts.
 - Tighten to 10 Nm (89 lb-in).
3. Tighten the 13 oil pan bolts in the sequence shown in illustration.
 - Tighten to 25 Nm (18 lb-ft).

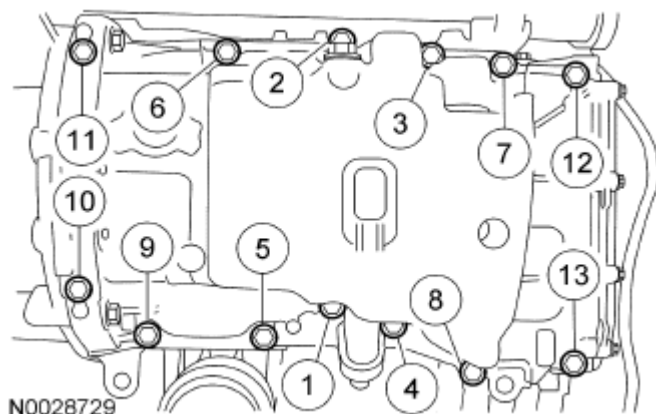


Fig. 96: Identifying Oil Pan Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

4. Attach the 2 wiring harness retainers to the engine front cover.
5. Slide the transmission forward and tighten the 7 transmission-to-cylinder block bolts.
 - Tighten to 48 Nm (35 lb-ft).
6. Install the 4 transmission-to-oil pan bolts.
 - Tighten to 48 Nm (35 lb-ft).

7. Install the transmission bracket-to-transmission bolts.
 - Tighten to 90 Nm (66 lb-ft).
8. Lower the engine and remove the 3-Bar Engine Support Kit and the Lifting Eye.
9. Install the engine support insulator nuts.
 - Tighten to 102 Nm (75 lb-ft).
10. Install the oil level indicator and tube. For additional information, refer to **OIL LEVEL INDICATOR AND TUBE**.
11. Install the engine cooling fan. For additional information, refer to **ENGINE COOLING**.
12. Install a new oil filter.
13. Fill the engine with clean engine oil.

OIL PUMP SCREEN AND PICKUP TUBE

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-

Removal

1. Remove the oil pan. For additional information, refer to **OIL PAN**.
2. Remove the 4 bolts and the oil pump screen and pickup tube.
 - Discard the gasket.

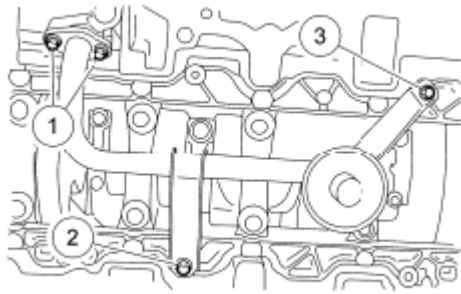
Installation

NOTE: Clean the sealing surface with metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the metal surface prep.

1.

Position a new oil pump pickup tube gasket and the pickup tube, and tighten the 4 bolts in the sequence shown in illustration.

- Tighten to 10 Nm (89 lb-in).



N0042675

Fig. 97: Identifying Oil Pump Pickup Tube With Bolts
 Courtesy of FORD MOTOR CO.

2. Install the oil pan. For additional information, refer to **OIL PAN**.

OIL PUMP

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-

Removal

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in the crankshaft pulley procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage may occur.

1. Remove the engine front cover. For additional information, refer to **ENGINE FRONT COVER**.
2. Remove the oil pump screen and pickup tube. For additional information, refer to **OIL PUMP SCREEN AND PICKUP TUBE**.
3. Remove the oil pump chain tensioner.
 - Release the tension on the tensioner spring.
 - Remove the bolt and the tensioner.

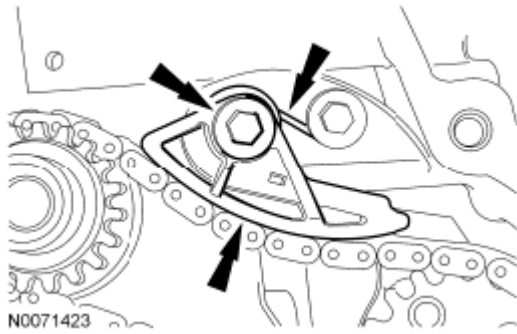


Fig. 98: Locating Oil Pump Chain Tensioner With Bolt
Courtesy of FORD MOTOR CO.

4. Remove the chain from the oil pump sprocket.
5. Remove the bolt and oil pump sprocket.
6. Remove the 4 bolts and the oil pump.

Installation

NOTE: Clean the oil pump and cylinder block mating surfaces with metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure may cause future oil leakage.

1.

Install the oil pump assembly. Tighten the 4 bolts in the sequence shown in illustration in 2 stages:

- Stage 1: Tighten to 10 Nm (89 lb-in).
- Stage 2: Tighten to 20 Nm (177 lb-in).

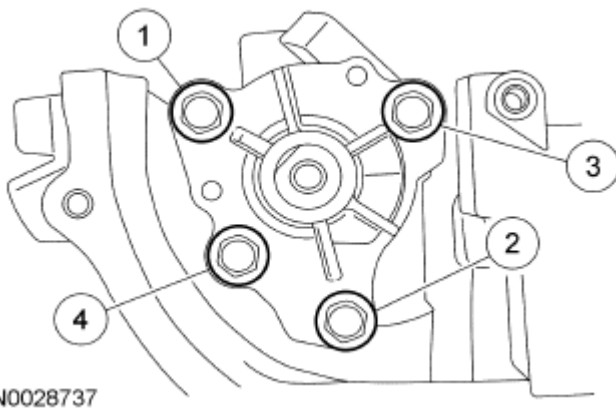


Fig. 99: Locating Oil Pump Assembly Bolts
Courtesy of FORD MOTOR CO.

2. Install the oil pump sprocket and bolt.

- Tighten to 25 Nm (18 lb-ft).
- 3. Install the chain onto the oil pump sprocket.
- 4. Install the oil pump chain tensioner and bolt.
 - Hook the tensioner spring around the shoulder bolt.
 - Tighten to 10 Nm (89 lb-in).

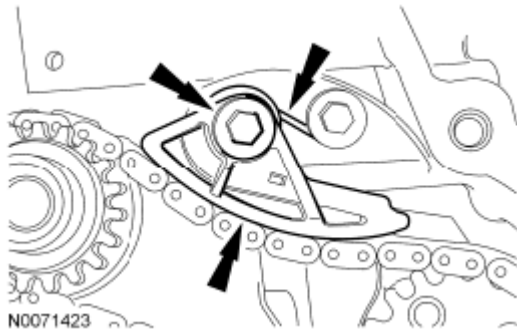
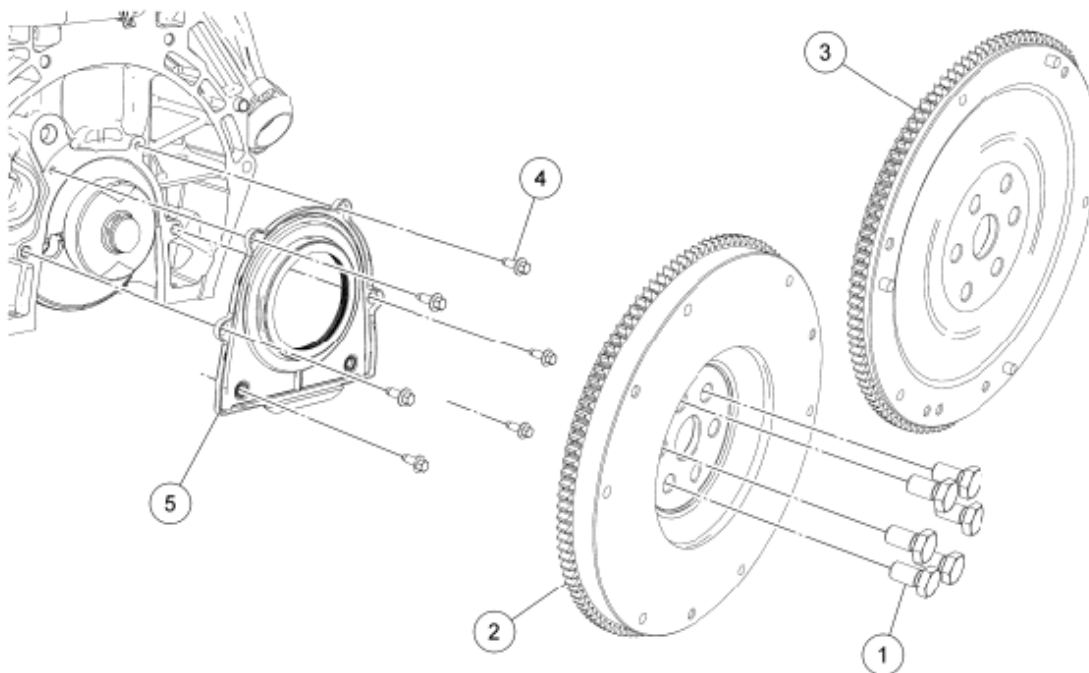


Fig. 100: Locating Oil Pump Chain Tensioner With Bolt
Courtesy of FORD MOTOR CO.

- 5. Install the oil pump screen and pickup tube. For additional information, refer to **OIL PUMP SCREEN AND PICKUP TUBE**.
- 6. Install the engine front cover. For additional information, refer to **ENGINE FRONT COVER**.

FLEXPLATE OR FLYWHEEL AND CRANKSHAFT REAR SEAL - EXPLODED VIEW



N0071791

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger

Fig. 101: Identifying Flywheel And Crankshaft Rear Seal

Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

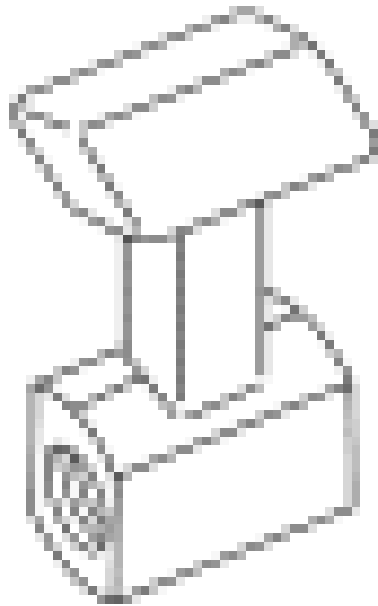
Item	Part Number	Description
1	6379	Flywheel/flexplate bolt (6 required)
2	6375	Flywheel
3	6375	Flexplate
4	W500212	Crankshaft rear seal and retainer plate bolt (6 required)
5	6K318	Crankshaft rear seal and retainer plate

1. For additional information, refer to the appropriate procedure(s).

FLYWHEEL

Special Tool(s)

SPECIAL TOOL SPECIFICATION



Locking Tool, Flywheel
303-103 (T74P-8375-A)

ST2768-A

Removal

1. Remove the clutch disc and pressure plate. For additional information, refer to **CLUTCH**.
2. Using the Flywheel Locking Tool, remove the 6 bolts and the flywheel.

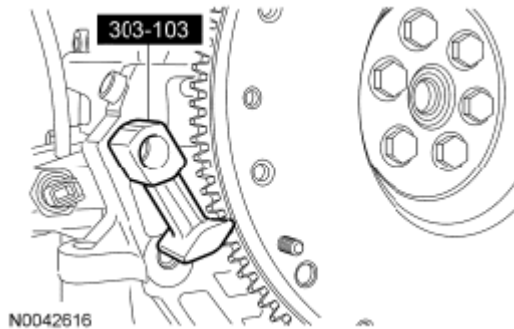


Fig. 102: Removing Flywheel
Courtesy of FORD MOTOR CO.

Installation

NOTE: Engine balancing is not required. Balance weights should not be installed on the new flywheel.

NOTE: Special bolts are used for installation. Do not use standard bolts.

1. Inspect the pilot bearing. Install a new pilot bearing as necessary.
2. Position the flywheel.
3. Using the Flywheel Locking Tool, install the 6 bolts in the sequence shown in illustration, in 3 stages.
 - Stage 1: Tighten to 50 Nm (37 lb-ft).
 - Stage 2: Tighten to 80 Nm (59 lb-ft).
 - Stage 3: Tighten to 112 Nm (83 lb-ft).

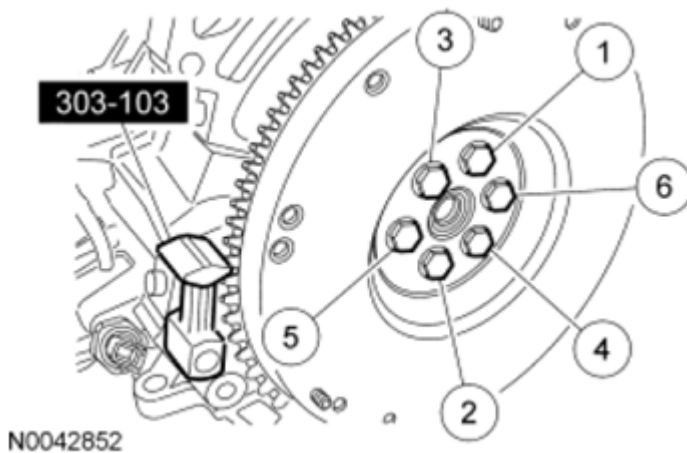


Fig. 103: Identifying Flywheel Bolts Tightening Sequence

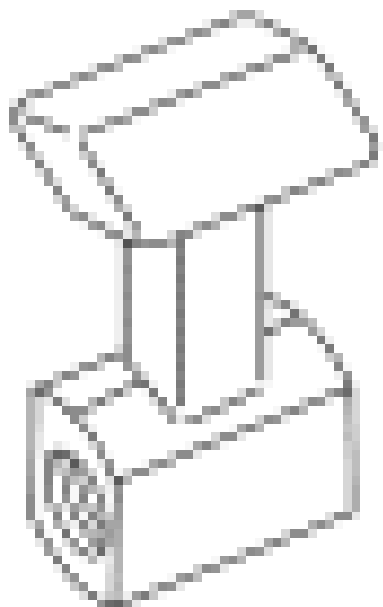
Courtesy of FORD MOTOR CO.

4. Install the clutch disc and the pressure plate. For additional information, refer to **CLUTCH** .

FLEXPLATE

Special Tool(s)

SPECIAL TOOL SPECIFICATION



ST2768-A

Locking Tool, Flywheel
303-103 (T74P-8375-A)

Removal

1. Remove the transmission. For additional information, refer to **AUTOMATIC TRANSAXLE/TRANSMISSION - 5R44E AND 5R55E** .
2. Using the Flywheel Locking Tool, remove the 6 bolts and the flexplate.

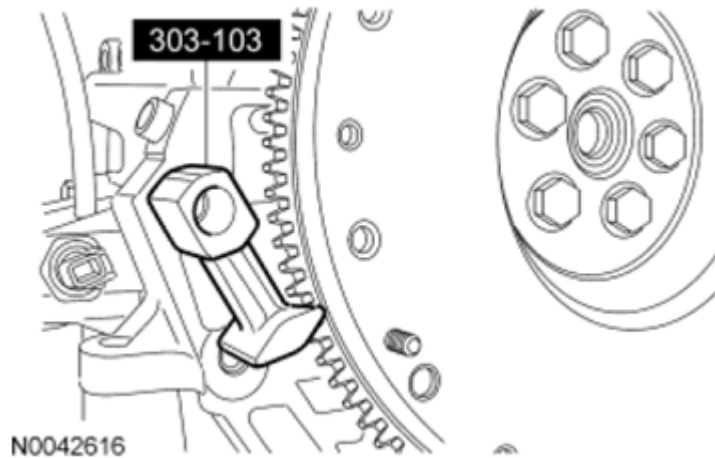


Fig. 104: Removing Flexplate
Courtesy of FORD MOTOR CO.

Installation

- NOTE:** Engine balancing is not required. Balance weights should not be installed on the new flexplate.
-

NOTE: Special bolts are used for installation. Do not use standard bolts.

Position the flexplate.

- Using the Flywheel Locking Tool, install the 6 bolts in the sequence shown in illustration, in 3 stages.
 - Stage 1: Tighten to 50 Nm (37 lb-ft).
 - Stage 2: Tighten to 80 Nm (59 lb-ft).
 - Stage 3: Tighten to 112 Nm (83 lb-ft).

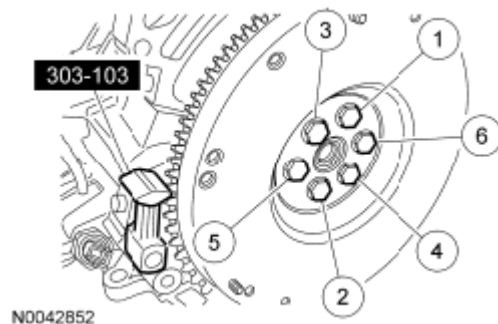
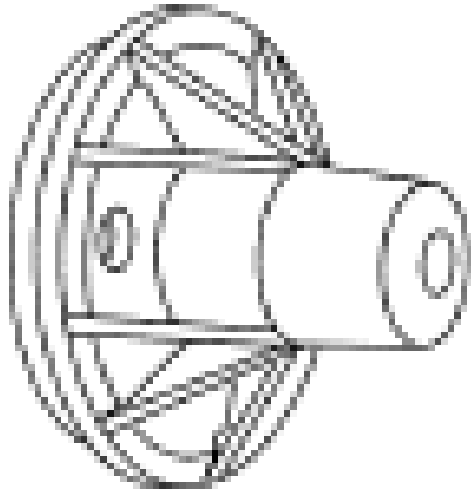


Fig. 105: Identifying Flexplate Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

- Install the transmission. For additional information, refer to **AUTOMATIC TRANSAXLE/TRANSMISSION - 5R44E AND 5R55E**.

CRANKSHAFT REAR SEAL WITH RETAINER PLATE**Special Tool(s)****SPECIAL TOOL SPECIFICATION****ST1506-A**

Installer, Crankshaft Rear Seal
303-328 (T88P-6701-B1)

Material**MATERIAL SPECIFICATION**

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C930-A

Removal

1. Remove the flywheel or flexplate. For additional information, refer to **FLEXPLATE** or **FLYWHEEL**.
2. Remove the oil pan. For additional information, refer to **OIL PAN**.
3. Remove the 6 bolts and the crankshaft rear seal and retainer plate as an assembly.

Installation

1. Using the Crankshaft Rear Seal Installer, position the crankshaft rear seal with retainer plate onto the crankshaft.

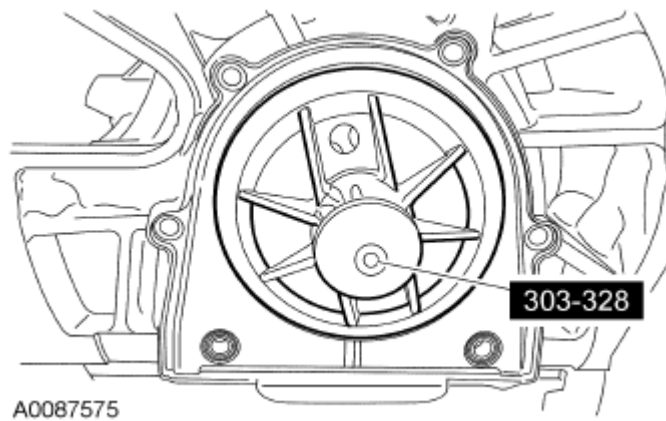


Fig. 106: Installing Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

2. Install the 6 crankshaft rear seal with retainer plate bolts.
 - Tighten in the sequence shown in illustration to 10 Nm (89 lb-in).

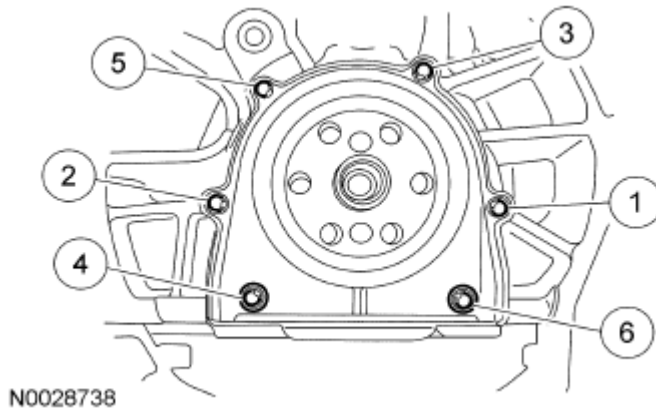


Fig. 107: Identifying Crankshaft Rear Seal Plate Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

3. Install the oil pan. For additional information, refer to **OIL PAN**.
4. Install the flywheel or flexplate. For additional information, refer to **FLEXPLATE** or **FLYWHEEL**.

ENGINE SUPPORT INSULATORS

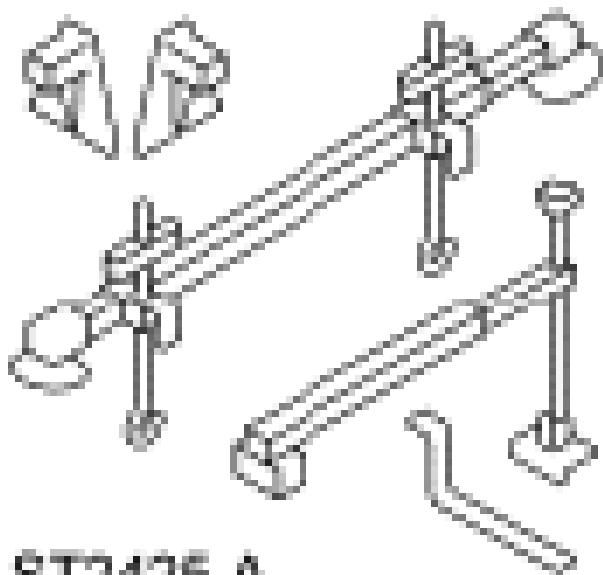
Special Tool(s)

SPECIAL TOOL SPECIFICATION

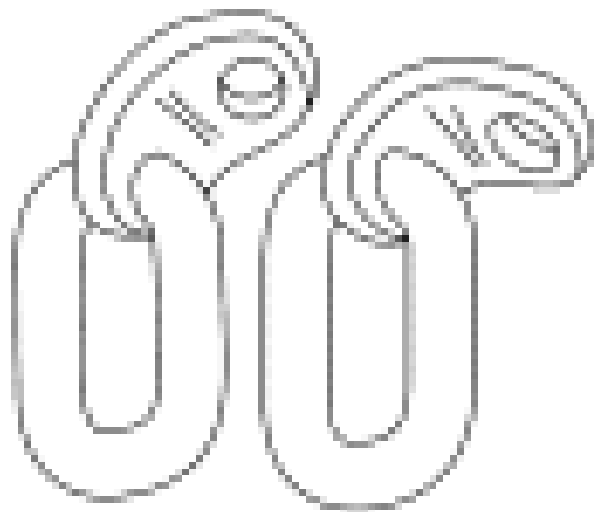
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2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger

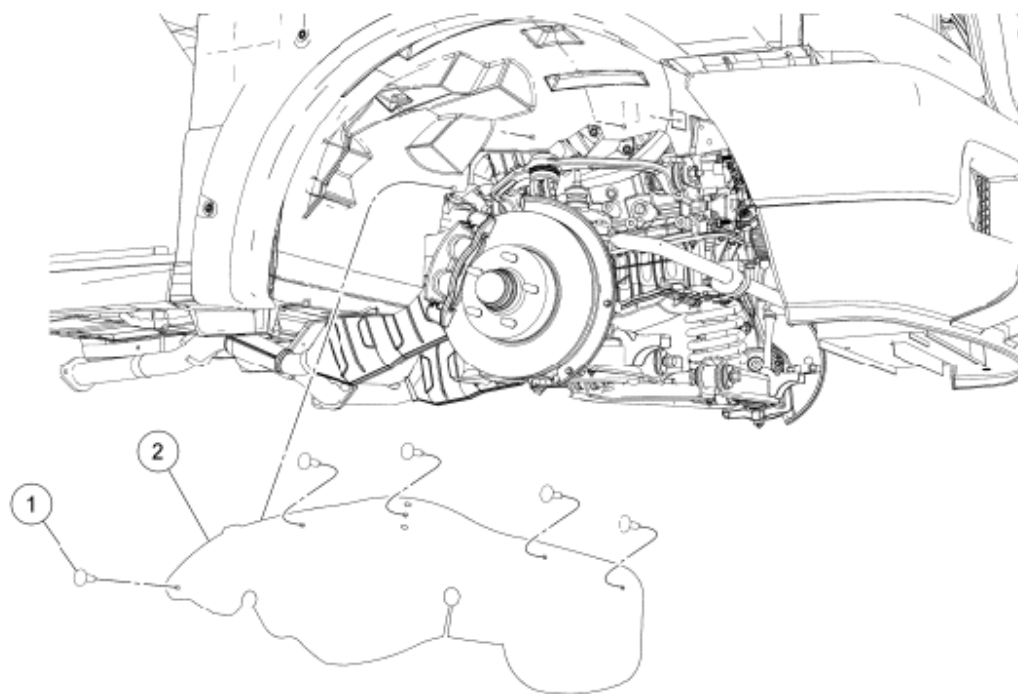


3-Bar Engine Support Kit
303-F072



Lifting Eyes
303-D030 (D81L-6001-D) or equivalent

RH Splash Shield



N0071718

Fig. 108: Identifying RH Splash Shield And Pushpin
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	-	RH splash shield pushpin (5 required)
2	-	RH splash shield

Engine Support Insulators

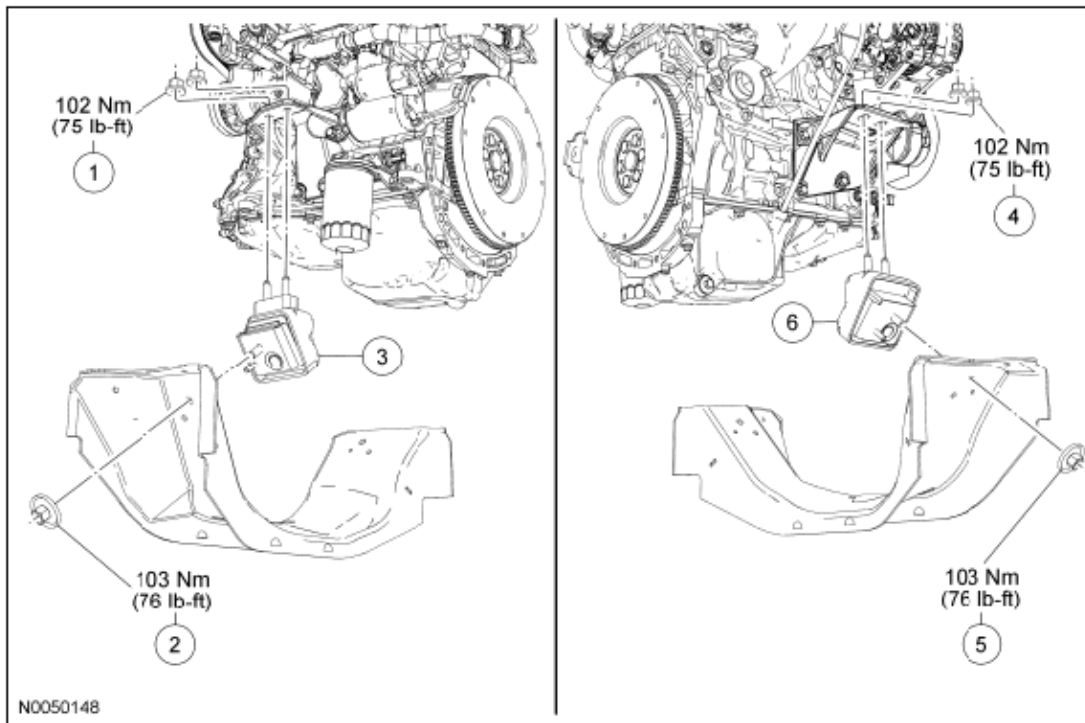


Fig. 109: Identifying Engine Support Insulators Components With Torque Specifications
 Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	N621945	LH engine support insulator-to-engine bracket nut
2	W710657	LH engine support insulator-to-crossmember nut
3	6B032	LH engine support insulator
4	N621945	RH engine support insulator-to-engine bracket nut
5	W710657	RH engine support insulator-to-crossmember nut
6	6B038	RH engine support insulator

Removal

RH and LH engine support insulators

1. Remove the front springs. For additional information, refer to **FRONT SUSPENSION - REAR WHEEL DRIVE (RWD)** for Rear Wheel Drive (RWD) vehicles or **FRONT SUSPENSION - FOUR WHEEL DRIVE (FWD)** for Four-Wheel Drive (4WD) vehicles.
2. Remove the cooling fan. For additional information, refer to **ENGINE COOLING**.

RH engine support insulator

3. Remove the 3 rear pushpins and position the right inner fender splash shield aside.

RH and LH engine support insulators

4. Remove the 4 RH and LH engine support insulator upper nuts.
5. Install the Lifting Eyes.
6. Raise the engine with the 3-Bar Engine Support Kit.
7. Remove the lower nut and the engine support insulator.

Installation**RH and LH engine support insulators**

1. Install the engine support insulator and the engine support insulator-to-crossmember nut.
 - Tighten to 103 Nm (76 lb-ft).
2. Lower the engine and remove the 3-Bar Engine Support Kit.
3. Remove the Lifting Eyes.
4. Install the 4 LH and RH engine support insulator-to-engine support bracket nuts.
 - Tighten to 102 Nm (75 lb-ft).

RH engine support insulator

5. Position the right inner fender splash shield and install the 3 rear pushpins.

RH and LH engine support insulators

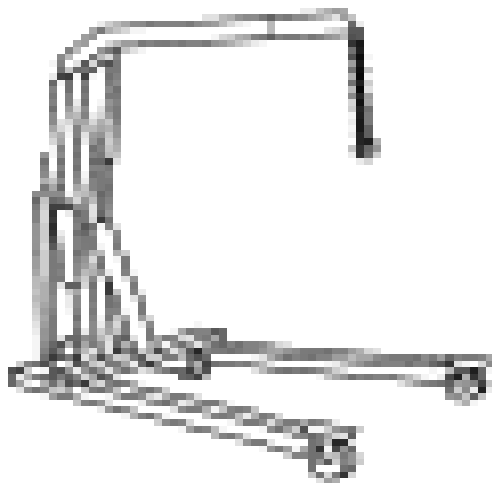
6. Install the cooling fan. For additional information, refer to **ENGINE COOLING** .
7. Install the front springs. For additional information, refer to **FRONT SUSPENSION - REAR WHEEL DRIVE (RWD)** for **RWD** vehicles or **FRONT SUSPENSION - FOUR WHEEL DRIVE (FWD)** for **4WD** vehicles.

REMOVAL**ENGINE****Special Tool(s)****SPECIAL TOOL SPECIFICATION**

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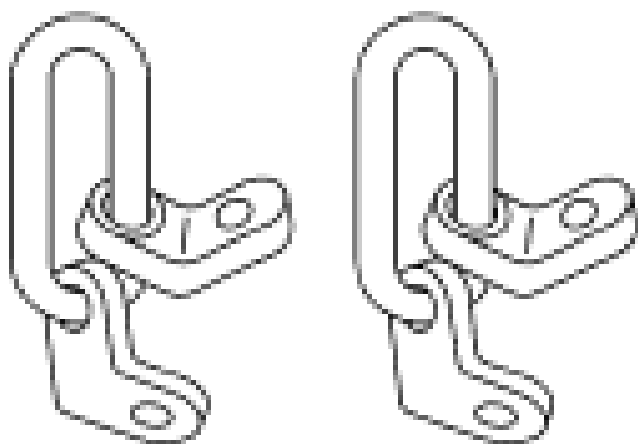
2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1341-A

Heavy Duty Floor Crane
014-00071 or equivalent



ST1595-A

Lifting Bracket, Engine
303-050 (T70P-6000)

Spreader Bar
303-D089 (D93P-6001-A3) or equivalent

**2T1A72.A****All vehicles**

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING AND LIFTING**.
2. Relieve the fuel pressure. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION**.
3. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES**.
4. Recover the A/C system. For additional information, refer to **CLIMATE CONTROL SYSTEM - GENERAL INFORMATION AND DIAGNOSTICS**.
5. Drain the engine cooling system. For additional information, refer to **ENGINE COOLING**.
6. Drain the engine oil.
7. Remove the hood.
8. Remove the Air Cleaner (ACL) outlet tube. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING**.
9. Remove the upper radiator hose.

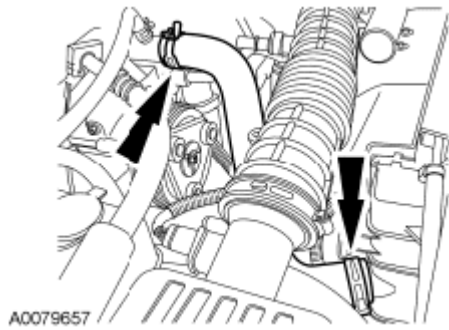


Fig. 110: Identifying Upper Radiator Hose With Clips
Courtesy of FORD MOTOR CO.

10. Remove the lower radiator hose.

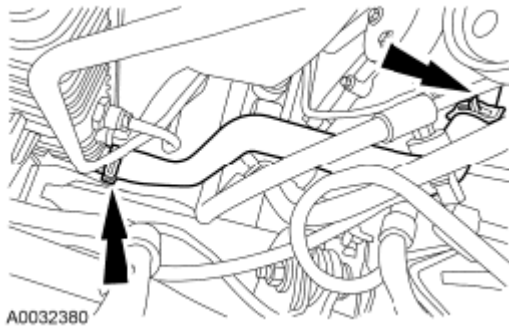


Fig. 111: Identifying Lower Radiator Hose With Clips
Courtesy of FORD MOTOR CO.

11. Remove the fan and shroud. For additional information, refer to **ENGINE COOLING** .
12. Disconnect the 3 PCM electrical connectors. Remove the retaining nut on the harness clamp. Position the harness on the engine.

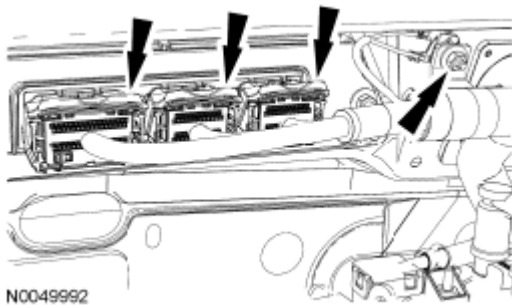


Fig. 112: Locating PCM Electrical Connectors
Courtesy of FORD MOTOR CO.

13. Remove the stud bolt and the ground cable.

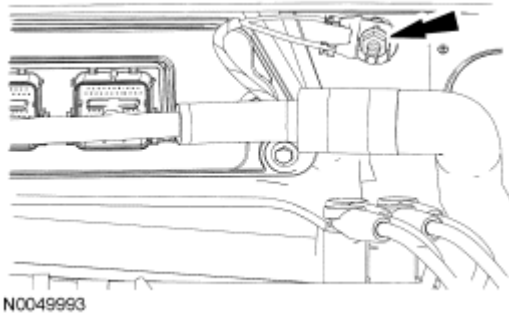


Fig. 113: Locating Stud Bolt And Ground Cable
Courtesy of FORD MOTOR CO.

14. Remove the heater hose assembly.
 1. Disconnect the heater hoses at the bulkhead.
 2. Disconnect the vacuum hose.
 3. Disconnect the heater hoses at the engine and remove the assembly.

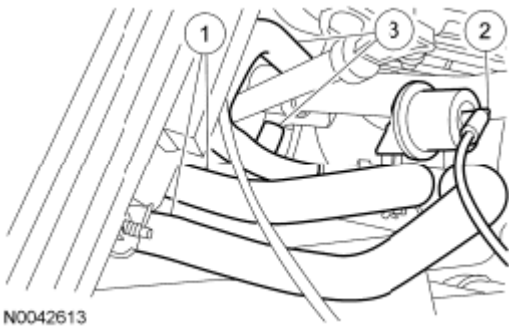


Fig. 114: Identifying Vacuum And Heater Hose
Courtesy of FORD MOTOR CO.

15. Disconnect the vacuum reservoir tube connection.

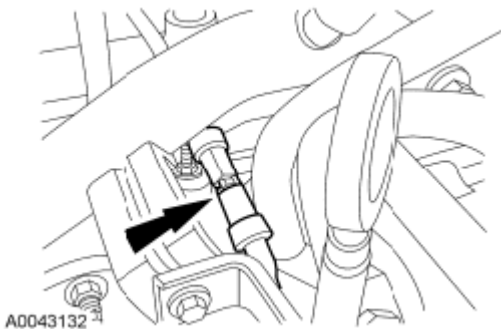


Fig. 115: Locating Vacuum Reservoir Tube Connection
Courtesy of FORD MOTOR CO.

16. Disconnect the engine-to-degas bottle coolant bypass hose.

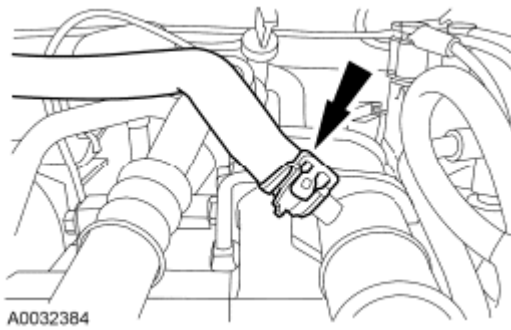


Fig. 116: Locating Engine-To-Degas Bottle Coolant Bypass Hose
Courtesy of FORD MOTOR CO.

17. Disconnect the degas bottle-to-engine coolant supply hose.

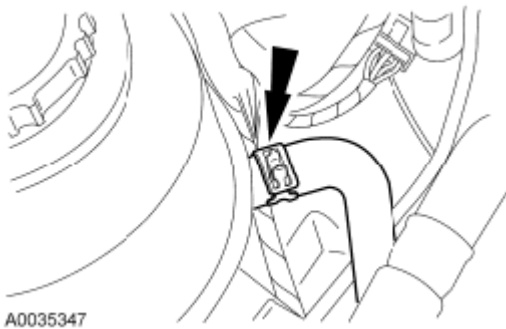


Fig. 117: Locating Engine Coolant Supply Hose
Courtesy of FORD MOTOR CO.

18. Disconnect the A/C compressor electrical connector.

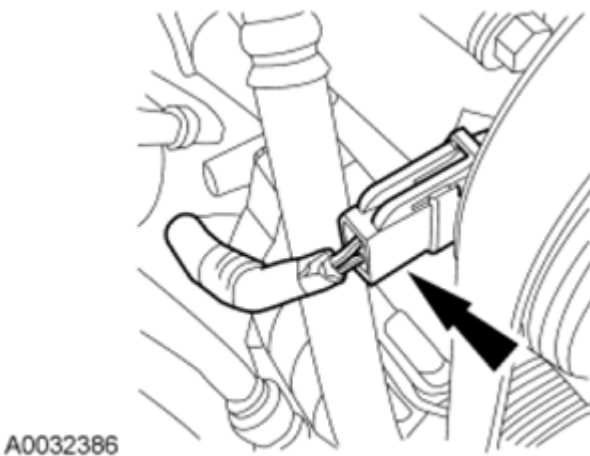


Fig. 118: Locating A/C Compressor Electrical Connector
Courtesy of FORD MOTOR CO.

19. Disconnect the Mass Air Flow (MAF) electrical connector.

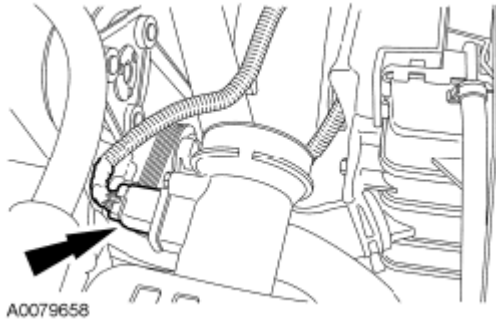


Fig. 119: Locating Mass Air Flow Electrical Connector
Courtesy of FORD MOTOR CO.

20. Disconnect the A/C compressor manifold. Plug the lines and the compressor ports.

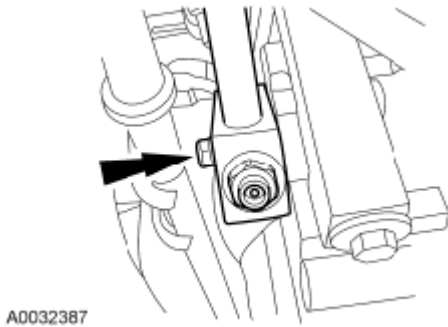
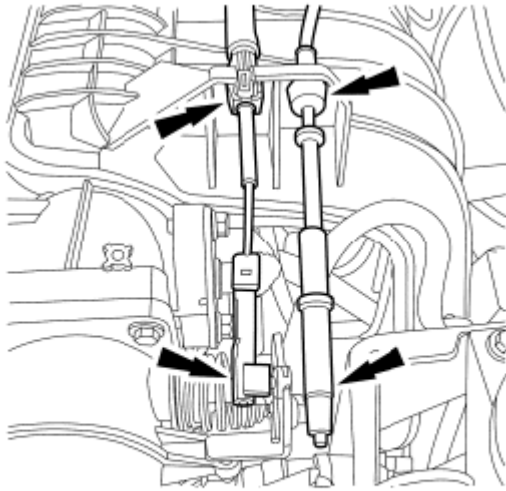


Fig. 120: Locating A/C Compressor Manifold
Courtesy of FORD MOTOR CO.

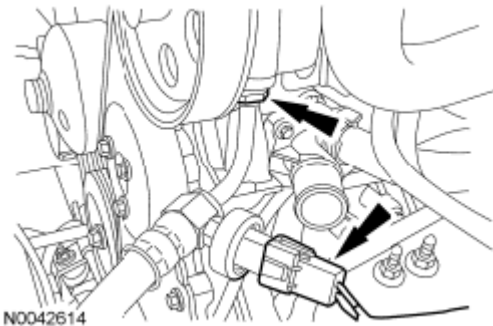
21. Disconnect the accelerator cable and, if equipped, the speed control cable from the Throttle Body (TB) and the cable mounting bracket and position aside.



N0042612

Fig. 121: Identifying Accelerator Cable Mounting Bracket
Courtesy of FORD MOTOR CO.

22. Disconnect and position aside the Power Steering Pressure (PSP) switch electrical connector and the high-pressure power steering tube.



N0042614

Fig. 122: Locating Power Steering Pressure Switch Electrical Connector And High-Pressure Power Steering Tube
Courtesy of FORD MOTOR CO.

23. Disconnect the fuel supply tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** .
24. Detach the fuel supply tube, disconnect the electrical connectors and disconnect the evaporative purge tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** .

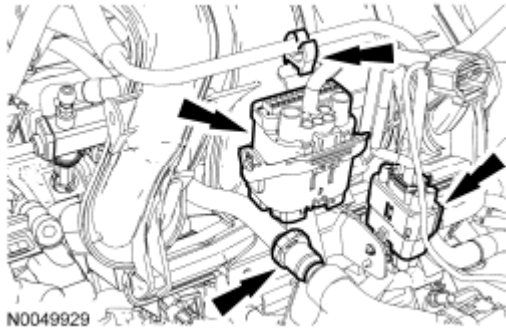


Fig. 123: Locating Evaporative Purge Tube Quick Connect Coupling
Courtesy of FORD MOTOR CO.

25. Disconnect the brake booster vacuum hose and the engine ground strap.

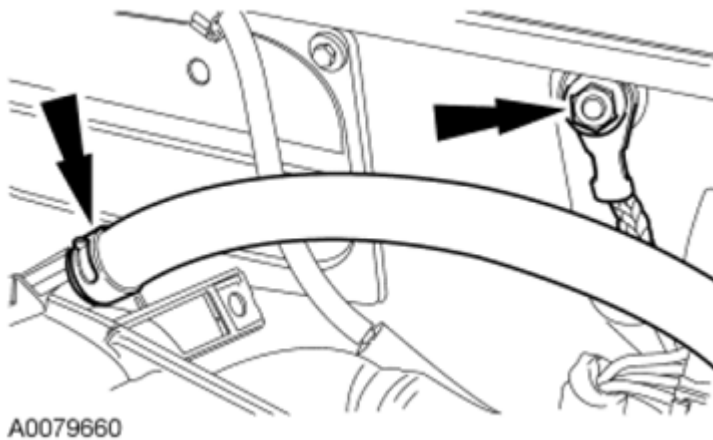


Fig. 124: Locating Brake Booster Vacuum Hose And Engine Ground Strap
Courtesy of FORD MOTOR CO.

26. Remove the 3 nuts and disconnect the positive battery cable, the negative battery cable and the solenoid control wire at the starter.



Fig. 125: Locating Positive And Negative Battery Cable
Courtesy of FORD MOTOR CO.

27. Remove the starter wiring harness support bracket bolt and position the wiring harness aside.

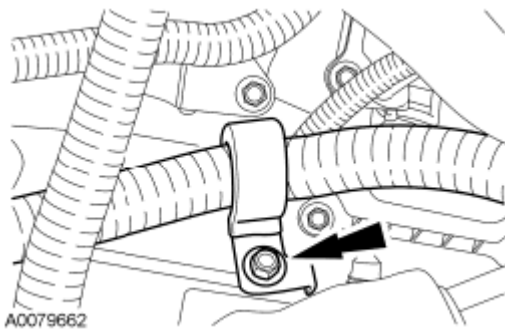


Fig. 126: Locating Starter Wiring Harness Support Bracket And Bolt
Courtesy of FORD MOTOR CO.

28. Remove the 3 rear pushpins and position the RH splash shield aside.

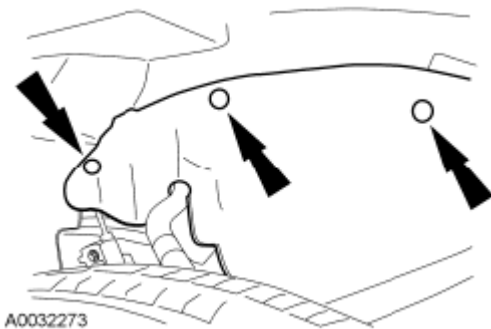


Fig. 127: Locating Rear Pushpins
Courtesy of FORD MOTOR CO.

29. Disconnect the generator electrical connections.

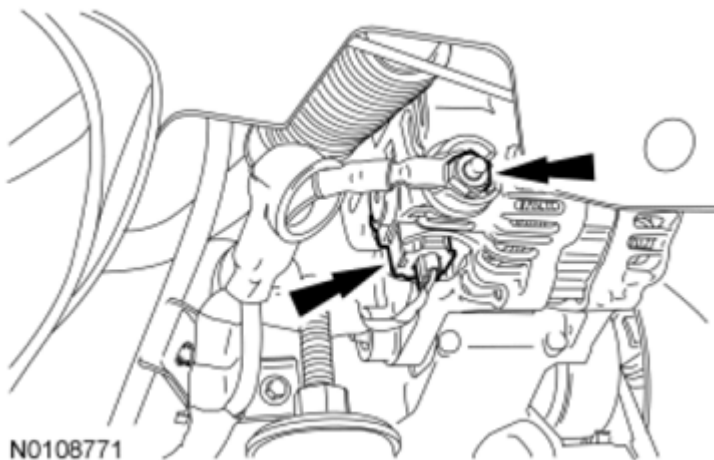


Fig. 128: Locating Generator Electrical Connections

Courtesy of FORD MOTOR CO.

30. Detach generator wiring pin-type retainer.



Fig. 129: Locating Generator Wiring Pin-Type Retainer
Courtesy of FORD MOTOR CO.

31. If equipped, disconnect the block heater electrical connector.

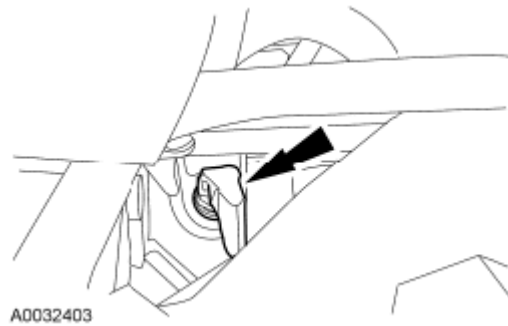


Fig. 130: Locating Block Heater Electrical Connector
Courtesy of FORD MOTOR CO.

32. Disconnect the front Heated Oxygen Sensor (HO2S) electrical connector at the transmission bell housing.

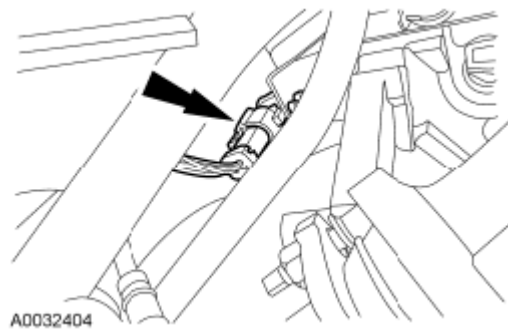


Fig. 131: Locating Front Heated Oxygen Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

Vehicles with an automatic transmission

33. Remove the bolt and the transmission cooling tubes retaining bracket.

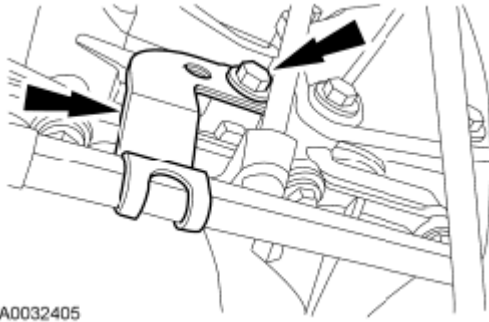


Fig. 132: Locating Transmission Cooling Tubes Retaining Bracket
Courtesy of FORD MOTOR CO.

All vehicles

34. Remove the bolt and the transmission dust shield.

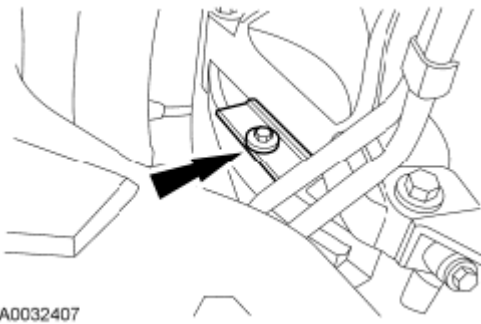


Fig. 133: Locating Transmission Dust Shield
Courtesy of FORD MOTOR CO.

35. Remove the 2 exhaust manifold-to-front pipe nuts.

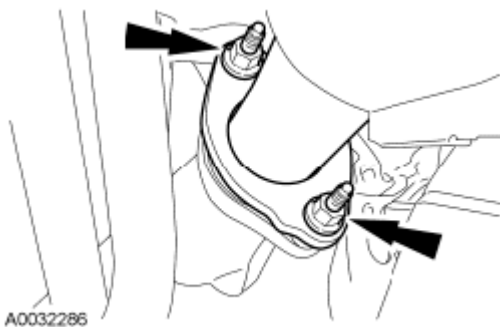


Fig. 134: Locating Exhaust Manifold-To-Front Pipe Nuts
Courtesy of FORD MOTOR CO.

36. Disconnect the engine wiring harness anchor and the pin-type retainer and position the wiring harness aside.

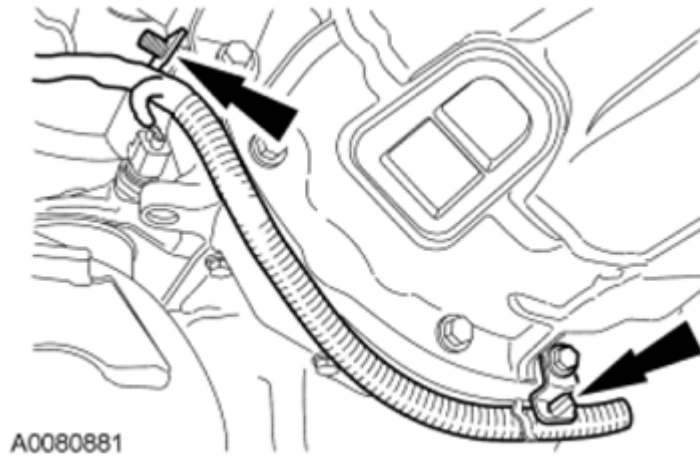


Fig. 135: Locating Engine Wiring Harness Anchor And Pin-Type Retainer
Courtesy of FORD MOTOR CO.

37. Disconnect the Engine Oil Pressure (EOP) sensor electrical connector.

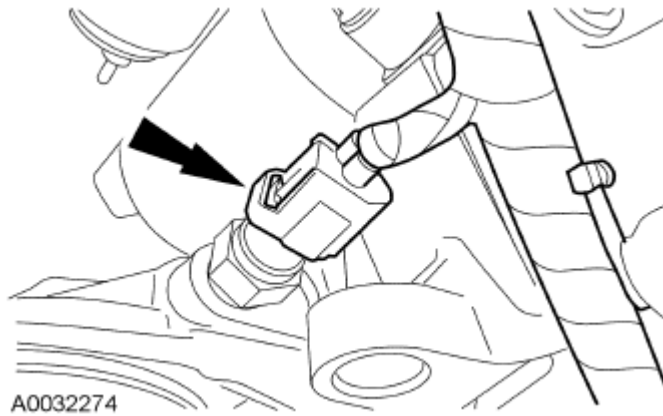


Fig. 136: Locating Engine Oil Pressure Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

38. Remove and discard the engine oil filter.

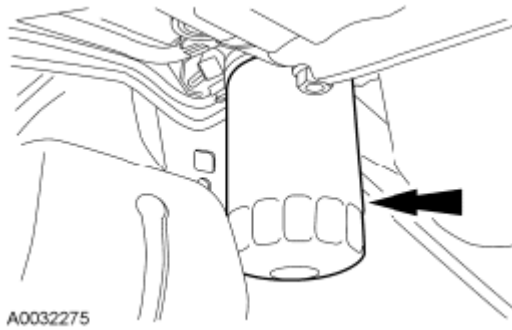


Fig. 137: Locating Engine Oil Filter
Courtesy of FORD MOTOR CO.

39. Detach the wiring harness from the crossmember and disconnect the electrical connector. Route the wiring harness to the transmission.

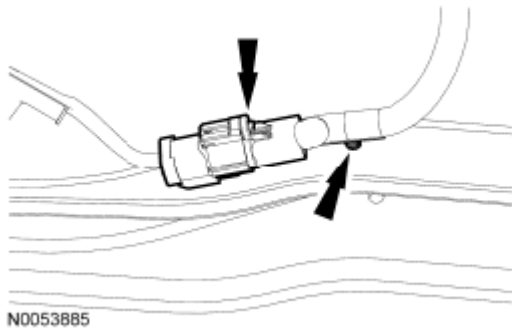


Fig. 138: Locating Electrical Connector
Courtesy of FORD MOTOR CO.

Vehicles with an automatic transmission

40. Disconnect the rear **HO2S** electrical connector.

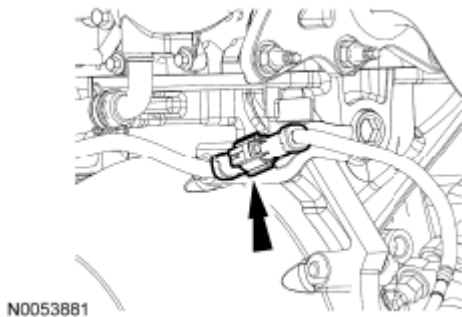


Fig. 139: Locating HO2S Electrical Connector
Courtesy of FORD MOTOR CO.

41. Disconnect the Catalyst Monitor Sensor (CMS) electrical connector. Remove the nut and route the wiring

harness over the transmission.

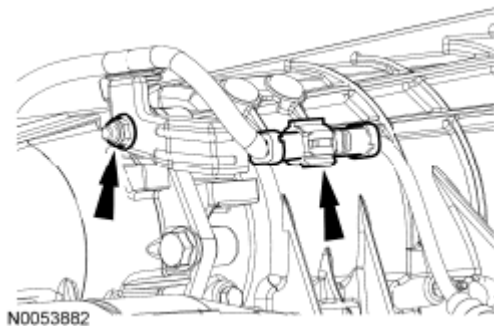


Fig. 140: Locating Catalyst Monitor Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

42. Disconnect the transmission electrical connectors and detach the wiring harness retainers.

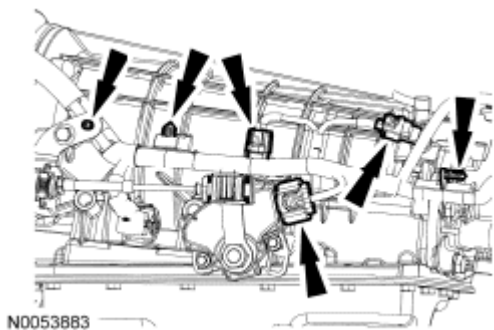


Fig. 141: Locating Transmission Electrical Connectors
Courtesy of FORD MOTOR CO.

43. Detach the wiring harness retainers.

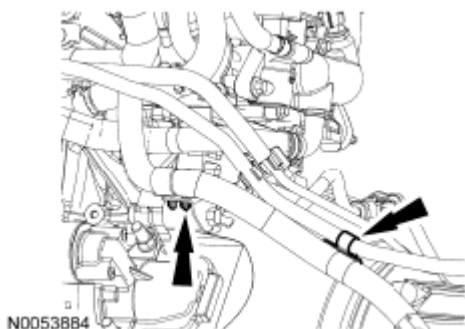


Fig. 142: Locating Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

Vehicles with a manual transmission

44. Disconnect the **HO2S** electrical connector.

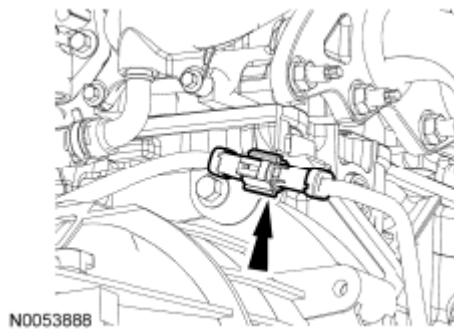


Fig. 143: Locating HO2S Electrical Connector
Courtesy of FORD MOTOR CO.

45. Disconnect the **CMS** electrical connector. Remove the nut and route the wiring harness over the transmission.

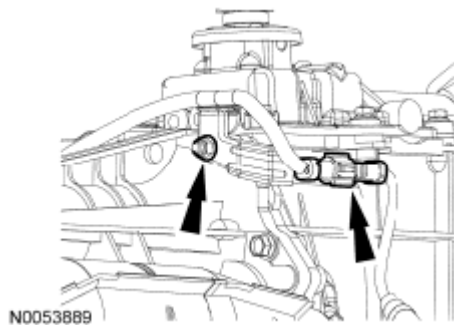


Fig. 144: Locating CMS Electrical Connector
Courtesy of FORD MOTOR CO.

46. Disconnect the transmission electrical connectors and detach the wiring harness retainers.

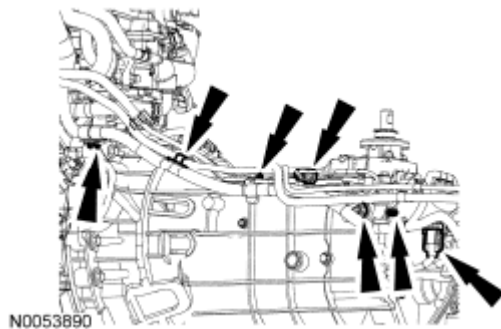


Fig. 145: Locating Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

All vehicles

47. Route the transmission portion of the wiring harness to the engine.
48. Remove the 4 bolts and the oil filter adapter.

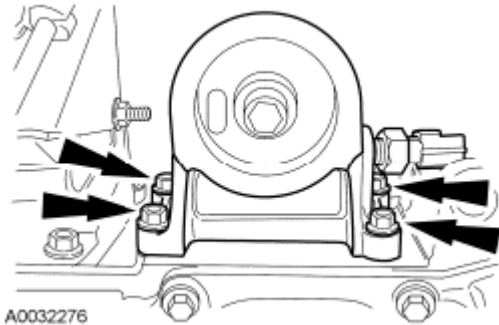


Fig. 146: Locating Oil Filter Adapter Bolts
Courtesy of FORD MOTOR CO.

49. Remove the bolt, the 2 stud bolts and the starter.

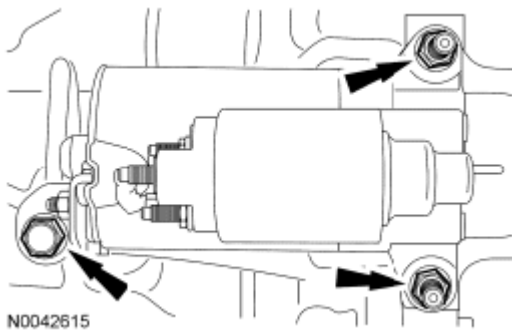


Fig. 147: Locating Starter, Stud Bolts And Nuts
Courtesy of FORD MOTOR CO.

50. Remove the starter dust shield.

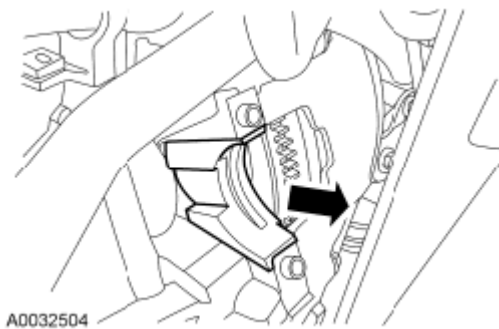


Fig. 148: Locating Starter Dust Shield
Courtesy of FORD MOTOR CO.

Vehicles with an automatic transmission

51. **NOTE:** Mark one stud and the flexplate for assembly reference.

Remove the 4 torque converter nuts.

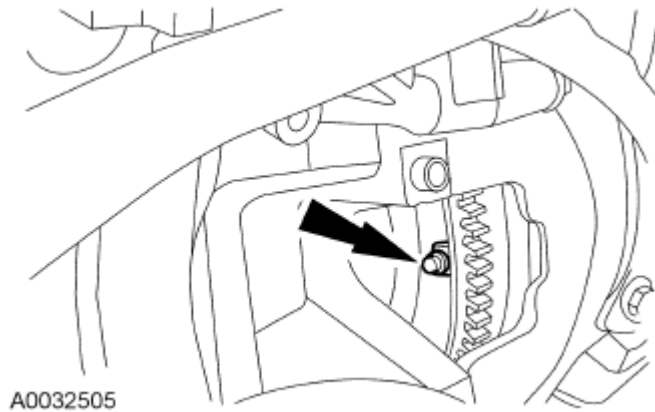


Fig. 149: Locating Torque Converter Nuts
Courtesy of FORD MOTOR CO.

All vehicles

52. **NOTE:** Leave the 2 side bolts in until the engine is ready to be removed.

Remove 9 of the transmission-to-engine bolts.

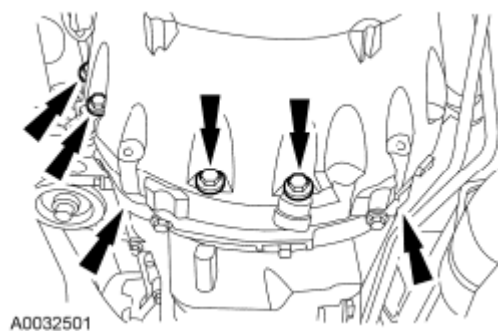


Fig. 150: Locating Transmission-To-Engine Bolts
Courtesy of FORD MOTOR CO.

Vehicles with an automatic transmission

53. Remove the transmission fluid indicator and tube assembly.

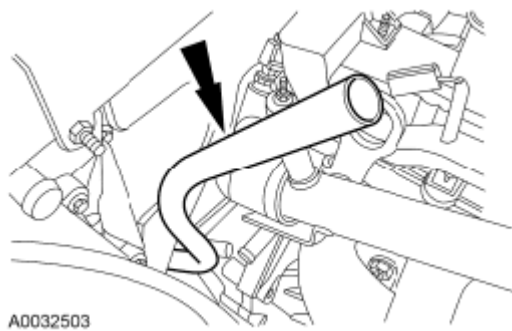


Fig. 151: Locating Transmission Fluid Indicator And Tube Assembly
Courtesy of FORD MOTOR CO.

All vehicles

54. Install the 2 Engine Lifting Brackets.



Fig. 152: Installing Engine Lifting Brackets
Courtesy of FORD MOTOR CO.

55. Support the transmission with a floor jack.
56. Support the engine with the Floor Crane, using the Spreader Bar.

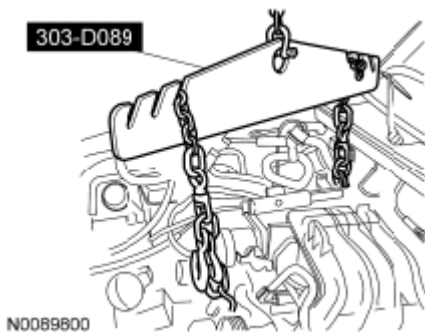


Fig. 153: Supporting Engine With Floor Crane
Courtesy of FORD MOTOR CO.

57. Remove the 2 side transmission-to-engine bolts.

58. **NOTE:** Left side shown in illustration, right side similar.

Remove the 4 engine support insulator nuts.

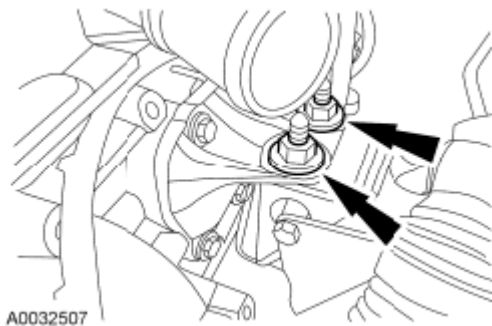


Fig. 154: Locating Engine Support Insulator Nuts
Courtesy of FORD MOTOR CO.

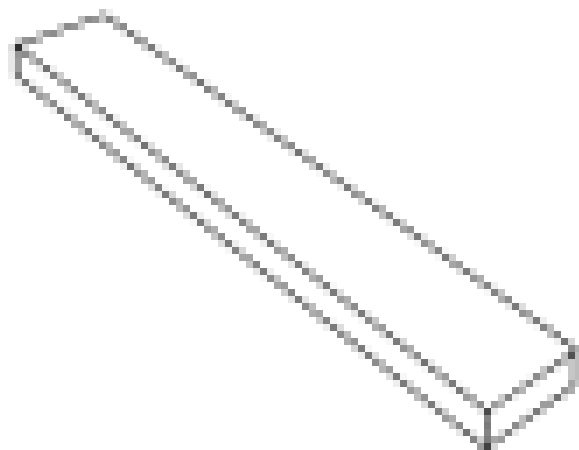
59. Remove the engine from the vehicle.

DISASSEMBLY

ENGINE

Special Tool(s)

SPECIAL TOOL SPECIFICATION



ST2599-A

Alignment Plate, Camshaft
303-465 (T94P-6256-CH)

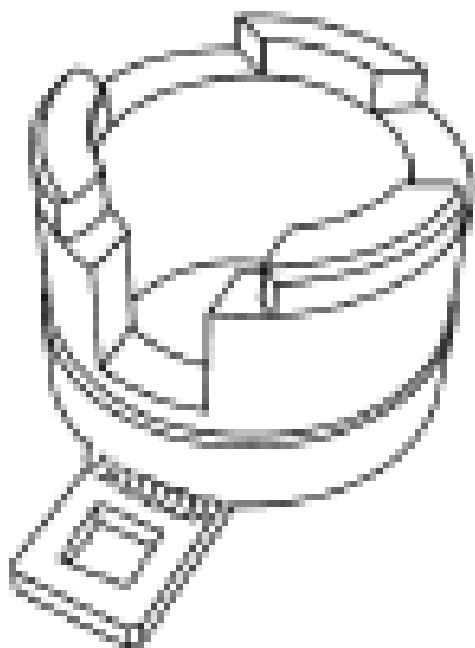
2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



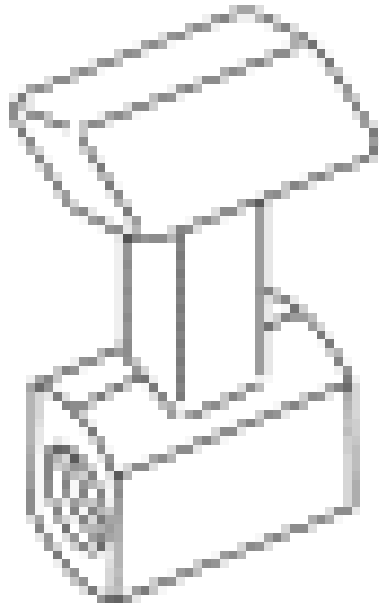
ST1910-A

Engine Stand
014-00232 or equivalent



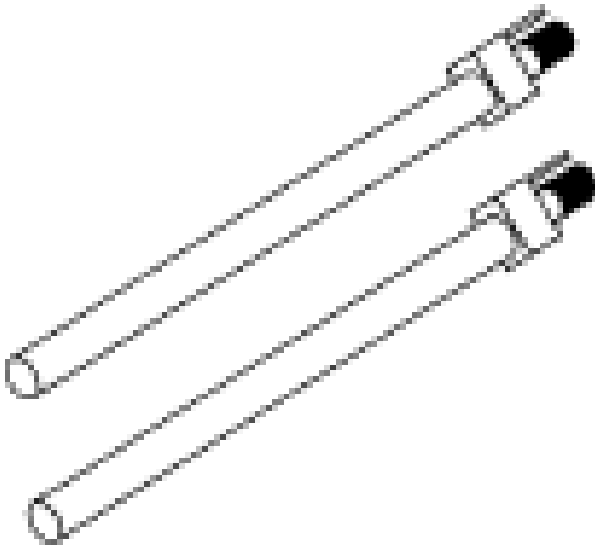
ST3054-A

Holding Tool, Crankshaft Damper
303-1416



Holding Tool, Flywheel
303-103 (T74P-8375-A)

ST2768-A

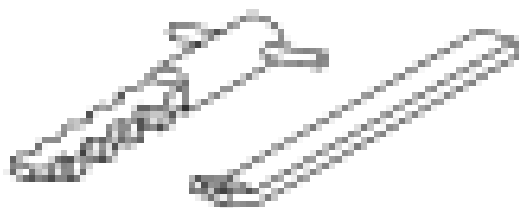


Installer, Connecting Rod
303-462 (T94P-6136-AH)

ST1982-A

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1385-A

Remover, Oil Seal
303-409 (T92C-6700-CH)

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® Metal Surface Prep ZC-31-A	-
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A

NOTE: Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in this procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage may occur.

NOTE: During engine repair procedures, cleanliness is extremely important. Foreign material, including any material created while cleaning gasket surfaces, may enter the cylinders, oil passages, coolant passages or the oil pan, and cause engine failure.

NOTE: Due to the precision fit and timing of the balancer shaft assembly, it cannot be removed from the engine block.

NOTE: For additional information, refer to the exploded views in **ASSEMBLY** .

Vehicles with manual transmission

NOTE: If the clutch disc and pressure plate are to be reinstalled, bolts must be removed evenly or permanent damage to the diaphragm spring will occur, resulting in complete clutch release.

1.

NOTE: If the parts are to be reused, index-mark the clutch pressure plate to the flywheel.

Remove the 6 bolts, the clutch pressure plate and the clutch disc.

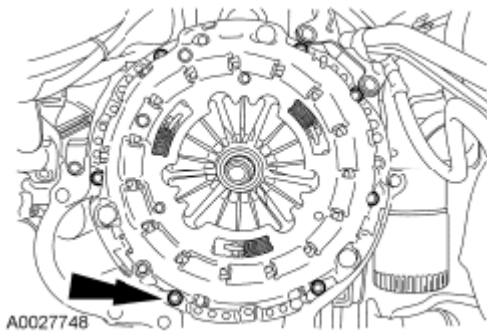


Fig. 155: Locating Clutch Pressure Plate Bolts
Courtesy of FORD MOTOR CO.

All vehicles

2. Using the Flywheel Locking Tool, remove the 6 bolts and the flexplate or flywheel.

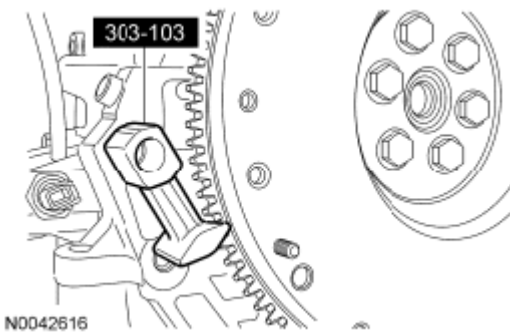


Fig. 156: Removing Flywheel
Courtesy of FORD MOTOR CO.

3. Mount the engine on a suitable engine stand.
4. Remove the drive belt.

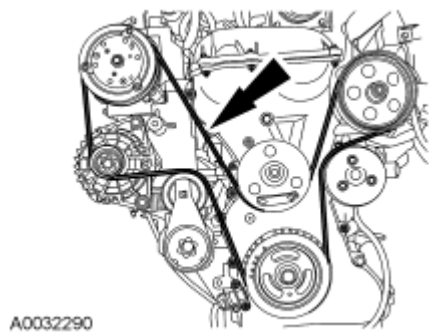


Fig. 157: Locating Drive Belt
Courtesy of FORD MOTOR CO.

5. Remove the engine oil level indicator, the 2 bolts and the engine oil level indicator tube.

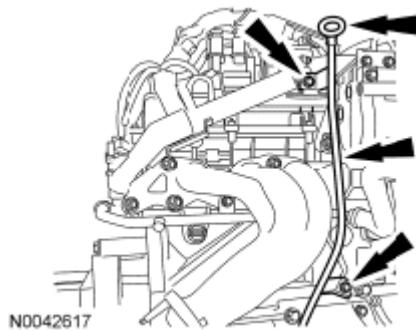


Fig. 158: Locating Engine Oil Level Indicator
Courtesy of FORD MOTOR CO.

6. Remove the 2 bolts and the front coolant outlet pipe.

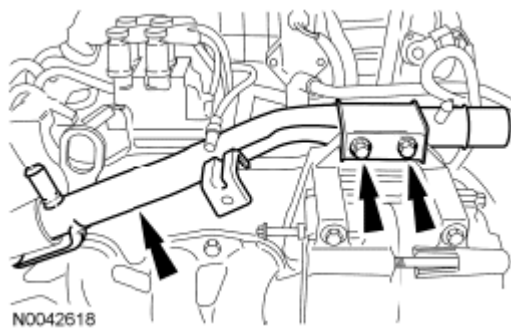


Fig. 159: Locating Front Coolant Outlet Pipe And Bolts
Courtesy of FORD MOTOR CO.

7. Remove the 4 bolts and the A/C compressor.

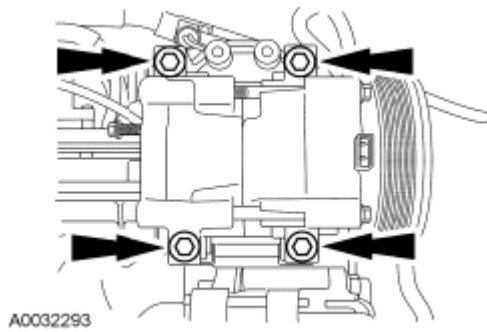


Fig. 160: Locating A/C Compressor Bolts
Courtesy of FORD MOTOR CO.

8. **NOTE:** The generator will be removed with the accessory bracket.

Remove the 5 bolts and the accessory bracket and generator as an assembly.

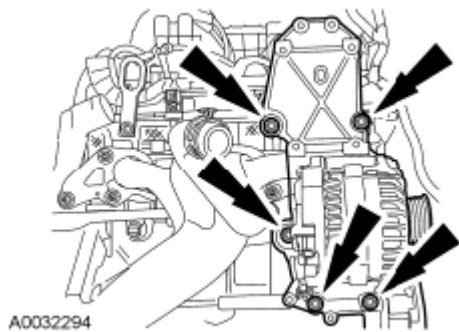


Fig. 161: Locating Accessory Bracket Bolts
Courtesy of FORD MOTOR CO.

9. Remove the 4 bolts and the RH engine mount bracket.

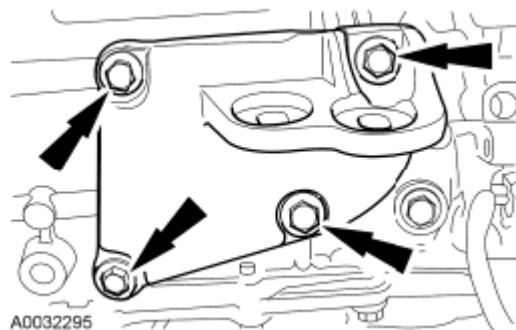


Fig. 162: Locating RH Engine Mount Bracket Bolts
Courtesy of FORD MOTOR CO.

10. Disconnect the coolant hose assembly from the thermostat housing and the PCV fitting on the intake manifold.

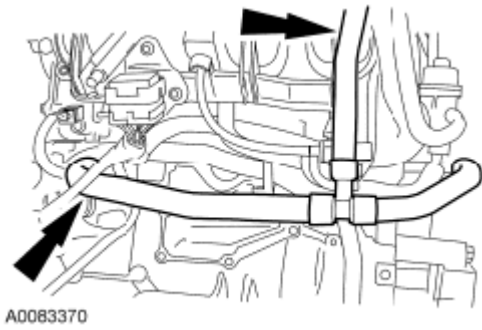


Fig. 163: Locating Coolant Hose
Courtesy of FORD MOTOR CO.

11. Remove the 2 nuts and the coolant tube assembly.



Fig. 164: Locating Coolant Tube Nuts
Courtesy of FORD MOTOR CO.

12. Remove the 7 nuts, the exhaust manifold and gasket.
 - Discard the 7 nuts and the exhaust manifold gasket.



Fig. 165: Locating Exhaust Manifold Nuts
Courtesy of FORD MOTOR CO.

13. Remove and discard the 7 exhaust manifold-to-cylinder head studs.
14. Clean and inspect the exhaust manifold. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION**.

15. If equipped, remove the block heater.

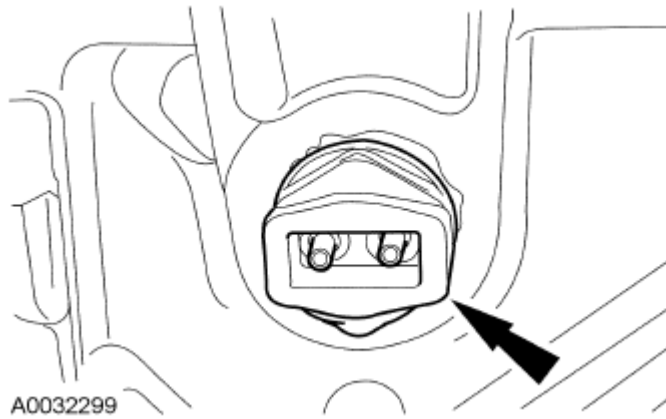


Fig. 166: Locating Block Heater
Courtesy of FORD MOTOR CO.

16. Remove the rear coolant outlet pipe.
1. Disconnect the coolant hose.
 2. Remove the 4 bolts, the rear coolant outlet pipe and discard the gasket.

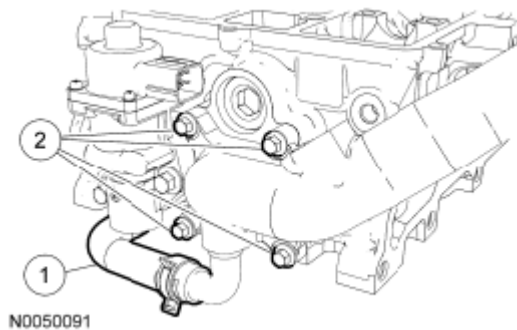


Fig. 167: Locating Rear Coolant Outlet Pipe Bolts
Courtesy of FORD MOTOR CO.

17. Remove the EGR valve.
1. Disconnect the electrical connector.
 2. Disconnect the coolant hose.
 3. Remove the 2 bolts, the EGR valve and discard the gasket.

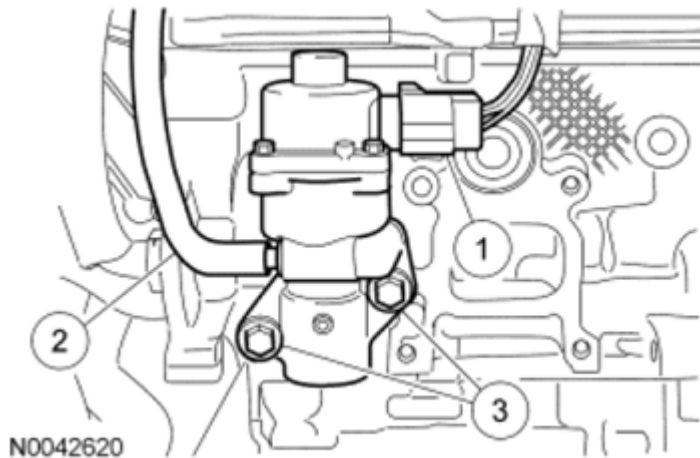


Fig. 168: Identifying Electrical Connector, Coolant Hose And EGR Valve Bolts
Courtesy of FORD MOTOR CO.

18. Remove the 4 bolts and the power steering pump.

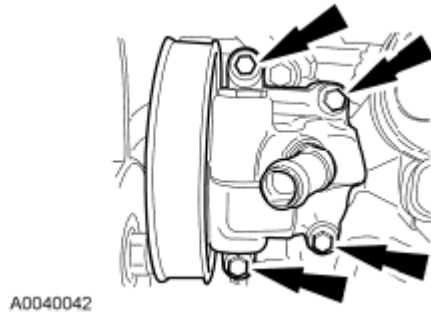


Fig. 169: Locating Power Steering Pump Bolts
Courtesy of FORD MOTOR CO.

19. Disconnect the Idle Air Control (IAC) valve, the Throttle Position (TP) sensor and the Manifold Absolute Pressure (MAP) sensor electrical connectors.

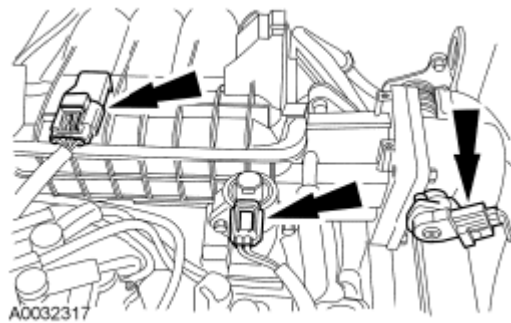


Fig. 170: Locating Manifold Absolute Pressure Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

20. Disconnect the Crankshaft Position (CKP) sensor and the wiring harness pin-type retainers.

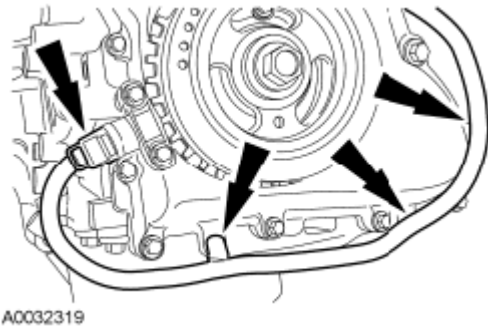


Fig. 171: Locating Crankshaft Position Sensor
Courtesy of FORD MOTOR CO.

21. Disconnect the Knock Sensor (KS) electrical connector, remove the 3 bolts and position the engine wiring harness and bracket aside.

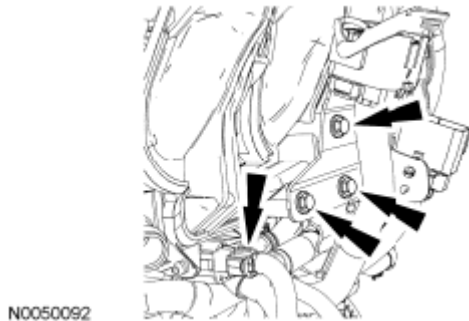


Fig. 172: Locating Knock Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

22. Disconnect the Camshaft Position (CMP) sensor electrical connector and the PCV hose.

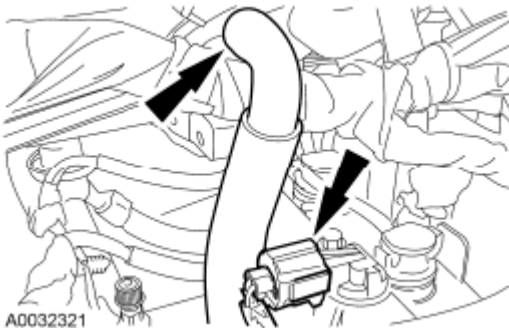


Fig. 173: Locating Camshaft Position Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

23. Disconnect the engine wiring harness pin-type retainers from the intake manifold.

24. Remove the 2 bolts and the EGR tube from the intake manifold.

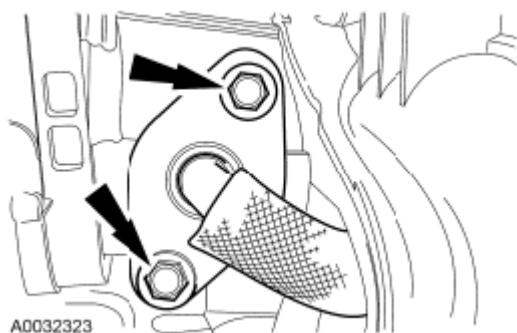


Fig. 174: Locating EGR Tube Bolts
Courtesy of FORD MOTOR CO.

25. Remove the EGR tube.
- Remove the EGR tube bracket bolt from the intake manifold.
 - Disconnect the EGR tube from the cylinder head.
 - Remove the EGR tube.

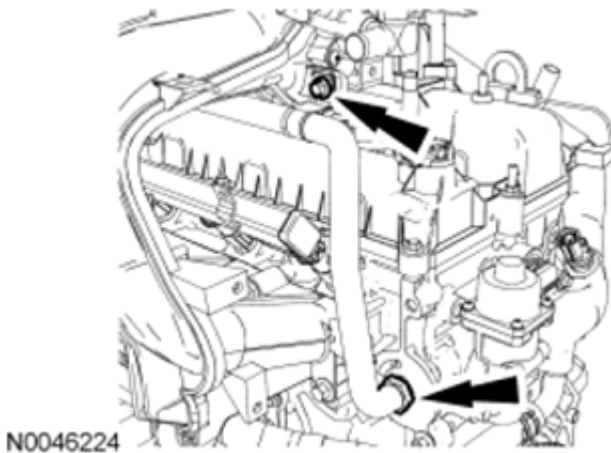


Fig. 175: Locating EGR Tube Bracket Bolt
Courtesy of FORD MOTOR CO.

NOTE: If the engine is repaired or replaced because of upper engine failure, typically including valve or piston damage, check the intake manifold for metal debris. If metal debris is found, install a new intake manifold. Failure to follow these instructions can result in engine damage.

26.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

Remove the 5 bolts and the intake manifold.

- Clean and inspect the sealing surfaces with metal surface prep and silicone gasket remover. Follow the directions on the packaging.

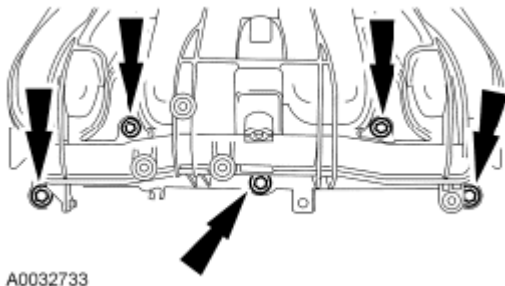


Fig. 176: Locating Intake Manifold Bolts
Courtesy of FORD MOTOR CO.

27. Disconnect the 4 fuel injector electrical connectors and the 2 wiring harness pin-type retainers.

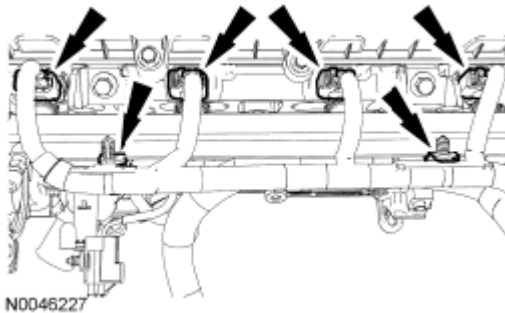


Fig. 177: Locating Fuel Injector Electrical Connectors And Wiring Harness Pin-Type Retainers
Courtesy of FORD MOTOR CO.

28. Disconnect the ignition coil and the Cylinder Head Temperature (CHT) sensor electrical connectors.

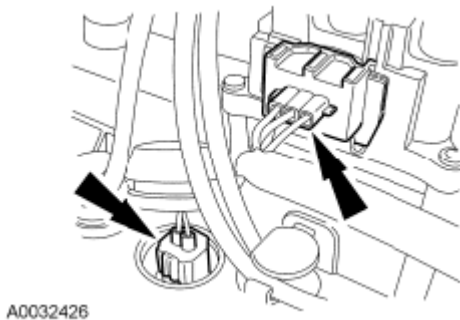


Fig. 178: Locating Cylinder Head Temperature Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

29. Detach the engine wiring harness anchors from the valve cover studs. Remove the engine wiring harness.

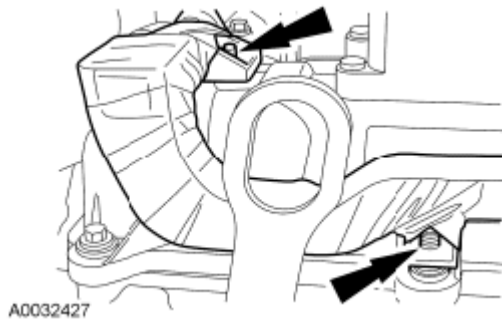


Fig. 179: Locating Engine Wiring Harness Anchors
Courtesy of FORD MOTOR CO.

30. **NOTE:** Spark plug wires must be connected correctly. Mark the spark plug wires before removing them. Failure to follow this instruction may result in poor engine performance.

NOTE: It is important to twist the spark plug wire boots while pulling upward to avoid possible damage to the spark plug wires.

With a twisting motion, disconnect the spark plug wires from the spark plugs.

31. Remove the 4 bolts and the ignition coil.

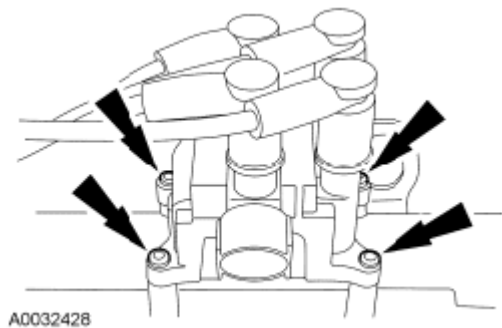
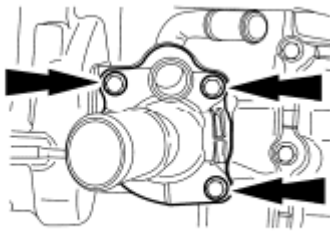


Fig. 180: Locating Ignition Coil Bolts
Courtesy of FORD MOTOR CO.

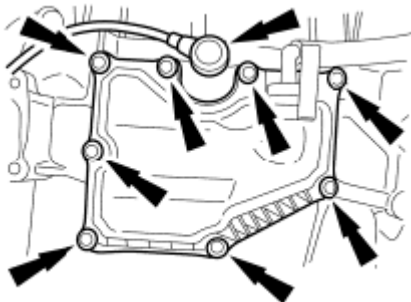
32. Remove the 3 bolts and the thermostat housing.



A0079671

Fig. 181: Locating Thermostat Housing Bolts
Courtesy of FORD MOTOR CO.

33. Remove the 9 bolts, the KS and the engine vent cover.



N0042847

Fig. 182: Locating Engine Vent Cover Bolts
Courtesy of FORD MOTOR CO.

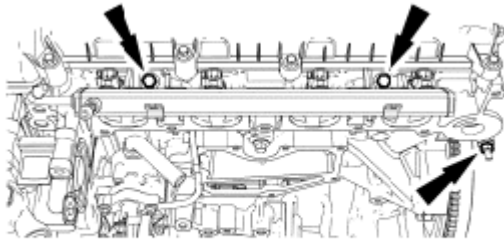
34. Remove the 4 bolts and the LH engine mount bracket.



A0032331

Fig. 183: Locating LH Engine Mount Bracket Bolts
Courtesy of FORD MOTOR CO.

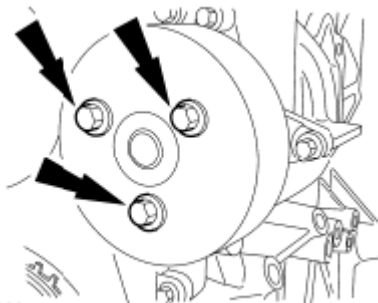
35. Remove the 2 bolts, fuel rail with the injectors and the ground strap.
- Discard the fuel injector O-ring seals.



N0046225

Fig. 184: Locating Fuel Rail Bolts
Courtesy of FORD MOTOR CO.

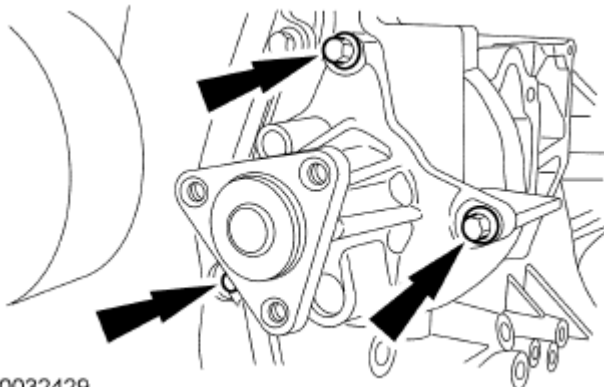
36. Remove the 3 bolts and the coolant pump pulley.



A0032333

Fig. 185: Locating Coolant Pump Pulley Bolts
Courtesy of FORD MOTOR CO.

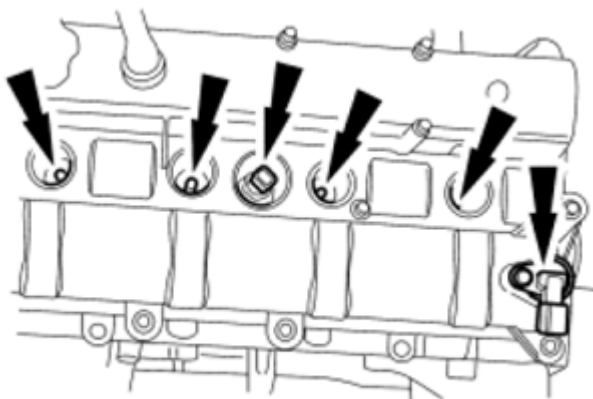
37. Remove the 3 bolts and the coolant pump.
 - Discard the O-ring seal.



A0032429

Fig. 186: Locating Coolant Pump Bolts
Courtesy of FORD MOTOR CO.

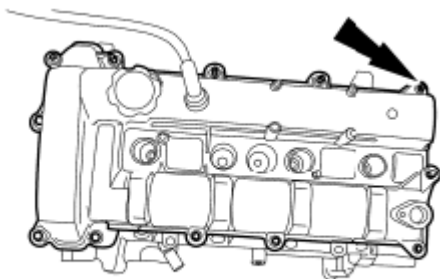
38. Remove the **CMP** sensor, **CHT** sensor and the spark plugs.



A0032430

Fig. 187: Locating CMP Sensor
Courtesy of FORD MOTOR CO.

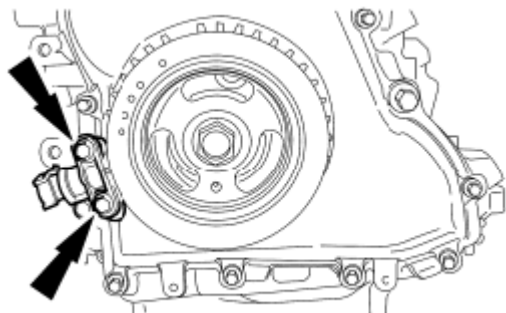
39. Remove the 14 fasteners and the valve cover.



A0032431

Fig. 188: Locating Valve Cover Fasteners
Courtesy of FORD MOTOR CO.

40. Remove the 2 bolts and discard the CKP sensor.



A0032432

Fig. 189: Locating CKP Sensor
Courtesy of FORD MOTOR CO.

- 41.

- NOTE:** Do not loosen or remove the crankshaft pulley bolt without first installing the special tools as instructed in this procedure. The crankshaft pulley and the crankshaft timing sprocket are not keyed to the crankshaft. The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley bolt is loosened. Before any repair requiring loosening or removal of the crankshaft pulley bolt, the crankshaft and camshafts must be locked in place by the special tools, otherwise severe engine damage may occur.
- 41.

NOTE: Failure to position the No. 1 piston at Top Dead Center (TDC) may result in damage to the engine.

NOTE: Turn the crankshaft in the normal direction of rotation only, or the engine may be damaged.

Using the crankshaft pulley bolt, turn the crankshaft clockwise to position the No. 1 piston at Top Dead Center (TDC).

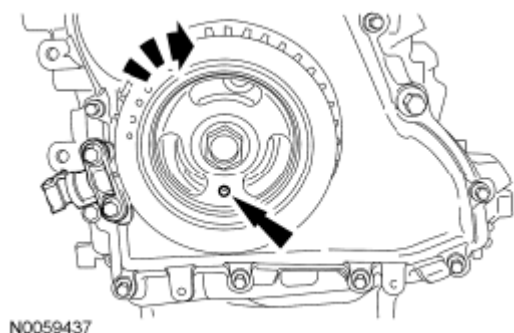


Fig. 190: Identifying Crankshaft Position (Top Dead Center)
Courtesy of FORD MOTOR CO.

- NOTE:** The Camshaft Alignment Plate is for camshaft alignment only. Using this tool to prevent engine rotation may result in engine damage.
- 42.
- NOTE:** The camshaft timing slots are offset. If the Camshaft Alignment Plate cannot be installed, rotate the crankshaft one complete revolution clockwise to correctly position the camshafts.

Install the Camshaft Alignment Plate in the slots on the rear of both camshafts.

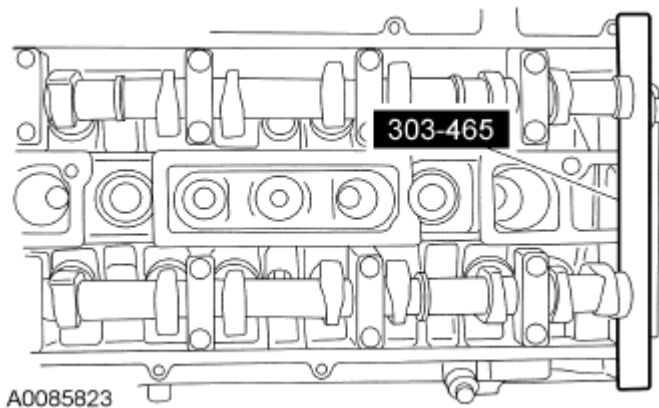


Fig. 191: Identifying Camshaft Alignment Plate
 Courtesy of FORD MOTOR CO.

NOTE: The crankshaft must remain in the Top Dead Center (TDC) position during removal of the pulley bolt or damage to the engine may occur. Therefore, the crankshaft pulley must be held in place with the Crankshaft Damper Holding Tool and the bolt should be removed using an air impact wrench (1/2-in drive minimum).

43.

NOTE: The crankshaft sprocket diamond washer may come off with the crankshaft pulley. The diamond washer must be replaced; remove and discard the diamond washer. If the diamond washer is not installed, engine damage may occur.

Use the Crankshaft Damper Holding Tool and a suitable 1/2-in drive hand tool to hold the crankshaft pulley. Use an air impact wrench to remove the crankshaft pulley bolt.

- Remove and discard the crankshaft pulley bolt and washer.
- Remove the crankshaft pulley.
- Remove the diamond washer and discard.

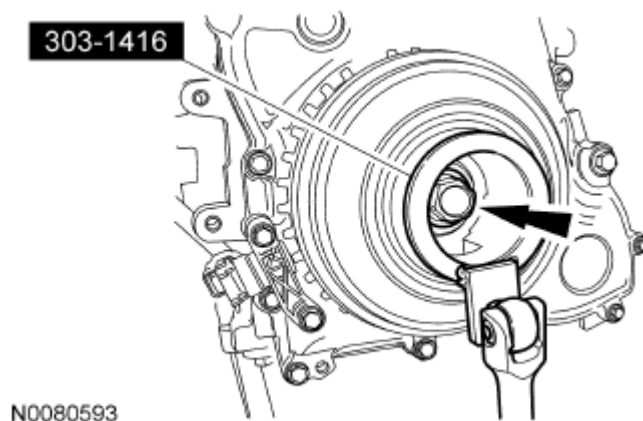


Fig. 192: Locating Crankshaft Pulley With Crankshaft Damper Holding Tool
Courtesy of FORD MOTOR CO.

44. **NOTE:** Use care not to damage the engine front cover or the crankshaft when removing the seal.

Using the Oil Seal Remover, remove the crankshaft front oil seal.

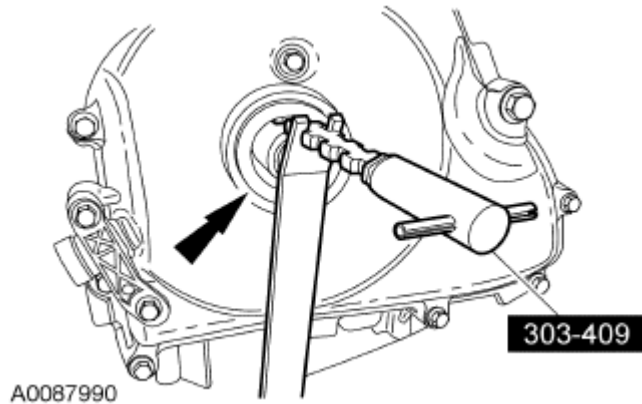


Fig. 193: Removing Crankshaft Front Oil Seal
Courtesy of FORD MOTOR CO.

45. **NOTE:** There is one engine front cover bolt behind the cooling fan drive pulley. To remove this bolt, align one of the cooling fan drive pulley access holes with the bolt head.

Remove the 20 bolts, the stud bolt and the engine front cover.

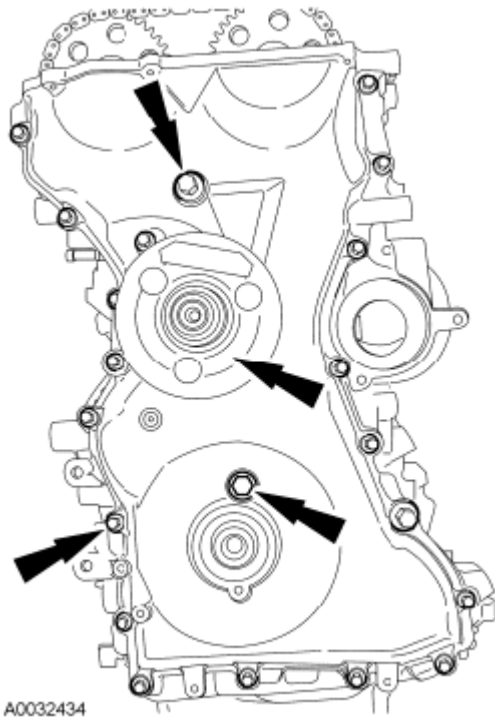


Fig. 194: Locating Engine Front Cover Stud Bolt
Courtesy of FORD MOTOR CO.

46. Compress the timing chain tensioner in the following sequence.
 1. Using a small pick, release and hold the ratchet mechanism.
 2. While holding the ratchet mechanism in the released position, compress the tensioner by pushing the timing chain arm toward the tensioner.
 3. Insert a paper clip into the hole to retain the tensioner.

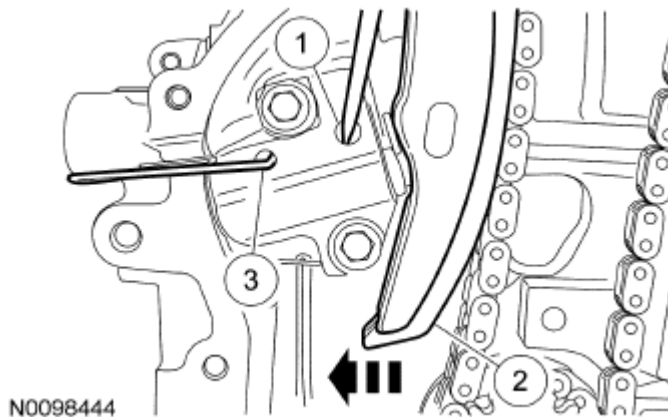


Fig. 195: Inserting Paper Clip Into Hole To Retain Tensioner
Courtesy of FORD MOTOR CO.

47. Remove the 2 bolts and the timing chain tensioner.

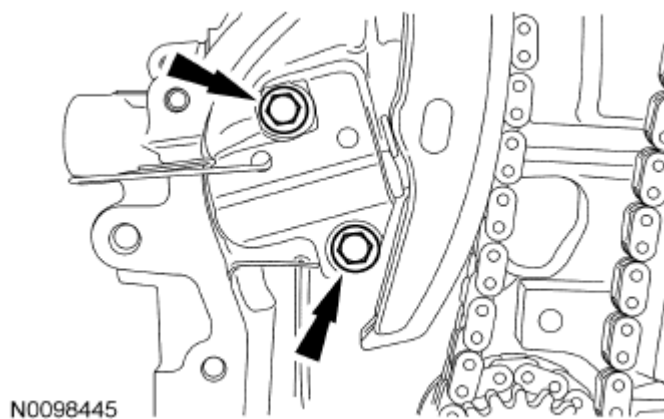


Fig. 196: Locating Timing Chain Tensioner Bolts
Courtesy of FORD MOTOR CO.

48. Remove the RH timing chain guide.

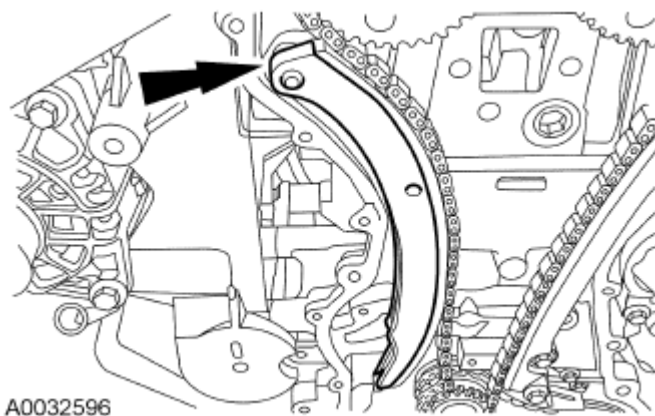


Fig. 197: Locating RH Timing Chain Guide
Courtesy of FORD MOTOR CO.

49. Remove the timing chain.

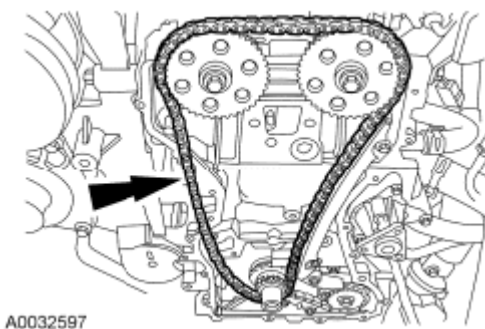


Fig. 198: Locating Timing Chain
Courtesy of FORD MOTOR CO.

50. Remove the 2 bolts and the LH timing chain guide.

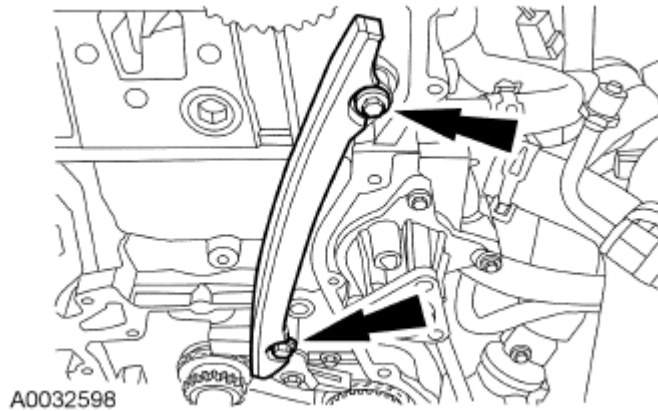


Fig. 199: Locating LH Timing Chain Guide Bolts
Courtesy of FORD MOTOR CO.

51. **NOTE:** Do not rely on the Camshaft Alignment Plate to prevent camshaft rotation. Damage to the tool or the camshaft may occur.

NOTE: Use a wrench on the flats between cylinders No. 1 and No. 2 to hold the camshaft in place.

Remove the 2 bolts, 2 washers and camshaft drive sprockets.

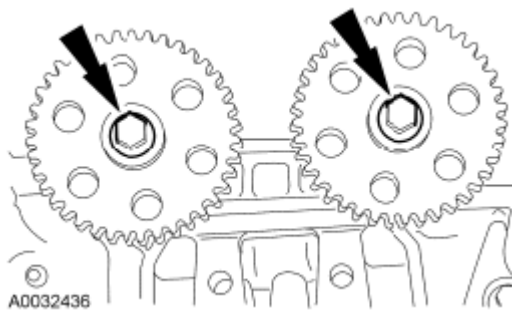


Fig. 200: Locating Camshaft Drive Sprockets Bolts
Courtesy of FORD MOTOR CO.

52. Remove the oil pump chain drive tensioner.
1. Release the tension on the tensioner spring.
 2. Remove the 2 shoulder bolts and the tensioner.

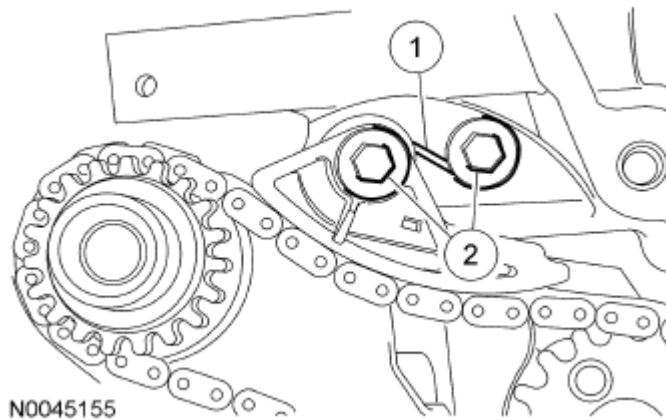


Fig. 201: Identifying Shoulder Bolts And Tensioner
Courtesy of FORD MOTOR CO.

53. **NOTE:** Remove and discard the crankshaft sprocket diamond washer located behind the crankshaft sprocket.

NOTE: The oil pump chain sprocket must be held in place.

Remove the bolt, the chain, sprockets and diamond washers.

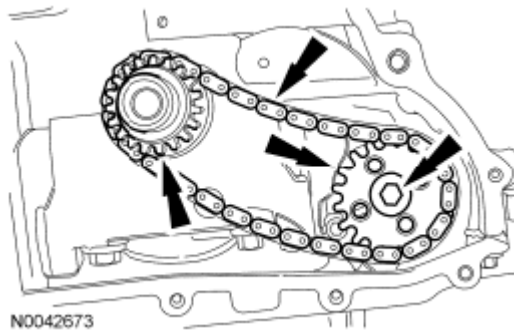


Fig. 202: Locating Oil Pump Chain Sprocket And Chain
Courtesy of FORD MOTOR CO.

54. Remove the Camshaft Alignment Plate.

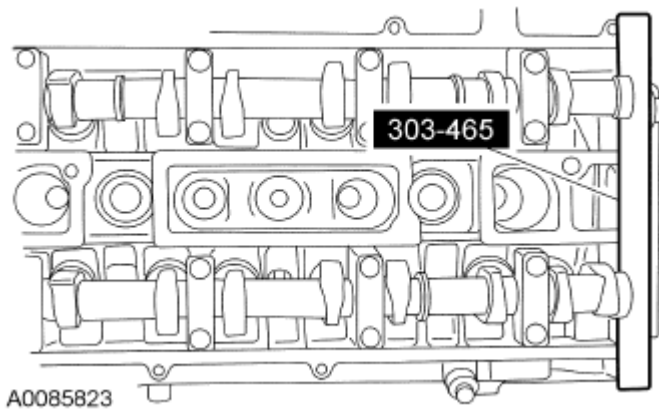


Fig. 203: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

55. **NOTE:** Failure to follow the camshaft loosening procedure may result in damage to the camshafts.

NOTE: Mark the location and orientation of each camshaft bearing cap.

NOTE: Note the position of the lobes on the No. 1 cylinder before removing the camshafts for assembly reference.

Remove the camshaft bearing caps.

- Loosen the 20 camshaft bearing cap bolts in sequence shown in illustration, one turn at a time.
- Repeat the first step until all tension is released from the camshaft bearing caps.
- Remove the camshaft bearing caps.

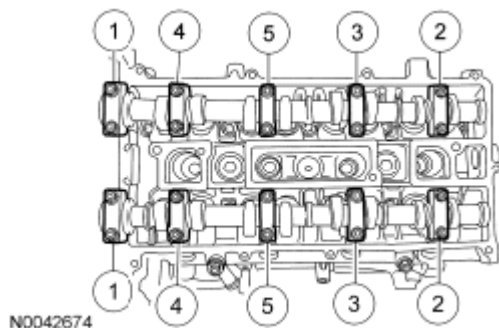


Fig. 204: Identifying Camshaft Bearing Cap Bolts Loosening Sequence
Courtesy of FORD MOTOR CO.

56. Remove the camshafts.

57. **NOTE:** The cylinder head must be cool before removing it from the engine. Cylinder head warpage may result if a warm or hot cylinder head is

57. removed.
- NOTE:** Place clean shop towels over exposed engine cavities. Carefully remove the towels so foreign material is not dropped into the engine. Foreign material, including any material created while cleaning gasket surfaces, may enter the cylinders, oil passages, coolant passages or the oil pan, and cause engine failure.
- NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.
- NOTE:** Aluminum surfaces are soft and can be scratched easily. Never place the cylinder head gasket surface, unprotected, on a bench surface, or the cylinder head may be damaged.
- NOTE:** The cylinder head bolts must be discarded and new bolts must be installed. They are torque-to-yield designed and cannot be reused.

Remove the 10 bolts and the cylinder head.

- Discard the cylinder head bolts.

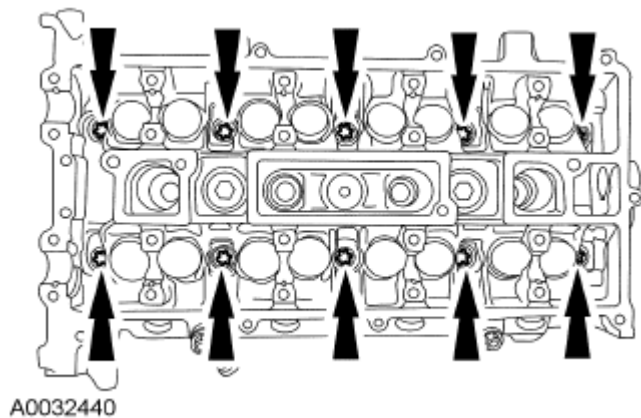


Fig. 205: Locating Cylinder Head Bolts
Courtesy of FORD MOTOR CO.

58. Remove and discard the cylinder head gasket.
59. Remove the cylinder head alignment dowels.

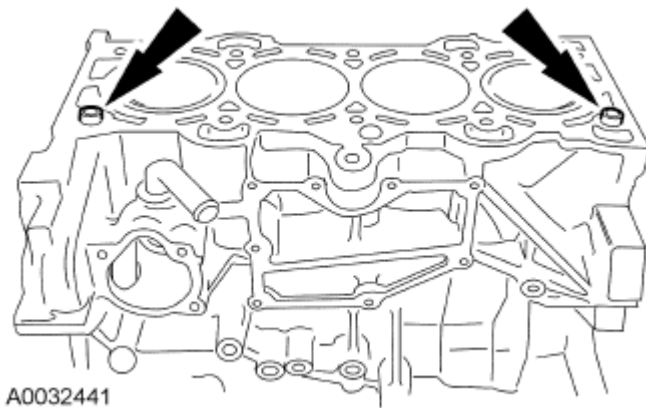


Fig. 206: Locating Cylinder Head Alignment Dowels
Courtesy of FORD MOTOR CO.

60. Remove the 13 bolts and the oil pan.

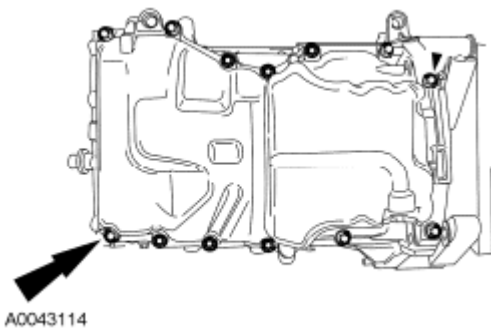


Fig. 207: Locating Oil Pan Bolts
Courtesy of FORD MOTOR CO.

61. Remove the 6 bolts and the rear crankshaft seal and retainer plate.

- Discard the crankshaft rear seal and retainer plate assembly.

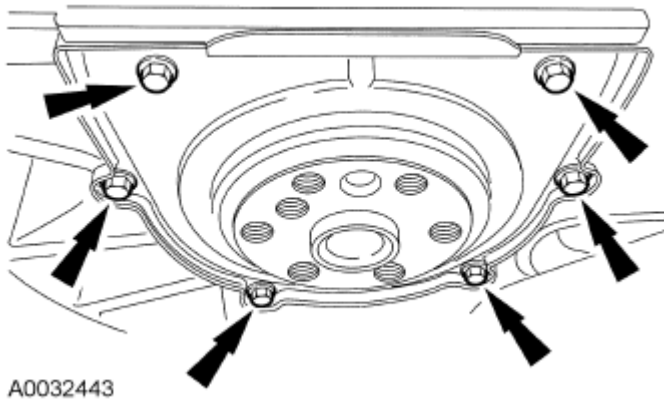
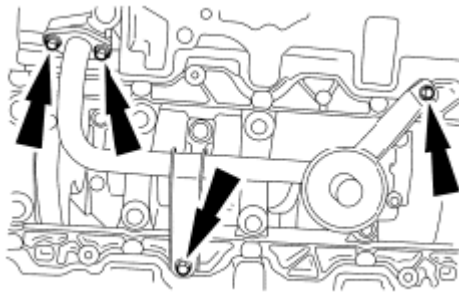


Fig. 208: Locating Rear Crankshaft Seal And Bolts
Courtesy of FORD MOTOR CO.

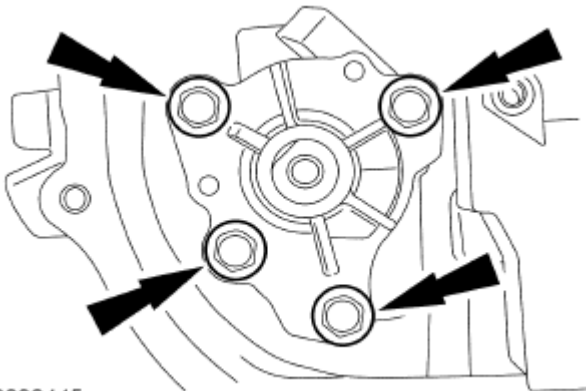
62. Remove the 4 bolts, the oil pump pickup tube and discard the gasket.



A0032444

Fig. 209: Locating Oil Pump Pickup Tube Bolts
Courtesy of FORD MOTOR CO.

63. Remove the 4 bolts and the oil pump assembly.
- Discard the gasket.



A0032445

Fig. 210: Locating Oil Pump Assembly Bolts
Courtesy of FORD MOTOR CO.

64. Before removing the pistons, inspect the top of the cylinder bores. If necessary, remove the ridge or carbon deposits from each cylinder using an abrasive pad or equivalent, following manufacturer's instructions.

NOTE: Clearly mark the connecting rods, connecting rod caps and connecting rod bearings in numerical order for correct orientation for reassembly.

- 65.

Remove the connecting rod cap bolts and cap.

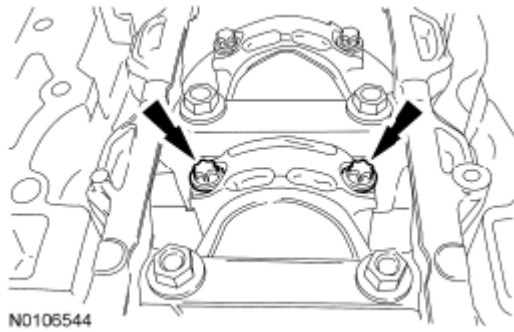


Fig. 211: Locating Connecting Rod Cap Bolts
Courtesy of FORD MOTOR CO.

66. **NOTE:** Do not scratch the cylinder walls or crankshaft journals with the connecting rod.

Using the Connecting Rod Installer, remove the piston/rod assembly from the engine block.

- Repeat the previous 2 steps until all the piston/rod assemblies are removed from the engine block.



Fig. 212: Removing Piston/Rod Assembly From Engine Block
Courtesy of FORD MOTOR CO.

67. Remove the bolts in the sequence shown in illustration.
- Remove the main bearing beam.
 - Discard the bolts.

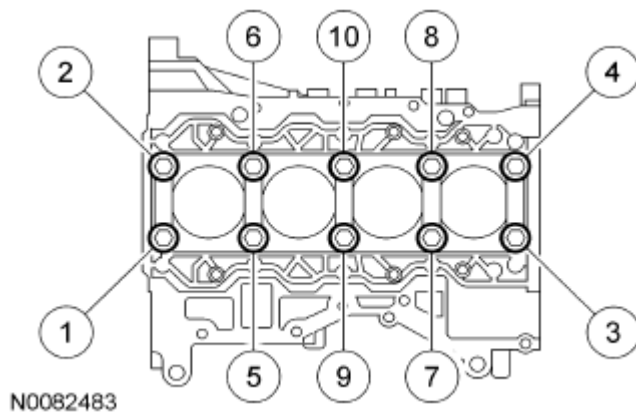


Fig. 213: Identifying Main Bearing Bolts
Courtesy of FORD MOTOR CO.

68. Remove the crankshaft from the engine block.

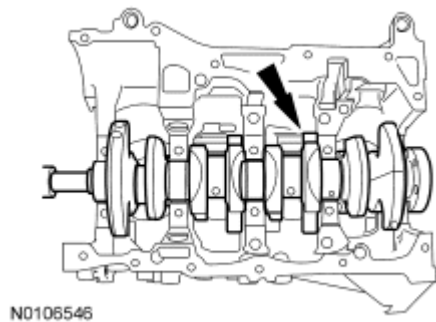


Fig. 214: Locating Crankshaft
Courtesy of FORD MOTOR CO.

NOTE: If the main bearings are being reused, mark them in order for correct orientation and reassembly.

69.

Remove the main bearings from the main bearing beam.

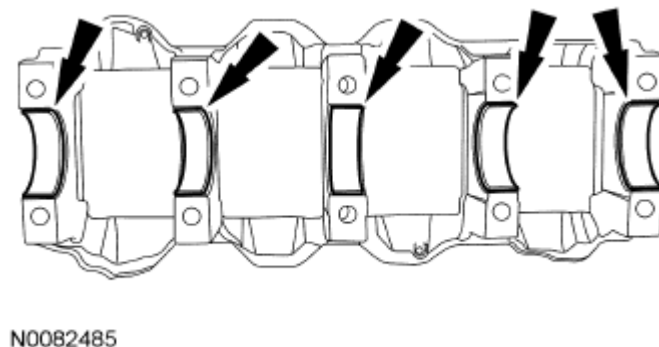


Fig. 215: Locating Main Bearings

Courtesy of FORD MOTOR CO.

70. **NOTE:** If the main bearings are being reused, mark them in order for correct orientation and reassembly.

NOTE: The center bulkhead has the thrust bearing.

Remove the main bearings from the cylinder block.

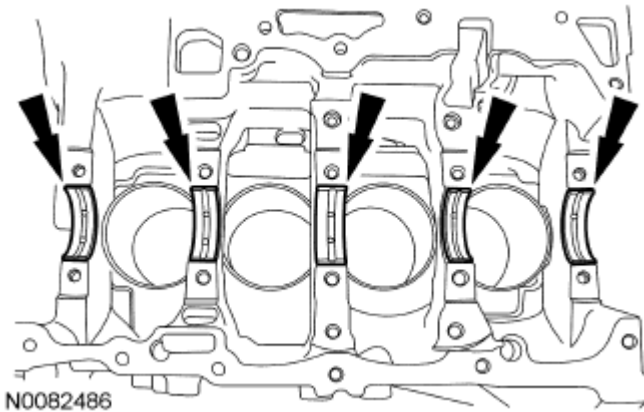


Fig. 216: Locating Main Bearings On Cylinder Block
Courtesy of FORD MOTOR CO.

71. **NOTE:** If the oil squirters are being reused, mark them in order for correct location during reassembly.

NOTE: The front bulkhead does not have an oil squirter.

Remove the 4 oil squirters.

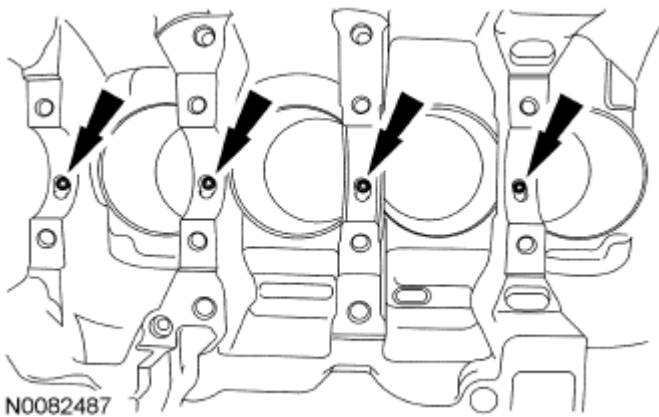


Fig. 217: Locating Oil Squirters
Courtesy of FORD MOTOR CO.

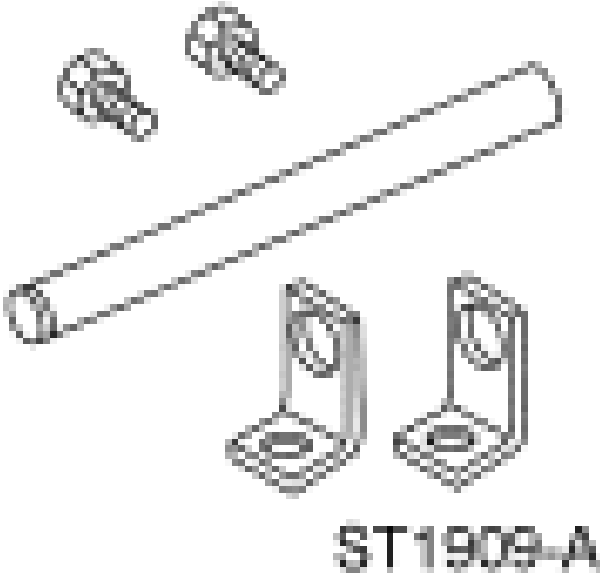
72. Inspect the cylinder block, main bearing beam, pistons and connecting rods. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** .

DISASSEMBLY AND ASSEMBLY OF SUBASSEMBLIES

CYLINDER HEAD

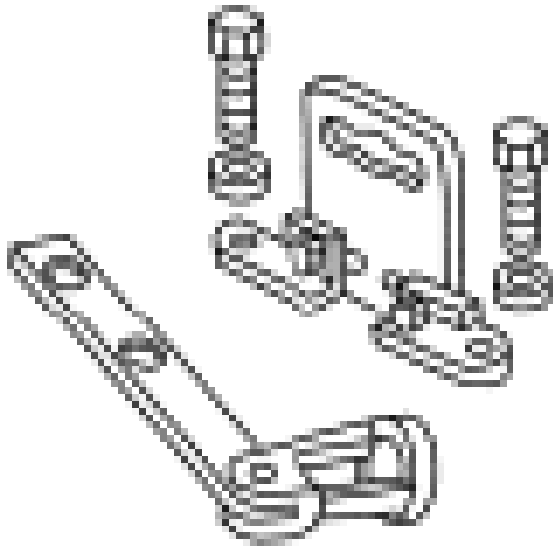
Special Tool(s)

SPECIAL TOOL SPECIFICATION

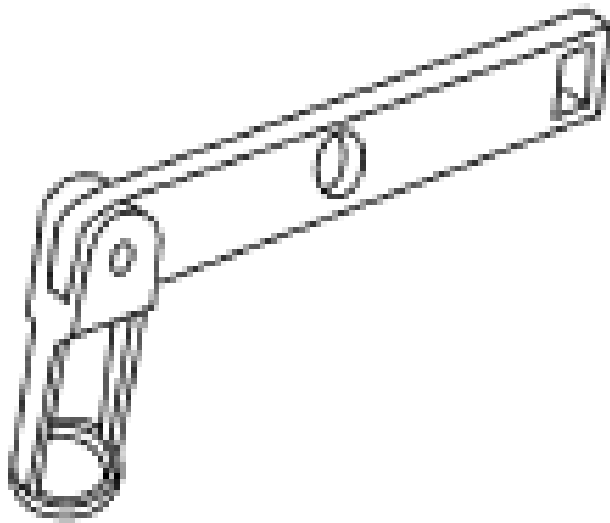
 ST1909-A	Compressor, Valve Spring 303-300 (T87C-6565-A)
	Compressor, Valve Spring 303-350 (T89P-6565-A)

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1907-A

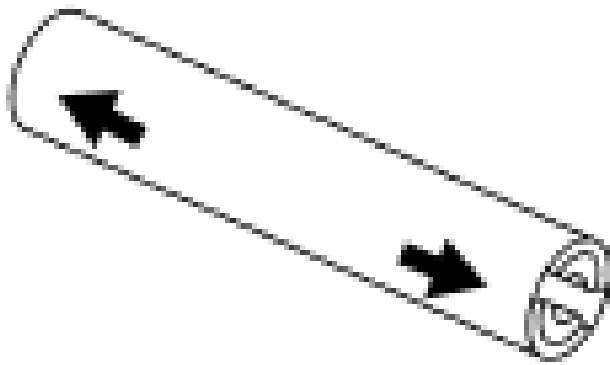


ST1902-A

Compressor, Valve Spring
303-472 (T94P-6565-AH)

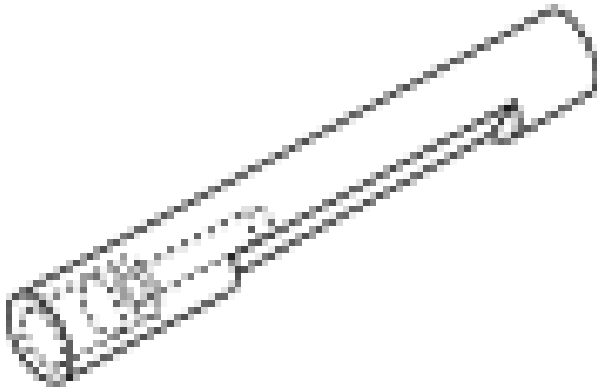
2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1904-A

Remover, Valve Stem Seal
303-468 (T94P-6510-AH)



ST1906-A

Replacer, Valve Stem Seal
303-470 (T94P-6510-CH)

Slide Hammer
307-005 (T59L-100-B)

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



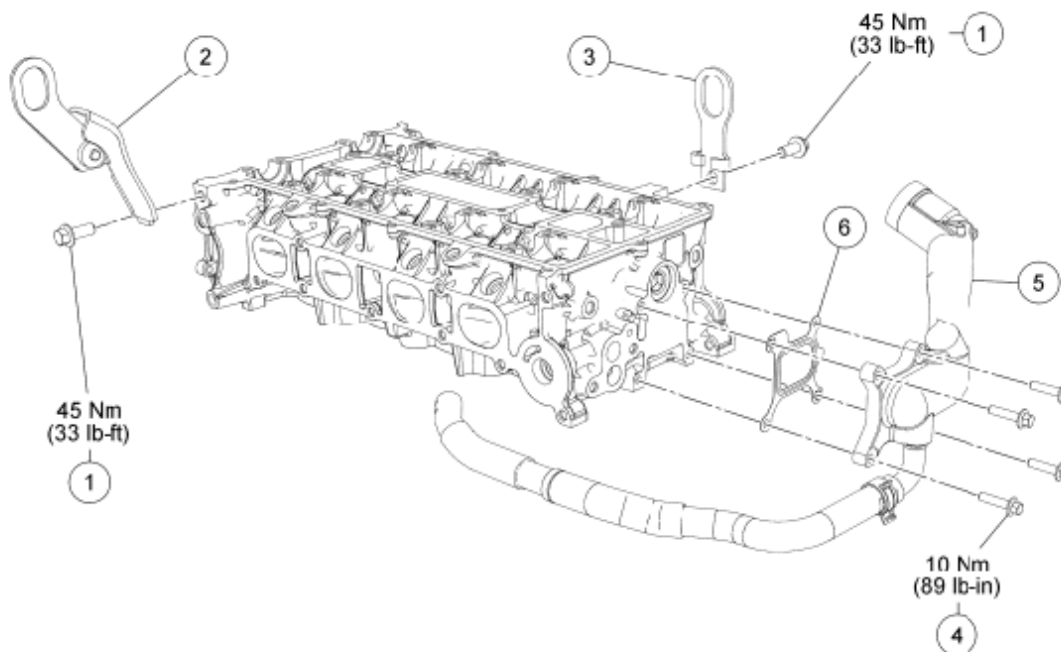
ST1187-A

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C930-A

Cylinder Head - Coolant Connection and Lifting Eyes



N0071800

Fig. 218: Identifying Coolant Connection And Lifting Eyes With Torque Specifications

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Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W500033	Engine lifting eye bolts (2 required)
2	17K077	Front engine lifting eye
3	17K004	Rear engine lifting eye
4	W500015	Coolant outlet pipe bolt (4 required)
5	9B321	Coolant outlet pipe
6	8255	Coolant outlet pipe gasket

Cylinder Head - EGR Valve, Spark Plugs, Cylinder Head Temperature (CHT) Sensor and Valves

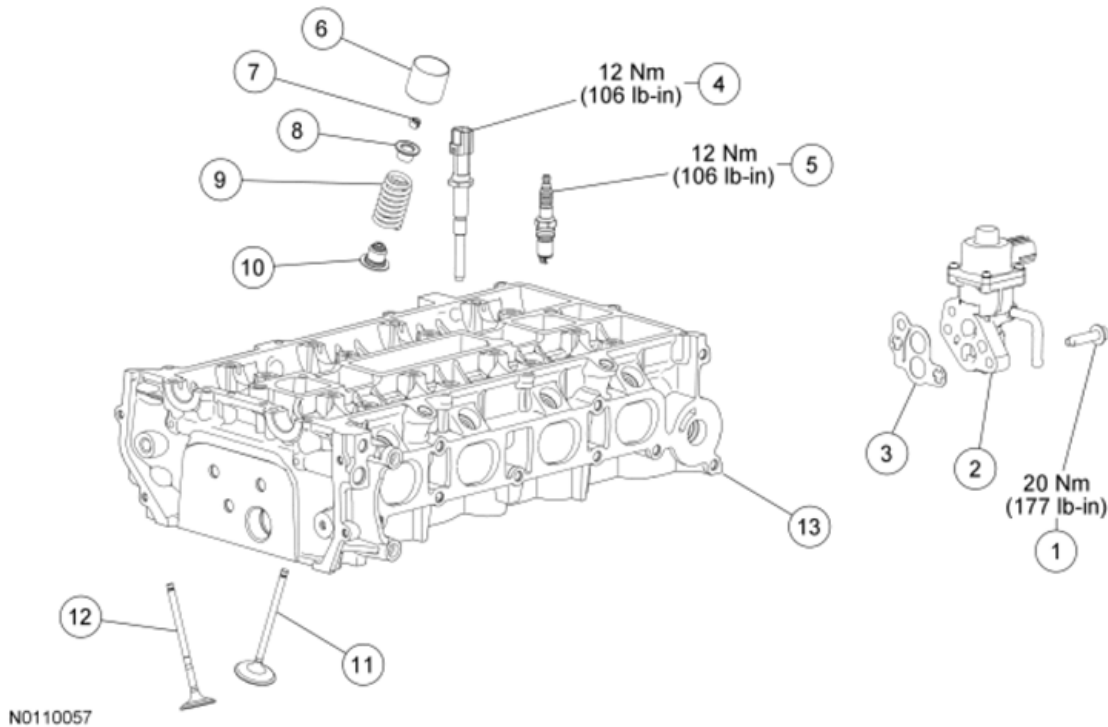


Fig. 219: Identifying EGR Valve, Spark Plugs, Cylinder Head Temperature (CHT) Sensor And Valves With Torque Specifications
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	W500225	EGR valve bolt (2 required)
2	9D475	EGR valve
3	9D476	EGR valve gasket
4	6G004	Cylinder Head Temperature (CHT) sensor
5	12405	Spark plug (4 required)

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6	6500	Valve tappet (16 required)
7	6518	Valve spring retainer key (16 required)
8	6514	Valve spring retainer (16 required)
9	6513	Valve spring (16 required)
10	6517	Valve seal (16 required)
11	6505	Intake valve (8 required)
12	6507	Exhaust valve (8 required)
13	6049	Cylinder head

Disassembly

1. Remove the 2 bolts and the engine lifting eyes.
2. Remove the Cylinder Head Temperature (CHT) sensor.
3. Remove the 4 bolts and the coolant outlet pipe.
 - Discard the gasket.
4. Remove the 2 bolts and the EGR valve.
 - Discard the EGR valve gasket.
5. Remove and discard the 4 spark plugs.
6. **NOTE:** **Note location of the tappets prior to removal.**

Remove the 16 valve tappets.

7. Using the 3 Valve Spring Compressors, compress the valve spring and remove the valve spring retainer keys, the valve spring retainers and the valve springs.

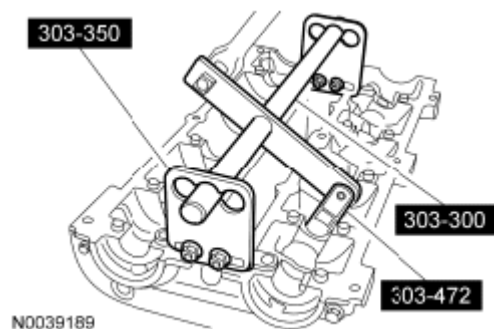


Fig. 220: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

8. Inspect the valve spring, valve spring retainer and valve spring retainer key. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** . Install new parts as necessary.
9. **NOTE:** **Note the location of the valves if they are to be reused.**

NOTE: **Mark each valve if the original valves are to be used.**

Remove the valves.

10. Using the Valve Stem Seal Remover and the Slide Hammer, remove and discard the valve stem seals.

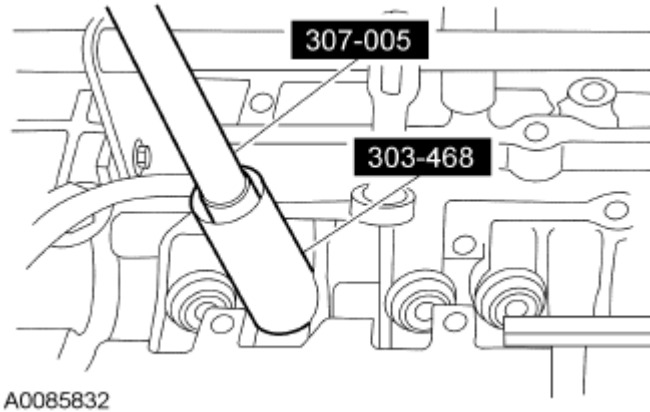


Fig. 221: Removing Valve Seal
Courtesy of FORD MOTOR CO.

11. Inspect the valves. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** . Install new parts as necessary.

Assembly

NOTE: If installing the original valves, make sure the valves are installed in the same position from which they were removed. Coat the valve stems with clean engine oil prior to installation.

1.

Install the valves.

NOTE: Use the protector provided with the replacement kit to prevent damage to the valve seals.

2.

Lubricate the valve stems and guides with clean engine oil and, using the Valve Stem Seal Replacer, install the valve seals onto the cylinder head valve guides.

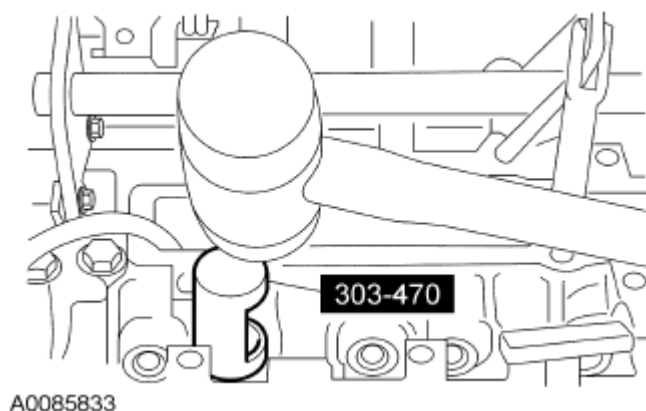


Fig. 222: Tapping Valve Seal
Courtesy of FORD MOTOR CO.

3. Place the valve spring in position over the valve and install the valve spring retainer.
4. Using the 3 Valve Spring Compressors, compress the valve spring and install the valve spring retainer keys.

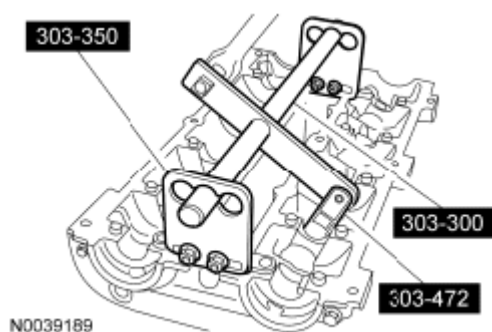


Fig. 223: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

NOTE: Be sure to install the tappets in the same location as they were removed from.

5.

Install the 16 valve tappets.

6. Install the **CHT** sensor.
 - Tighten to 12 Nm (106 lb-in).
7. Install 4 new spark plugs.
 - Tighten to 12 Nm (106 lb-in).
8. Using a new gasket, install the EGR valve and the 2 bolts.
 - Tighten to 20 Nm (177 lb-in).
9. Using a new gasket, install the coolant outlet pipe and the 4 bolts.

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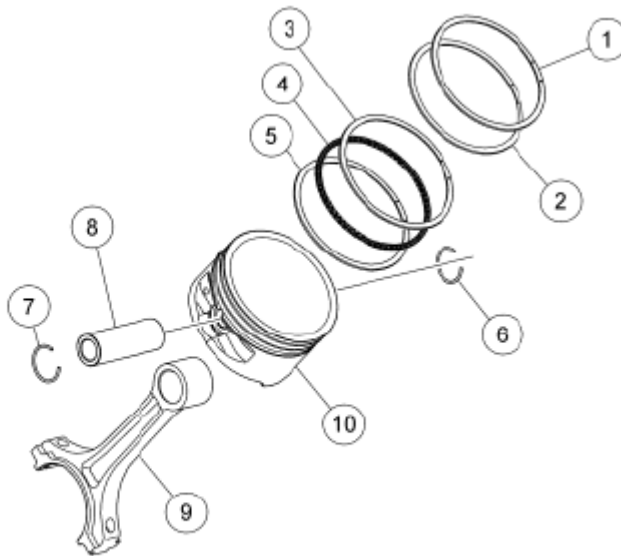
- Tighten to 10 Nm (89 lb-in).
10. Install the engine lifting eyes and the 2 bolts.
- Tighten to 45 Nm (33 lb-ft).

PISTON

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C930-A



N0010114

Fig. 224: Exploded View Of Piston
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	6150	Piston compression upper ring
2	6152	Piston compression lower ring
3	6159	Piston oil control upper segment ring
4	6161	Piston oil control spacer
5	6159	Piston oil control lower segment ring
6	6140	Piston pin retainer
7	6140	Piston pin retainer

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8	6135	Piston pin
9	6200	Connecting rod
10	6110	Piston

Disassembly

1. Remove the piston rings from the piston.

- Discard the piston rings.

2. Remove the 2 piston pin retainers and the piston pin.

NOTE: If the piston and connecting rod are to be reinstalled, they must be assembled in the same orientation. Mark the piston orientation to the connecting rod for reassembly.

- 3.

Separate the piston from the connecting rod.

4. Clean and inspect the piston and connecting rod. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION**.

Assembly

1. **NOTE:** The arrow on the top of the piston points towards the front of the engine.

Align the piston-to-connecting rod orientation marks, and position the connecting rod in the piston.

2. Lubricate the piston pin and pin bore with clean engine oil.
3. Install the piston pin in the piston and connecting rod assembly.
4. Install the piston pin retaining clips in the piston.
5. Lubricate the piston and the new piston rings with clean engine oil.

NOTE: The piston compression upper and lower ring should be installed with the paint mark on the outside diameter circumference of the ring to be positioned on the right side of the ring gap. The lower compression ring can also be installed with the undercut side downward.

- 6.

NOTE: The upper and lower compression ring gaps are not controlled for installation.

Install the piston rings onto the piston as shown in illustration.

1. Piston pin
2. Upper oil control ring gap location
3. Lower oil control ring gap location
4. Center line of the piston pin bore and the expander gap

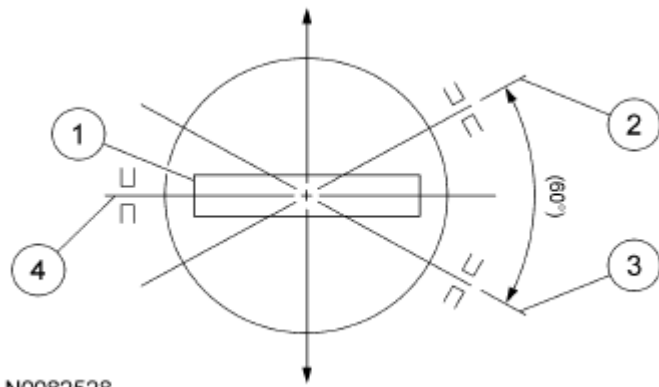


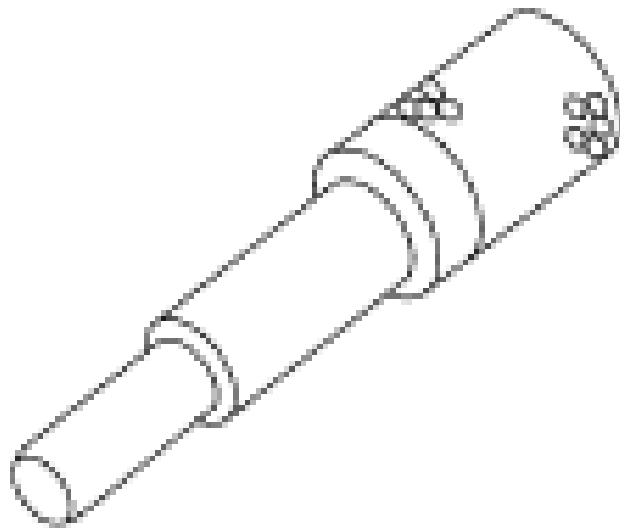
Fig. 225: Identifying Piston Ring Position
Courtesy of FORD MOTOR CO.

ASSEMBLY

ENGINE

Special Tool(s)

SPECIAL TOOL SPECIFICATION

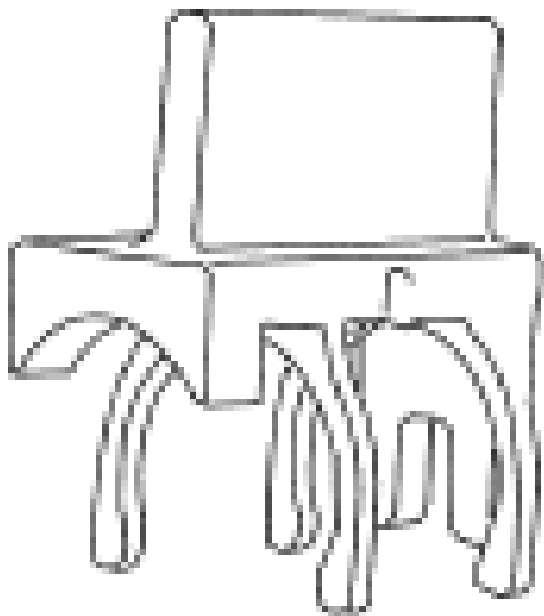


ST1751-A

Aligner, Clutch Disc
308-006 (T71P-7137-H)

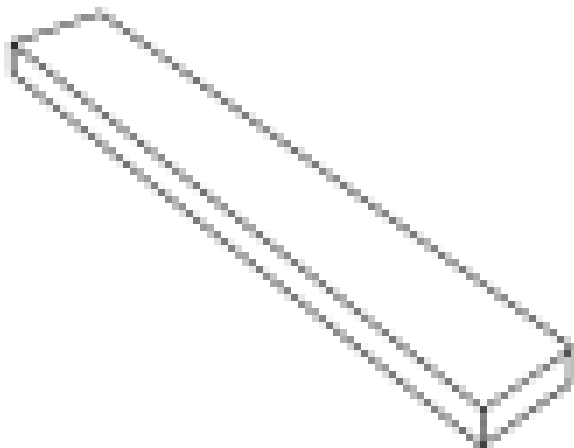
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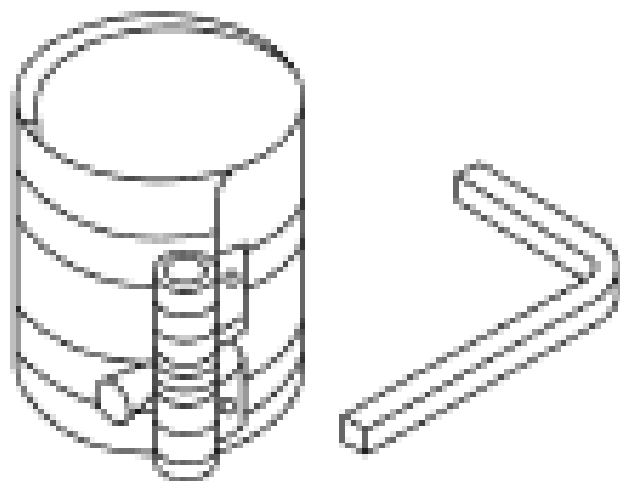
ST3055A

Aligner, Crankshaft Sensor
303-1417

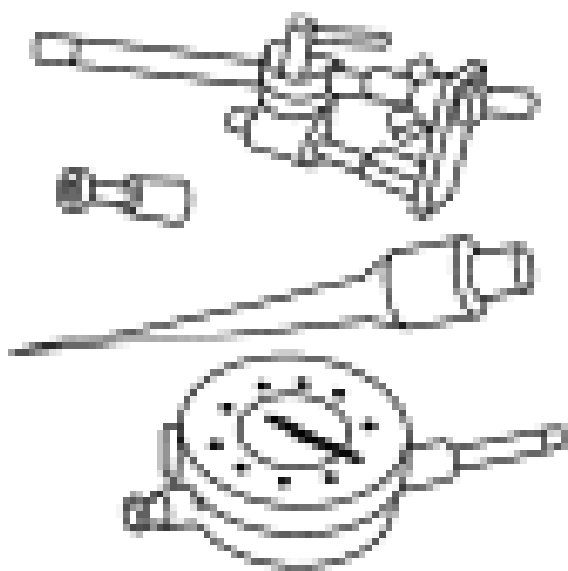


ST2599-A

Alignment Plate, Camshaft
303-465 (T94P-6256-CH)

**ST1376-A**

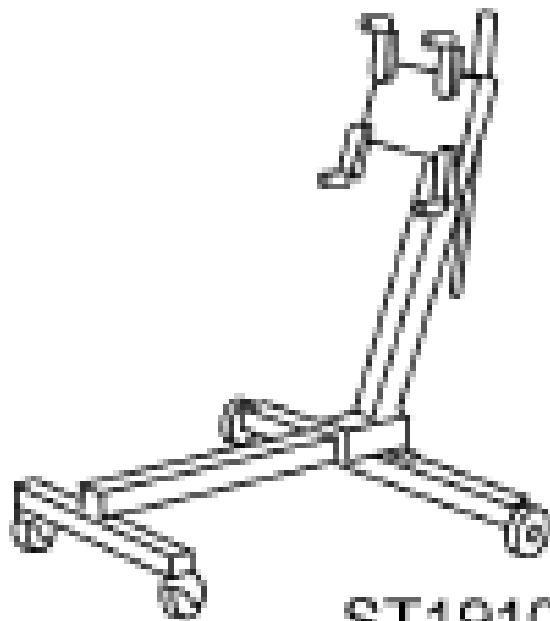
Compressor, Piston Ring
303-D032 (D81L-6002-C) or equivalent

**ST1214-A**

Dial Indicator Gauge with Holding Fixture
100-002 (TOOL-4201-C)

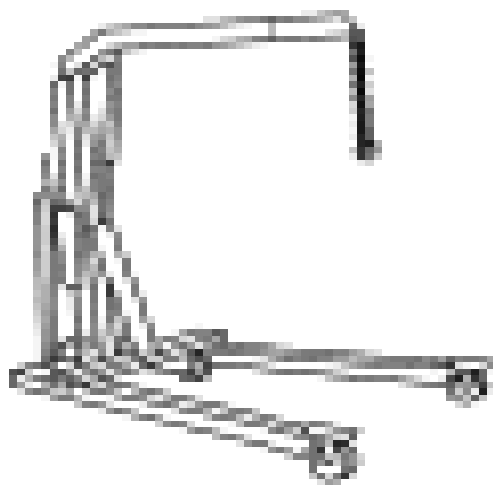
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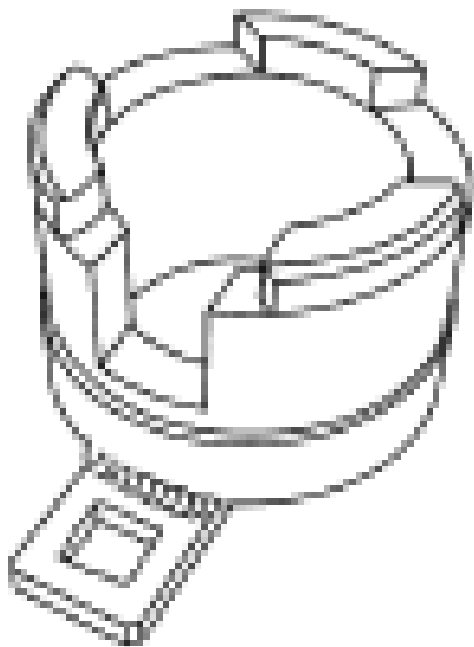
ST1910-A

Engine Stand
014-0232 or equivalent



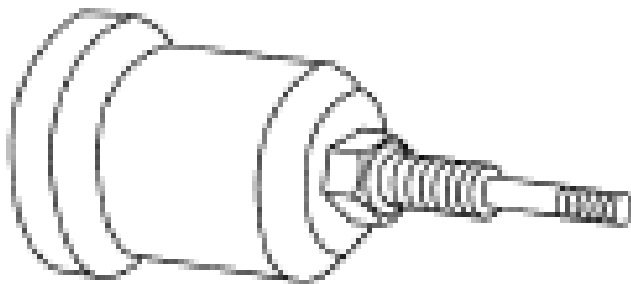
ST1341-A

Heavy-Duty Floor Crane
014-00071 or equivalent



ST3054-A

Holding Tool, Crankshaft Damper
303-1416

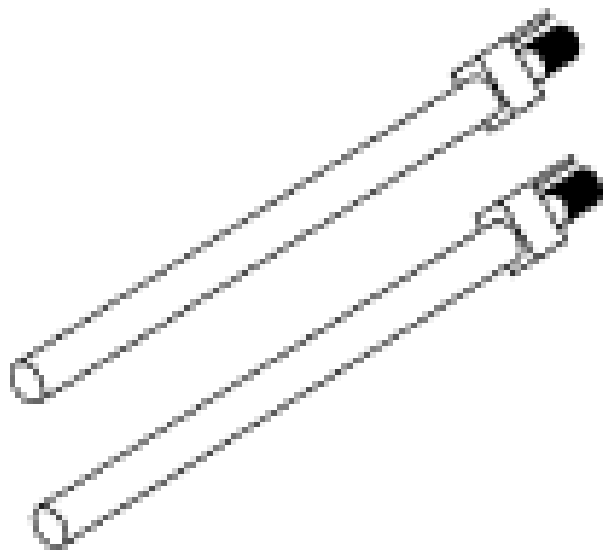


ST1917-A

Installer, Camshaft Front Oil Seal
303-096 (T74P-6150-A)

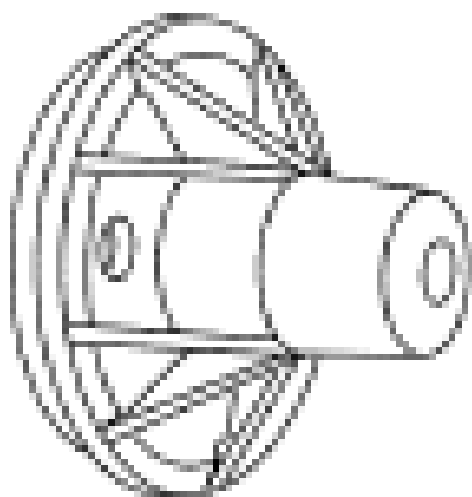
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ST1982-A

Installer, Connecting Rod
303-462 (T94P-6136-AH)

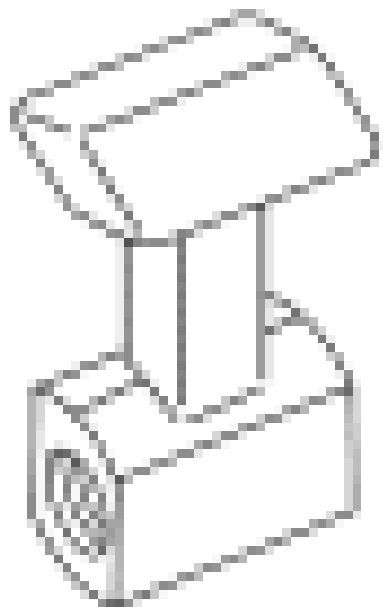


ST1506-A

Installer, Crankshaft Rear Main Oil Seal
303-328 (T88P-6701-B1)

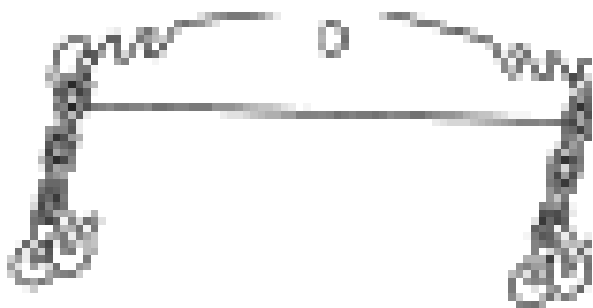
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Locking Tool, Flywheel
303-103 (T74P-8375-A)

ST2768-A



Spreader Bar
303-D089 (D93P-6001-A3) or equivalent

3T1F072-A

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ST2638-A

Timing Peg, Crankshaft
303-507

General Equipment

GENERAL EQUIPMENT REFERENCE

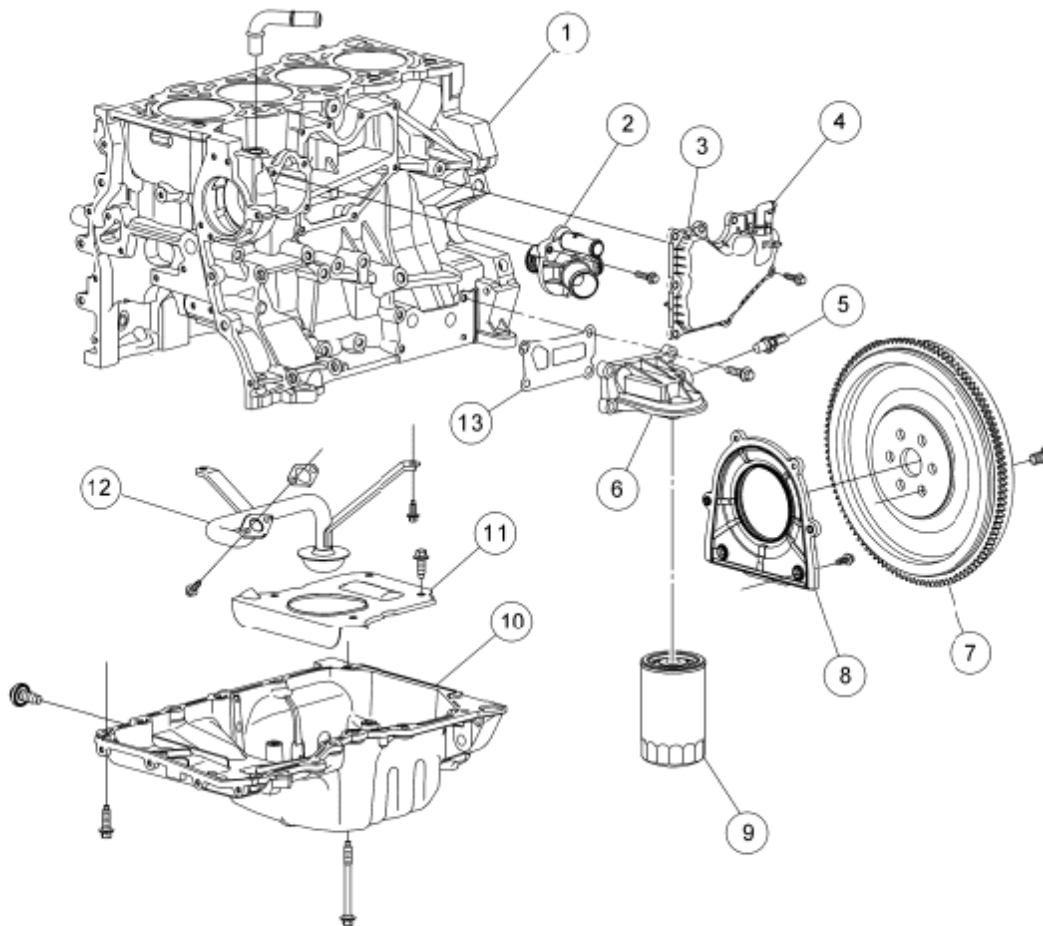
6 mm x 18 mm bolt

Material

MATERIAL SPECIFICATION

Item	Specification
High Temperature 4x4 Front Axle and Wheel Bearing Grease XG-11	WSS-M1C267-A1
Motorcraft® Metal Surface Prep ZC-31-A	-
Motorcraft® Premium Gold Engine Coolant with Bittering Agent (US); Motorcraft® Premium Gold Engine Coolant (Canada) VC-7-B (US); CVC-7-A (Canada); or equivalent (yellow color)	WSS-M97B51-A1
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C930-A
Silicone Brake Caliper Grease and Dielectric Compound XG-3-A	ESE-M1C171-A
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4
Silicone Gasket Remover ZC-30	-

Engine - Lower Engine Block (View 1)



A0080875

Fig. 226: Exploded View Of Lower Engine Block (1 Of 2)
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
1	6010	Cylinder block
2	8575	Thermostat assembly
3	6A785	Crankcase vent oil separator
4	6A666	PCV valve
5	9278	Oil pressure sensor
6	6881	Oil filter adapter
7	6375	Flywheel
8	6K301	Crankshaft rear oil seal and retainer
9	6731	Oil filter

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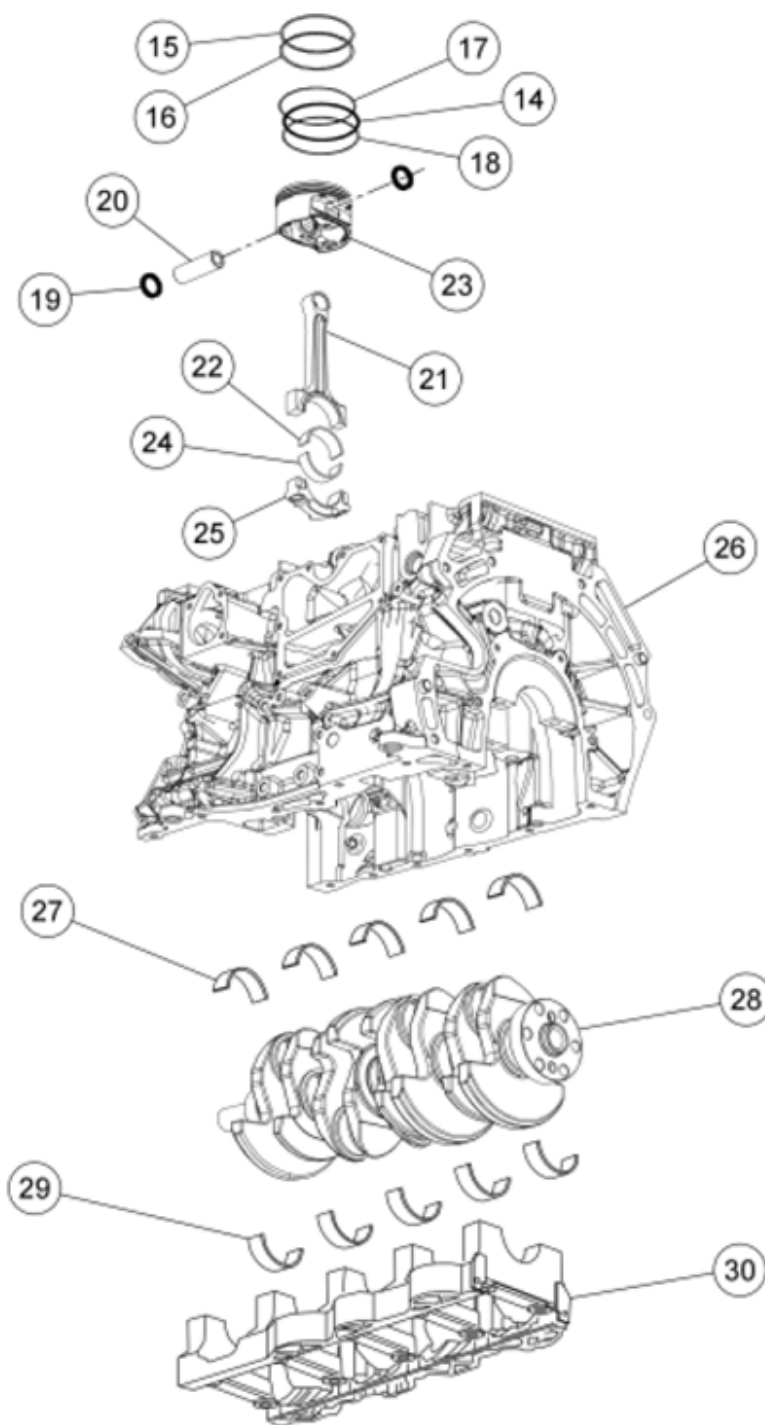
2010 ENGINE Engine - 2.3L - Ranger

10	6675	Oil pan
11	6687	Oil pan baffle
12	6622	Oil pump screen and pickup tube
13	6840	Oil filter adapter gasket

Lower Engine Block (View 2)

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N0110079

Fig. 227: Exploded View Of Lower Engine Block (2 Of 2)

Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
14	6161	Piston oil control spacer (4 required)

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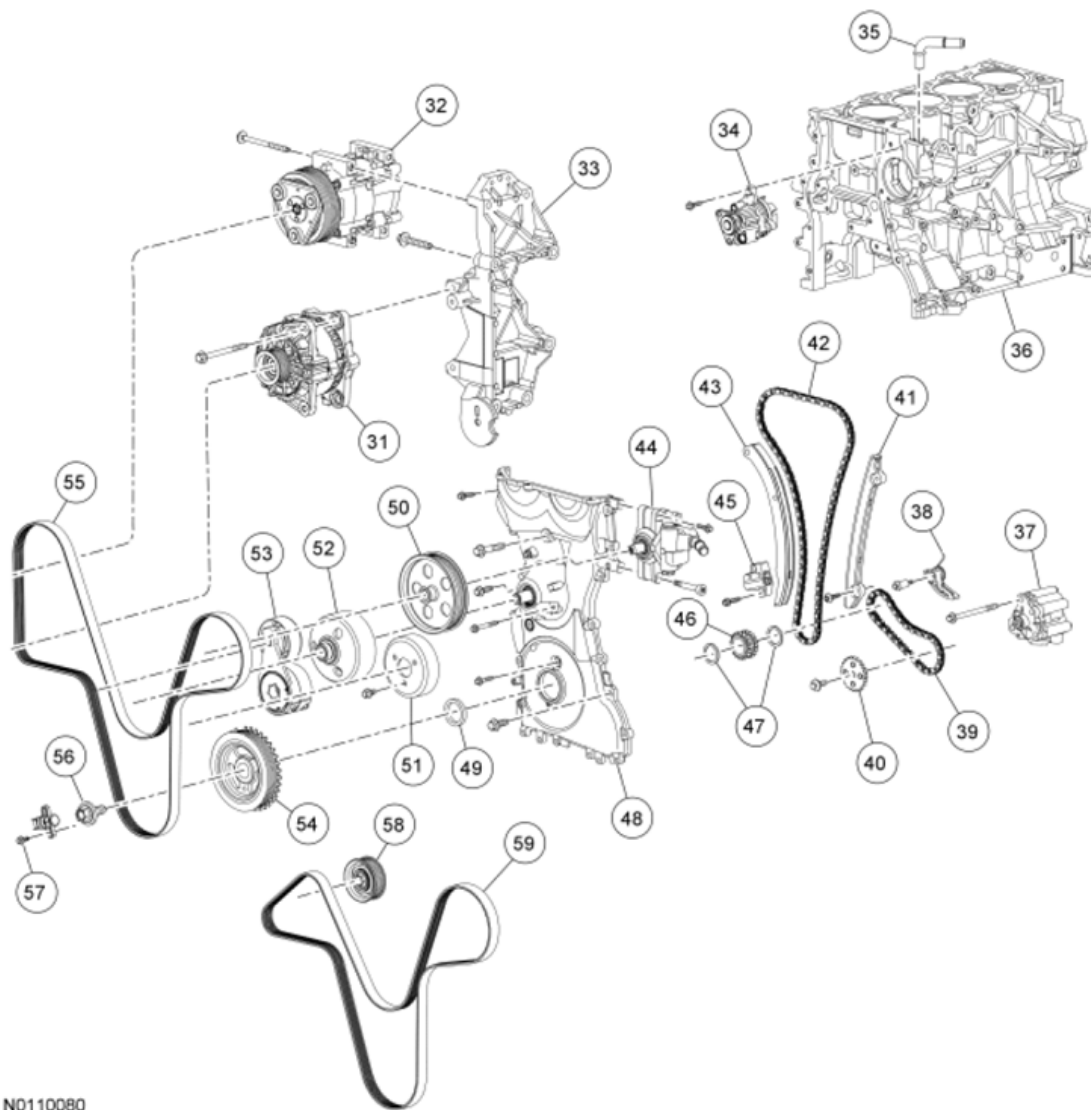
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15	6150	Piston compression upper ring (4 required)
16	6152	Piston compression lower ring (4 required)
17	6159	Piston oil control upper segment ring (4 required)
18	6159	Piston oil control lower segment ring (4 required)
19	6140	Piston pin retainer (8 required)
20	6135	Piston pin (4 required)
21	6200	Connecting rod (4 required)
22	6211	Connecting rod upper bearing (4 required)
23	6110	Piston (4 required)
24	6211	Connecting rod lower bearing (4 required)
25	6210	Connecting rod cap (4 required)
26	6010	Cylinder block
27	6333	Cylinder block crankshaft main bearing (5 required)
28	6303	Crankshaft
29	6333	Crankshaft main bearing beam bearing (5 required)
30	6F098	Main bearing beam

Engine - Front Engine Block

2010 Ford Ranger

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N0110080

Fig. 228: Exploded View Of Front Engine Block
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
31	10300	Generator
32	19D629	A/C compressor
33	19E708	Front End Accessory Drive (FEAD) mounting bracket
34	8501	Coolant pump
35	8597	Coolant bypass tube
36	6010	Cylinder block
37	6600	Oil pump
38	6C271	Oil pump chain tensioner
39	6A895	Oil pump chain

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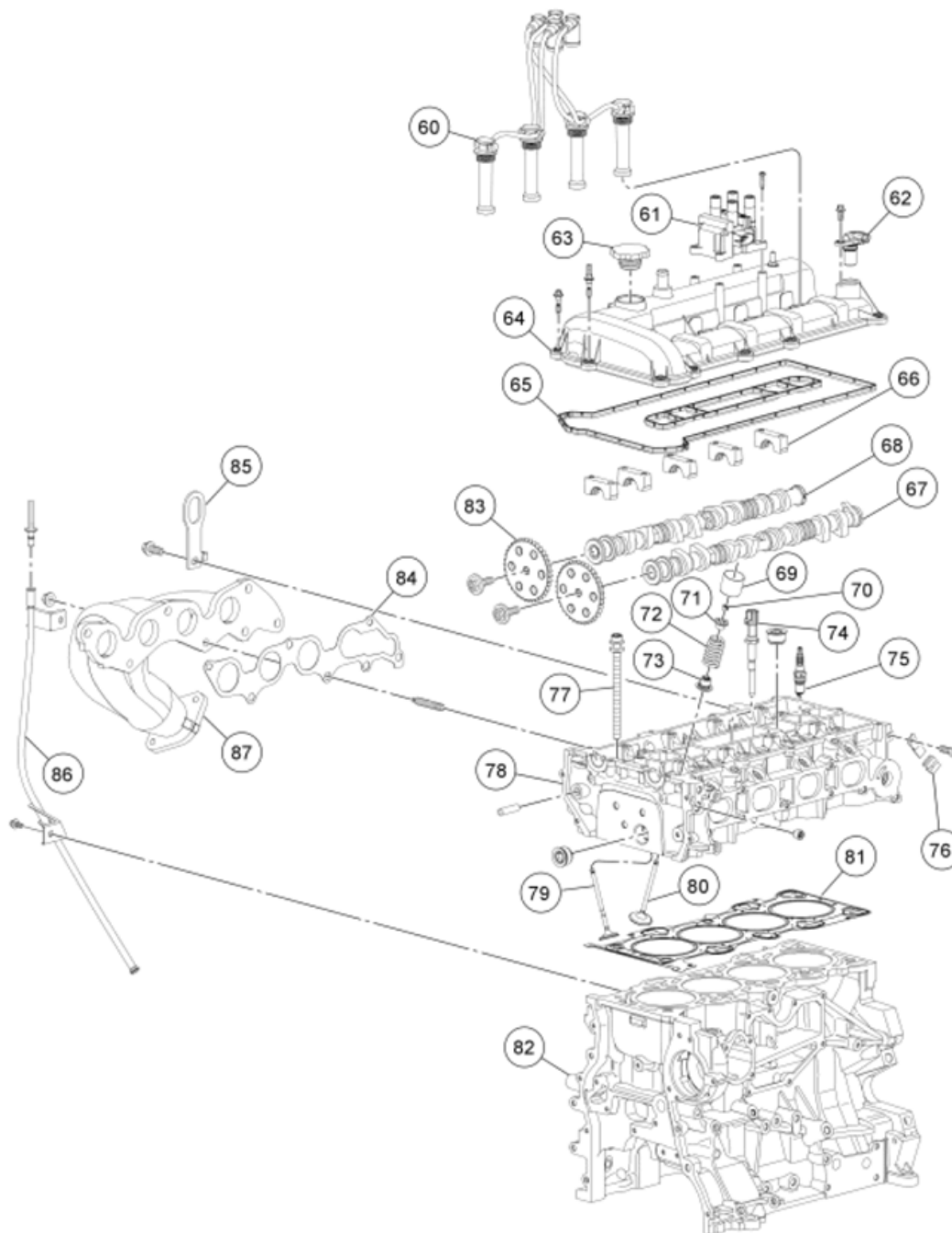
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40	6652	Oil pump drive gear
41	6K297	Timing chain guide
42	6268	Timing chain
43	-	Timing chain tensioner arm
44	3A674	Power steering pump
45	6K254	Timing chain tensioner
46	6306	Crankshaft sprocket
47	6378	Diamond washers (2 required)
48	6019	Engine front cover
49	6700	Crankshaft front oil seal
50	3A733	Power steering pump pulley
51	8509	Coolant pump pulley
52	8610	Fan drive pulley
53	6B209	Drive belt tensioner
54	6316	Crankshaft damper
55	8620	Accessory drive belt (with A/C)
56	6A340	Crankshaft pulley bolt
57	6C315	Crankshaft Position (CKP) sensor
58	6C348	Drive belt pulley idler (without A/C)
59	8620	Accessory drive belt (without A/C)

Engine - Cylinder Head

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N0110081

Fig. 229: Exploded View Of Cylinder Head
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
60	12281	Spark plug wire set

2010 Ford Ranger

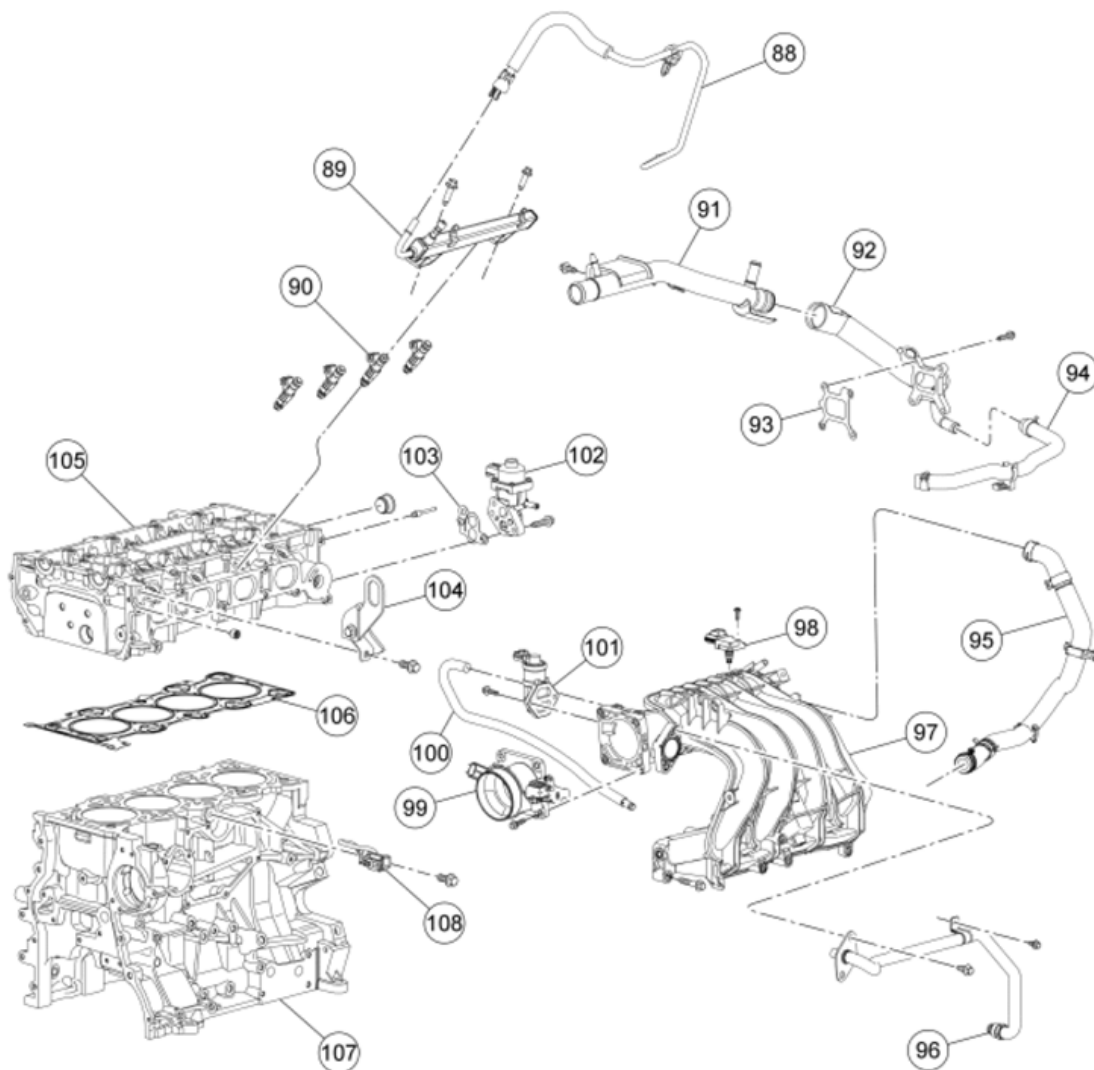
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61	12029	Ignition coil
62	6B288	Camshaft Position (CMP) sensor
63	6766	Oil filler cap
64	6582	Valve cover
65	-	Valve cover gasket
66	-	Camshaft bearing cap
67	6250	Camshaft (intake)
68	6250	Camshaft (exhaust)
69	6500	Valve tappet (16 required)
70	6518	Valve spring retainer key (16 required)
71	6514	Valve spring retainer (16 required)
72	6513	Valve spring (16 required)
73	6571	Valve stem seal (16 required)
74	-	Cylinder Head Temperature (CHT) sensor
75	12405	Spark plug (4 required)
76	18801	Radio noise suppressor
77	6065	Cylinder head bolt (10 required)
78	6049	Cylinder head
79	6505	Exhaust valve (8 required)
80	6507	Intake valve (8 required)
81	6051	Head gasket
82	6010	Cylinder block
83	6256	Camshaft sprocket (2 required)
84	9448	Exhaust manifold gasket
85	17K004	Engine lifting eye
86	6754	Oil level indicator tube assembly
87	9430	Exhaust manifold

Engine - Intake Manifold

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N0110082

Fig. 230: Exploded View Of Intake Manifold
Courtesy of FORD MOTOR CO.

PART NUMBER REFERENCE

Item	Part Number	Description
88	-	High pressure fuel line (supply)
89	9D280	Fuel rail
90	9F593	Fuel injector (4 required)
91	-	Coolant outlet adapter assembly (front)
92	-	Coolant outlet adapter assembly (rear)
93	8255	Coolant outlet connector gasket
94	8A852	Coolant bypass hose and clamp assembly
95	6758	Crankcase ventilation tube
96	9E470	EGR valve-to-exhaust manifold tube

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97	9424	Intake manifold
98	9F479	Manifold Absolute Pressure (MAP) sensor
99	9E926	Throttle Body (TB) assembly
100	9G297	Evaporative Emission (EVAP) hose
101	9F715	Idle Air Control (IAC) valve assembly
102	9D475	EGR valve
103	9D476	EGR valve mounting gasket
104	17K004	Engine lifting eye
105	6049	Cylinder head
106	6051	Cylinder head gasket
107	6010	Cylinder block
108	12A699	Knock Sensor (KS)

NOTE: During engine repair procedures, cleanliness is extremely important. Foreign material, including any material created while cleaning gasket surfaces may enter the cylinders, oil passages, coolant passages or the oil pan, and cause engine failure.

NOTE: The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, using diamond washers between the flange faces on each part. For that reason, the crankshaft sprocket is also unfastened if the pulley is loosened. Therefore, the engine must be retimed each time the damper is removed. Otherwise severe engine damage may occur.

NOTE: Assembly of the engine requires various inspections/measurements of the engine components (engine block, crankshaft, connecting rods, pistons and piston rings). These inspections/measurements will aid in determining if the engine components will require replacement. For additional information, refer to ENGINE SYSTEM - GENERAL INFORMATION.

All vehicles

NOTE: If the oil squirters are being reused, they must be installed in the same location as marked during disassembly.

1.

NOTE: The front bulkhead does not have an oil squirter.

Install the 4 oil squirters.

- Tighten to 4 Nm (35 lb-in).

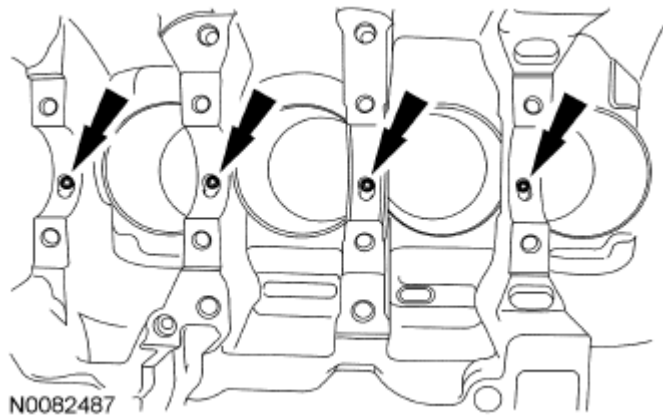


Fig. 231: Locating Oil Squirters
Courtesy of FORD MOTOR CO.

2. Measure each of the crankshaft main bearing journal diameters in at least 2 directions and record the smallest diameter for each journal.

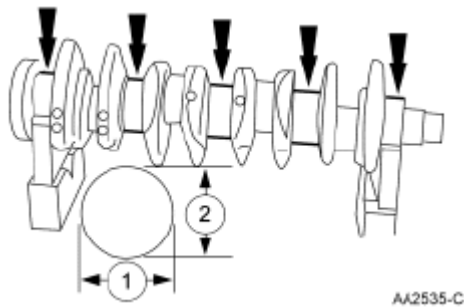


Fig. 232: Measuring Crankshaft Main Bearing Journal Diameters
Courtesy of FORD MOTOR CO.

3. Position the main bearing beam in the engine block with the main bearing beam mounted flush with the rear face of the engine block.

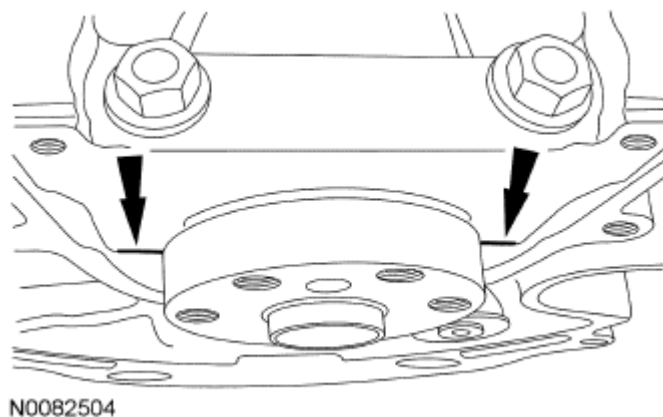


Fig. 233: Locating Main Bearing Beam

Courtesy of FORD MOTOR CO.

4. Using the original main bearing beam bolts, install and tighten the 10 main bearing beam bolts.
 - Tighten the bolts in the sequence shown in illustration in 3 stages.
 - Stage 1: Tighten to 5 Nm (44 lb-in).
 - Stage 2: Tighten to 25 Nm (18 lb-ft).
 - Stage 3: Tighten an additional 90 degrees.

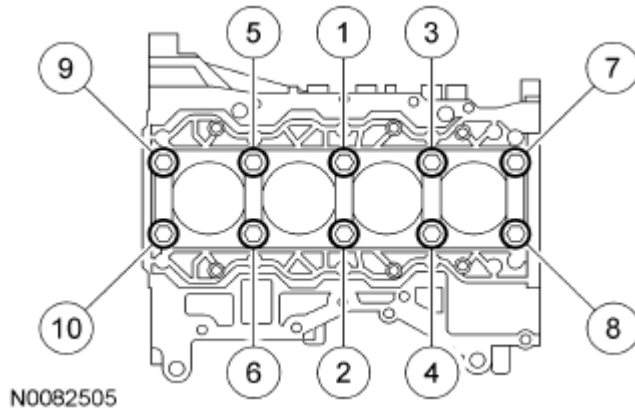


Fig. 234: Identifying Main Bearing Beam Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

5. Measure each crankshaft block main bearing bore diameter.
 - Remove the bolts and the main bearing beam.
 - Discard the main bearing beam bolts.

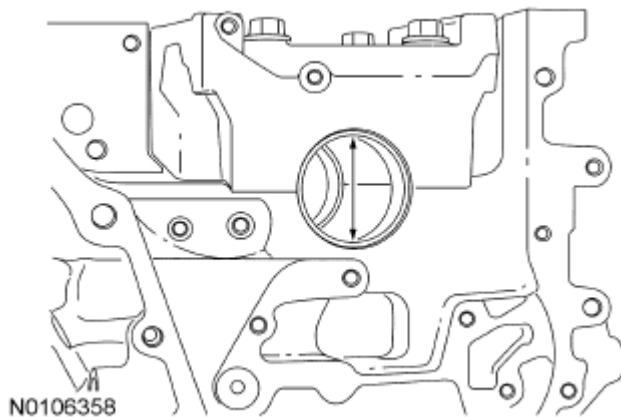


Fig. 235: Measuring Crankshaft Block Main Bearing Bore Diameter
Courtesy of FORD MOTOR CO.

6. Using the chart, select the crankshaft main bearings.

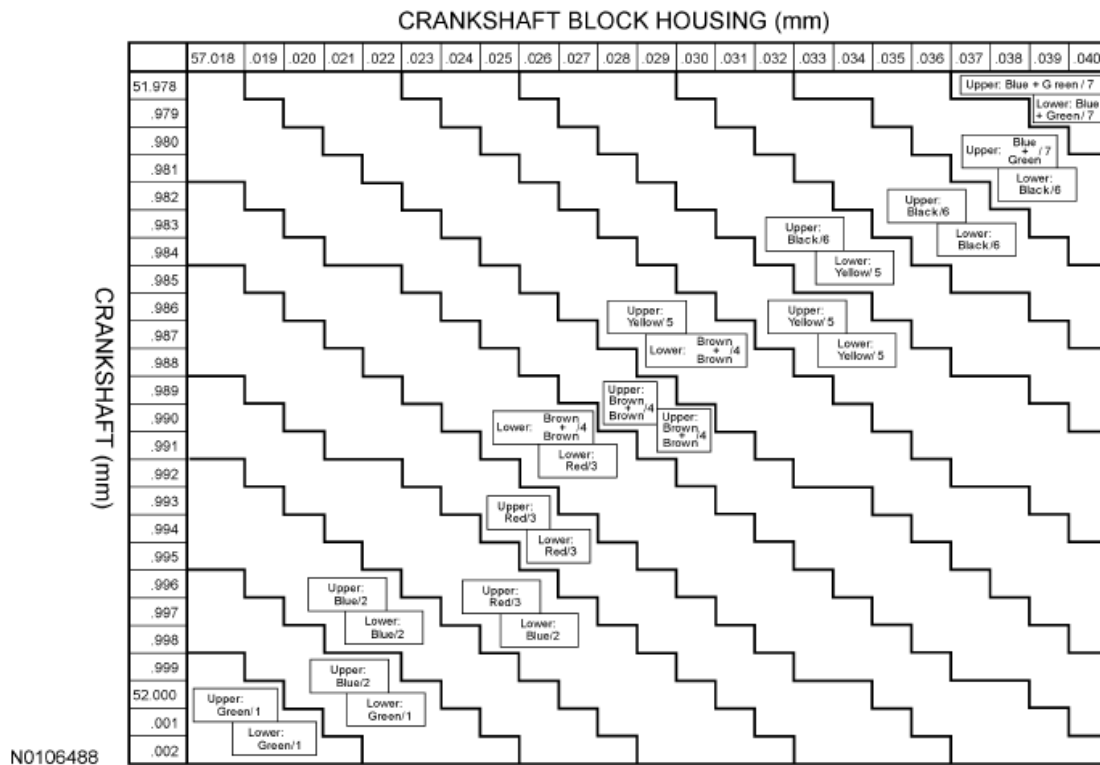


Fig. 236: Crankshaft Main Bearings Chart
Courtesy of FORD MOTOR CO.

NOTE: The rod cap installation must keep the same orientation as marked during disassembly or engine damage may occur.

7.

Using the original connecting rod cap bolts, install the connecting caps and bolts.

- Tighten the bolts in 2 stages.
- Stage 1: Tighten to 29 Nm (21 lb-ft).
- Stage 2: Tighten an additional 90 degrees.

8. Measure the connecting rod large end bore in 2 directions. Record the smallest measurement for each connecting rod.

- Remove the bolts and the connecting rod cap.
- Discard the connecting rod cap bolts.

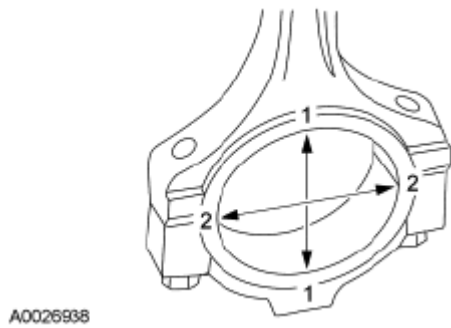


Fig. 237: Measuring Connecting Rod Large End Bore
Courtesy of FORD MOTOR CO.

9. Measure each of the crankshaft connecting rod bearing journal diameters in at least 2 directions. Record the smallest measurement for each connecting rod journal.

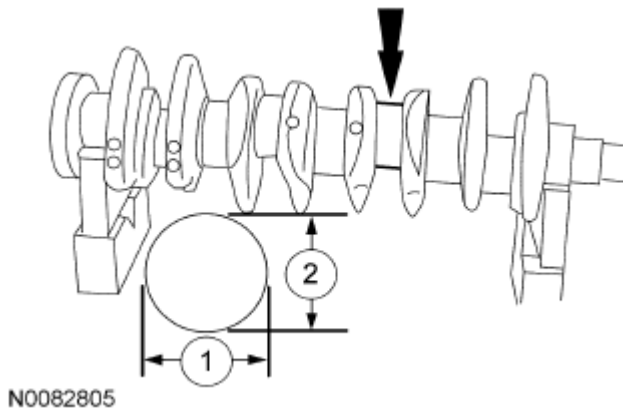


Fig. 238: Measuring Crankshaft Connecting Rod Bearing Journal Diameters
Courtesy of FORD MOTOR CO.

10. Using the chart, select the correct connecting rod bearings for each crankshaft connecting rod journal.

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger

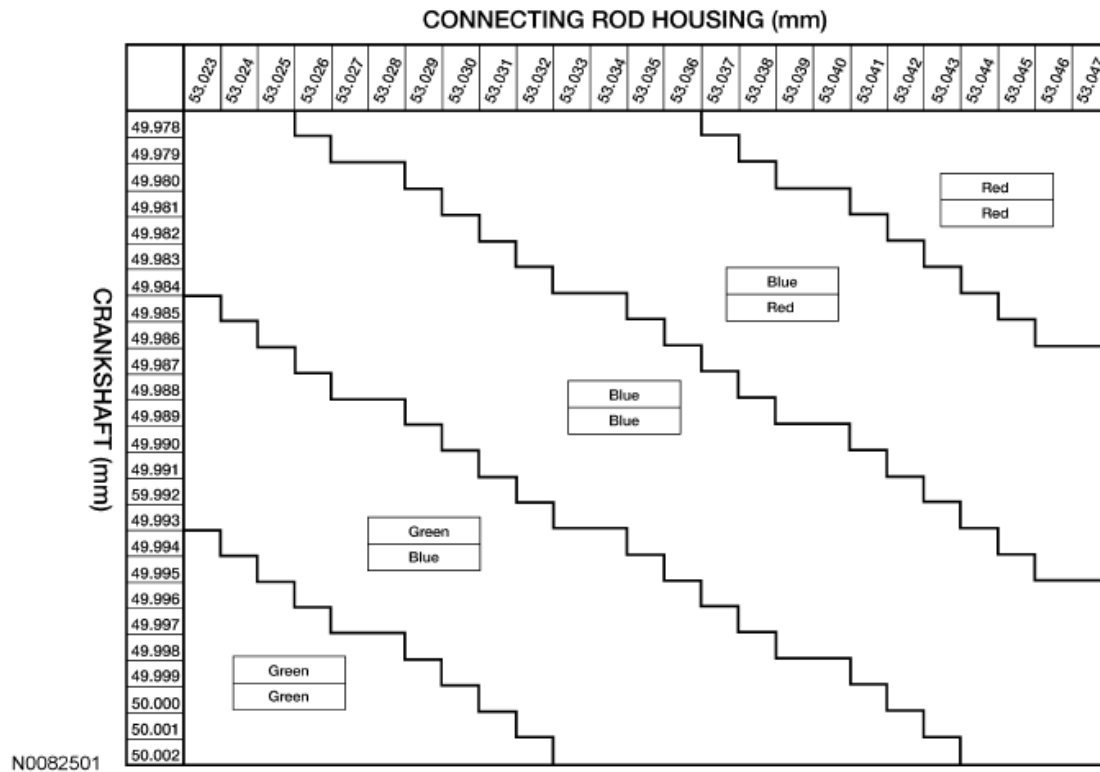


Fig. 239: Connecting Rod Bearings Chart
Courtesy of FORD MOTOR CO.

11. **NOTE:** Before assembling the cylinder block, all sealing surfaces must be free of chips, dirt, paint and foreign material. Also, make sure the coolant and oil passages are clear.
- NOTE:** If reusing the crankshaft main bearings, install them in their original positions and orientation as noted during disassembly.
- NOTE:** The center bulkhead is the thrust bearing.

Lubricate the upper crankshaft main bearings with clean engine oil and install the 5 crankshaft main bearings in the cylinder block.

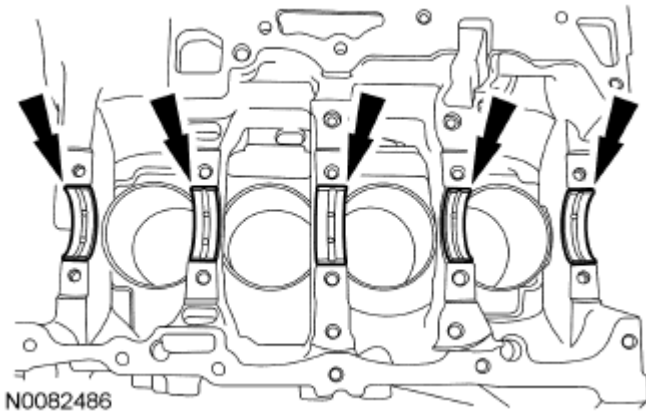


Fig. 240: Locating Main Bearings On Cylinder Block
Courtesy of FORD MOTOR CO.

- NOTE:** If reusing the crankshaft main bearings, install them in their original positions and orientation as noted during disassembly.
- 12.

Lubricate the crankshaft main bearings with clean engine oil and install the 5 crankshaft main bearings in the main bearing beam.

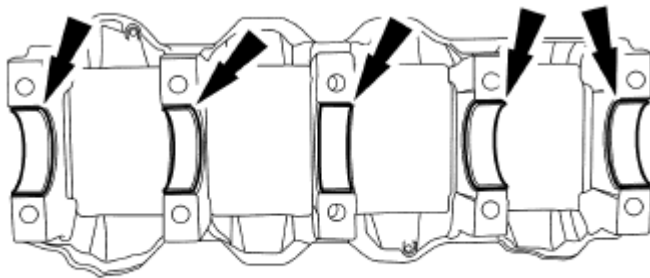


Fig. 241: Locating Main Bearings
Courtesy of FORD MOTOR CO.

13. Lubricate journals on the crankshaft with clean engine oil.
14. Position the crankshaft in the cylinder block.

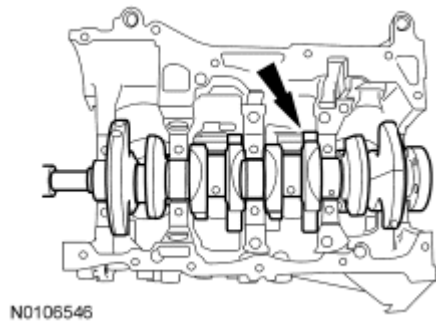


Fig. 242: Locating Crankshaft
Courtesy of FORD MOTOR CO.

15. Lubricate the 10 main bearing beam side fit surfaces (front 2 shown in illustration) with clean engine oil.

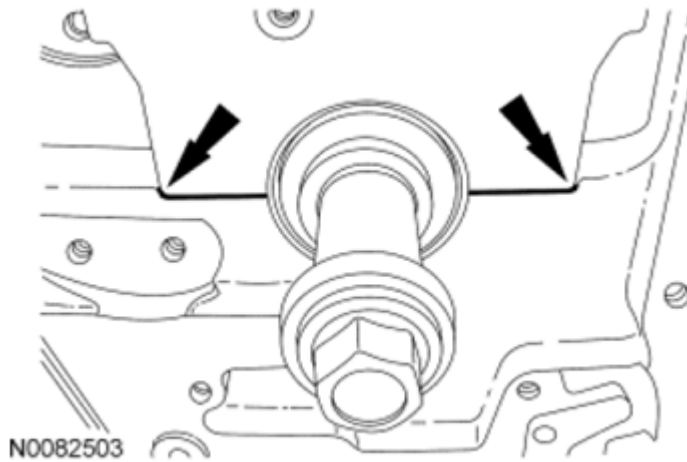
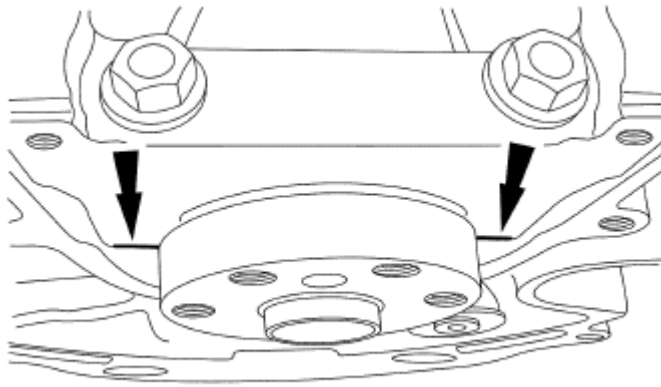


Fig. 243: Locating Main Bearing Beam
Courtesy of FORD MOTOR CO.

16. Lubricate the crankshaft bearing journals on the main bearing beam with clean engine oil. Then position the main bearing beam in the engine block with the main bearing beam mounted flush with the rear face of the engine block.



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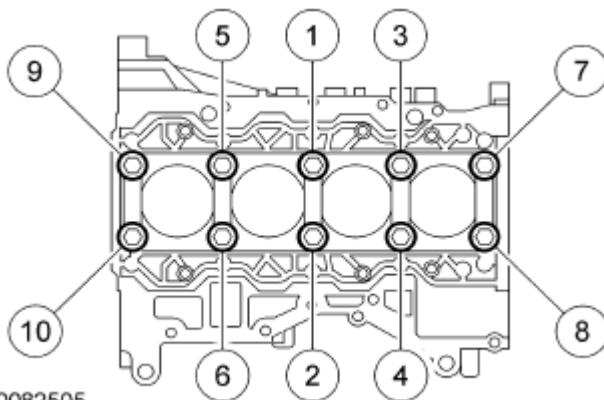
Fig. 244: Locating Main Bearing Beam

Courtesy of FORD MOTOR CO.

17. **NOTE:** Lubricate the main bearing beam bolts threads and under the bolt heads with clean engine oil.
- NOTE:** Position the crankshaft to the rear of the cylinder block, then position the crankshaft to the front of the cylinder block before tightening the main bearing beam bolts.

Install and tighten the 10 main bearing beam bolts.

- Tighten the bolts in the sequence shown in illustration in 3 stages.
- Stage 1: Tighten to 5 Nm (44 lb-in).
- Stage 2: Tighten to 25 Nm (18 lb-ft).
- Stage 3: Tighten an additional 90 degrees.



N0082505

Fig. 245: Identifying Main Bearing Beam Bolts Tightening Sequence

Courtesy of FORD MOTOR CO.

18. Using the Dial Indicator Gauge with Holding Fixture, measure crankshaft end play.

- Position the crankshaft to the rear of the cylinder block.
- Zero the Dial Indicator Gauge with Holding Fixture.
- Move the crankshaft to the front of the cylinder block. Note and record the crankshaft end play.
- Acceptable crankshaft end play is 0.22-0.43 mm (0.008-0.016 in). If the crankshaft end play exceeds the specified range, install new parts as necessary.

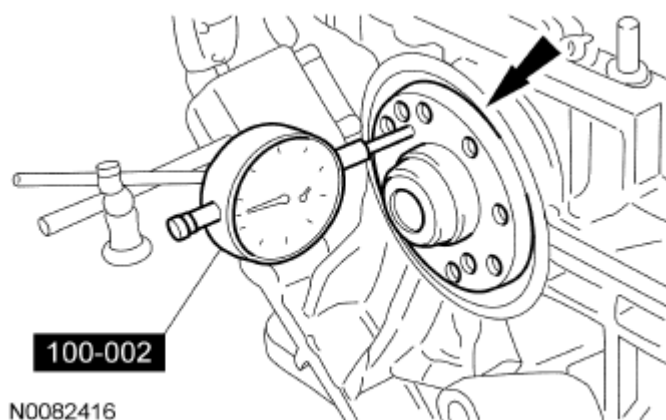


Fig. 246: Measuring Crankshaft End Play
Courtesy of FORD MOTOR CO.

19.

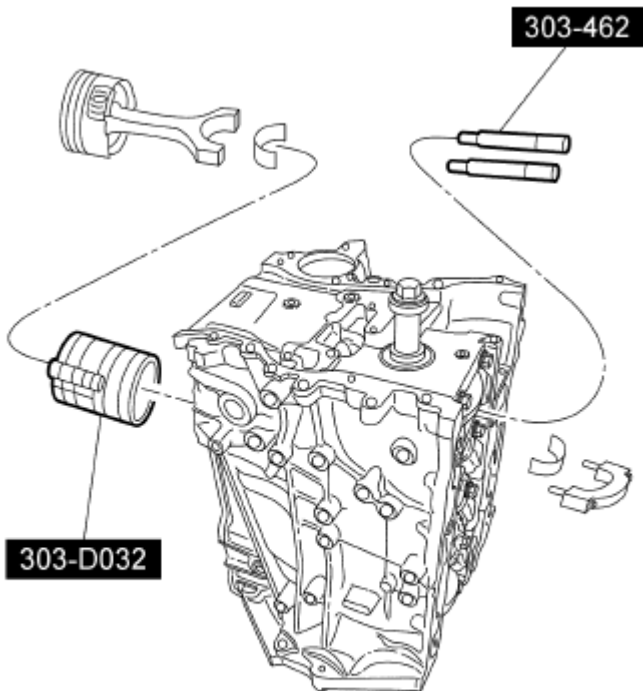
NOTE: Be sure not to scratch the cylinder wall or crankshaft journal with the connecting rod. Push the piston down until the connecting rod bearing seats on the crankshaft journal.

NOTE: Lubricate the pistons, piston rings, connecting rod bearings and the entire cylinder bores with clean engine oil.

NOTE: Make sure the piston arrow on top is facing toward the front of the engine.

Using the Piston Ring Compressor and the Connecting Rod Installer, install the piston and connecting rod assemblies.

- When installing the pistons and connecting rod assemblies, the oil ring gaps must be positioned 60 degrees apart from each other and a minimum of 90 degrees from the expander gap.
- The position of the upper and lower compression ring gaps are not controlled for installation.



N0082506

Fig. 247: Installing Pistons And Connecting Rod
Courtesy of FORD MOTOR CO.

20. **NOTE:** The rod cap installation must keep the same orientation as marked during disassembly or engine damage may occur.
- NOTE:** Install connecting rod caps and bolts on the connecting rods for cylinders 1 and 4 first and tighten. Then rotate crankshaft 180 degrees and install connecting rod caps and bolts on connecting rods for cylinders 2 and 3 and tighten.
- NOTE:** After installation of each connecting rod cap, rotate the crankshaft to verify smooth operation.

Install the connecting rod caps and bolts.

- Tighten the bolts in 2 stages.
- Stage 1: Tighten to 29 Nm (21 lb-ft).
- Stage 2: Tighten an additional 90 degrees.

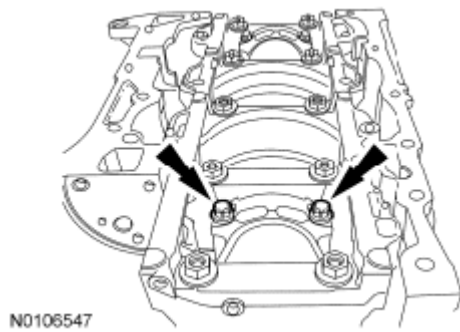


Fig. 248: Locating Connecting Rod Caps Bolts
Courtesy of FORD MOTOR CO.

21. **NOTE:** Failure to position the No. 1 piston at Top Dead Center (TDC) may result in damage to the engine.

NOTE: Turn the crankshaft in the normal direction of rotation only, or the engine may be damaged.

Using the crankshaft pulley bolt, turn the crankshaft clockwise to position the No. 1 piston at Top Dead Center (TDC).

22. Remove the timing peg plug.

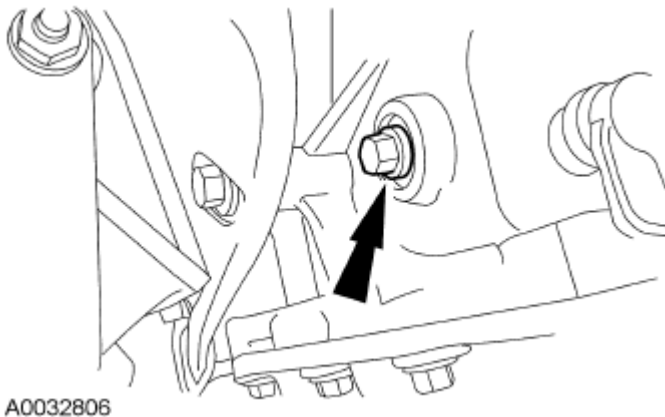


Fig. 249: Locating Timing Peg Plug
Courtesy of FORD MOTOR CO.

23. **NOTE:** The Crankshaft Timing Peg will contact the crankshaft and prevent it from turning past TDC . However, the crankshaft can still be rotated in the counterclockwise direction. The crankshaft must remain in the TDC position during the crankshaft pulley removal and installation.

Install the Crankshaft Timing Peg.

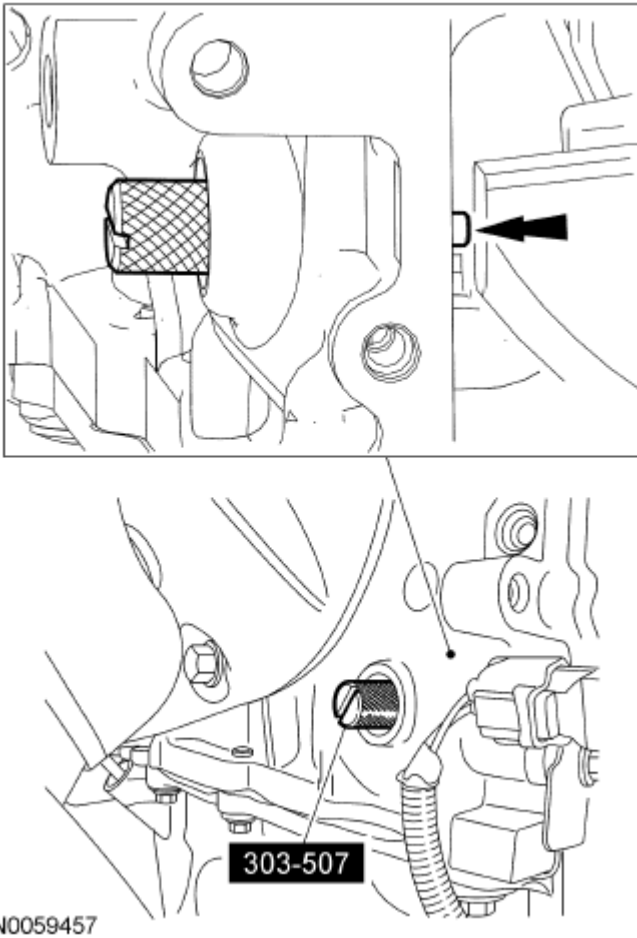


Fig. 250: Locating Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

NOTE: Clean the sealing surface with metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the metal surface prep.

24.

Position the oil pump assembly and tighten the 4 bolts in the sequence shown in illustration, in 2 stages.

- Stage 1: Tighten to 10 Nm (89 lb-in).
- Stage 2: Tighten to 20 Nm (177 lb-in).

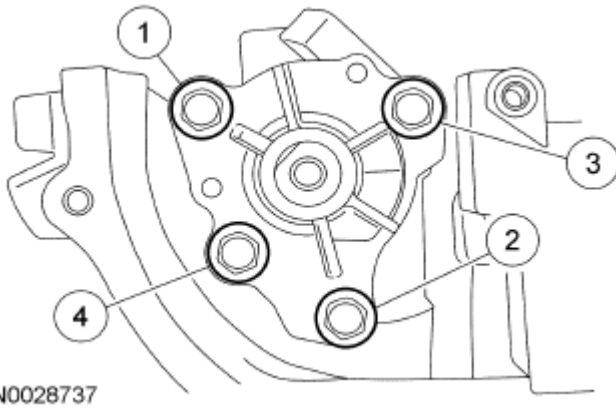


Fig. 251: Locating Oil Pump Assembly Bolts
Courtesy of FORD MOTOR CO.

NOTE: Clean the sealing surface with metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the metal surface prep.

25.

Position a new oil pump pickup tube gasket and the pickup tube, and tighten the 4 bolts in the sequence shown in illustration.

- Tighten to 10 Nm (89 lb-in).

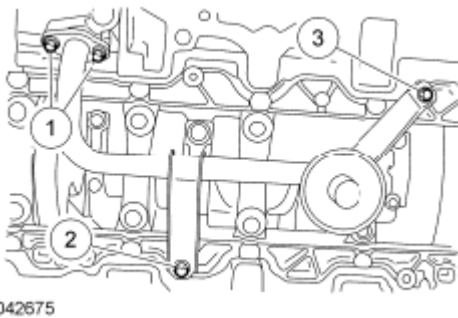


Fig. 252: Identifying Oil Pump Pickup Tube With Bolts
Courtesy of FORD MOTOR CO.

26. Using the Crankshaft Rear Main Oil Seal Installer, install the a new crankshaft rear seal and retainer plate assembly.

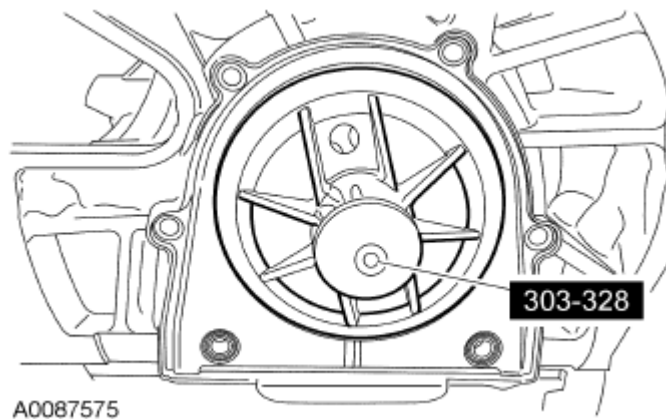


Fig. 253: Installing Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

27. Tighten the 6 crankshaft rear seal and retainer plate assembly bolts in the sequence shown in illustration.
- Tighten to 10 Nm (89 lb-in).

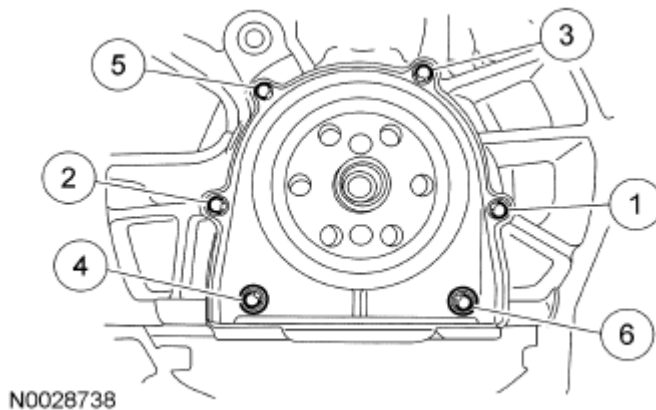


Fig. 254: Identifying Crankshaft Rear Seal Plate Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

- NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.
- 28.
- NOTE:** Clean the sealing surface with metal surface prep and silicone gasket remover. Observe all warnings and cautions and follow all application directions contained on the packaging of the metal surface prep and the silicone gasket remover.
- NOTE:** If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket

remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply a 2.5 mm (0.1 in) bead of silicone gasket and sealant to the oil pan. Install the oil pan. Tighten the 13 oil pan bolts in the sequence shown in illustration.

- Tighten to 25 Nm (18 lb-ft).

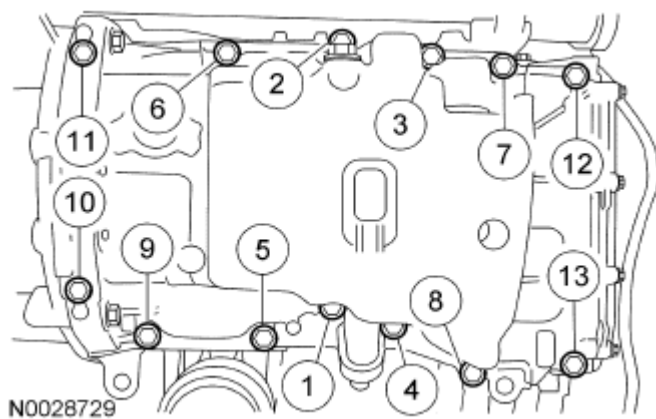


Fig. 255: Identifying Oil Pan Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.

29.

NOTE: Observe all warnings or cautions and follow all application directions contained on the packaging of the silicone gasket remover and the metal surface prep.

NOTE: If there is no residual gasket material present, metal surface prep can be used to clean and prepare the surfaces.

Clean the cylinder head-to-cylinder block mating surfaces of both the cylinder head and the cylinder block in the following sequence.

1. Remove any large deposits of silicone or gasket material with a plastic scraper.
2. Apply silicone gasket remover, following package directions, and allow to set for several minutes.
3. Remove the silicone gasket remover with a plastic scraper. A second application of silicone gasket remover may be required if residual traces of silicone or gasket material remain.

4. Apply metal surface prep, following package directions, to remove any remaining traces of oil or coolant, and to prepare the surfaces to bond with the new gasket. Do not attempt to make the metal shiny. Some staining of the metal surfaces is normal.
30. Support the cylinder head on a bench with the head gasket side up. Check the cylinder head and the cylinder block distortion. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION**.
31. Install the 2 cylinder head alignment dowels. Dowels must be fully seated in the cylinder block.

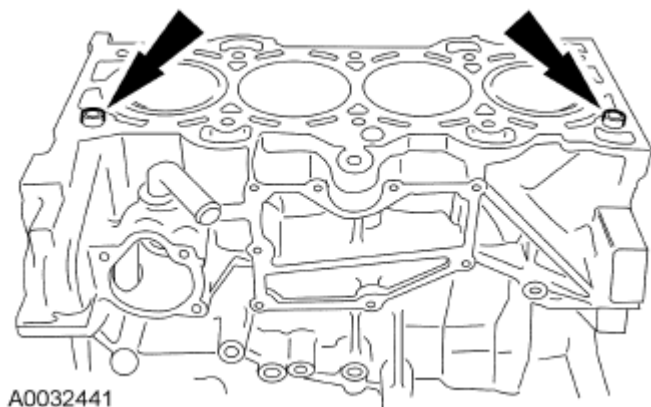


Fig. 256: Locating Cylinder Head Alignment Dowels
Courtesy of FORD MOTOR CO.

32. **NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.
- NOTE:** Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.
- NOTE:** If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply silicone gasket and sealant to the locations shown in illustration.

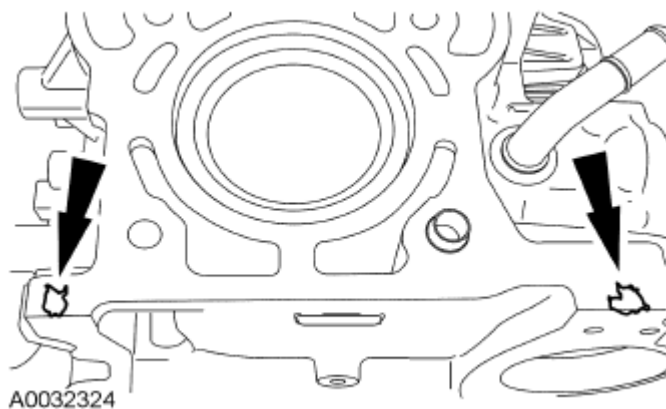


Fig. 257: Identifying Sealant Applying Area
Courtesy of FORD MOTOR CO.

33. Install a new cylinder head gasket.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

34.

NOTE: The cylinder head bolts are torque-to-yield and must not be reused. New cylinder head bolts must be installed.

NOTE: Lubricate the cylinder head bolts with clean engine oil.

Install the cylinder head and the 10 new bolts. Tighten the bolts in the sequence shown in illustration, in 5 stages.

- Stage 1: Tighten to 5 Nm (44 lb-in).
- Stage 2: Tighten to 15 Nm (133 lb-in).
- Stage 3: Tighten to 45 Nm (33 lb-ft).
- Stage 4: Tighten an additional 90 degrees (one-fourth turn).
- Stage 5: Tighten an additional 90 degrees (one-fourth turn).

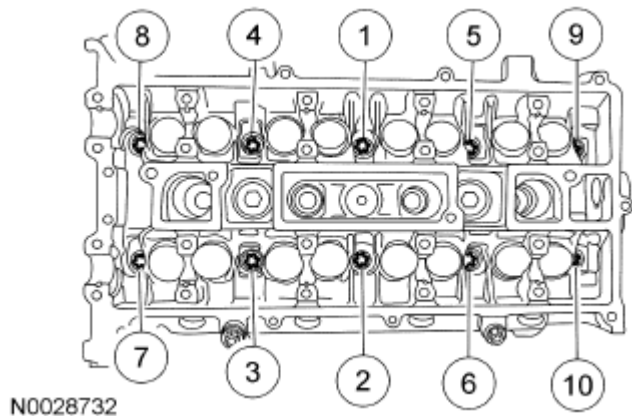


Fig. 258: Identifying Cylinder Head Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

NOTE: Install the camshafts with the alignment slots in the camshaft lined up so the camshaft alignment plate can be installed without rotating the camshafts. Make sure the lobes on the No. 1 cylinder are in the same position as noted in the disassembly procedure. Rotating the camshafts, or installing the camshafts 180 degrees out of position may cause severe damage to the valves and pistons.

35.

NOTE: Lubricate the camshaft journals and bearing caps with clean engine oil.

Install the camshafts and bearing caps in their original location and orientation. Tighten the 20 bearing cap bolts in the sequence shown in illustration in 3 stages:

- Stage 1: Tighten the camshaft bearing caps one turn at a time until tight.
- Stage 2: Tighten the bolts to 7 Nm (62 lb-in).
- Stage 3: Tighten the bolts to 16 Nm (142 lb-in).

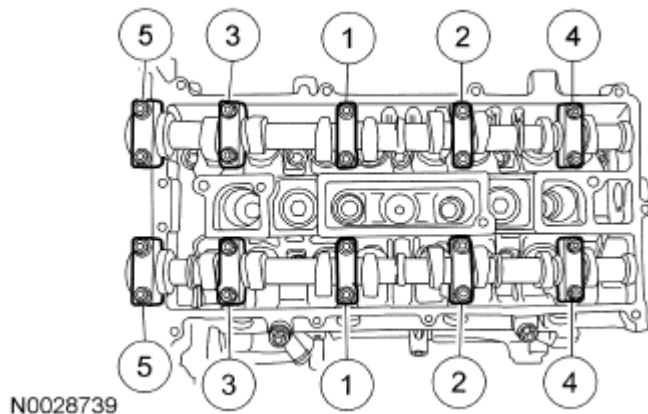


Fig. 259: Identifying Camshaft Bearing Caps Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

- NOTE:** The crankshaft, the crankshaft sprocket and the pulley are fitted together by friction, with diamond washers between the flange faces on each part. The new diamond washers must be installed correctly, or severe engine damage may result.

36.

Install the new diamond washers and the oil pump chain and sprockets.

- The crankshaft sprocket flange must be facing away from the engine block.

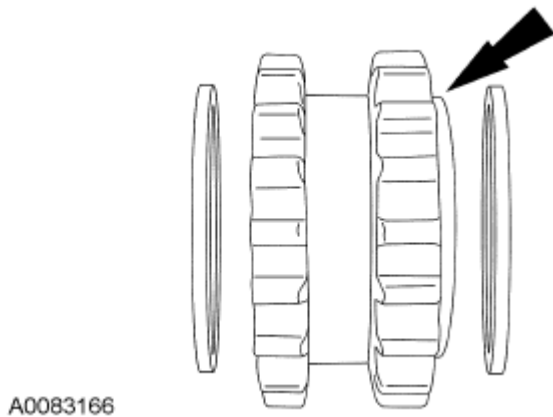


Fig. 260: Locating Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

37. **NOTE:** The oil pump chain sprocket must be held in place.

Tighten the oil pump sprocket bolt.

- Tighten to 25 Nm (18 lb-ft).

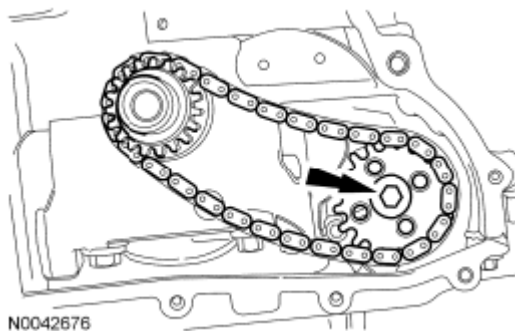


Fig. 261: Locating Oil Pump Sprocket Bolt
Courtesy of FORD MOTOR CO.

38. Install the oil pump chain drive tensioner shoulder bolt.
- Tighten to 10 Nm (89 lb-in).

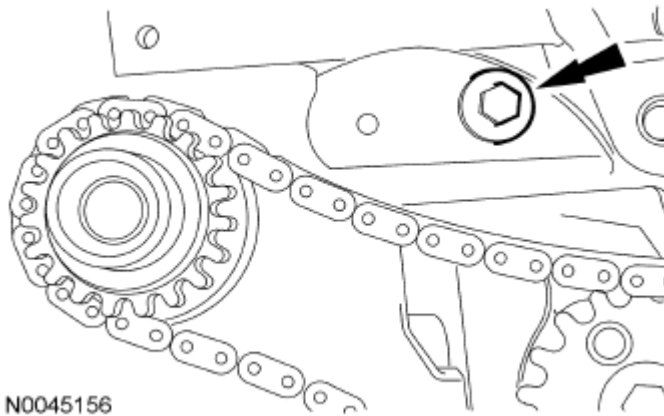


Fig. 262: Locating Oil Pump Chain Drive Tensioner Shoulder Bolt
Courtesy of FORD MOTOR CO.

39. Install the oil pump chain tensioner. Hook the tensioner spring around the shoulder bolt and tighten the tensioner bolt.
- Tighten to 10 Nm (89 lb-in).

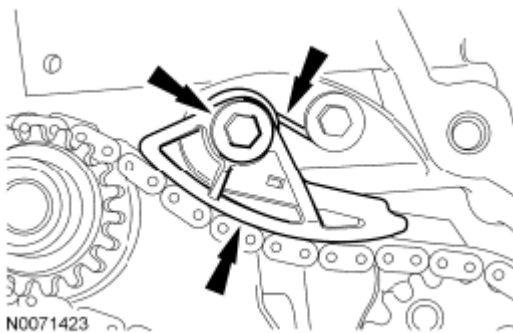


Fig. 263: Locating Oil Pump Chain Tensioner With Bolt
Courtesy of FORD MOTOR CO.

40. **NOTE:** Sprockets must turn freely on the camshafts.

Position the camshaft sprockets and loosely install the bolts. Do not tighten the sprocket bolts at this time.

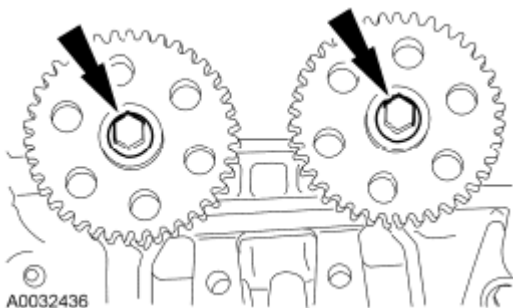


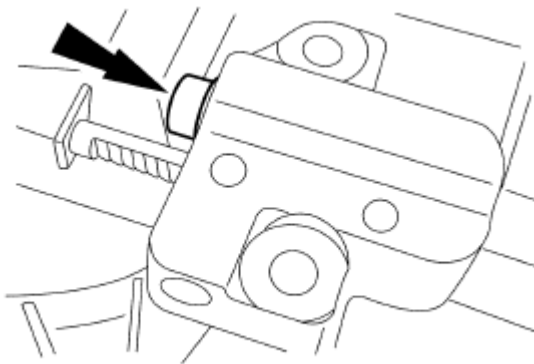
Fig. 264: Locating Camshaft Drive Sprockets Bolts
Courtesy of FORD MOTOR CO.

NOTE: If the timing chain plunger and ratchet assembly are not pinned in the compressed position, follow the next 4 steps.

NOTE: Do not compress the ratchet assembly. This will damage the ratchet assembly.

41.

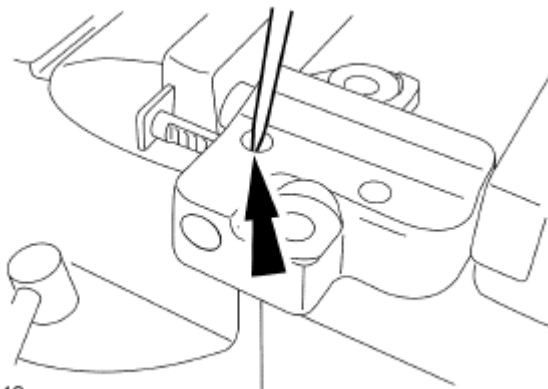
Using the edge of a vise, compress the timing chain tensioner plunger.



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Fig. 265: Compressing Timing Chain Tensioner Plunger
Courtesy of FORD MOTOR CO.

42. Using a small pick, push back and hold the ratchet mechanism.



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Fig. 266: Holding Ratchet Mechanism
Courtesy of FORD MOTOR CO.

43. While holding the ratchet mechanism, push the ratchet arm back into the tensioner housing.

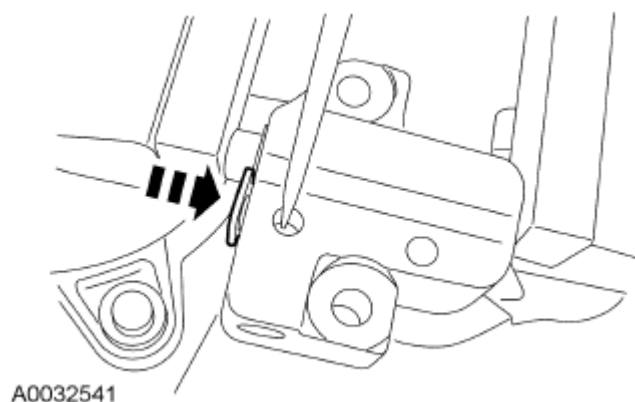


Fig. 267: Pushing Ratchet Arm
Courtesy of FORD MOTOR CO.

44. Install a paper clip into the hole in the tensioner housing to hold the ratchet assembly and the plunger in during installation.

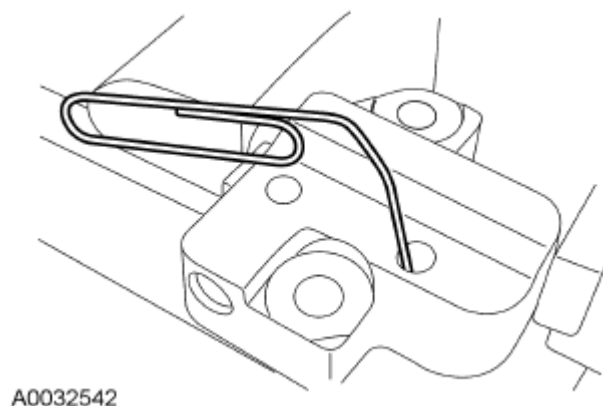


Fig. 268: Installing Paper Clip Into Hole In Tensioner Housing
Courtesy of FORD MOTOR CO.

45. Install the timing chain.

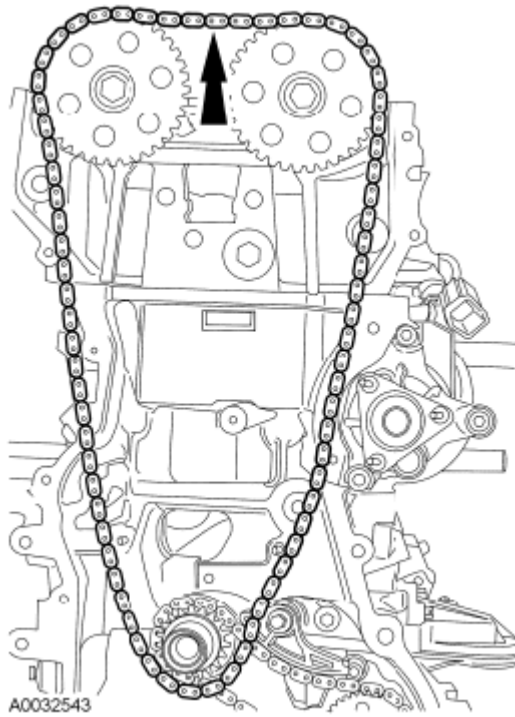


Fig. 269: Locating Timing Chain
Courtesy of FORD MOTOR CO.

46. Position the timing chain guides and install the 2 LH guide bolts.
- Tighten to 10 Nm (89 lb-in).

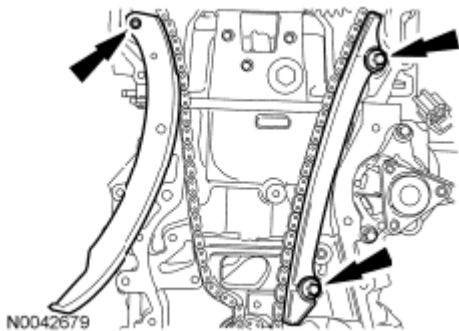


Fig. 270: Locating Timing Chain Guides Bolts
Courtesy of FORD MOTOR CO.

47. Install the timing chain tensioner and the 2 bolts. Remove the paper clip to apply tension to the timing chain.
- Tighten to 10 Nm (89 lb-in).

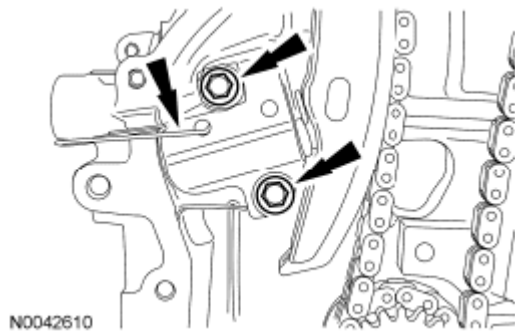


Fig. 271: Locating Timing Chain Tensioner Bolts
Courtesy of FORD MOTOR CO.

48. **NOTE:** The Camshaft Alignment Plate is for camshaft alignment only. Using this tool to prevent engine rotation may result in engine damage.

Install the Camshaft Alignment Plate in the timing slots on rear of both camshafts. Timing slots are offset from the centerline of the camshaft.

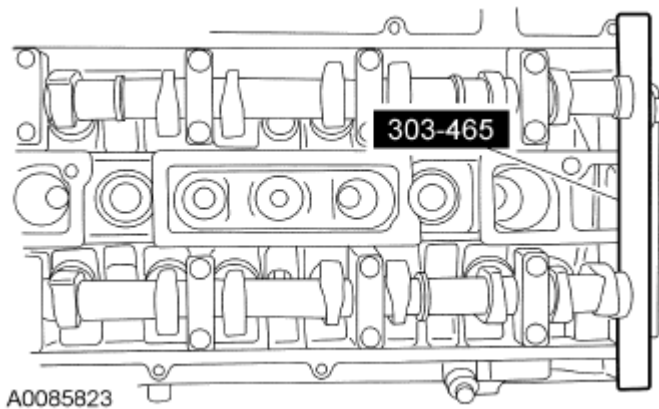


Fig. 272: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

49. **NOTE:** The Camshaft Alignment Plate is for camshaft alignment only. Using this tool to prevent engine rotation may result in engine damage.

NOTE: Use a wrench on the flats between cylinders No. 1 and No. 2 to hold the camshafts in place.

Tighten the camshaft sprocket bolts.

- Tighten to 72 Nm (53 lb-ft).

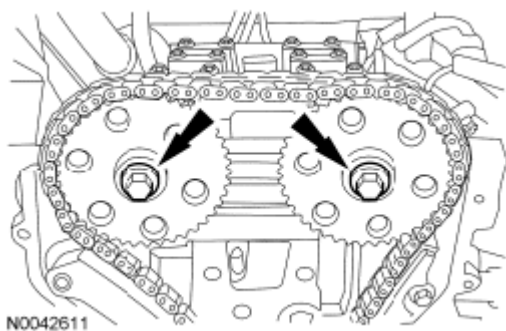


Fig. 273: Locating Camshafts Sprocket Bolts
Courtesy of FORD MOTOR CO.

50. **NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

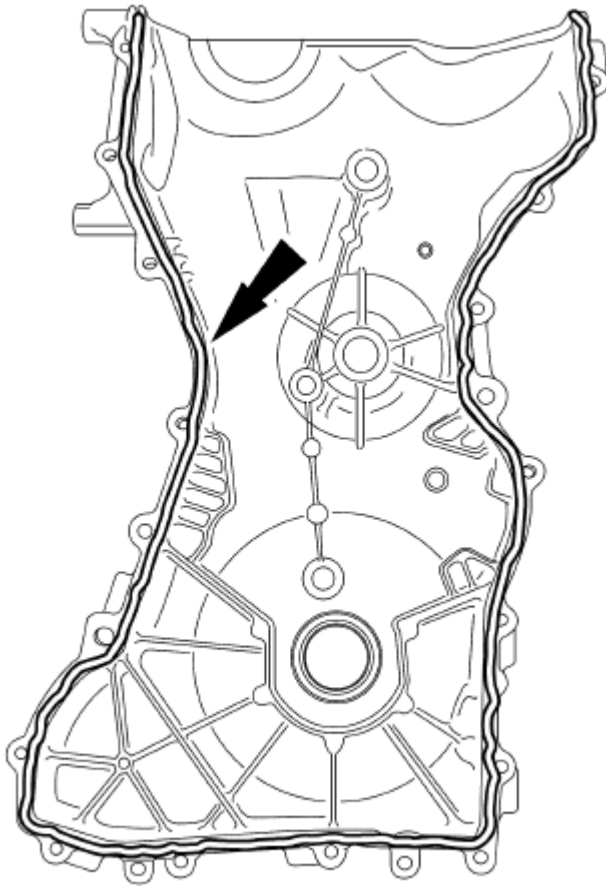
NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

Clean the engine front cover gasket surface with silicone gasket remover and metal surface prep.

51. **NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply a 2.5 mm (0.1 in) bead of silicone gasket and sealant to the front cover.



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Fig. 274: Identifying Silicone Gasket Applying Area
Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

52.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply silicone gasket and sealant to the locations shown in illustration.

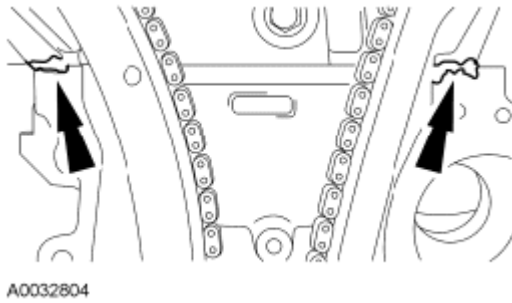


Fig. 275: Identifying Sealant Applying Area
Courtesy of FORD MOTOR CO.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

53.

Install the front cover. Tighten the bolts in the sequence shown in illustration in 3 stages.

- Stage 1: Tighten the seventeen 8-mm bolts and the stud bolt to 10 Nm (89 lb-in).
- Stage 2: Tighten the 10-mm bolt to 25 Nm (18 lb-ft).
- Stage 3: Tighten the two 13-mm bolts to 48 Nm (35 lb-ft).

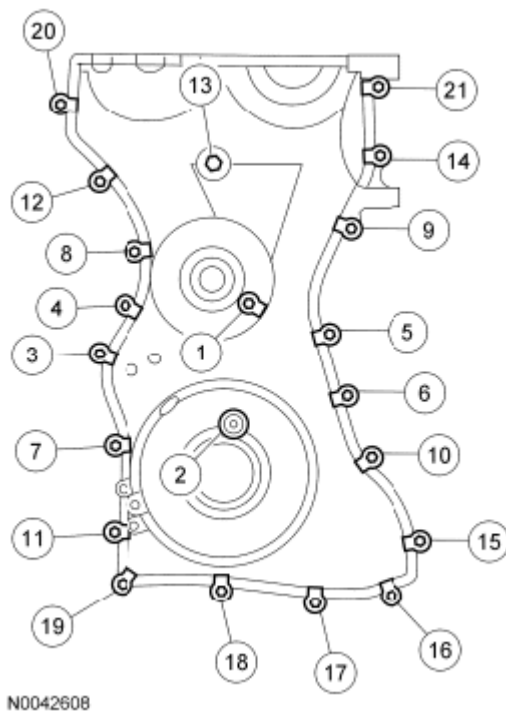


Fig. 276: Identifying Front Cover Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

54. **NOTE:** Remove the through-bolt from the Camshaft Front Oil Seal Installer.

NOTE: Lubricate the crankshaft front seal with clean engine oil.

Using the Camshaft Front Oil Seal Installer, install a new crankshaft front seal.

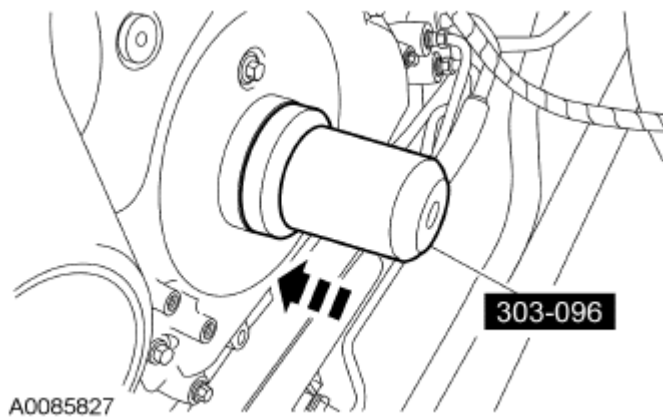


Fig. 277: Installing Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

55. **NOTE:** Do not install the crankshaft pulley bolt at this time.

NOTE: Apply clean engine oil to the seal area prior to installing.

Position the crankshaft pulley onto the crankshaft with the hole in the pulley at the 6 o'clock position.

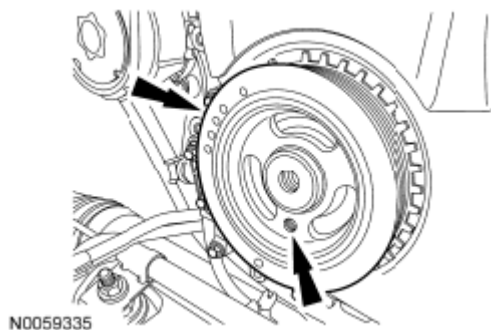


Fig. 278: Locating Crankshaft Pulley Hole
Courtesy of FORD MOTOR CO.

56. **NOTE:** Only hand-tighten the 6 mm x 18 mm bolt or damage to the front cover may occur.

NOTE: This step will correctly align the crankshaft pulley to the crankshaft.

Install a standard 6 mm x 18 mm bolt through the crankshaft pulley and thread it into the front cover.

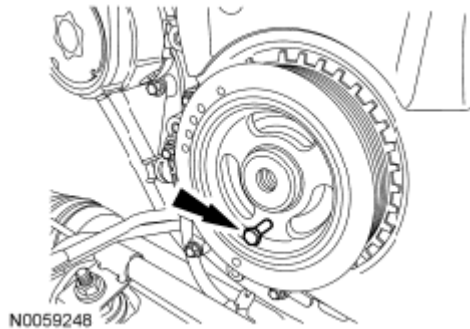


Fig. 279: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

NOTE: The crankshaft must remain in the Top Dead Center (TDC) position during installation of the pulley bolt or damage to the engine may occur. Therefore, the crankshaft pulley must be held in place with the Crankshaft Damper Holding Tool and the bolt should be installed using hand tools only.

57.

NOTE: Do not reuse the crankshaft pulley bolt.

Install a new crankshaft pulley bolt. Using the Crankshaft Damper Holding Tool and a suitable 1/2-in drive hand tool to hold the crankshaft pulley in place, tighten the crankshaft pulley bolt in 2 stages:

- Stage 1: Tighten to 100 Nm (74 lb-ft).
- Stage 2: Rotate an additional 90 degrees.

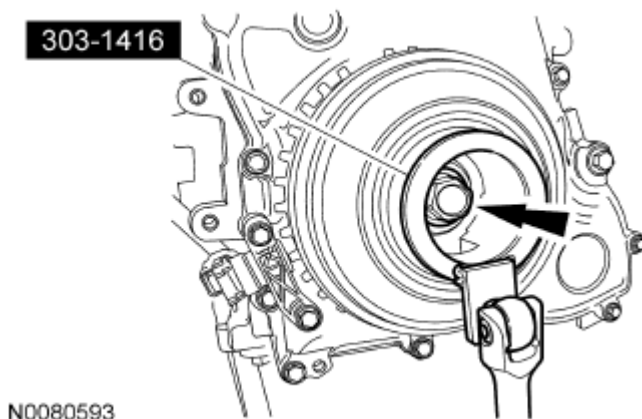


Fig. 280: Locating Crankshaft Pulley With Crankshaft Damper Holding Tool
Courtesy of FORD MOTOR CO.

58. Remove the 6 mm x 18 mm bolt.

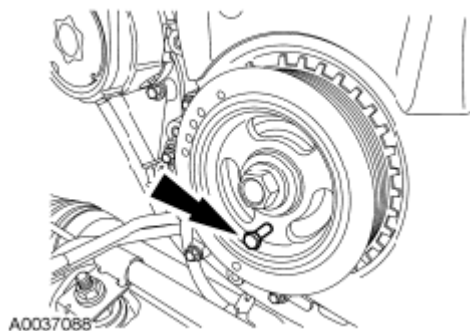


Fig. 281: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

59. Remove the Crankshaft Timing Peg.

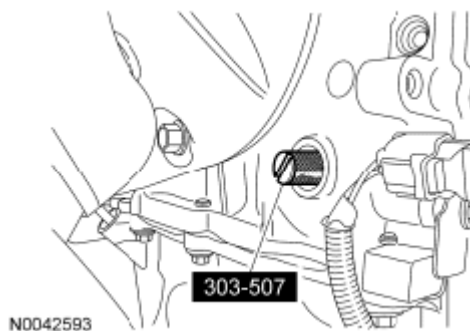


Fig. 282: Identifying Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

60. Remove the Camshaft Alignment Plate.

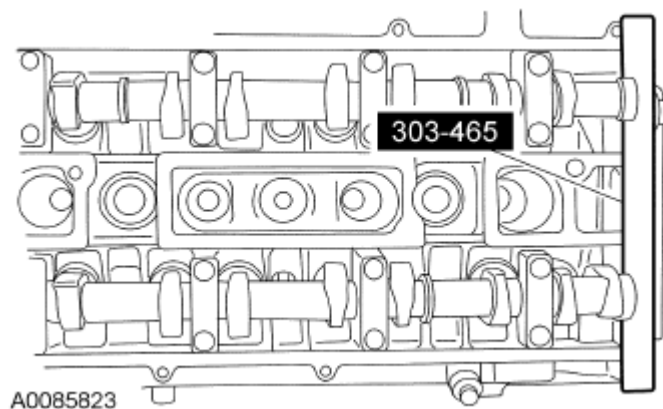


Fig. 283: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

61. **NOTE:** Only turn the crankshaft in the normal direction of rotation.

Turn the crankshaft clockwise one and three-fourths turn.

62. Install the Crankshaft Timing Peg.

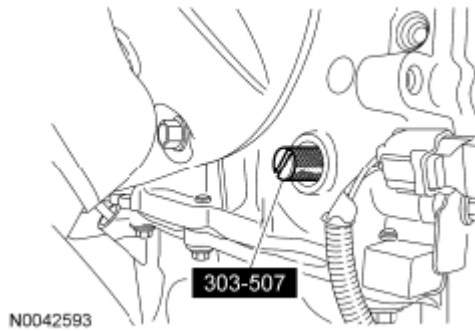


Fig. 284: Identifying Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

63. **NOTE:** Only turn the crankshaft in the normal direction of rotation.

Turn the crankshaft clockwise until the crankshaft contacts the Crankshaft Timing Peg.

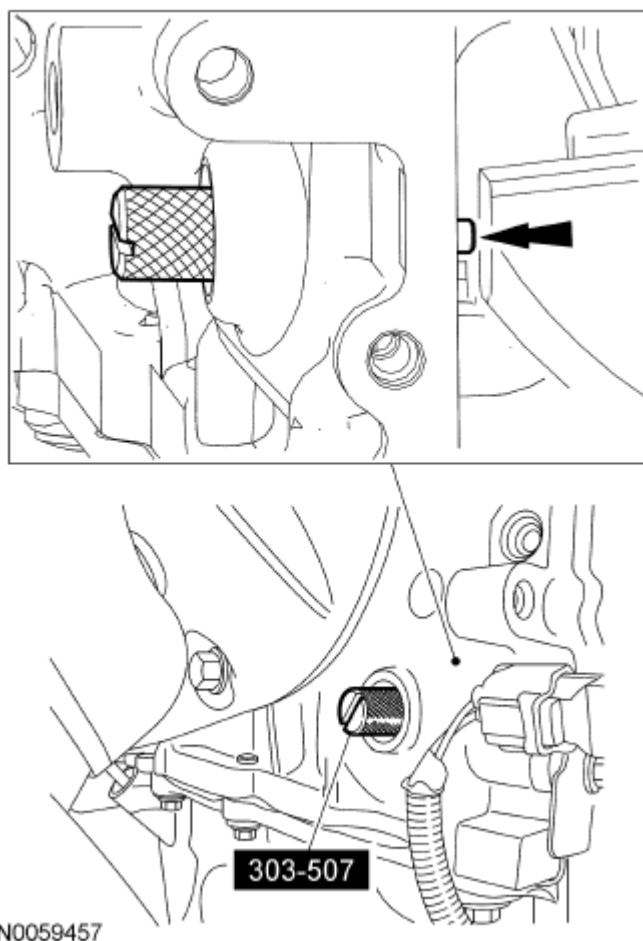


Fig. 285: Locating Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

64. **NOTE:** Only hand-tighten the 6 mm x 18 mm bolt or damage to the front cover may occur.

Using the 6 mm x 18 mm bolt, check the position of the crankshaft pulley.

- If it is not possible to install the bolt, correct the engine timing.

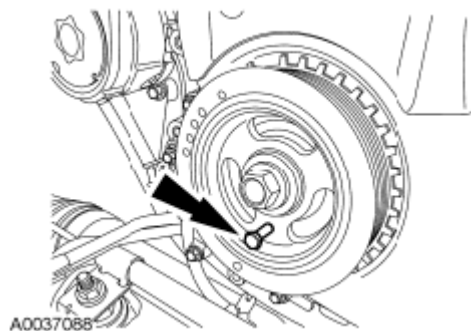


Fig. 286: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

65. Install the Camshaft Alignment Plate to check the position of the camshafts.
- If it is not possible to install the Camshaft Alignment Plate, correct the engine timing.

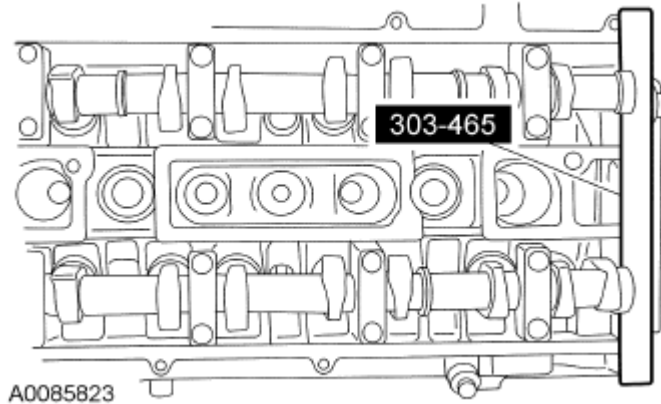


Fig. 287: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

66. Remove the Camshaft Alignment Plate.

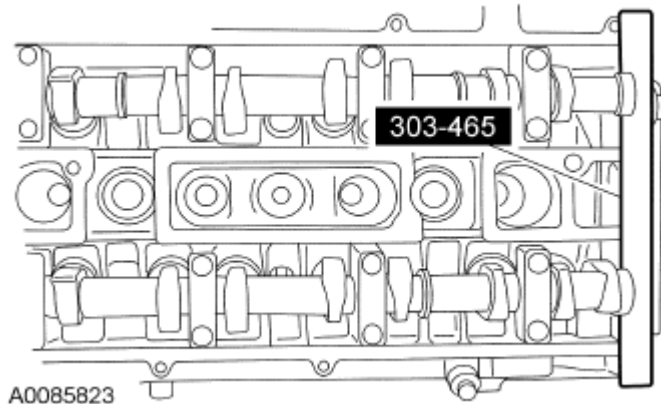


Fig. 288: Identifying Camshaft Alignment Plate
Courtesy of FORD MOTOR CO.

67. Position a new Crankshaft Position (CKP) sensor and loosely install the 2 bolts.

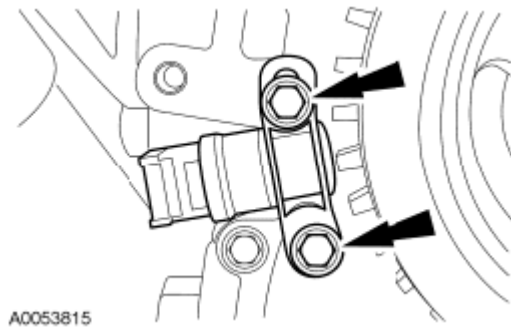


Fig. 289: Locating Crankshaft Position Sensor
Courtesy of FORD MOTOR CO.

68. Adjust the CKP with the Crankshaft Sensor Aligner, the tool must engage a tooth of the vibration damper, and tighten the 2 bolts.
 - Tighten to 7 Nm (62 lb-in).

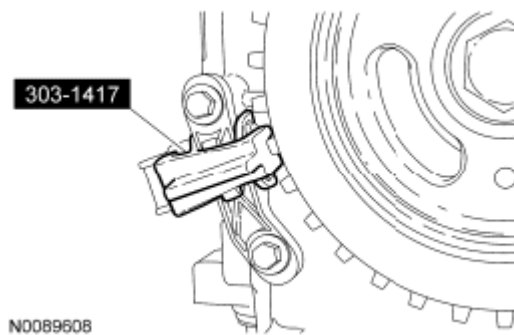


Fig. 290: Identifying CKP With Crankshaft Sensor Aligner
Courtesy of FORD MOTOR CO.

69. Remove the 6 mm x 18 mm bolt.

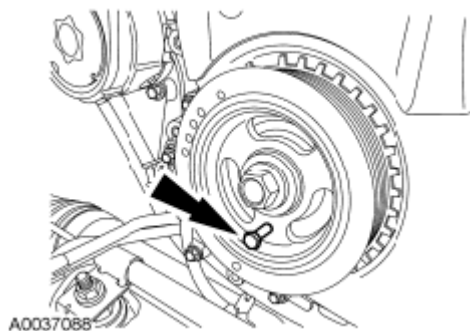


Fig. 291: Locating Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

70. Remove the Crankshaft Timing Peg.

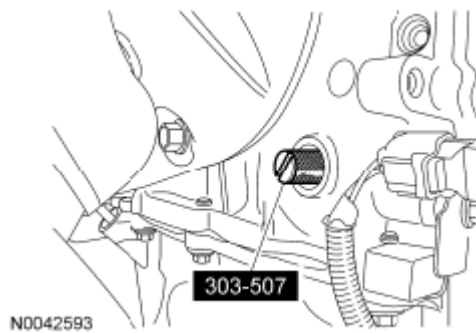


Fig. 292: Identifying Crankshaft Timing Peg
Courtesy of FORD MOTOR CO.

71. Install the timing peg plug.
- Tighten to 20 Nm (177 lb-in).

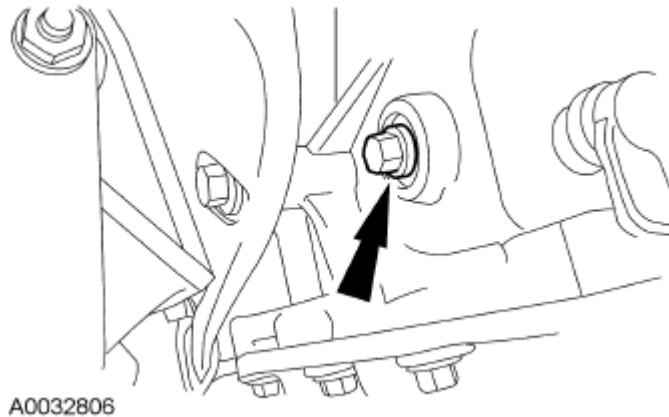


Fig. 293: Locating Timing Peg Plug
Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

72.

Clean the valve cover gasket sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

73.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

Apply silicone gasket and sealant to the locations shown in illustration.



A0032732

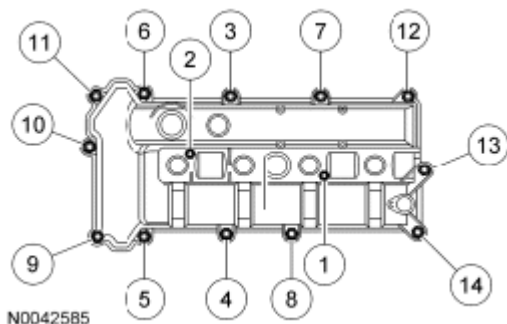
Fig. 294: Identifying Sealant Applying Area
Courtesy of FORD MOTOR CO.

NOTE: If not secured within 4 minutes, the sealant must be removed and the sealing area cleaned. To clean the sealing area, use silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep. Allow to dry until there is no sign of wetness, or 4 minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

74.

Install the valve cover and the 14 fasteners.

- Tighten to 10 Nm (89 lb-in).



N0042585

Fig. 295: Identifying Valve Cover Fasteners
Courtesy of FORD MOTOR CO.

75. Install the following:

1. Crankshaft Position (CKP) sensor and the bolt
 - Tighten to 7 Nm (62 lb-in).
2. Cylinder Head Temperature (CHT) sensor
 - Tighten to 12 Nm (106 lb-in).
3. Spark plugs
 - Tighten to 15 Nm (133 lb-in).

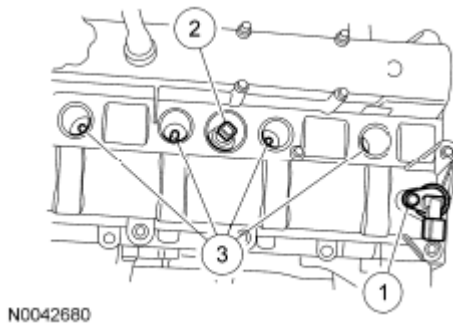


Fig. 296: Identifying Crankshaft Position Sensor, Cylinder Head Temperature Sensor And Spark Plugs

Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

76.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

NOTE: Lubricate the coolant pump O-ring seal with clean engine coolant prior to assembly.

Using a new O-ring seal, install the coolant pump and the 3 bolts.

- Tighten to 10 Nm (89 lb-in).

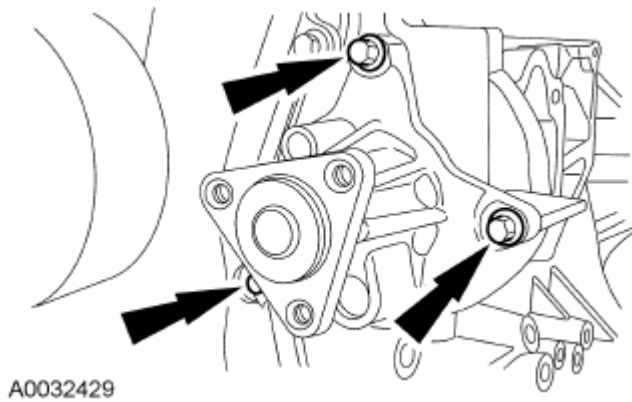


Fig. 297: Locating Coolant Pump Bolts
Courtesy of FORD MOTOR CO.

77. Install the coolant pump pulley and the 3 bolts.
- Tighten to 20 Nm (177 lb-in).

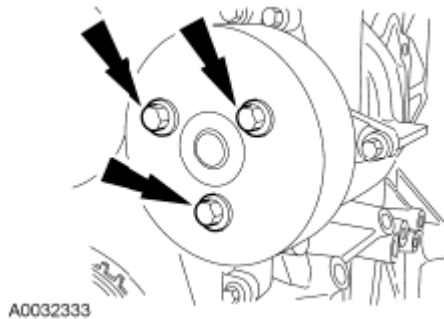
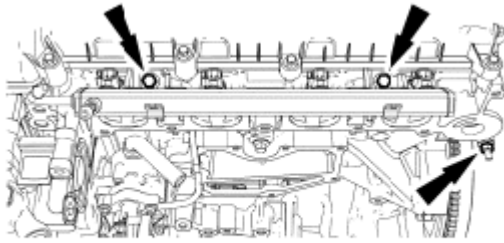


Fig. 298: Locating Coolant Pump Pulley Bolts
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the fuel injector O-ring seals with clean engine oil prior to installation.

- 78.
- Using new O-ring seals, install the fuel rail and fuel injectors as an assembly, the ground strap and the bolt.
- Tighten the 2 fuel rail bolts to 25 Nm (18 lb-ft).
 - Tighten ground strap bolt to 10 Nm (89 lb-in).

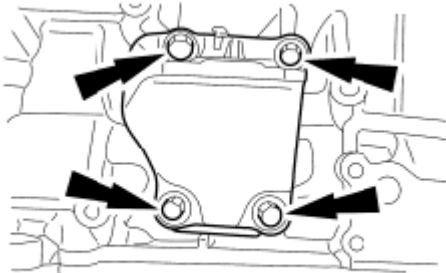


N0046225

Fig. 299: Locating Fuel Rail Bolts

Courtesy of FORD MOTOR CO.

79. Install the left motor mount and the 4 bolts.
- Tighten to 49 Nm (36 lb-ft).



A0032331

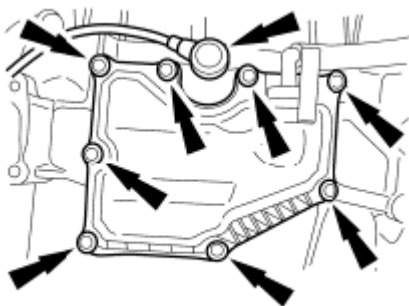
Fig. 300: Locating LH Engine Mount Bracket Bolts

Courtesy of FORD MOTOR CO.

80. **NOTE:** The Knock Sensor (KS) must not touch the crankcase vent oil separator.

Install the crankcase vent oil separator, the KS and the 9 bolts.

- Tighten the KS bolt to 20 Nm (177 lb-in).
- Tighten the 8 crankcase vent oil separator bolts to 10 Nm (89 lb-in).



N0042847

Fig. 301: Locating Engine Vent Cover Bolts

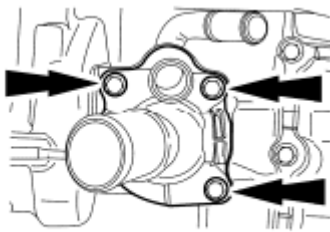
Courtesy of FORD MOTOR CO.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

81.

Using a new gasket, install the thermostat housing and the 3 bolts.

- Tighten to 10 Nm (89 lb-in).

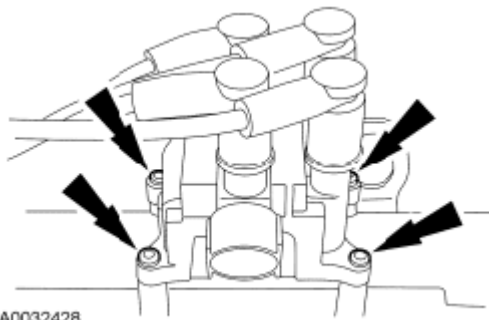


A0079671

Fig. 302: Locating Thermostat Housing Bolts
Courtesy of FORD MOTOR CO.

82. Install the ignition coil and the 4 bolts.

- Tighten to 6 Nm (53 lb-in).



A0032428

Fig. 303: Locating Ignition Coil Bolts
Courtesy of FORD MOTOR CO.

NOTE: Apply silicone brake caliper grease and dielectric compound to the inside of the spark plug boots prior to installation.

83.

Connect the spark plug wires to the spark plugs.

84. Position the fuel charging wiring harness. Attach the fuel charging wiring harness to the valve cover studs.

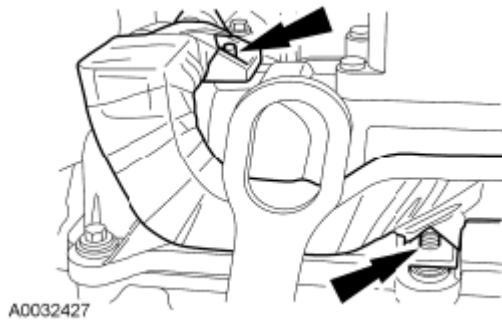


Fig. 304: Locating Engine Wiring Harness Anchors
Courtesy of FORD MOTOR CO.

85. Connect the ignition coil and the CHT sensor electrical connectors. Position the CHT sensor cover.

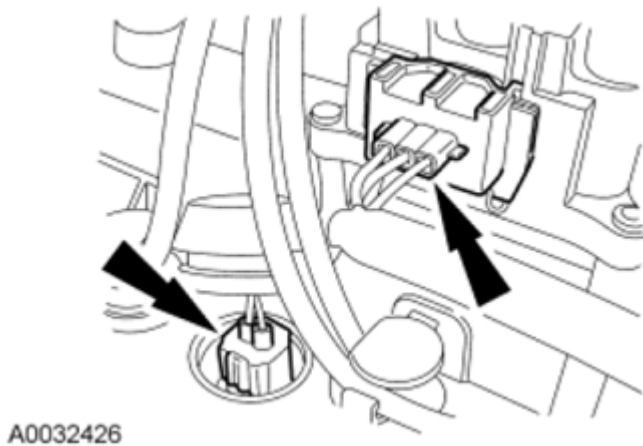


Fig. 305: Locating Coolant Pump Bolts
Courtesy of FORD MOTOR CO.

86. Connect the fuel injector electrical connectors and attach the wiring harness pin-type retainers.

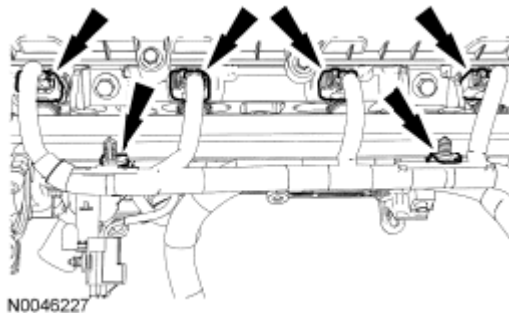


Fig. 306: Locating Fuel Injector Electrical Connectors And Wiring Harness Pin-Type Retainers
Courtesy of FORD MOTOR CO.

87. Inspect and install new intake manifold gaskets, if necessary.

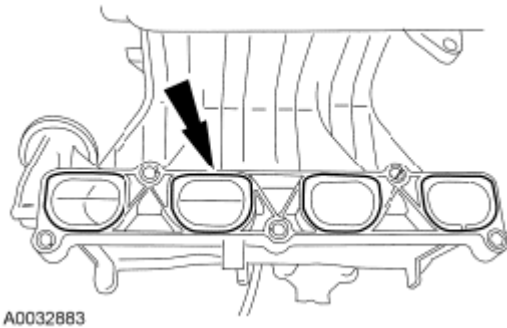


Fig. 307: Locating Intake Manifold Gaskets
Courtesy of FORD MOTOR CO.

88.

NOTE: If the engine is repaired or replaced because of upper engine failure, typically including valve or piston damage, check the intake manifold for metal debris. If metal debris is found, install a new intake manifold. Failure to follow these instructions can result in engine damage.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

Install the intake manifold and the 5 bolts.

- Tighten to 18 Nm (159 lb-in).

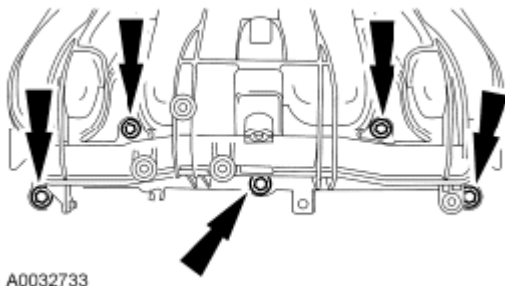


Fig. 308: Locating Intake Manifold Bolts
Courtesy of FORD MOTOR CO.

89. Install the EGR tube.

- Install the EGR tube bracket and the bolt to the intake manifold.

- Tighten to 10 Nm (89 lb-in).
- Connect the EGR tube to the cylinder head.
- Tighten to 55 Nm (41 lb-ft).

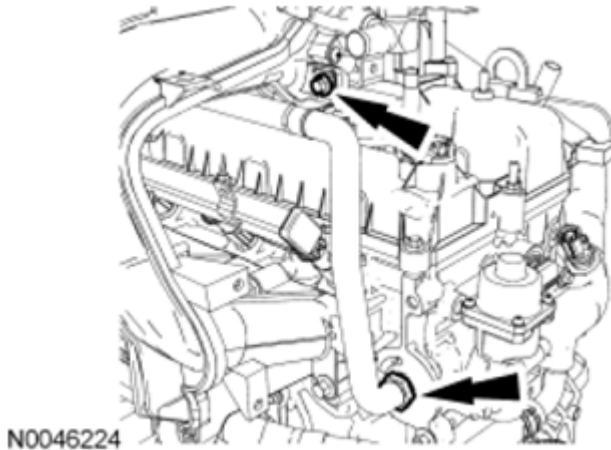


Fig. 309: Locating EGR Tube Bracket Bolt
Courtesy of FORD MOTOR CO.

90. Connect the EGR tube to the intake manifold.
- Tighten to 18 Nm (159 lb-in).

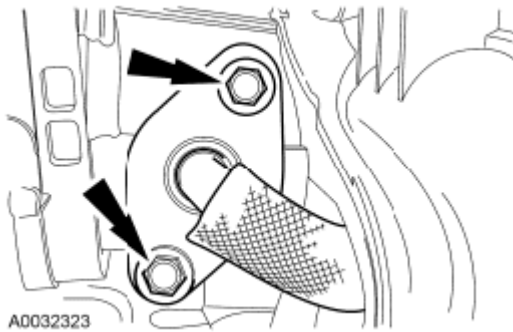


Fig. 310: Locating EGR Tube Bolts
Courtesy of FORD MOTOR CO.

91. Attach the engine wiring harness pin-type retainers to the intake manifold.
92. Connect the **CMP** sensor electrical connector and the PCV hose.

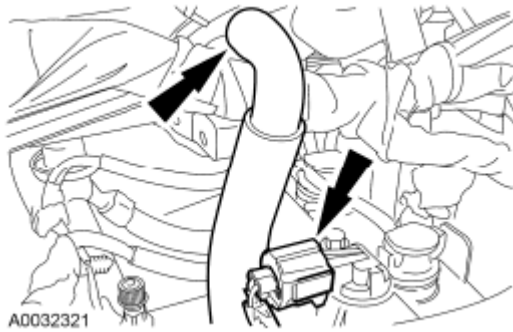


Fig. 311: Locating Camshaft Position Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

93. Install the engine wiring harness connector bracket, the 3 bolts and connect the **KS** electrical connector.
 - Tighten to 10 Nm (89 lb-in).

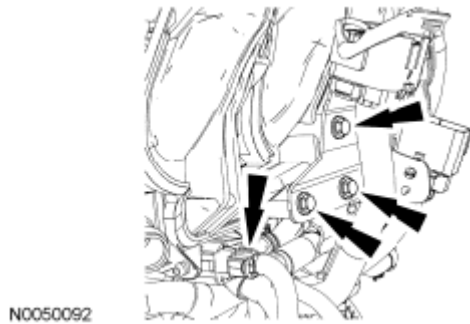


Fig. 312: Locating Knock Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

94. Connect the **CKP** sensor electrical connection and attach the wiring pin-type retainers.

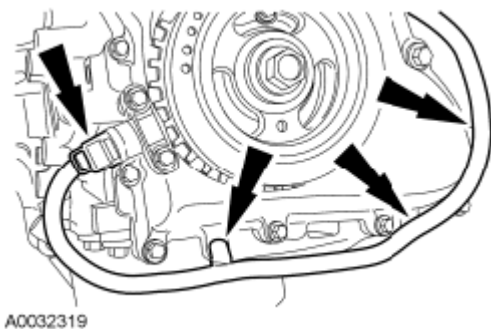


Fig. 313: Identifying CKP Sensor
Courtesy of FORD MOTOR CO.

95. Connect the following electrical connectors:
 - Manifold Absolute Pressure (MAP) sensor

- Throttle Position (TP) sensor
- Idle Air Control (IAC) valve

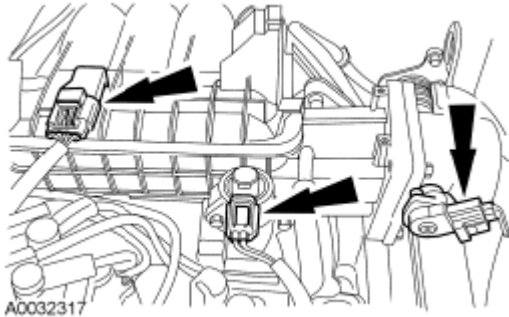


Fig. 314: Identifying Manifold Absolute Pressure Sensor
Courtesy of FORD MOTOR CO.

96. Install the power steering pump assembly and the 4 bolts.
 - Tighten to 25 Nm (18 lb-ft).

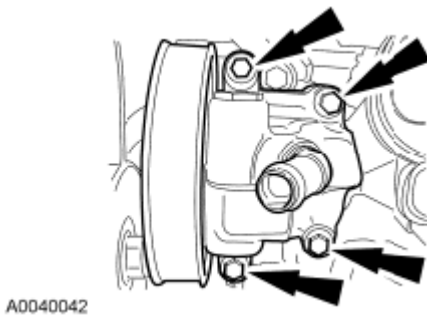


Fig. 315: Locating Power Steering Pump Assembly Bolts
Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

97.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

Install the EGR valve.

1. Using a new gasket, position the EGR valve and install the 2 bolts.
 - Tighten to 20 Nm (177 lb-in).

2. Connect the coolant hose.
3. Connect the electrical connector.

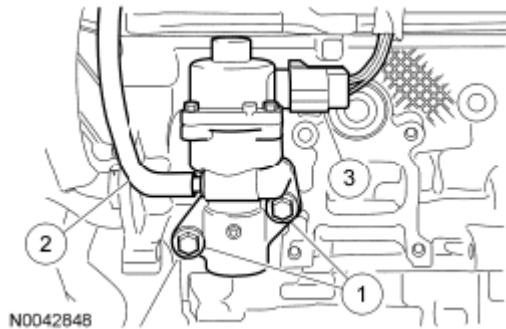


Fig. 316: Identifying Coolant Hose And Electrical Connector
Courtesy of FORD MOTOR CO.

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.

98.

NOTE: Clean the sealing surface with silicone gasket remover and metal surface prep. Observe all warnings and cautions and follow all application directions contained on the packaging of the silicone gasket remover and metal surface prep.

Install the rear coolant outlet pipe.

1. Using a new gasket, install the rear coolant outlet pipe and the 4 bolts.
 - Tighten to 10 Nm (89 lb-in).
2. Connect the coolant hose.

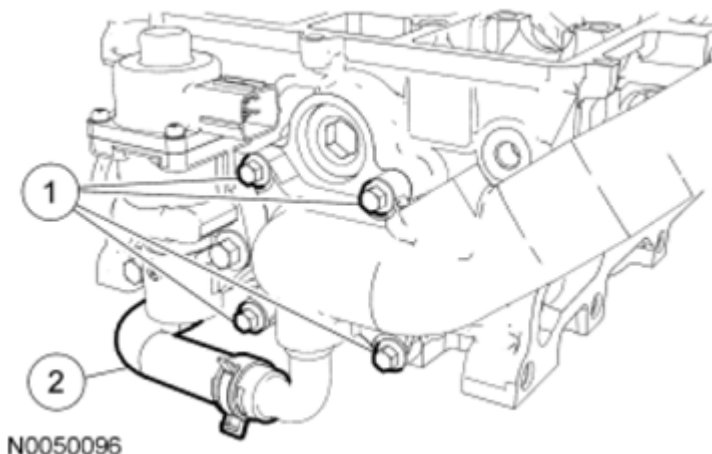


Fig. 317: Identifying Rear Coolant Outlet Pipe Bolts
Courtesy of FORD MOTOR CO.

99. If equipped, install the block heater.

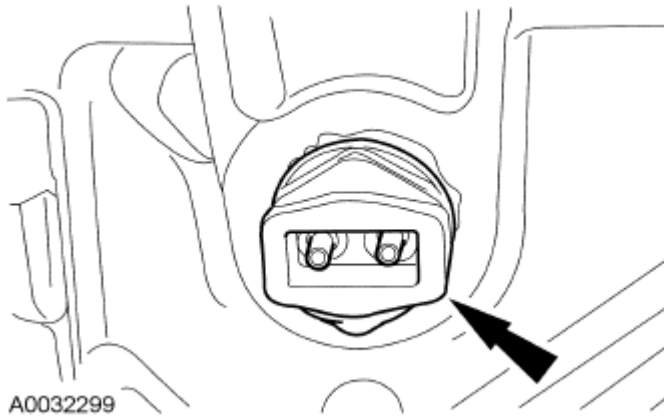


Fig. 318: Locating Block Heater
Courtesy of FORD MOTOR CO.

100. Install 7 new exhaust manifold-to-cylinder head studs.
- Tighten to 17 Nm (150 lb-in).
101. Position a new gasket and install the exhaust manifold and 7 new nuts.
- Tighten to 54 Nm (40 lb-ft).



Fig. 319: Locating Exhaust Manifold Nuts
Courtesy of FORD MOTOR CO.

102. Position the coolant tube assembly and install the 2 nuts.
- Tighten to 20 Nm (177 lb-in).



Fig. 320: Locating Coolant Tube Nuts
Courtesy of FORD MOTOR CO.

103. Connect the coolant hose to the thermostat and the PCV fitting on the intake manifold.

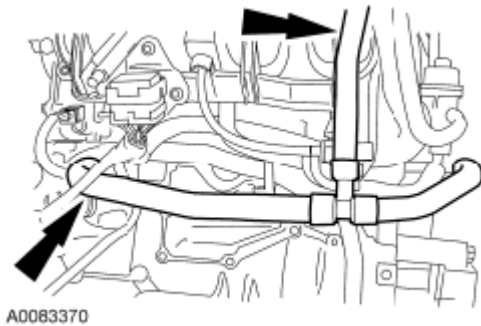


Fig. 321: Locating Coolant Hose
Courtesy of FORD MOTOR CO.

104. Position the right motor mount and install the 4 bolts.
- Tighten to 49 Nm (36 lb-ft).

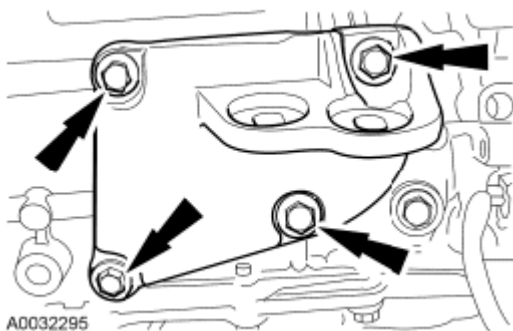


Fig. 322: Locating RH Engine Mount Bracket Bolts
Courtesy of FORD MOTOR CO.

105. Position the generator and support bracket assembly and install the 5 bolts in the sequence shown in illustration, in 2 stages.
- Stage 1: Install finger-tight.

- Stage 2: Tighten to 47 Nm (35 lb-ft).

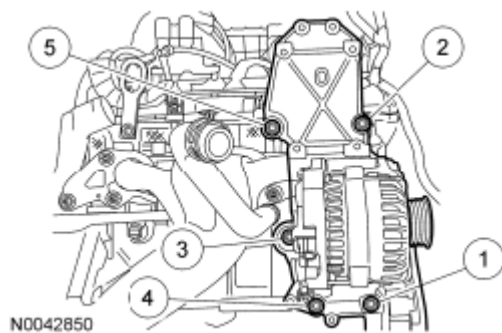


Fig. 323: Identifying Generator And Support Bracket Assembly With Bolts
Courtesy of FORD MOTOR CO.

106. Position the A/C compressor and install the 4 bolts.

- Tighten to 25 Nm (18 lb-ft).

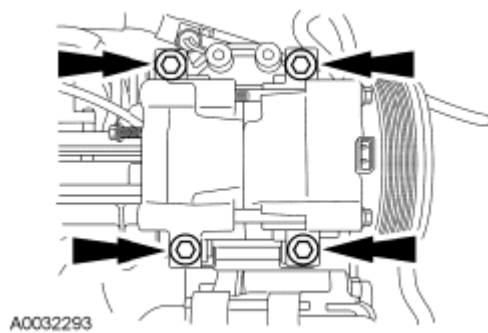


Fig. 324: Locating A/C Compressor Bolts
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the new O-ring seal with clean engine coolant prior to installation.

107.

Position the front coolant outlet pipe and install the 2 bolts.

- Tighten to 10 Nm (89 lb-in).

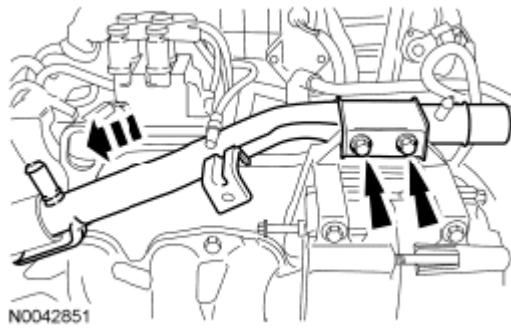


Fig. 325: Locating Front Coolant Outlet Pipe Bolts
 Courtesy of FORD MOTOR CO.

108. **NOTE:** Lubricate the new O-ring seal with clean engine oil prior to installation.

Install the engine oil level indicator tube and the bolt.

- Tighten to 10 Nm (89 lb-in).

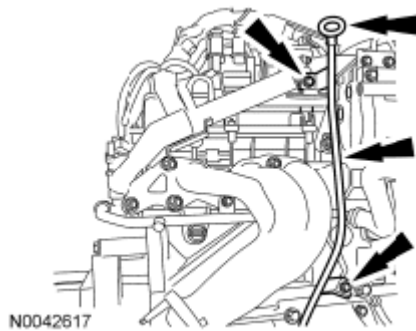


Fig. 326: Locating Engine Oil Level Indicator
 Courtesy of FORD MOTOR CO.

109. Install the accessory drive belt.

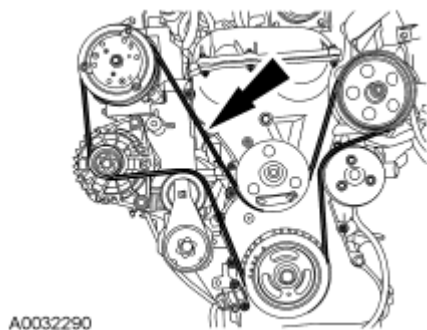


Fig. 327: Locating Drive Belt
 Courtesy of FORD MOTOR CO.

110. Using the Spreader Bar and the Heavy Duty Floor Crane, remove the engine from the Engine Stand.
111. Position the flywheel or the flexplate and loosely install the 6 bolts.
112. Using the Flywheel Locking Tool, tighten the 6 bolts in the sequence shown in illustration, in 3 stages.
 - Stage 1: Tighten to 50 Nm (37 lb-ft).
 - Stage 2: Tighten to 80 Nm (59 lb-ft).
 - Stage 3: Tighten to 112 Nm (83 lb-ft).

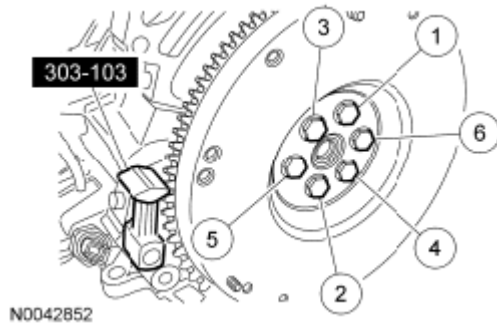


Fig. 328: Identifying Flexplate Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

Vehicles with manual transmission

113. Lubricate the transmission input shaft pilot bearing with front axle grease.

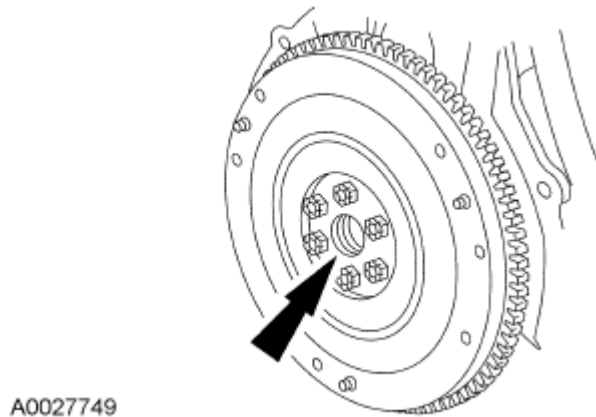


Fig. 329: Locating Transmission Input Shaft Pilot Bearing
Courtesy of FORD MOTOR CO.

114. Adjust the clutch pressure plate.
 1. Using a suitable press, press downward on the fingers until the adjusting ring moves freely.
 2. Rotate the adjusting ring counterclockwise to compress the tension springs. Hold the adjusting ring in this position.
 3. Release the pressure on the fingers. The adjusting ring will stay in the reset position.

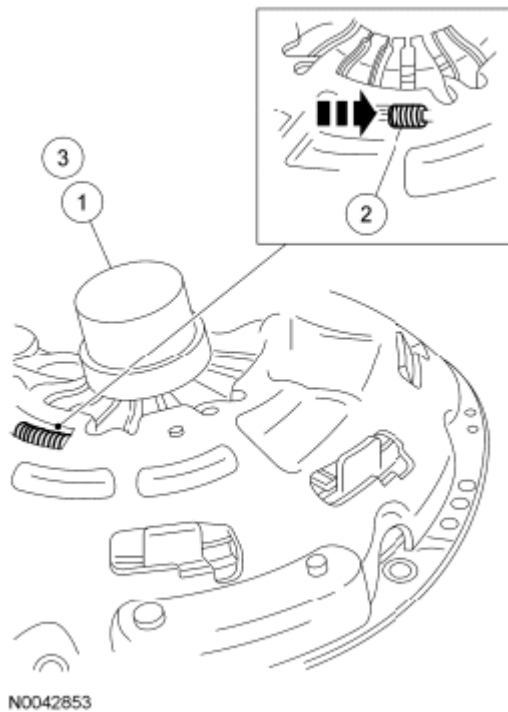


Fig. 330: Adjusting Clutch Pressure Plate
Courtesy of FORD MOTOR CO.

115. Using the Clutch Disc Aligner, position the clutch disc on the flywheel.

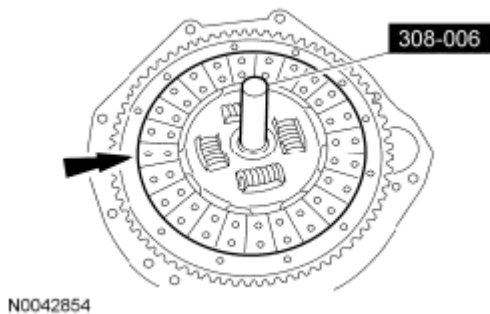


Fig. 331: Identifying Clutch Disc On Flywheel
Courtesy of FORD MOTOR CO.

NOTE: If reusing the clutch pressure plate and flywheel, align the marks made during removal.

116.

Position the clutch pressure plate and install the 6 bolts. Tighten the bolts in a star pattern sequence.

- Tighten to 32 Nm (24 lb-ft).

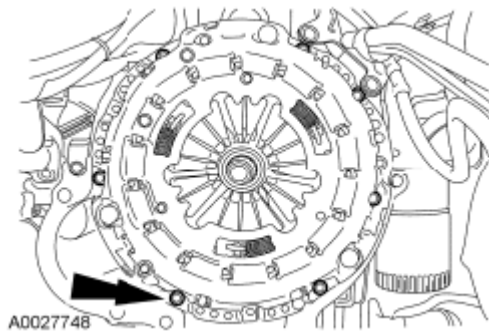


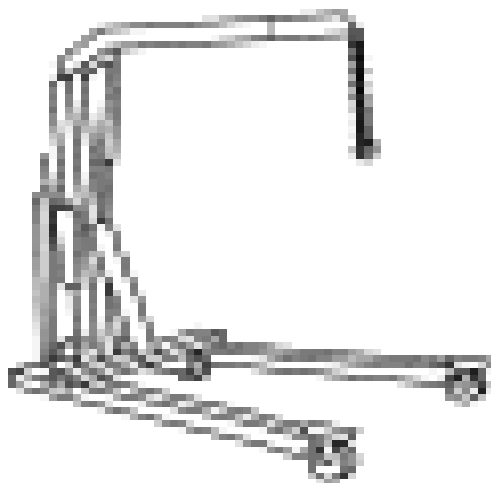
Fig. 332: Locating Clutch Pressure Plate Bolts
Courtesy of FORD MOTOR CO.

INSTALLATION

ENGINE

Special Tool(s)

SPECIAL TOOL SPECIFICATION

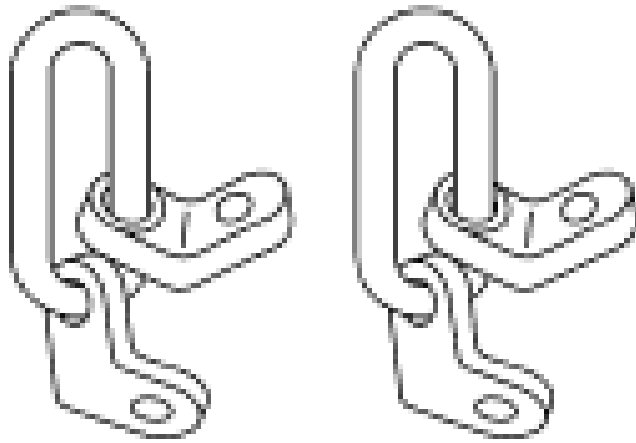


ST1341-A

Heavy Duty Floor Crane
014-00071 or equivalent

2010 Ford Ranger

2010 ENGINE Engine - 2.3L - Ranger



ST1595-A

Lifting Bracket, Engine
303-050 (T70P-6000)



ST1595-A

Spreader Bar
303-D089 (D93P-6001-A3) or equivalent

Material

MATERIAL SPECIFICATION

Item	Specification
Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (US); Motorcraft® SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12 (Canada); or equivalent	WSS-M2C930-A

All vehicles

1. Position the engine in the vehicle. If equipped with an automatic transmission, make sure the index marks on the torque converter stud and flexplate made during removal are lined up.
2. Install the 2 side transmission-to-engine bolts.
3. **NOTE:** **Left side shown in illustration, right side similar.**

Install the 4 engine support insulator nuts.

- Tighten to 102 Nm (75 lb-ft).

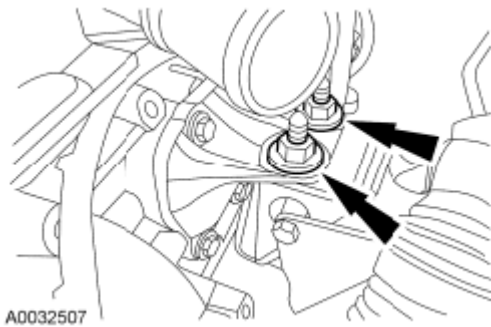


Fig. 333: Locating Engine Support Insulator Nuts
Courtesy of FORD MOTOR CO.

4. Remove the floor jack from the transmission.
5. Remove the Heavy Duty Floor Crane, the Spreader Bar and the Engine Lifting Brackets.

Vehicles with an automatic transmission

6. Install the 4 torque converter nuts.
 - Tighten to 35 Nm (26 lb-ft).

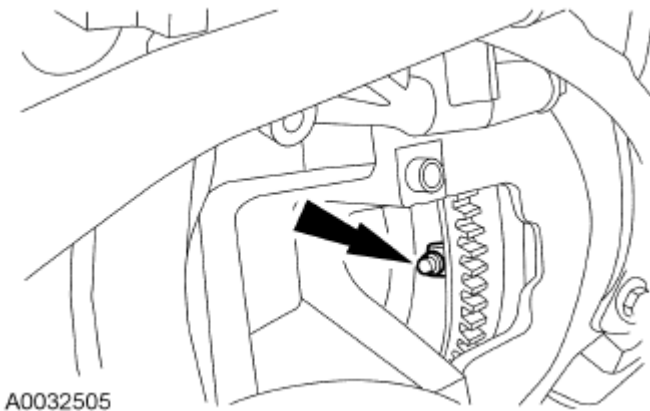


Fig. 334: Locating Torque Converter Nuts
Courtesy of FORD MOTOR CO.

7. Install the transmission fluid indicator and tube assembly.

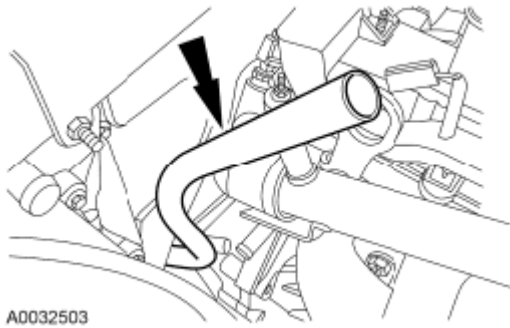


Fig. 335: Locating Transmission Fluid Indicator And Tube Assembly
Courtesy of FORD MOTOR CO.

All vehicles

8. Install the remaining 9 transmission-to-engine bolts.
 - Tighten to 48 Nm (35 lb-ft).

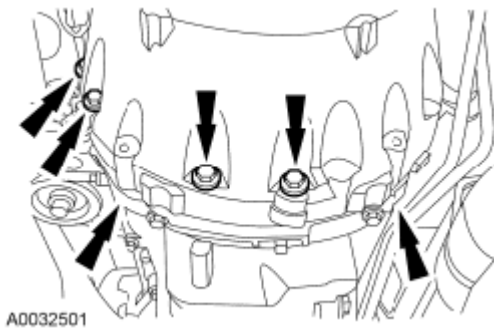


Fig. 336: Locating Transmission-To-Engine Bolts
Courtesy of FORD MOTOR CO.

9. Position the oil filter adapter and install the 4 bolts.
 - Tighten to 25 Nm (18 lb-ft).

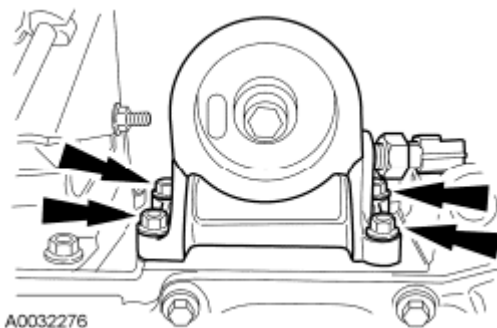


Fig. 337: Locating Oil Filter Adapter Bolts
Courtesy of FORD MOTOR CO.

10. Install the starter dust shield.



Fig. 338: Locating Starter Dust Shield
Courtesy of FORD MOTOR CO.

11. Install the starter, the bolt and the 2 stud bolts.
- Tighten to 25 Nm (18 lb-ft).

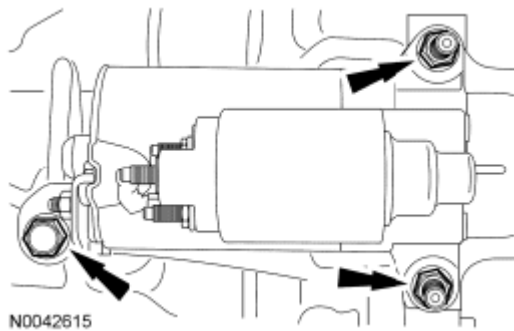


Fig. 339: Locating Starter, Stud Bolts And Nuts
Courtesy of FORD MOTOR CO.

12. Install a new oil filter.

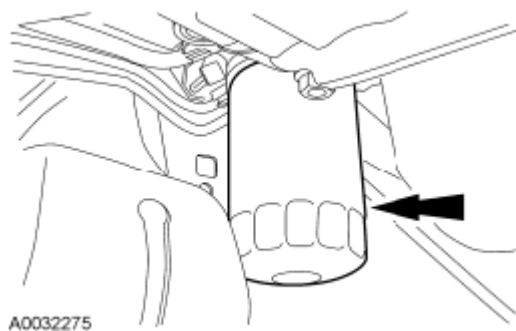


Fig. 340: Locating Engine Oil Filter
Courtesy of FORD MOTOR CO.

13. Connect the Engine Oil Pressure (EOP) sensor electrical connector.

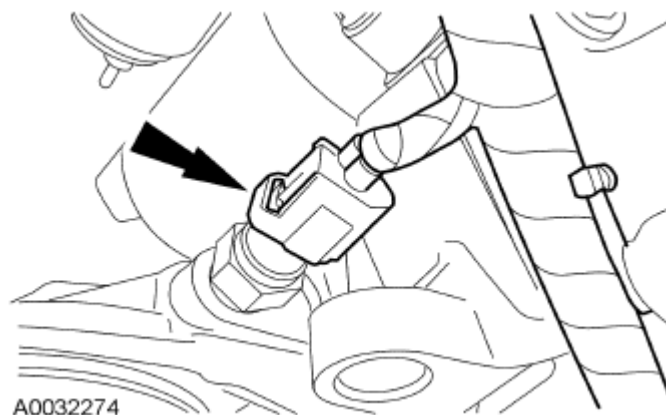


Fig. 341: Locating Engine Oil Pressure Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

Vehicles with an automatic transmission

14. Attach the wiring harness retainers.

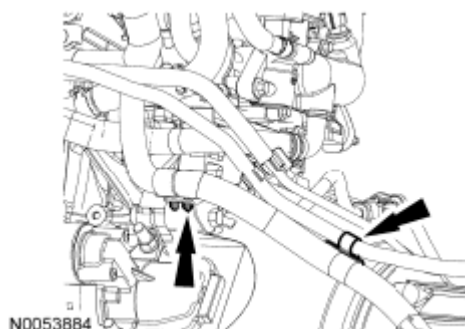


Fig. 342: Locating Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

15. Attach the wiring harness retainers and connect the transmission electrical connectors.

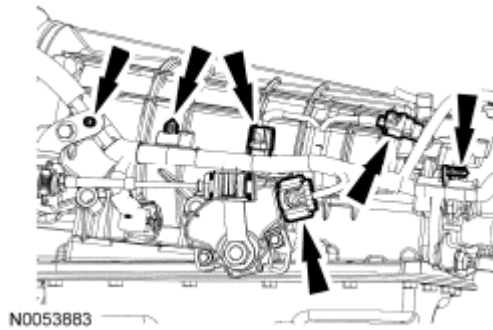


Fig. 343: Locating Transmission Electrical Connectors
Courtesy of FORD MOTOR CO.

16. Route the wiring harness over the transmission, position the bracket and install the nut. Connect the Catalyst Monitor Sensor (CMS) electrical connector.
- Tighten to 10 Nm (89 lb-in).

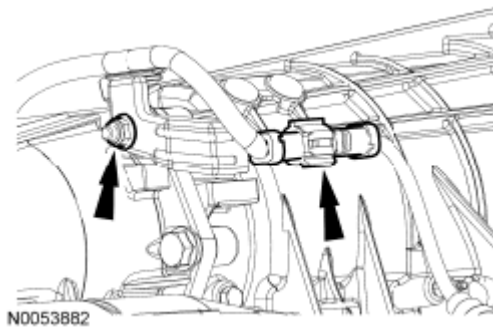


Fig. 344: Locating Catalyst Monitor Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

17. Connect the Heated Oxygen Sensor (HO2S) electrical connector.

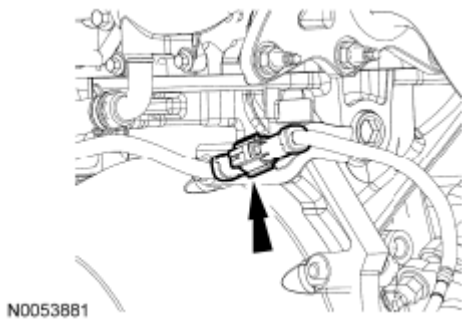


Fig. 345: Locating HO2S Electrical Connector
Courtesy of FORD MOTOR CO.

Vehicles with a manual transmission

18. Attach the wiring harness retainers and connect the transmission electrical connectors.

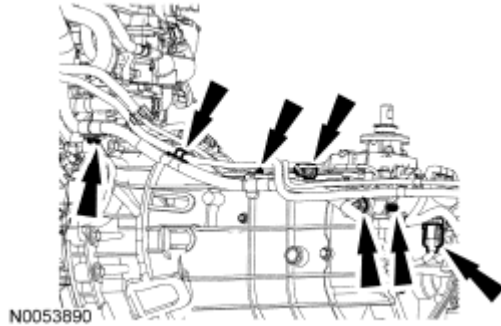


Fig. 346: Locating Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

19. Route the wiring harness over the transmission, position the bracket and install the nut. Connect the **CMS** electrical connector.
- Tighten to 10 Nm (89 lb-in).

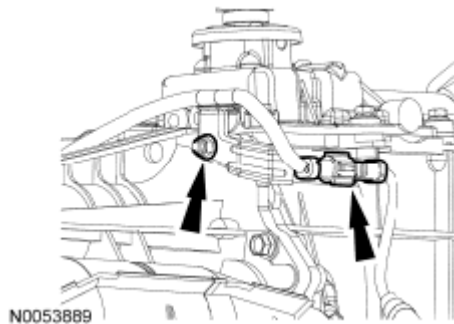


Fig. 347: Locating CMS Electrical Connector
Courtesy of FORD MOTOR CO.

20. Connect the **HO2S** electrical connector.

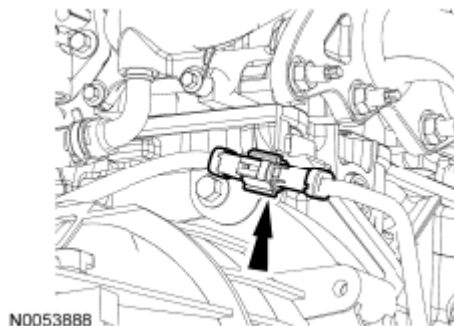


Fig. 348: Locating HO2S Electrical Connector

Courtesy of FORD MOTOR CO.

All vehicles

21. Connect the electrical connector and attach the wiring harness retainer to the crossmember.

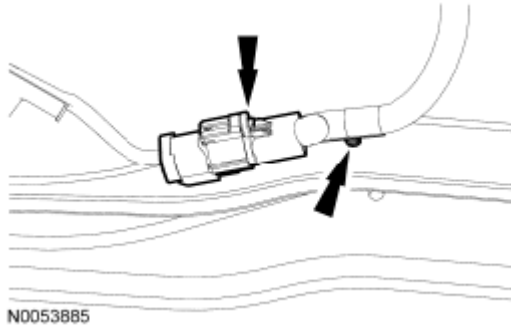


Fig. 349: Locating Electrical Connector
Courtesy of FORD MOTOR CO.

22. Position the exhaust front pipe and install the 2 nuts.
- Tighten to 40 Nm (30 lb-ft).

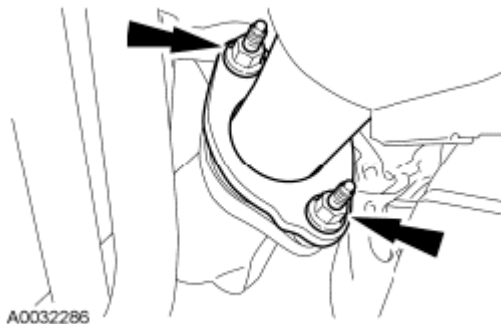


Fig. 350: Locating Exhaust Manifold-To-Front Pipe Nuts
Courtesy of FORD MOTOR CO.

23. Position the transmission dust shield and install the bolt.
- Tighten to 10 Nm (89 lb-in).

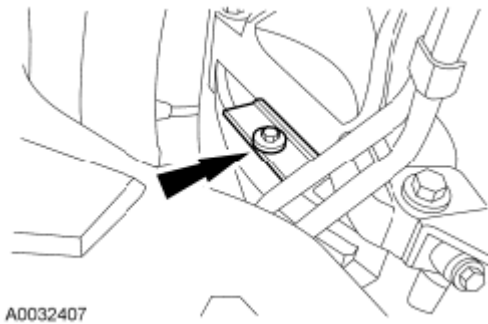


Fig. 351: Locating Transmission Dust Shield
Courtesy of FORD MOTOR CO.

Vehicles with an automatic transmission

24. Install the transmission cooling tubes retaining bracket and the bolt.
 - Tighten to 28 Nm (21 lb-ft).

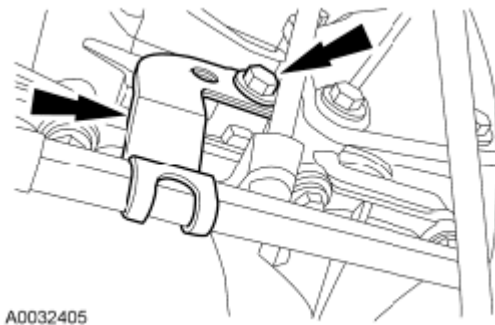


Fig. 352: Locating Transmission Cooling Tubes Retaining Bracket
Courtesy of FORD MOTOR CO.

All vehicles

25. Position the engine wiring harness and install the anchor and the pin-type retainer.

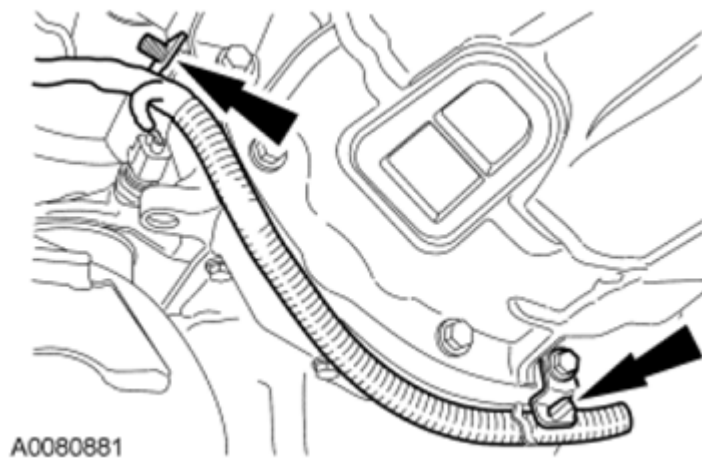


Fig. 353: Locating Engine Wiring Harness Anchor And Pin-Type Retainer
Courtesy of FORD MOTOR CO.

26. If equipped, connect the block heater electrical connector.

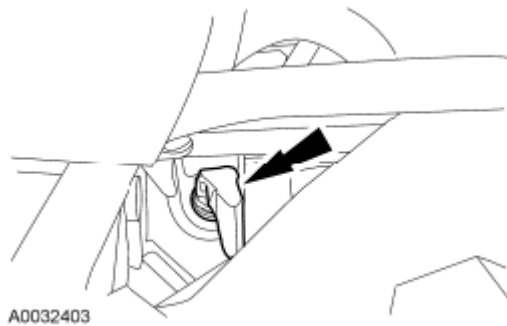


Fig. 354: Locating Block Heater Electrical Connector
Courtesy of FORD MOTOR CO.

27. Attach the generator wiring pin-type retainer.



Fig. 355: Locating Generator Wiring Pin-Type Retainer
Courtesy of FORD MOTOR CO.

28. Connect the generator electrical connections.

- Tighten to 12 Nm (106 lb-in).

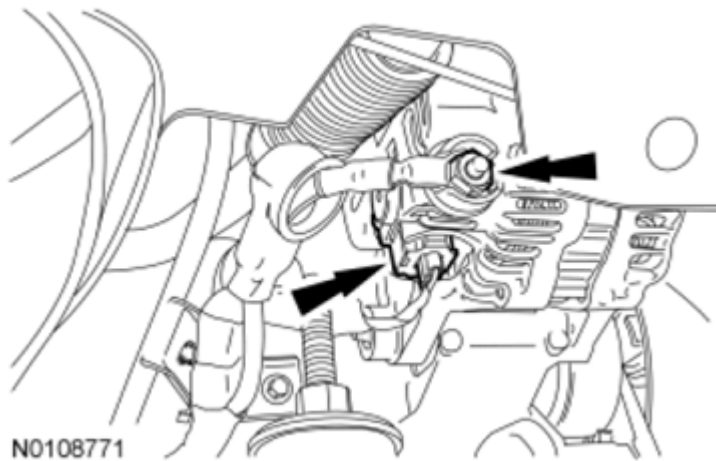


Fig. 356: Locating Generator Electrical Connections
Courtesy of FORD MOTOR CO.

29. Position the RH splash shield and install the 3 rear pushpins.

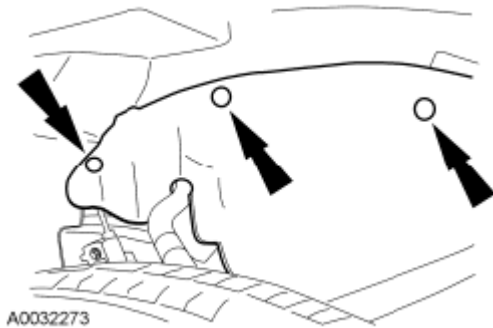


Fig. 357: Locating Rear Pushpins
Courtesy of FORD MOTOR CO.

30. Position the starter wiring harness and install the support bracket and the bolt.
- Tighten to 24 Nm (18 lb-ft).

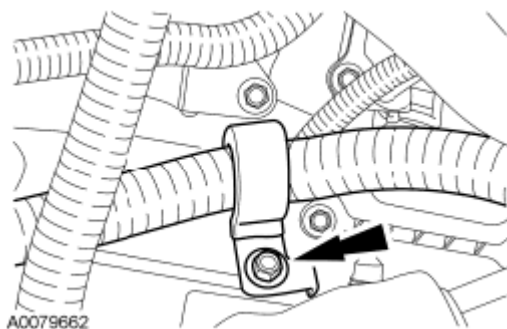


Fig. 358: Locating Starter Wiring Harness Support Bracket And Bolt
Courtesy of FORD MOTOR CO.

31. Connect the following starter motor electrical connections.
- Install the solenoid control wire and nut.
 - Tighten to 6 Nm (53 lb-in).
 - Install the negative battery cable and nut.
 - Tighten to 12 Nm (106 lb-in).
 - Install the positive battery cable at the starter and the nut.
 - Tighten to 12 Nm (106 lb-in).



Fig. 359: Locating Positive And Negative Battery Cable
Courtesy of FORD MOTOR CO.

32. Connect the brake booster vacuum hose and the engine ground strap.
- Tighten to 10 Nm (89 lb-in).

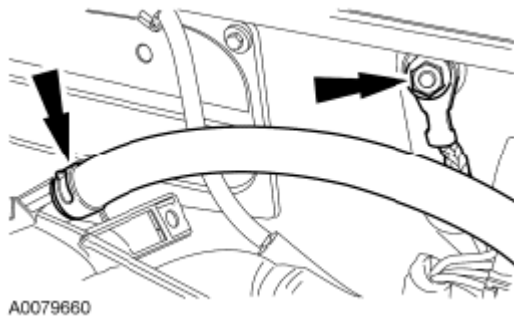


Fig. 360: Locating Brake Booster Vacuum Hose And Engine Ground Strap
Courtesy of FORD MOTOR CO.

33. Connect the electrical connectors, the fuel supply tube and the evaporative purge tube quick connect coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION**.

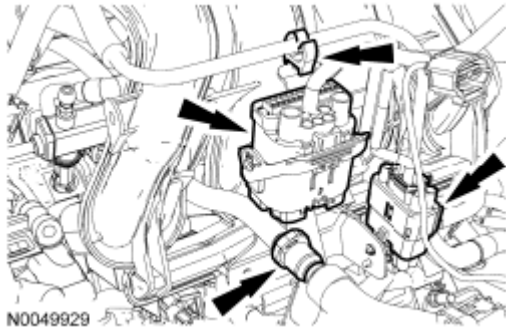


Fig. 361: Locating Evaporative Purge Tube Quick Connect Coupling
Courtesy of FORD MOTOR CO.

34. Connect the fuel supply tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION**.
35. **NOTE:** Install a new nylon O-ring seal.

Connect the power steering high-pressure tube and the Power Steering Pressure (PSP) switch electrical connector.

- Tighten to 20 Nm (177 lb-in).

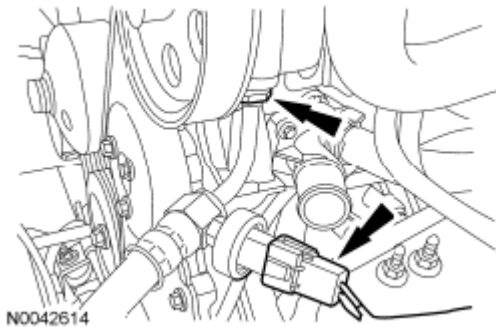
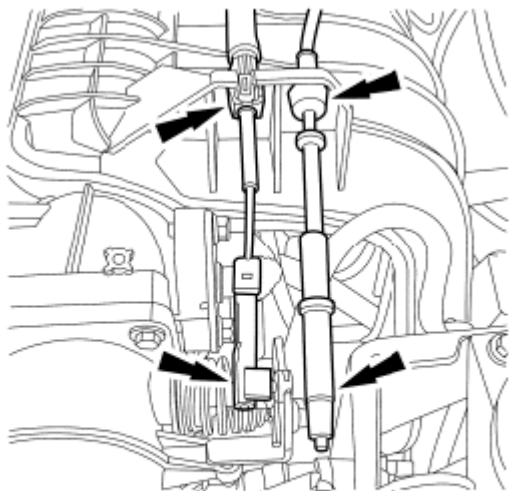


Fig. 362: Locating Power Steering Pressure Switch Electrical Connector And High-Pressure Power Steering Tube
Courtesy of FORD MOTOR CO.

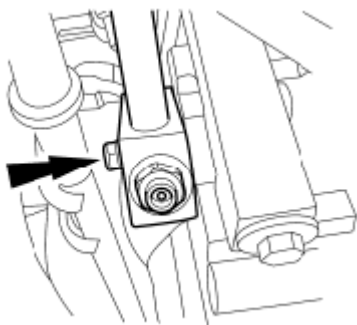
36. Connect the accelerator cable and, if equipped, the speed control cable to the Throttle Body (TB) and the cable mounting bracket.



N0042612

Fig. 363: Identifying Accelerator Cable Mounting Bracket
Courtesy of FORD MOTOR CO.

37. Remove the plugs and connect the A/C compressor manifold.
- Tighten to 20 Nm (177 lb-in).



A0032387

Fig. 364: Locating A/C Compressor Manifold
Courtesy of FORD MOTOR CO.

38. Connect the Mass Air Flow (MAF) sensor electrical connector.

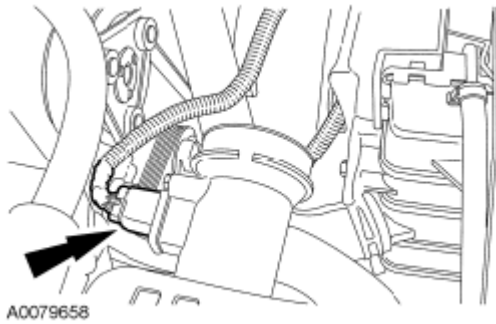


Fig. 365: Locating Mass Air Flow Electrical Connector
Courtesy of FORD MOTOR CO.

39. Connect the A/C compressor electrical connector.

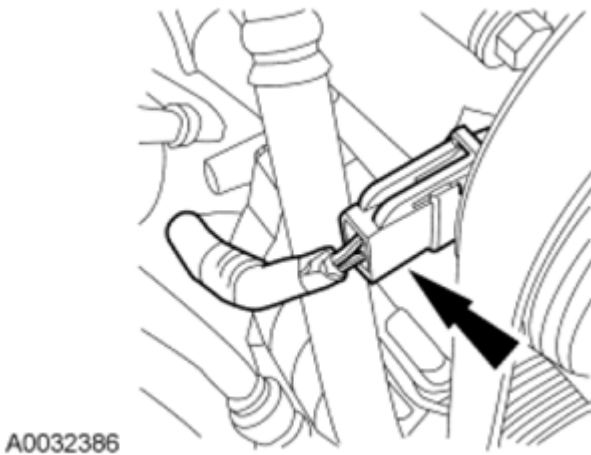


Fig. 366: Locating A/C Compressor Electrical Connector
Courtesy of FORD MOTOR CO.

40. Connect the coolant reservoir-to-engine supply hose.

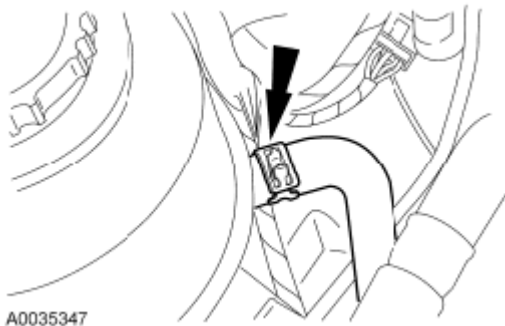


Fig. 367: Locating Engine Coolant Supply Hose
Courtesy of FORD MOTOR CO.

41. Connect the engine-to-coolant reservoir bypass hose.

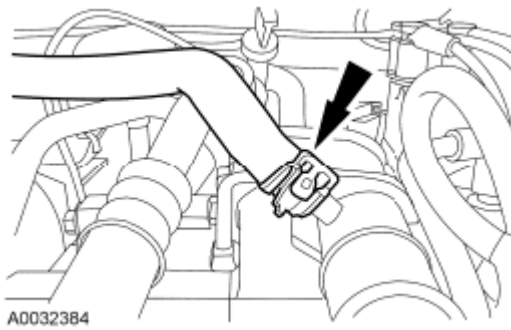


Fig. 368: Locating Engine-To-Degas Bottle Coolant Bypass Hose
Courtesy of FORD MOTOR CO.

42. Connect the vacuum reservoir tube.

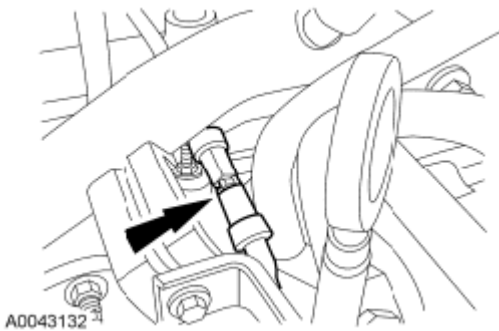


Fig. 369: Locating Vacuum Reservoir Tube Connection
Courtesy of FORD MOTOR CO.

43. Install the heater hose assembly.
 1. Connect the heater hoses to the heater core.
 2. Connect the vacuum hose.
 3. Connect the heater hoses to the engine.

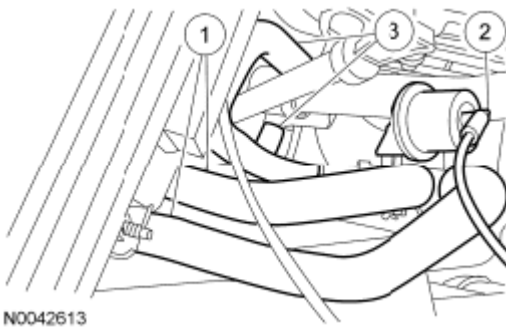


Fig. 370: Identifying Vacuum And Heater Hose
Courtesy of FORD MOTOR CO.

44. Install the ground strap and stud bolt.
- Tighten to 10 Nm (89 lb-in).

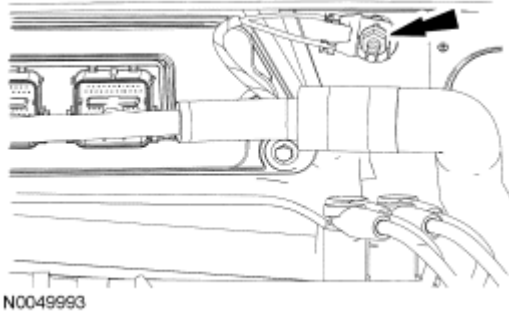


Fig. 371: Locating Stud Bolt And Ground Cable
Courtesy of FORD MOTOR CO.

45. Position the PCM harness, install the harness retaining nut and connect the 3 PCM electrical connectors.
- Tighten the harness retainer nut to 4 Nm (35 lb-in).

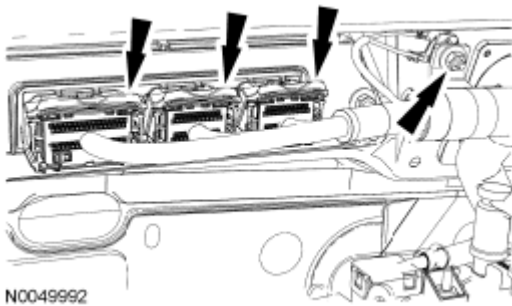


Fig. 372: Locating PCM Electrical Connectors
Courtesy of FORD MOTOR CO.

46. Install the lower radiator hose.

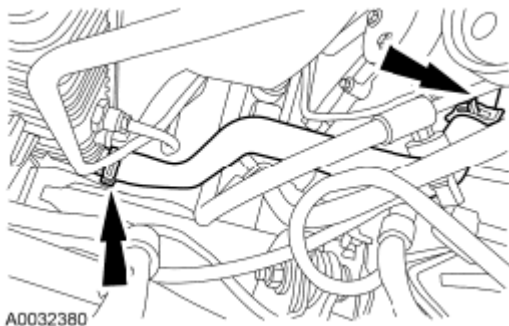


Fig. 373: Identifying Lower Radiator Hose With Clips
Courtesy of FORD MOTOR CO.

47. Install the fan shroud. For additional information, refer to **ENGINE COOLING** .
48. Install the upper radiator hose.

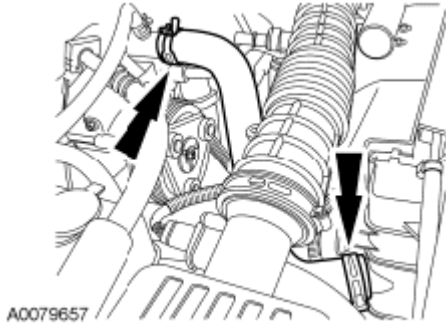


Fig. 374: Identifying Upper Radiator Hose With Clips
Courtesy of FORD MOTOR CO.

49. Install the Air Cleaner (ACL) outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** .
50. Install the hood.
51. Fill the engine with clean engine oil.
52. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING AND CABLES** .
53. Fill and bleed the engine cooling system. For additional information, refer to **ENGINE COOLING** .
54. Fill and bleed the power steering system. For additional information, refer to **STEERING SYSTEM** .
55. Evacuate and charge the A/C system. For additional information, refer to **CLIMATE CONTROL SYSTEM - GENERAL INFORMATION AND DIAGNOSTICS** .