

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

2008 ENGINE**Engine - 4.6L (2V) - Crown Victoria & Grand Marquis****SPECIFICATIONS****MATERIAL SPECIFICATIONS****MATERIAL SPECIFICATIONS**

Item	Specification	Fill Capacity
Gasket Maker TA-16	WSK-M2G348-A5	-
High Temperature Nickel Anti- Seize Lubricant XL-2	ESE-M12A4-A	-
Motorcraft Metal Surface Prep ZC-31-A	-	-
Motorcraft Premium Gold Engine Coolant with Bittering Agent (bittered in US only) 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	5.9L (6.2 qt) includes filter change
Penetrating and Lock Lubricant (US); Penetrating Fluid (Canada) XL-1 (US); CXC-51-A (Canada)	-	-
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4	-
Silicone Gasket Remover ZC-30	-	-

GENERAL SPECIFICATIONS**GENERAL SPECIFICATIONS**

Item	Specification
Engine	
Displacement	4.6L (281 CID) (2V)
No. cylinders	8
Bore	90.2 mm (3.5512 in)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Stroke	90 mm (3.5433 in)
Firing order	1-3-7-2-6-5-4-8
Oil pressure hot @ 2,500 RPM	40-70 psi
Compression ratio	9.37:1
Engine weight (without accessory drive components and flexplate)	233.1 kg (514 lb)
Cylinder Head and Valve Train	
Combustion chamber volume	43.95 ± 1.5 cc (2.68 ± 0.092 ci)
Valve arrangement (front to rear) LH	EIEIEIEI
Valve arrangement (front to rear) RH	IEIEIEIE
Valve guide bore diameter	7.044-7.015 mm (0.2773-0.2762 in)
Valve stem diameter (intake)	6.995-6.975 mm (0.2753-0.2746 in)
Valve stem diameter (exhaust)	6.970-6.949 mm (0.2744-0.2735 in)
Valve stem-to-guide clearance (intake)	0.069-0.020 mm (0.0027-0.0007 in)
Valve stem-to-guide clearance (exhaust)	0.095-0.046 mm (0.0037-0.0018 in)
Valve head diameter (intake)	44.6 mm (1.7559 in)
Valve head diameter (exhaust)	36.1 mm (1.4212 in)
Valve face runout limit	0.05 mm (0.0019 in)
Valve face angle	45.5 degrees
Valve seat width (intake)	2.1-1.9 mm (0.0827-0.0748 in)
Valve seat width (exhaust)	2.1-1.9 mm (0.0827-0.0748 in)
Valve seat runout (TIR)	0.025 mm (0.0009 in)
Valve seat angle	45.00 degrees
Valve spring free length (intake)	50.2 mm (1.9763 in)
Valve spring free length (exhaust)	50.2 mm (1.9763 in)
Valve spring out-of-square limit (intake)	2.5 degrees
Valve spring out-of-square limit (exhaust)	2.5 degrees
Valve spring compression pressure (intake)	633.3-701.3 N @ 28.02 mm (1.1031 in)
Valve spring compression pressure (exhaust)	633.3-701.3 N @ 28.02 mm (1.1031 in)
Valve spring installed height (intake)	40.6-43.6 mm (1.5984-1.7165 in)
Valve spring installed height (exhaust)	40.6-43.6 mm (1.5984-1.7165 in)
Valve spring installed pressure (intake)	272.1-306.1 N @ 40.0 mm (1.5748 in)
Valve spring installed pressure (exhaust)	272.1-306.1 N @ 40.0 mm (1.5748 in)
Valve spring installed pressure service limit (intake)	274.6 N @ 40.01 mm (1.5752 in)
Valve spring installed pressure service limit (exhaust)	274.6 N @ 40-01 mm (1.5752 in)
Roller follower ratio	1.75:1
Head gasket surface flatness	0.025 mm (0.001 in) in any 25 mm (1 in) x 25 mm (1 in) area; 0.050 mm (0.002 in) in any 150 mm (6 in) x 150 mm (6 in) area; 0.1 mm (0.004 in) overall
Hydraulic Lash Adjuster	

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Diameter	15.988-16.00 mm (0.6294-0.6299 in)
Clearance to bore	0.018-0.069 mm (0.0007-0.0027 in)
Service limit	0.016 mm (0.0006 in)
Hydraulic leakdown rate	5-25 seconds
Collapsed lash adjuster gap	0.45-0.85 mm (0.0177-0.0334 in)
Camshaft	
Theoretical valve lift @ zero lash (intake)	12.0 mm (0.4724 in)
Theoretical valve lift @ zero lash (exhaust)	12.0 mm (0.4724 in)
Lobe lift (exhaust) (LH)	7.4974 mm (0.2951 in)
Lobe lift (exhaust) (RH)	7.4979 mm (0.2952 in)
Lobe lift (intake)	7.1103 mm (0.2799 in)
Allowable lobe lift loss	0
Journal diameter	26.96-26.93 mm (1.0615-1.0605 in)
Journal bore inside diameter (cap assembled)	27.01-26.99 mm (1.0635-1.0625 in)
Camshaft journal-to-bearing clearance	0.076-0.025 mm (0.0030-0.0010 in)
Runout: Full indicator measurement on all journals when supported on front and rear journal	0.09 mm (0.0035 in) (4 places)
Camshaft end play	0.03-0.19 mm (0.0011-0.0075 in)
Cylinder Block	
Cylinder bore diameter	90.213-90.226 (grade 2)
Cylinder bore maximum taper	0.013 mm (0.00051 in)
Cylinder bore maximum out-of-round	0.015 mm (0.00059 in)
Main bearing bore inside diameter	72.40-72.424 mm (2.8504-2.8513 in)
Head gasket surface flatness	0.03 mm (0.001 in) in any 40 mm (1.5 in) x 40 mm (1.5 in) area; 0.05 mm (0.002 in) in any 150 mm (6 in) x 150 mm (6 in) area; 0.15 mm (0.006 in) overall
Crankshaft	
Main bearing journal diameter	67.483-67.503 mm (2.6568-2.6576 in)
Main bearing journal maximum taper	0.004 mm (0.0002 in)
Main bearing journal maximum-out-of-round	0.0075 mm (0.0003 in) between cross sections
Main bearing journal-to-cylinder block clearance	0.066-0.024 mm (0.0259-0.0009 in)
Connecting rod journal diameter	53.003-52.983 mm (2.0867-2.0859 in)
Connecting rod journal maximum taper (straightness)	0.004 mm (0.0002 in)
Connecting rod journal maximum-out-of-round	0.0075 mm (0.0003 in) between cross sections
Crankshaft maximum end play	0.301 mm (0.0118 in)
Piston and Connecting Rod	
Piston diameter	
Grade 1	90.191-90.206 mm (3.5508-3.5514 in)
Grade 2	90.203-90.220 mm (3.5513-3.5519 in)
Grade 3	90.217-90.232 mm (3.5518-3.5524 in)
Piston-to-cylinder bore clearance (at grade size)	0.017-0.047 mm (0.0007-0.0019 in)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Piston ring end gap (top)	0.15-0.30 mm (0.0059-0.0118 in)
Piston ring end gap (intermediate)	0.15-0.30 mm (0.0059-0.0118 in)
Piston ring end gap (oil control)	0.15-0.30 mm (0.0059-0.0118 in)
Ring groove width (top)	1.520-1.540 mm (0.0598-0.0606 in)
Ring groove width (intermediate)	1.520-1.540 mm (0.0598-0.0606 in)
Ring groove width (oil control)	3.03-3.055 mm (0.1193-0.1203 in)
Piston ring width (top)	1.5 mm (0.05 in)
Piston ring width (intermediate)	1.5 mm (0.05 in)
Piston ring-to-groove clearance (top)	0.020-0.060 mm (0.0008-0.0024 in)
Piston ring-to-groove clearance (intermediate)	0.020-0.060 mm (0.0008-0.0023 in)
Piston ring-to-groove clearance (oil control)	0.030-0.070 mm (0.0012-0.0028 in)
Piston pin bore diameter	22.0065-22.0110 mm (0.8664-0.8666 in)
Piston pin diameter	21.995-21.997 mm (0.8659-0.8660 in)
Piston pin length	61.870-62.120 mm (2.4358-2.4456 in)
Piston pin-to-piston fit	0.0095-0.016 mm (0.0004-0.0006 in)
Piston-to-connecting rod clearance	6.58-7.58 mm (0.259-0.298 in)
Connecting rod-to-pin clearance	0.016-0.038 mm (0.0006-0.0015 in)
Connecting rod pin bore diameter	22.02-22.01 mm (0.8671-0.8666 in)
Connecting rod length (centerline bore-to-bore)	150.7 mm (5.9330 in)
Connecting rod maximum allowable bend	±0.038 mm (0.0015 in)
Connecting rod maximum allowable twist	±0.05 mm (0.0019 in)
Connecting rod bearing bore diameter	56.86-56.89 mm (2.2388-2.2396 in)
Connecting rod bearing-to-crankshaft clearance	0.06-0.02 mm (0.0026-0.0010 in)
Connecting rod side clearance (standard)	0.015-0.45 mm (0.0006-0.0177 in)
Connecting rod side clearance (maximum)	0.50 mm (0.0197 in)

TORQUE SPECIFICATIONS**TORQUE SPECIFICATIONS**

Description	Nm	lb-ft	lb-in
A/C compressor stud bolts	25	18	-
Accessory drive idler pulley bolt	25	18	-
Camshaft bearing cap bolts ^a	-	-	-
Camshaft sprocket bolt ^a	-	-	-
Catalytic converter-to-exhaust manifold nut	48	35	-
Connecting rod bearing cap bolts ^a	-	-	-
Coolant bypass tube stud bolt	25	18	-
Coolant outlet adapter bolts	25	18	-
Coolant pump bolts	25	18	-
Coolant pump pulley bolts	25	18	-
Crankshaft main bearing cap bolts ^a	-	-	-

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Crankshaft pulley bolt ^a	-	-	-
Crankshaft rear seal retainer plate bolts ^a	-	-	-
Cylinder head bolt ^a	-	-	-
Engine block coolant drain plug	20	-	177
Engine front cover ^a	-	-	-
Engine mount bolts	70	52	-
Engine mount nuts	90	66	-
Engine Oil Pressure (EOP) switch ^a	-	-	-
EGR tube	43	32	-
Exhaust manifold heat shield bolts	10	-	89
Exhaust manifold nuts ^a	-	-	-
Exhaust manifold studs	12	-	106
Flexplate bolts ^a	-	-	-
Generator battery cable nut	9	-	80
Generator bolts	25	18	-
Generator bracket bolts	10	-	89
Ground strap nut	10	-	89
Ground strap-to-RH cylinder head stud bolt	25	18	-
Ground strap bolt	10	-	89
Heated Oxygen Sensor (HO2S) ^a	-	-	-
Ignition coil bolts	6	-	53
Intake manifold bolts ^a	-	-	-
Intake manifold crash bracket bolts	25	18	-
Intake manifold shield bolts	10	-	89
Intermediate steering shaft pinch bolt	30	22	-
Jackscrews ^a	-	-	-
Knock Sensor (KS) nut	20	-	177
Oil cooler hose bolt	10	-	89
Oil filter adapter bolts ^a	-	-	-
Oil level indicator tube bolt	10	-	89
Oil pan bolts ^a	-	-	-
Oil pan drain plug	23	17	-
Oil pump bolts ^a	-	-	-
Oil pump screen and pickup tube bolts	10	-	89
Oil pump screen and pickup tube spacer	25	18	-
Oil pump screen cover and pickup tube-to-spacer bolt	25	18	-
Power steering pump bolts	25	18	-
Power steering tube bracket nut	10	-	89
Shield bolts	25	18	-

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Spark plugs	18	-	159
Support bracket nuts	10	-	89
Timing chain guide bolts	10	-	89
Timing chain tensioner bolts	25	18	-
Torque converter inspection cover bolts	19	-	168
Torque converter nuts	36	27	-
Transmission bellhousing bolts	48	35	-
Transmission cooler tube bracket bolt	15	-	133
Transmission cooler tube bracket nut	9	-	80
Transmission mount insulator bolts	90	66	-
Transmission mount insulator nuts	30	22	-
Valve cover studs and bolts ^a	-	-	-

^a Refer to the appropriate procedure.

DESCRIPTION AND OPERATION

ENGINE

NOTE: For information, refer to the exploded view under the Assembly procedure in this article.

The 4.6L (281 CID) is a V-8 engine with the following features:

- Single overhead camshafts
- Two valves per cylinder
- Sequential Multi-Port Fuel Injection (SFI)
- Aluminum cylinder heads
- Cast iron, 90-degree V-cylinder block
- Individually chain-driven camshafts with a hydraulic timing chain tensioner on each timing chain
- Electronic ignition system with 8 ignition coils
- Electronic returnless fuel system

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. The Ford Master Parts Catalog contains a complete listing of the codes and their application.

Code Information

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

- Engine build date
- Engine plant code
- Engine code

Exhaust Emission Control System

Operation and necessary maintenance of the exhaust emission control devices used on this engine are covered in the **Introduction - Gasoline Engines** article.

Induction System

The SFI provides the fuel/air mixture needed for combustion in the cylinders. The 8 solenoid-operated fuel injectors:

- are mounted in the intake manifold.
- meter fuel into the air intake stream in accordance with engine demand.
- are positioned so that their tips direct fuel just ahead of the engine intake valves.
- are connected in series with the fuel pressure sensor.

A constant fuel pressure is maintained across the fuel injectors by the fuel pressure sensor. The fuel pressure sensor:

- is positioned upstream from the fuel injectors on the fuel rail.

Valve Train

The valve train operates as follows:

- Ball-tip hydraulic lash adjusters provide automatic lash adjustment.
- Roller followers ride on the camshaft lobe, transferring the up-and-down motion of the camshafts to the valves in the cylinder heads.

PCV System

All engines are equipped with a closed-type PCV system recycling the crankcase vapors to the upper 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 both cylinder heads.
- 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.
- The left cylinder head is fed from a drilling into the supply passage feeding the main gallery at the front of the cylinder block. The right cylinder head is fed from a drilling into the rear of the main gallery. Main gallery pressure is reduced as it enters the cylinder head galleries through fixed serviceable orifices, located at the upper part of the feed passages. It is this reduced pressure in the cylinder head galleries which feeds the camshaft journals, the hydraulic lash adjusters and the primary and secondary timing chain tensioners.
- The camshaft lobe and roller followers are lubricated by splash created through valve train operation.

Oil Pump

The lubrication system of the 4.6L (2V) engine is designed to provide optimum oil flow to critical components of the engine through its entire operating range. The heart of the system is a positive displacement internal gear oil pump using top seal rotors. Generically this design is known as a gerotor pump, which operates as follows:

- The oil pump is mounted on the front face of the cylinder block.
- The inner rotor is piloted on the crankshaft post and is driven through flats on the crankshaft.
- System pressure is limited by an integral, internally-vented relief valve which directs the bypassed oil back to the inlet side of the oil pump.
- Oil pump displacement has been selected to provide adequate volume to make sure of correct oil pressure, both at hot idle and maximum speed.
- The relief valve calibration protects the system from excessive pressure during high viscosity conditions.
- The relief valve is designed to provide adequate connecting rod bearing lubrication under high-temperature and high-speed conditions.

Engine Cylinder Identification

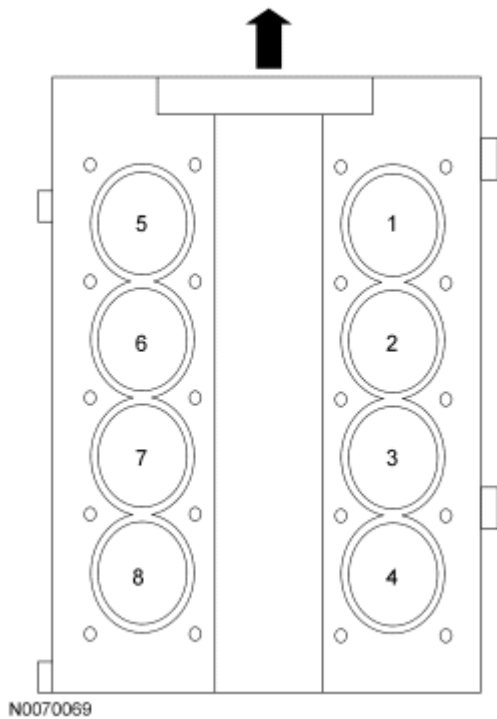


Fig. 1: Engine Cylinder Identification
Courtesy of FORD MOTOR CO.

DIAGNOSTIC TESTS

ENGINE

Refer to **ENGINE SYSTEM - GENERAL INFORMATION** article for basic mechanical concerns or refer to the **Introduction - Gasoline Engines** article.

IN-VEHICLE SERVICING

INTAKE MANIFOLD

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

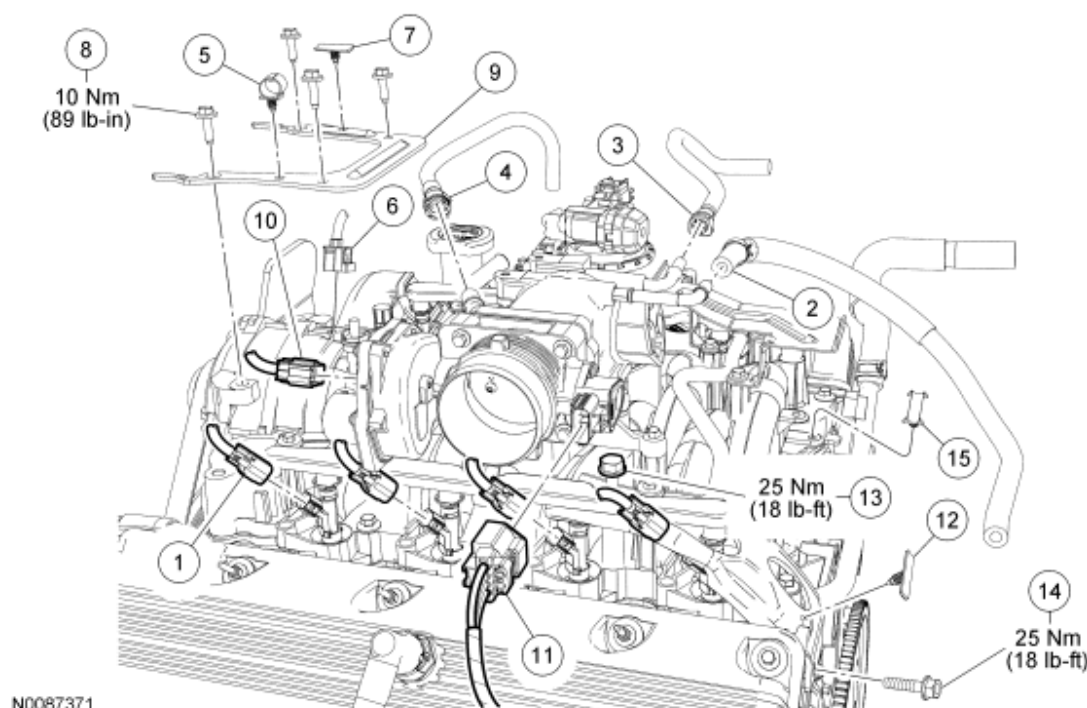


Fig. 2: Intake Manifold (View 1 of 3)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	14A464	Fuel injector electrical connector (4 required) (part of 12B637)
2	9C490	Brake booster vacuum hose
3	9D289	Evaporative Emission (EVAP) canister purge valve tube
4	6K817	PCV tube
5	-	Generator wiring harness retainer
6	14A464	Generator electrical connector (part of 12B637)
7	-	Generator B+ wiring harness retainer
8	N807309	Generator bracket bolt (4 required)
9	10153	Generator bracket
10	14A464	Throttle control electrical connector (part of 12B637)
11	14A464	Throttle Position (TP) sensor electrical connector (part of 12B637)
12	13A506	Wire harness retainer
13	W705793	Intake manifold crash bracket bolt
14	W701725	Intake manifold crash bracket bolt
15	13A506	Wire harness retainer

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

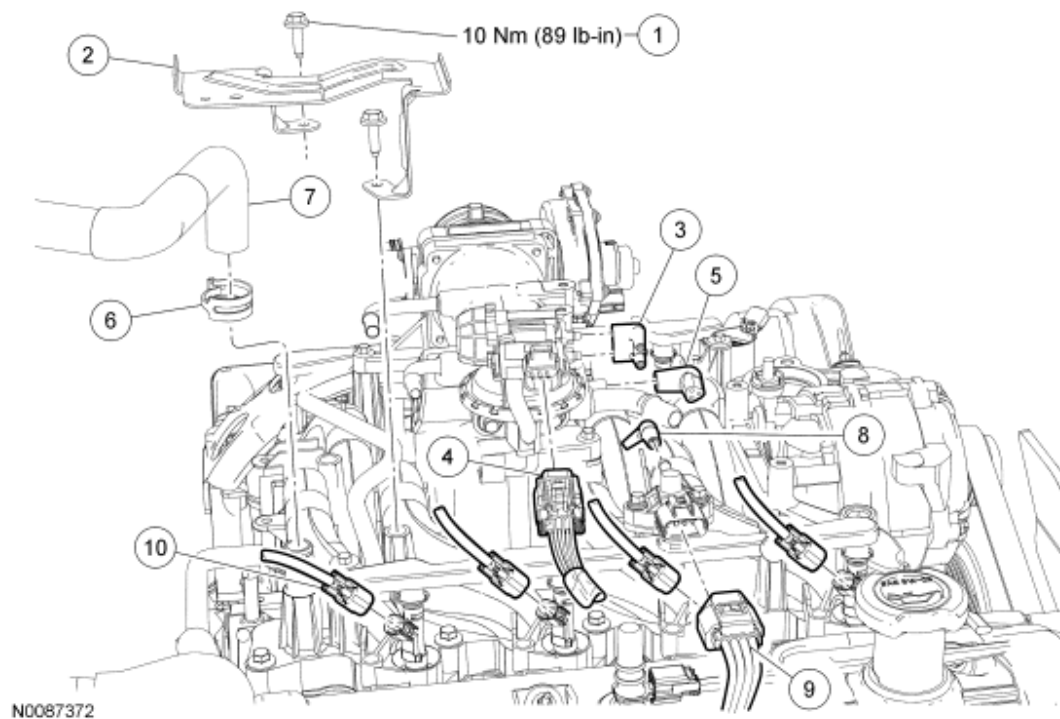
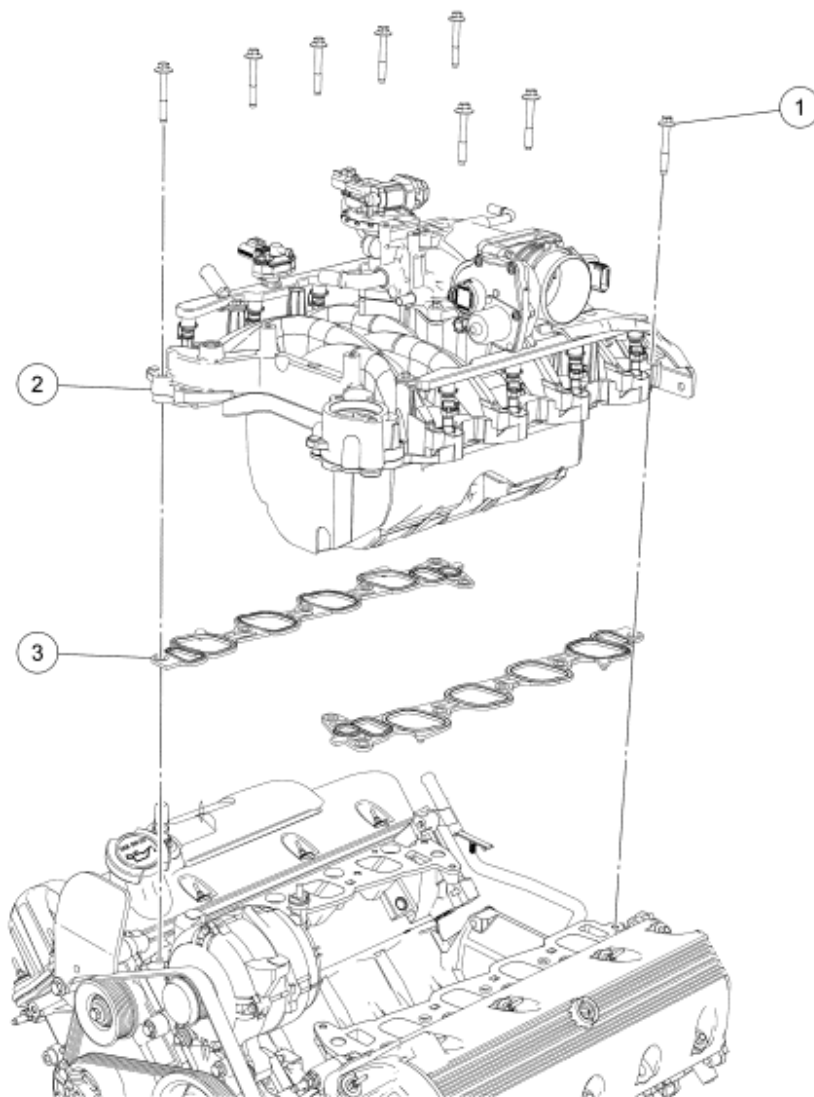


Fig. 3: Intake Manifold (View 2 of 3)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	N807309	Intake manifold shield bolt (2 required)
2	9F460	Intake manifold shield
3	9E489	EGR system module vacuum connector
4	14A464	EGR system module electrical connector (part of 12B637)
5	9E499	Intake manifold vacuum hose connector
6	15161	Heater hose spring clamp
7	18D334	Heater hose
8	9E489	Fuel rail pressure and temperature sensor vacuum connector
9	14A464	Fuel rail pressure and temperature sensor electrical connector (part of 12B637)
10	14A464	Fuel injector electrical connector (4 required) (part of 12B637)



N0087766

Fig. 4: Intake Manifold (View 3 of 3)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W503301	Intake manifold bolt (8 required)
2	9424	Intake manifold
3	9439	Intake manifold gasket (2 required)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Disconnect the fuel tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
3. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.
4. Drain the engine cooling system. For additional information, refer to **ENGINE COOLING** article.
5. Remove the air cleaner and outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** article.
6. Remove the wiper mounting arm and pivot shaft. For additional information, refer to **WIPERS & WASHERS** article.
7. Disconnect the 8 fuel injector electrical connectors.
8. Remove the 8 ignition coil-on-plugs. For additional information, refer to **ENGINE IGNITION - 4.6L (2V)** article.
9. Remove the 2 bolts and the intake manifold shield.
10. Disconnect the brake booster vacuum hose from the intake manifold.
11. Disconnect the quick connect coupling Evaporative Emission (EVAP) canister purge valve hoses from the Throttle Body (TB) spacer and from the EVAP canister purge valve. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
12. Disconnect the quick connect coupling PCV tube from the TB spacer. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
13. Disconnect the EGR system module vacuum and electrical connectors.
14. Disconnect the intake manifold-to-TB spacer vacuum hose.
15. Disconnect the generator electrical connector.
16. Detach the 2 generator wiring harness retainers from the generator bracket.
17. Remove the 4 generator bracket bolts and the bracket.
18. Remove the coolant thermostat. For additional information, refer to **ENGINE COOLING** article.
19. Disconnect the throttle control and the Throttle Position (TP) sensor electrical connectors.
20. Release the heater hose spring clamp and disconnect the heater hose.
21. Remove the EGR system module tube. For additional information, refer to **ENGINE EMISSION CONTROL** article.
22. If equipped, detach the wire harness retainer from the intake manifold crash bracket.
23. Remove the intake manifold crash bracket bolt and prevent the bolt from contacting the cylinder head with a rubber band or tie strap.

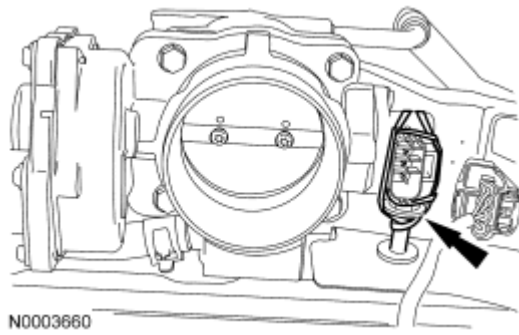


Fig. 5: Removing Crash Bracket Bolt
Courtesy of FORD MOTOR CO.

24. Remove the intake manifold crash bracket bolt.
25. Disconnect the fuel rail pressure and temperature sensor vacuum and electrical connectors.
26. Remove the wire harness retainer from the rear of the intake manifold.
27. Remove the 8 bolts and the intake manifold.
 - Remove and discard the intake manifold gaskets.
28. Clean the sealing surfaces.

INSTALLATION

NOTE: **Align the gasket locator tabs with the slots in the cylinder head.**

1. Install new intake manifold gaskets.

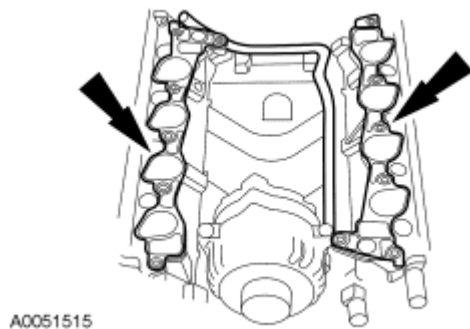
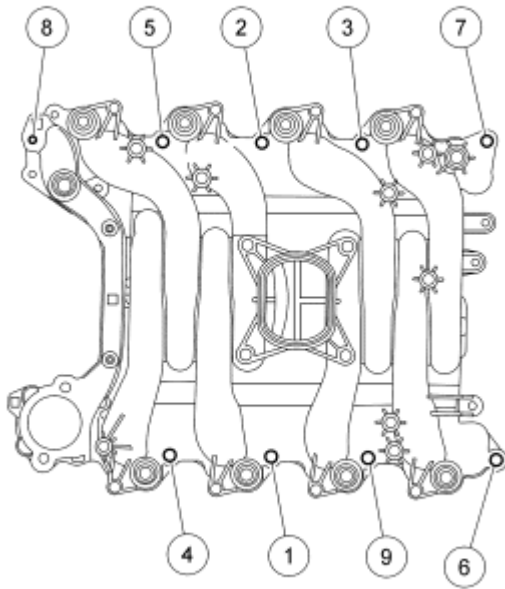


Fig. 6: Intake Manifold Gaskets
Courtesy of FORD MOTOR CO.

2. Install the intake manifold and hand-tighten the 8 bolts.
3. Install the 8 ignition coil-on-plugs. For additional information, refer to **ENGINE IGNITION - 4.6L (2V)** article.
4. Position the intake manifold crash bracket and loosely install the bolt and stud bolt.
5. Tighten the bolts in the sequence shown in illustration.
 - Tighten to 25 Nm (18 lb-ft).



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Fig. 7: Intake Manifold Bolt Tightening Torque Sequence
Courtesy of FORD MOTOR CO.

6. Tighten the intake manifold crash bracket bolt.
 - Tighten to 25 Nm (18 lb-ft).
7. Install the EGR system module tube. For additional information, refer to **ENGINE EMISSION CONTROL** article.
8. Install the intake manifold shield and the 2 bolts.
 - Tighten to 10 Nm (89 lb-in).
9. Connect the throttle control and the TP sensor electrical connectors.
10. Install the coolant thermostat. For additional information, refer to **ENGINE COOLING** article.
11. Install the generator bracket and the 4 bracket bolts.
 - Tighten to 10 Nm (89 lb-in).
12. Connect the generator electrical connector.
13. Attach the 2 generator wiring harness retainers to the generator bracket.
14. Connect the EVAP canister purge valve hoses to the TB and the EVAP canister purge valve. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
15. Connect the intake manifold vacuum hose to the TB spacer.
16. Connect the EGR system module vacuum and electrical connectors.
17. Connect the PCV tube quick connect coupling to the TB spacer. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
18. Connect the brake booster vacuum hose to the intake manifold.
19. Install the heater hose and spring clamp.

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

20. Connect the fuel rail pressure and temperature sensor vacuum and electrical connectors.
21. Connect the 8 fuel injector electrical connectors.
22. Install the wire harness retainer to the rear of the intake manifold.
23. If equipped, attach the wire harness retainer to the intake manifold crash bracket.
24. Install the wiper mounting arm and pivot shaft. For additional information, refer to **WIPERS & WASHERS** article.
25. Connect the fuel spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
26. Install the air cleaner and outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** article.
27. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.
28. Fill and bleed the engine cooling system. For additional information, refer to **ENGINE COOLING** article.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

29. If equipped with fire suppression system, repower the system.

VALVE COVER - RH

Material

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

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

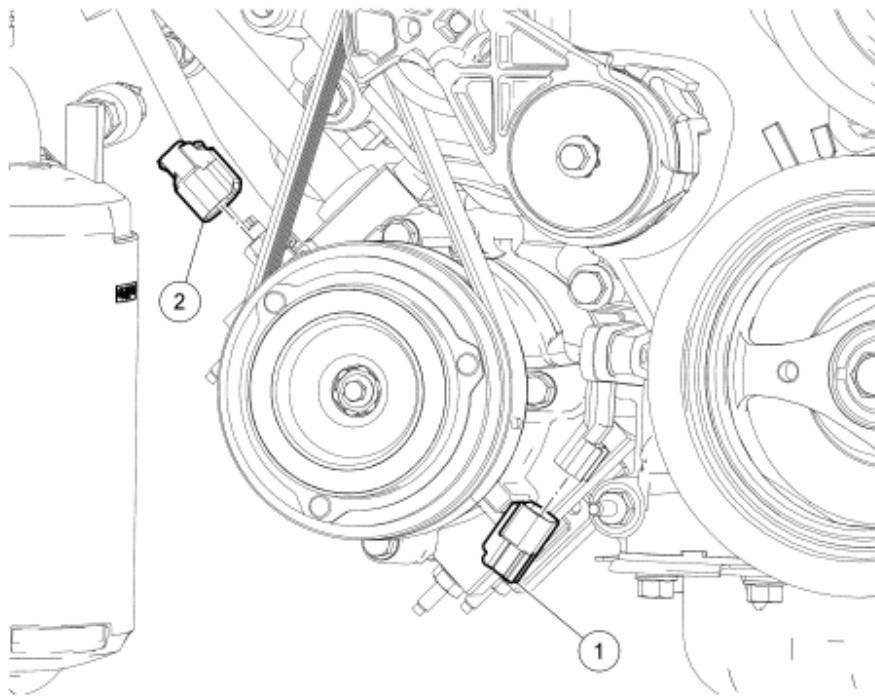
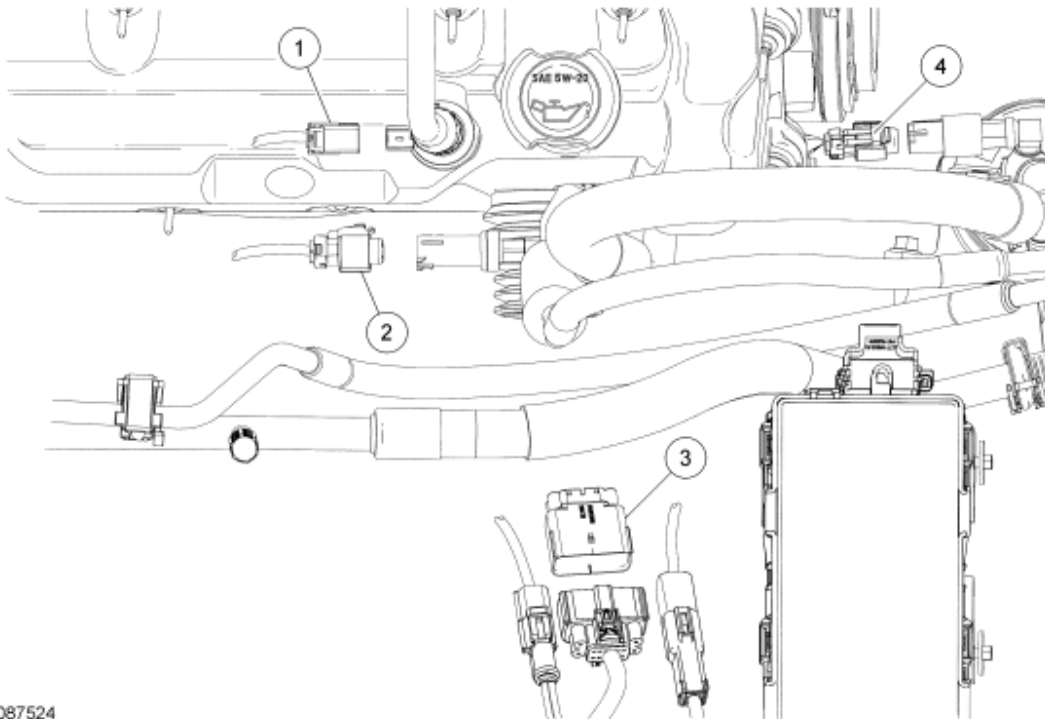


Fig. 8: Valve Cover - RH (View 1 of 4)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	14A464	Crankshaft Position (CKP) sensor electrical connector (part of 12B637)
2	14A464	A/C compressor electrical connector (part of 12B637)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



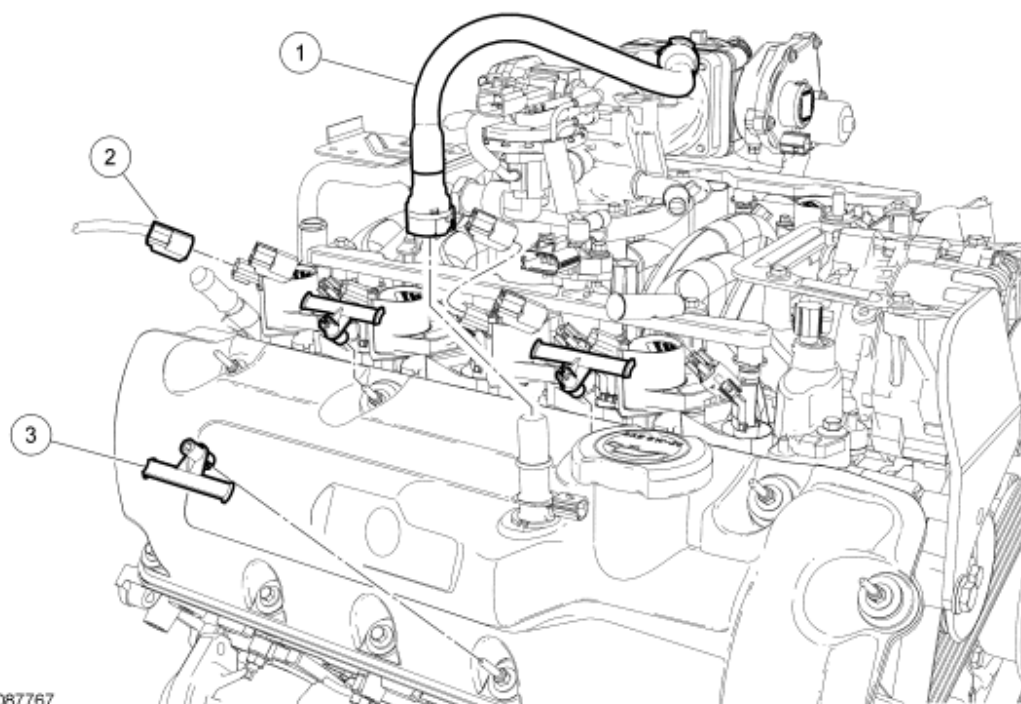
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Fig. 9: Valve Cover - RH (View 2 of 4)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	14A464	PCV valve electrical connector (part of 12B637)
2	14A464	A/C pressure sensor electrical connector (part of 12B637)
3	14A464	Electronic engine control electrical connector (part of 12B637)
4	14A464	A/C accumulator switch electrical connector (part of 12B637)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



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Fig. 10: Valve Cover - RH (View 3 of 4)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6K817	PCV tube
2	14A464	Ignition coil electrical connector (4 required) (part of 12B637)
3	14A163	Engine wire harness retainer (3 required) (part of 12B637)

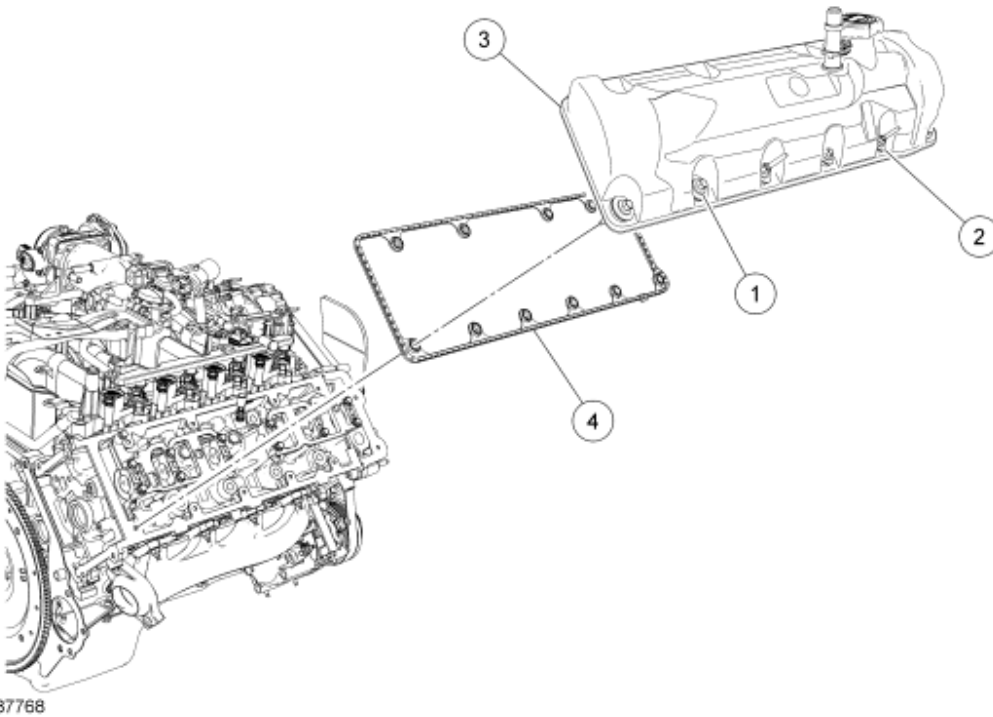


Fig. 11: Valve Cover - RH (View 4 of 4)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	N806183	RH valve cover bolt (3 required)
2	W705644	RH valve cover stud bolt (8 required)
3	6582	RH valve cover
4	6584	RH valve cover gasket

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Disconnect the fuel tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
3. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.
4. Remove the LH engine mount. For additional information, refer to **Engine Mount - LH**.
5. Remove the Evaporative Emission (EVAP) canister purge valve. For additional information, refer to **EVAPORATIVE EMISSIONS** article.

6. Disconnect the Crankshaft Position (CKP) sensor electrical connector.
7. Disconnect the A/C compressor electrical connector.
8. Disconnect the PCV valve electrical connector.
9. Disconnect the A/C pressure sensor electrical connector.
10. Disconnect the electronic engine control electrical connector.
11. Disconnect the A/C accumulator switch electrical connector.
12. Disconnect the PCV tube quick connect coupling from the PCV valve. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
13. Disconnect the 4 RH ignition coil electrical connectors.
14. Disconnect the 3 wire harness retainers from the valve cover and position wire harness aside.
15. Lower the engine.

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

16. Loosen the 8 studs, the 3 bolts and remove the valve cover and discard the gasket.
 - Clean the valve cover mating surface of the cylinder head with silicone gasket remover and metal surface prep. Follow the directions on the packaging.
 - Discard the valve cover gasket. Clean the valve cover gasket groove with soap and water or a suitable solvent.

INSTALLATION

NOTE: If the valve cover is not installed and the fasteners tightened 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. Failure to follow this procedure can cause future oil leakage.

1. Apply a bead of silicone gasket and sealant in 2 locations shown in illustration where the engine front cover meets the cylinder head.

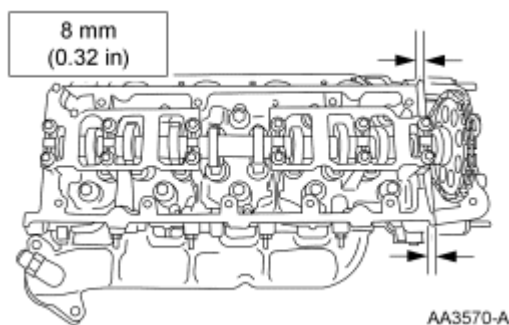


Fig. 12: Applying Sealant At Engine Front Cover/Cylinder Head Surface (With Specifications)

Courtesy of FORD MOTOR CO.

2. Install a new valve cover gasket and the valve cover.
 - Tighten the fasteners in the sequence shown in illustration to 10 Nm (89 lb-in).

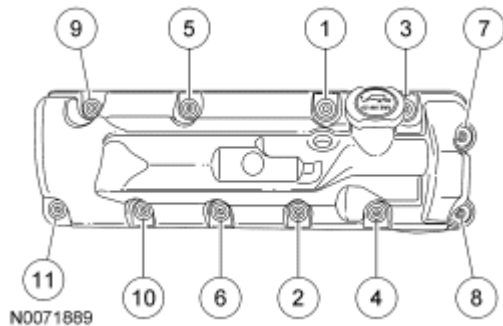


Fig. 13: Tightening Sequence
Courtesy of FORD MOTOR CO.

3. Raise the engine.
4. Position wire harness and connect the 3 wire harness retainers to the valve cover.
5. Connect the 4 RH ignition coil electrical connectors.
6. Connect the PCV tube quick connect coupling to the PCV valve. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
7. Connect the A/C accumulator switch electrical connector.
8. Connect the 3 electronic engine control electrical connectors.
9. Connect the A/C pressure sensor electrical connector.
10. Connect the PCV valve electrical connector.
11. Connect the A/C compressor electrical connector.
12. Connect the CKP sensor electrical connector.
13. Install the EVAP canister purge valve. For additional information, refer to **EVAPORATIVE EMISSIONS** article.
14. Install the LH engine mount. For additional information, refer to **Engine Mount - LH**.
15. Connect the fuel tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
16. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

17. If equipped with fire suppression system, repower the system.

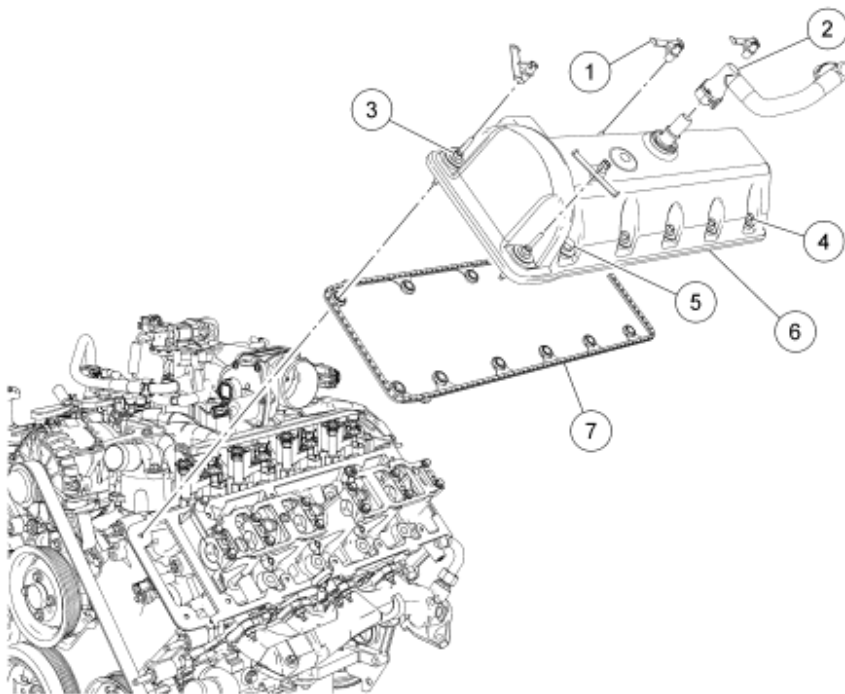
2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

VALVE COVER - LH

Material

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



N0087769

Fig. 14: LH Valve Cover Components
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	13A506	Wire harness retainer (part of 12B637) (4 required)
2	6758	Crankcase ventilation tube
3	W705644	Valve cover stud bolt (5 required)
4	N806183	Valve cover bolt (6 required)
5	W705787	Valve cover bolt
6	6A505	LH valve cover
7	6A559	LH valve cover gasket

REMOVAL

1. Remove the air cleaner and outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** article.
2. Disconnect the 4 wiring harness retainers from the valve cover and position the wire harness aside.
3. Disconnect the crankcase ventilation tube quick connect coupling from the valve cover. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.

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

4. Loosen the 11 fasteners and remove the LH valve cover and gasket.
 - Clean the valve cover mating surface of the cylinder head with silicone gasket remover and metal surface prep. Follow the directions on the packaging.
 - Discard the valve cover gasket. Clean the valve cover gasket groove with soap and water or a suitable solvent.

INSTALLATION

NOTE: If the valve cover is not installed and the fasteners tightened 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. Failure to follow this procedure can cause future oil leakage.

1. Apply a bead of silicone gasket and sealant in 2 locations shown in illustration where the engine front cover meets the cylinder head.

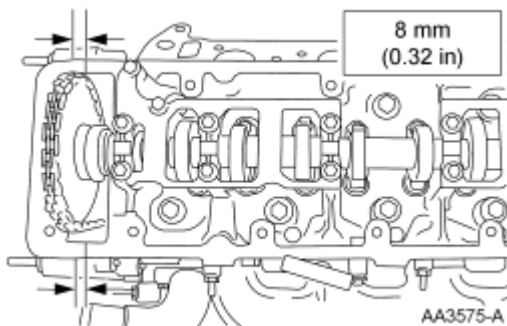


Fig. 15: Applying Sealant At Engine Front Cover/Cylinder Head Surface
Courtesy of FORD MOTOR CO.

2. Position the LH valve cover and new gasket on the cylinder head.
 - Tighten the fasteners in the sequence shown in illustration to 10 Nm (89 lb-in).

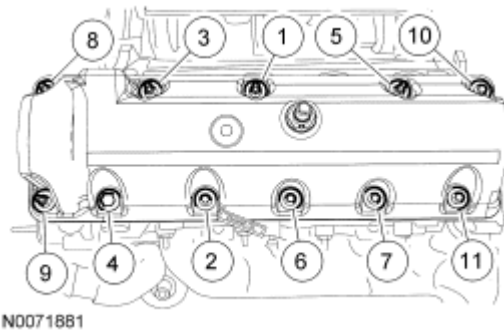


Fig. 16: Tightening Sequence
Courtesy of FORD MOTOR CO.

3. Connect the crankcase ventilation tube quick connect coupling to the valve cover. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
4. Position the wire harness and connect the 4 wiring harness retainers to the valve cover.
5. Install the air cleaner and outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** article.

LOWER END COMPONENTS - EXPLODED VIEW, CRANKSHAFT PULLEY AND CRANKSHAFT FRONT SEAL

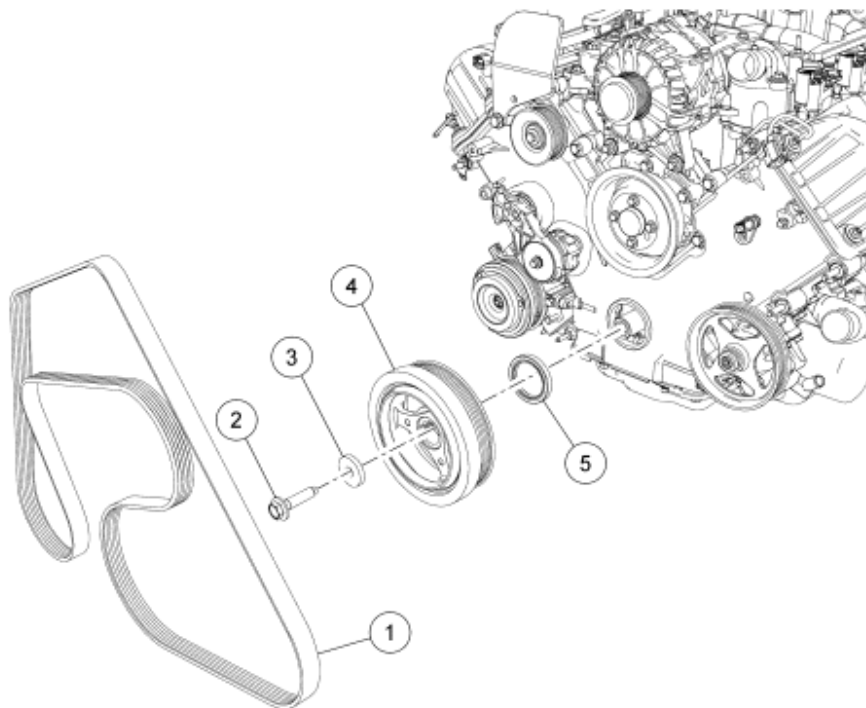


Fig. 17: Exploded View Of Crankshaft Pulley & Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
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2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

1	8620	Accessory drive belt
2	W701512	Crankshaft pulley bolt
3	N806165	Crankshaft pulley bolt washer
4	6316	Crankshaft pulley
5	6700	Crankshaft front seal

1. For additional information, refer to the appropriate procedures.

CRANKSHAFT PULLEY**Special Tools**

Illustration	Tool Name	Tool Number
 ST1287-A	Installer, Crankshaft Vibration Damper	303-102 (T74P-6316-B)
 ST1286-A	Remover, Crankshaft Vibration Damper	303-009 (T58P-6316-D)
 ST1438-A	Strap Wrench	303-D055 (D85L-6000-A) or equivalent

Material

Item	Specification
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4

REMOVAL

1. Remove the engine cooling fan and fan shroud. For additional information, refer to **ENGINE COOLING** article.
2. Rotate the tensioner clockwise and remove the accessory drive belt.



Fig. 18: Accessory Drive Belt
Courtesy of FORD MOTOR CO.

3. Remove the crankshaft pulley bolt.

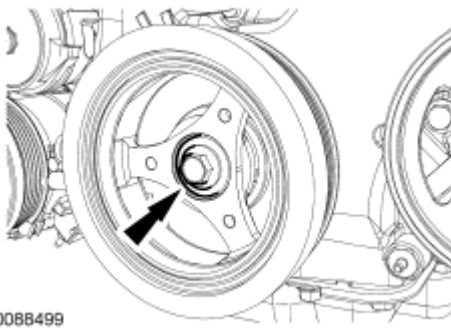


Fig. 19: Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

4. Using the Crankshaft Vibration Damper Remover, remove the crankshaft pulley.

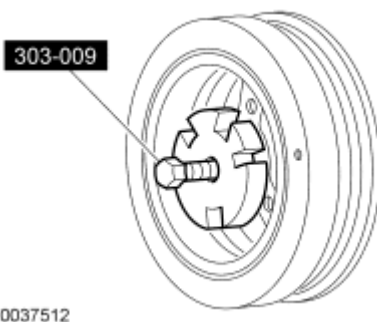


Fig. 20: Removing Crankshaft Pulley
Courtesy of FORD MOTOR CO.

INSTALLATION

NOTE: The crankshaft pulley must be installed within 4 minutes after applying the silicone.

1. Apply sealant to the Woodruff key slot on the crankshaft pulley.

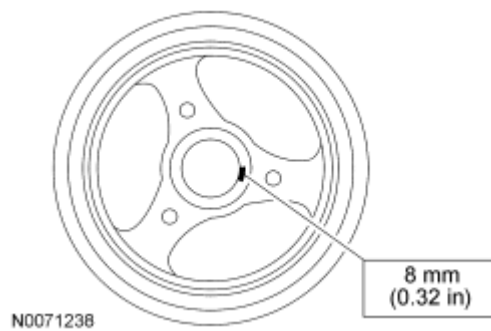


Fig. 21: Applying Sealant To Woodruff Key Slot
Courtesy of FORD MOTOR CO.

2. Using the Crankshaft Vibration Damper Installer, install the crankshaft pulley.

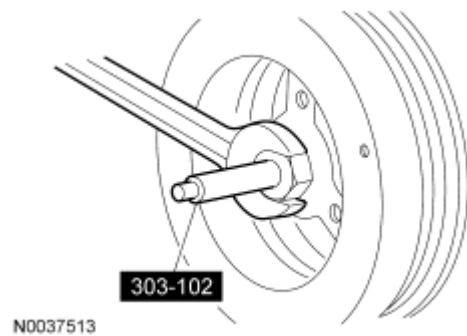


Fig. 22: Installing Crankshaft Pulley
Courtesy of FORD MOTOR CO.

NOTE: Use the Strap Wrench to hold the crankshaft pulley.

3. Install the bolt and washer. Tighten the bolt in 4 steps.
 - Step 1: Tighten to 120 Nm (89 lb-ft).
 - Step 2: Loosen the bolt one full turn.
 - Step 3: Tighten to 50 Nm (37 lb-ft).
 - Step 4: Tighten an additional 90 degrees.

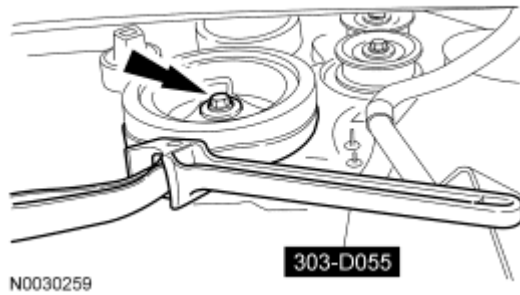


Fig. 23: Holding Crankshaft Pulley Using Special Tool (303-D055)
Courtesy of FORD MOTOR CO.

4. Rotate the tensioner clockwise and install the accessory drive belt.

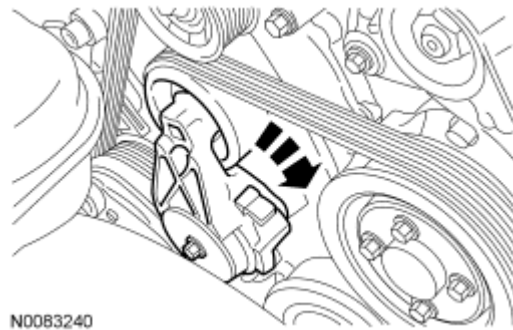


Fig. 24: Accessory Drive Belt
Courtesy of FORD MOTOR CO.

5. Install the engine cooling fan and the fan shroud. For additional information, refer to **ENGINE COOLING** article.

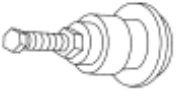
CRANKSHAFT FRONT SEAL

Special Tools

Illustration	Tool Name	Tool Number
 ST2197-A	Installer, Crankshaft Front Oil Seal	303-635
 ST1287-A	Installer, Crankshaft Vibration Damper	303-102 (T74P-6316-B)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST1328-A	Installer, Front Cover Oil Seal	303-335 (T88T-6701-A)
 ST1288-A	Remover, Crankshaft Front Oil Seal	303-107 (T74P-6700-A)

Material

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 crankshaft pulley. For additional information, refer to **Crankshaft Pulley**.
2. Using the Crankshaft Front Oil Seal Remover, remove the crankshaft front seal.

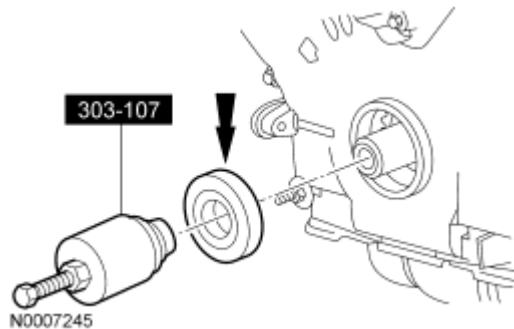
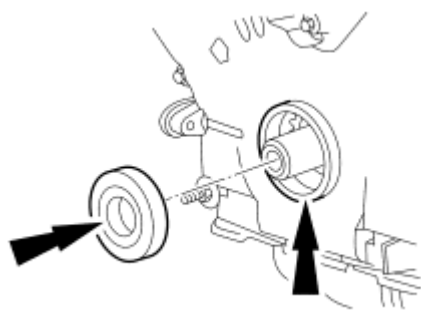


Fig. 25: Removing Crankshaft Front Seal Using Special Tool
Courtesy of FORD MOTOR CO.

INSTALLATION

1. Lubricate the engine front cover and the crankshaft front seal inner lip with clean engine oil.



A0029187

Fig. 26: Locating Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

- Using the Crankshaft Front Oil Seal Installer, Crankshaft Vibration Damper Installer and Front Cover Oil Seal Installer, install the crankshaft front seal into the engine front cover.

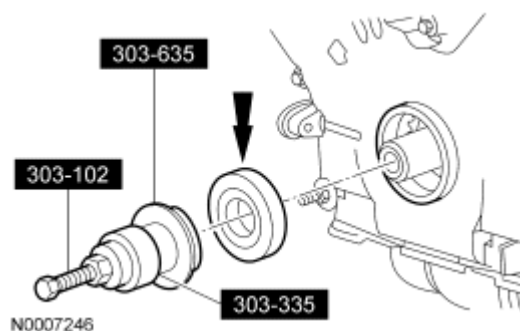


Fig. 27: Installing Crankshaft Front Seal Using Special Tools
Courtesy of FORD MOTOR CO.

- Install the crankshaft pulley. For additional information, refer to [Crankshaft Pulley](#).

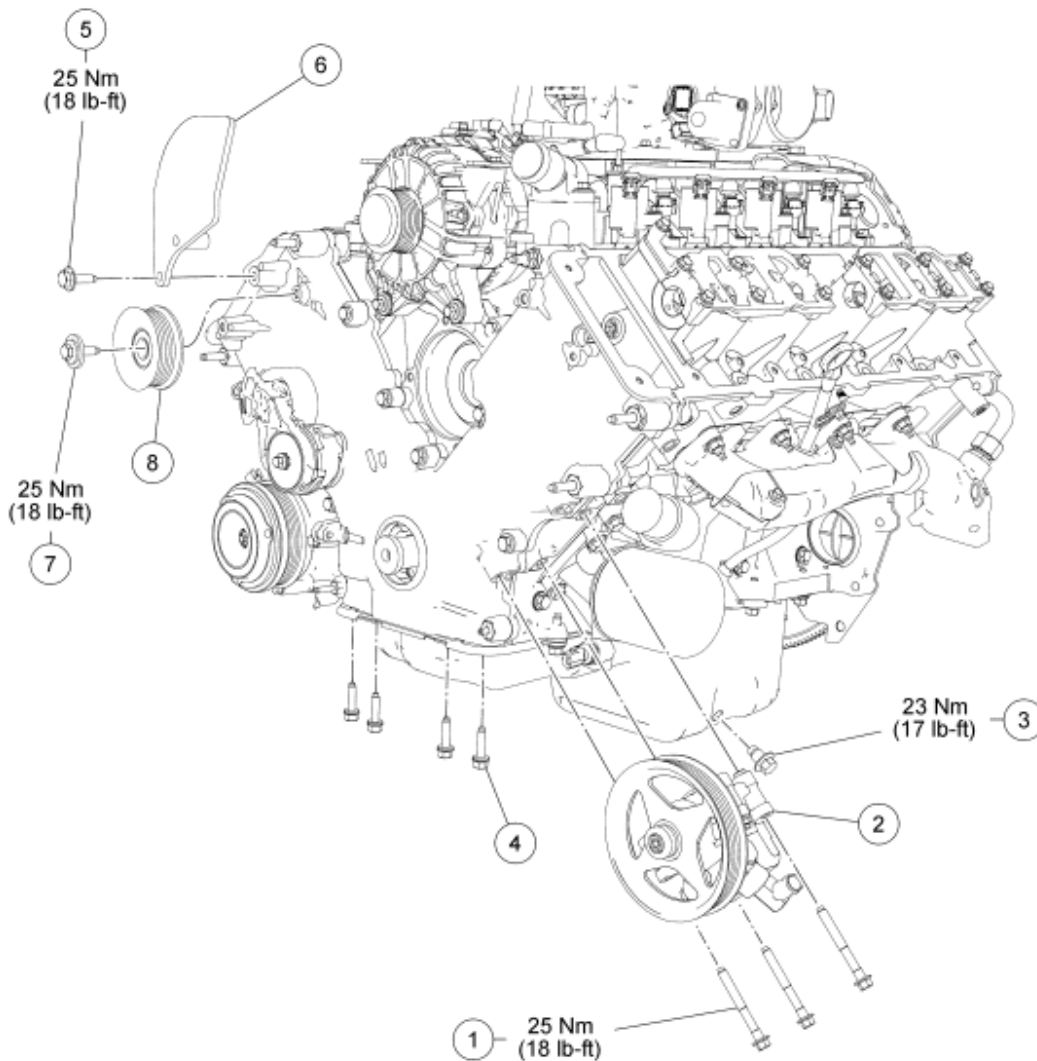
ENGINE FRONT COVER

Material

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	WSS-M2C930-A
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



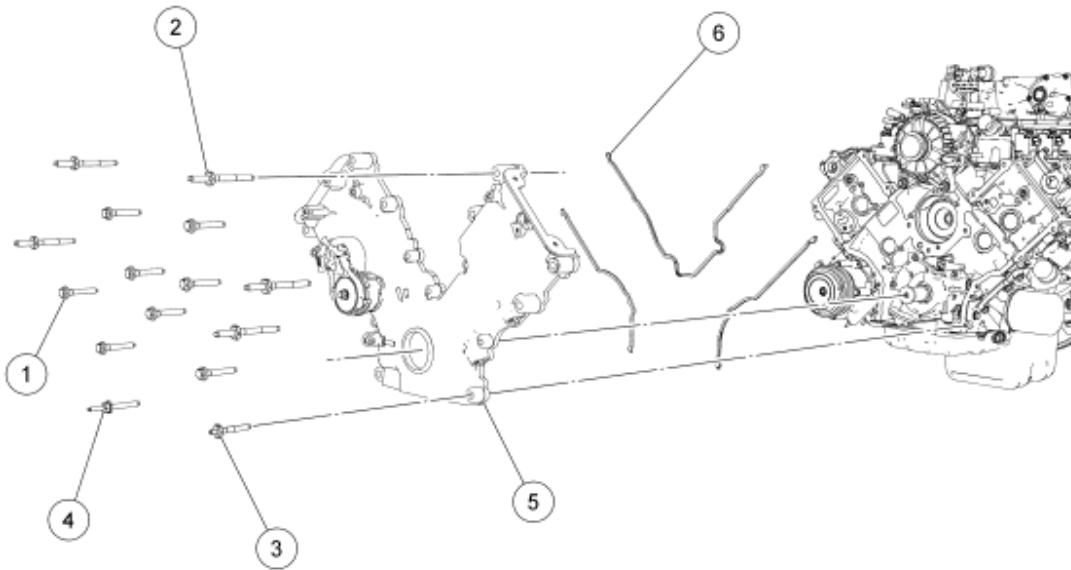
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Fig. 28: Engine Front Cover (View 1 of 2)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W500315	Power steering pump bolt (3 required)
2	3A674	Power steering pump assembly
3	6730	Oil pan drain plug
4	W701605	Oil pan bolt (4 required)
5	W701725	Shield bolt
6	9G609	Shield
7	N808102	Accessory drive idler pulley bolt
8	19A216	Accessory drive idler pulley

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0087527

Fig. 29: Engine Front Cover (View 2 of 2)
Courtesy of FORD MOTOR CO.

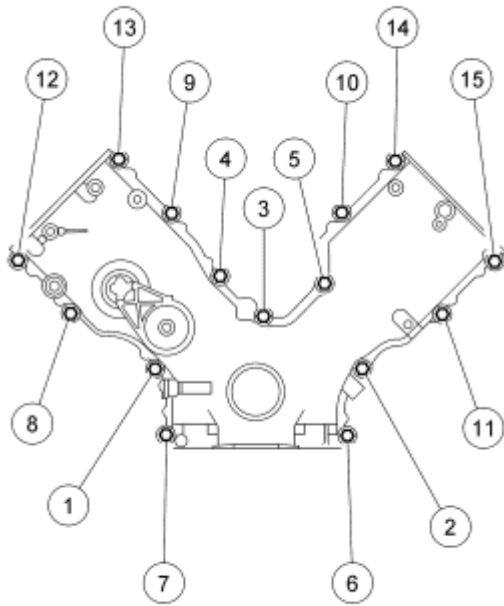
Item	Part Number	Description
1	N806177	Engine front cover bolt (8 required)
2	N806300	Engine front cover stud bolt (5 required)
3	W706508	Engine front cover bolt
4	N808586	Engine front cover bolt
5	6D080	Engine front cover
6	6D081	Engine front cover gasket (3 required)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove both valve covers. For additional information, refer to **Valve Cover - RH** or **Valve Cover - LH**.
3. Remove the coolant pump. For additional information, refer to **ENGINE COOLING** article.
4. Remove the crankshaft front seal. For additional information, refer to **Crankshaft Front Seal**.
5. Remove the 3 bolts and position the power steering pump aside.

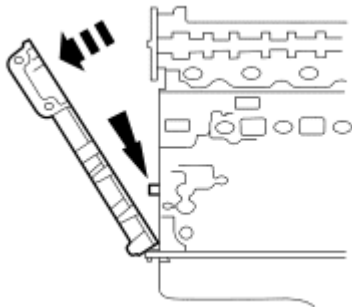
6. Drain the engine oil.
 - Install the drain plug when finished.
 - Tighten to 23 Nm (17 lb-ft).
7. Remove the 4 front oil pan-to-engine front cover bolts.
8. Remove the bolt and the shield.
9. Remove the bolt and the accessory drive idler pulley.
10. Remove the bolts and the stud bolts in the sequence shown in illustration.



N0037514

Fig. 30: Engine Front Cover Fastener Removal/Tightening Sequence
Courtesy of FORD MOTOR CO.

11. Remove the engine front cover from the front cover-to-cylinder block dowel.



A26122-A

Fig. 31: Removing Engine Front Cover From Front Cover-To-Cylinder Block Dowel
Courtesy of FORD MOTOR CO.

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

12. Clean the gasket surfaces with a plastic scraping tool and metal surface prep.

INSTALLATION

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

1. Apply silicone gasket and sealant along the cylinder head-to-block surface and the oil pan-to-cylinder block surface.

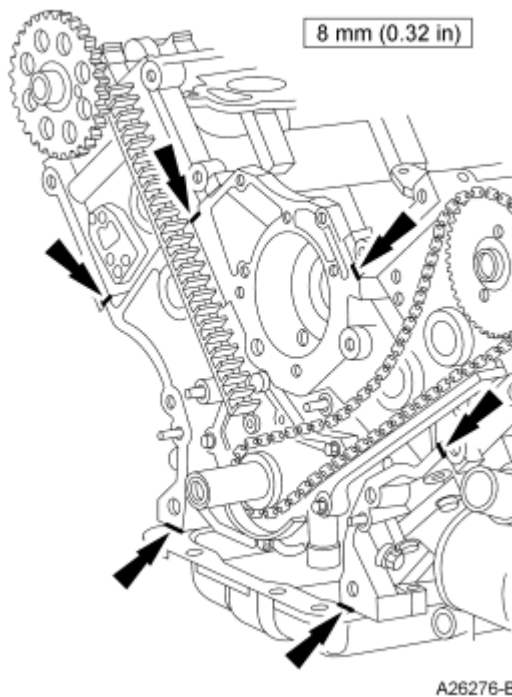
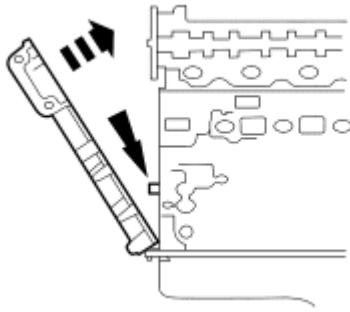


Fig. 32: Applying Bead of Silicone Gasket And Sealant Along Cylinder Head-To-Cylinder Block Surface And Oil Pan-To-Cylinder Block Surface
Courtesy of FORD MOTOR CO.

2. Position the new engine front cover gaskets.
3. Install the engine front cover on the front cover-to-cylinder block dowel and loosely install the bolts.



A26274-A

Fig. 33: Installing Engine Front Cover With Engine Front Cover Gasket On Front Cover-To-Cylinder Block Dowel
Courtesy of FORD MOTOR CO.

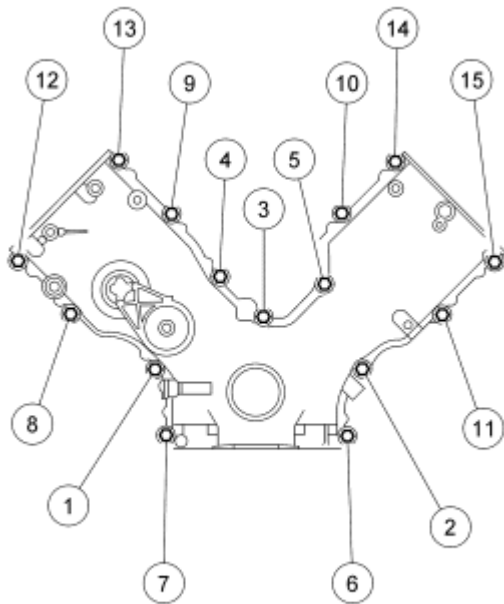
4. Tighten the front cover fasteners in the sequence shown in illustration to 25 Nm (18 lb-ft).

Item	Part Number	Description
1	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
2	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
3	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
4	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
5	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
6	W706508	Stud, hex-head pilot, M8 x 1.25 x 50 - M6 x 1 x 10
7	N808586	Stud, washer hex-head pilot, M8 x 1.25 -

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

		M6 x 1.0 x 86.35
8	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
9	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
10	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
11	N806300	Stud, hex-shoulder pilot, M8 x 1.25 x 1.25 x 91.1
12	N806300	Stud, hex-shoulder pilot, M8 x 1.25 x 1.25 x 91.1
13	N806300	Stud, hex-shoulder pilot, M8 x 1.25 x 1.25 x 91.1
14	N806300	Stud, hex-shoulder pilot, M8 x 1.25 x 1.25 x 91.1
15	N806300	Stud, hex-shoulder pilot, M8 x 1.25 x 1.25 x 91.1



N0037514

Fig. 34: Engine Front Cover Fastener Removal/Tightening Sequence
Courtesy of FORD MOTOR CO.

5. Install the accessory drive idler pulley and the bolt.
 - Tighten to 25 Nm (18 lb-ft).
6. Install the shield and the bolts.
 - Tighten to 25 Nm (18 lb-ft).
7. Loosely install the 4 front oil pan bolts.

NOTE: **Make sure to tighten the bolts in 2 stages.**

8. Tighten the 4 front oil pan bolts in 2 stages.
 - Stage 1: Tighten to 20 Nm (177 lb-in).
 - Stage 2: Tighten an additional 60 degrees.

NOTE: **The front lower hole in the power steering pump is not used.**

9. Position the power steering pump and install the 3 bolts.
 - Tighten to 25 Nm (18 lb-ft).
10. Install a new crankshaft front seal. For additional information, refer to **Crankshaft Front Seal**.
11. Install the coolant pump. For additional information, refer to **ENGINE COOLING** article.
12. Install the valve covers. For additional information, refer to **Valve Cover - RH** or **Valve Cover - LH**.
13. Fill the engine with clean engine oil.

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

14. If equipped with fire suppression system, repower the system.

TIMING DRIVE COMPONENTS

Special Tools

Illustration	Tool Name	Tool Number
	Aligner, Camshaft Position	303-557 (T96T-6256-B)
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-581 (T97T-6565-A)
 ST1335-A	Holding Tool, Crankshaft	303-448 (T93P-6303-A)

General Equipment

Hydraulic Chain Tensioner Clip - 1L3Z-6P250-AA

Material

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

NOTE: Since the engine is not free-wheeling, timing procedures must be followed exactly or piston and valve damage can occur.

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the engine front cover. For additional information, refer to **Engine Front Cover**.
3. Remove the crankshaft sensor ring from the crankshaft.

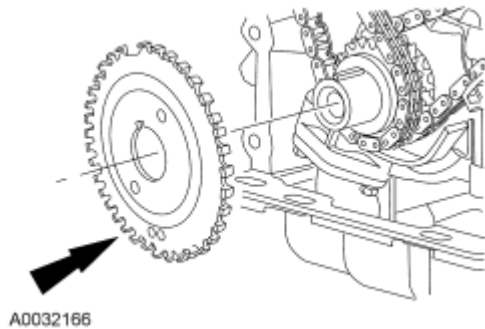


Fig. 35: View Of Crankshaft Sensor Ring At Crankshaft
Courtesy of FORD MOTOR CO.

4. Disconnect the 8 ignition coil electrical connectors (4 shown in illustration).

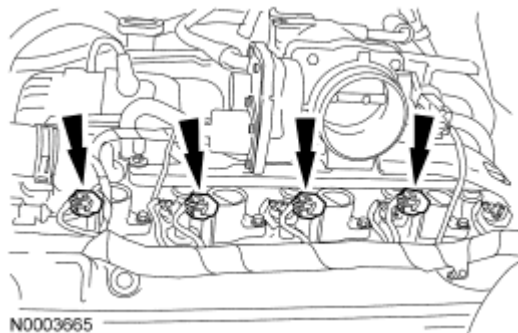


Fig. 36: Ignition Coil Electrical Connectors
Courtesy of FORD MOTOR CO.

5. Remove the bolts and the 8 ignition coils (4 shown in illustration).

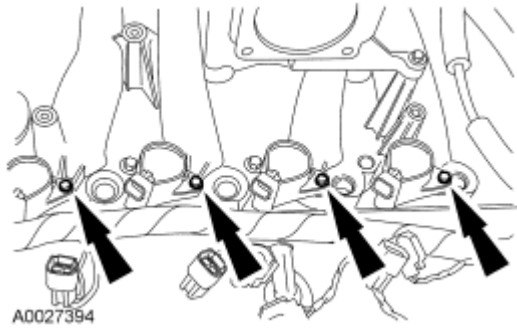


Fig. 37: Ignition Coils & Bolts
Courtesy of FORD MOTOR CO.

NOTE: Only use hand tools when removing or installing the spark plugs, damage may occur to the cylinder head or spark plug.

NOTE: Use compressed air to remove any foreign material from the spark plug wells before removing the spark plugs.

6. Remove the 8 spark plugs.

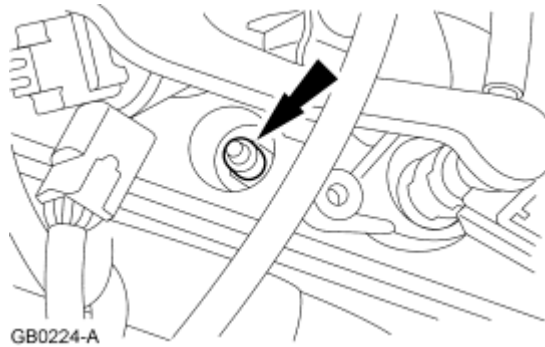


Fig. 38: Spark Plug
Courtesy of FORD MOTOR CO.

7. Position the lobe of the camshaft up.

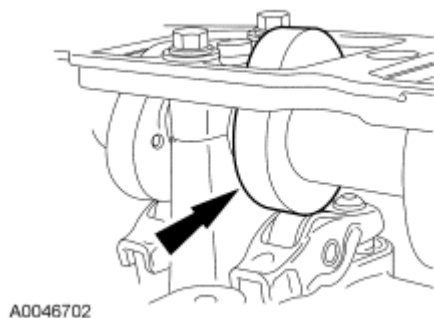


Fig. 39: Positioning Camshaft Lobe Up

Courtesy of FORD MOTOR CO.

8. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

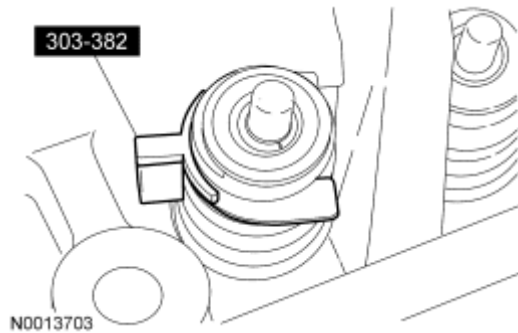


Fig. 40: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: If the components are to be reinstalled, they must be installed in the same positions. Mark the components for installation into their original locations. Failure to follow these instructions may result in engine damage.

9. Using the Valve Spring Compressor, compress the valve spring and remove the camshaft roller followers.

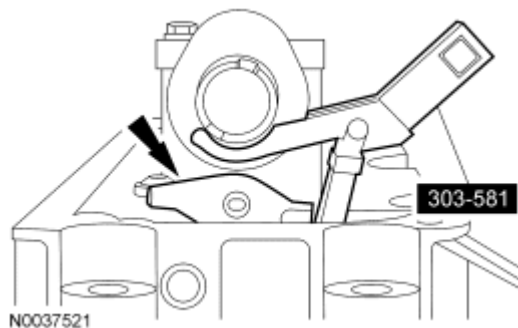


Fig. 41: Camshaft Roller Followers
Courtesy of FORD MOTOR CO.

10. Position the crankshaft with the keyway at the 12 o'clock position.

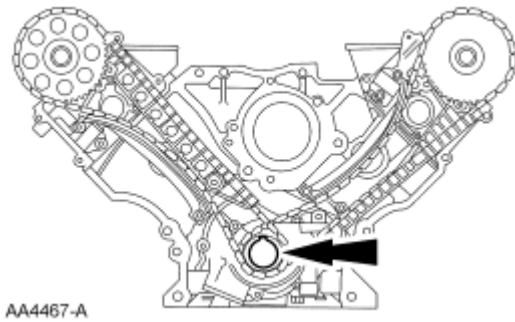


Fig. 42: Crankshaft With Keyway At 12 O'clock Position
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

11. Remove the timing chain tensioning system from both timing chains.
 1. Remove the bolts.
 2. Remove the timing chain tensioners.
 3. Remove the timing chain tensioner arms.

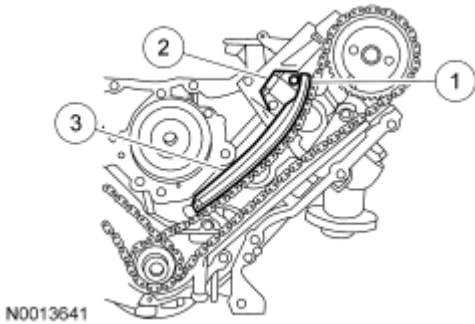


Fig. 43: Identifying Timing Chain Tensioning System
Courtesy of FORD MOTOR CO.

12. Remove the LH and RH timing chains and the crankshaft sprocket.
 - Remove the RH timing chain from the camshaft sprocket.
 - Remove the RH timing chain from the crankshaft sprocket.
 - Repeat for the LH timing chain and crankshaft sprocket.

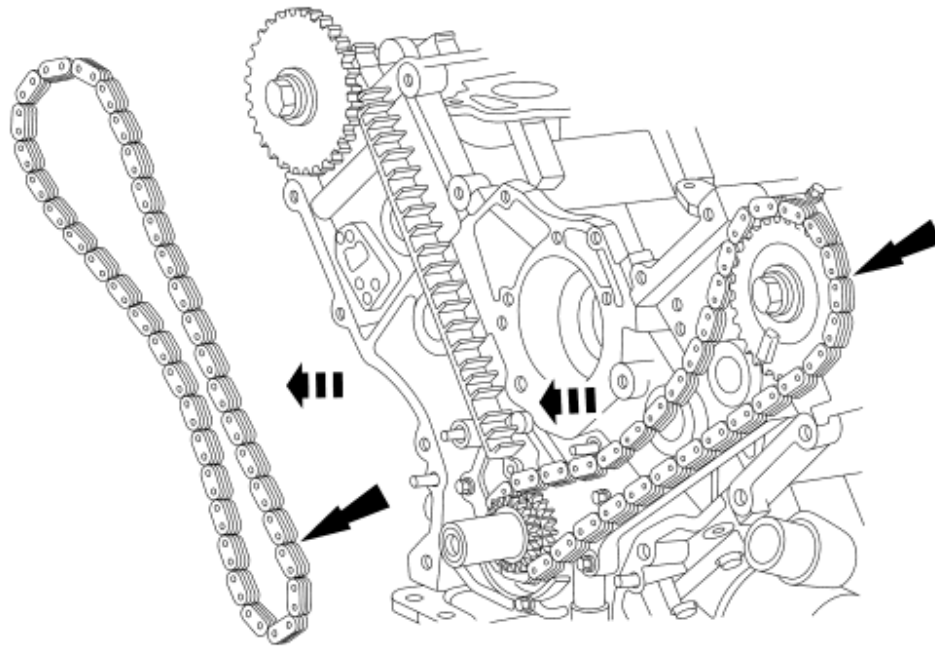
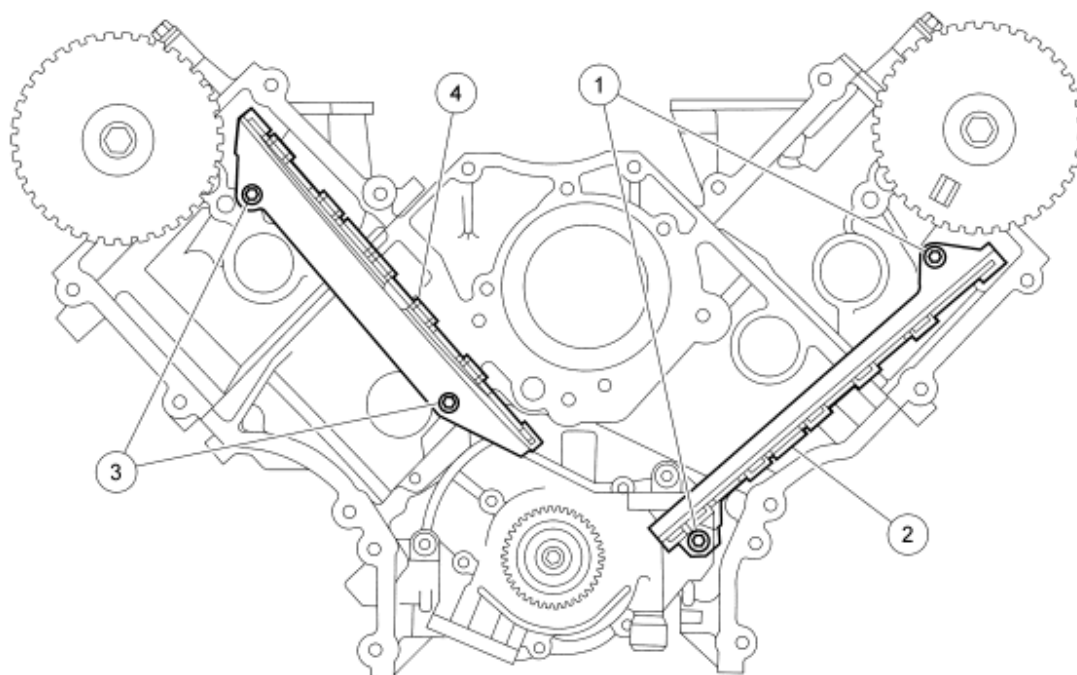


Fig. 44: View Of Left And Right Timing Chains, Sprockets And Crankshaft Gear
Courtesy of FORD MOTOR CO.

13. Remove the timing chain guides.
 1. Remove the bolts.
 2. Remove the LH timing chain guide.
 3. Remove the bolts.
 4. Remove the RH timing chain guide.



N0013642

Fig. 45: Identifying Timing Chain Guides
Courtesy of FORD MOTOR CO.

NOTE: RH shown in illustration, LH similar.

14. Install the Camshaft Position Aligner.

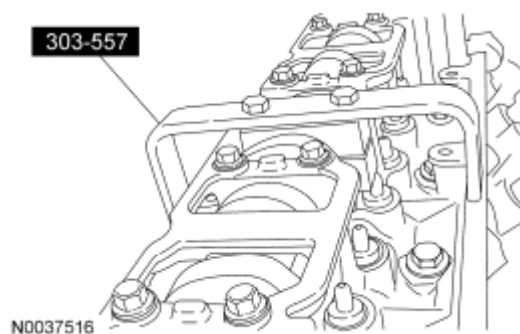


Fig. 46: Installing Special Tool
Courtesy of FORD MOTOR CO.

NOTE: RH shown in illustration, LH similar.

15. Remove the bolt and the camshaft gear.

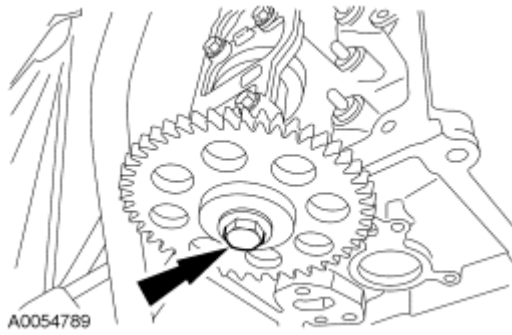


Fig. 47: Camshaft Gear Bolt
Courtesy of FORD MOTOR CO.

INSTALLATION

Engines with ratcheting timing chain tensioners

NOTE: Timing chain procedure must be followed exactly or damage to valves and pistons will result.

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

NOTE: LH shown in illustration, RH similar.

1. Compress each tensioner plunger, using an edge of a vise.

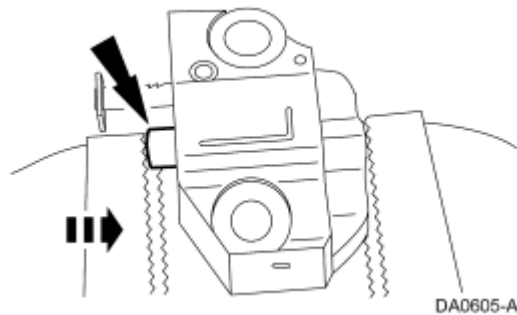


Fig. 48: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

2. Using a small screwdriver or pick, push back and hold the ratchet mechanism.

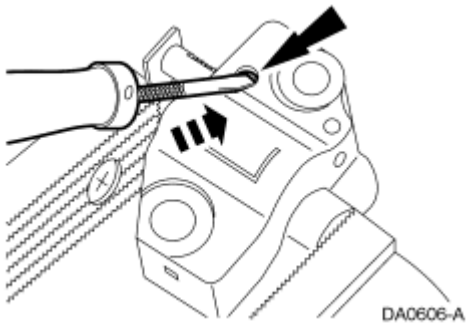


Fig. 49: Pushing Back And Holding Ratchet Mechanism
Courtesy of FORD MOTOR CO.

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

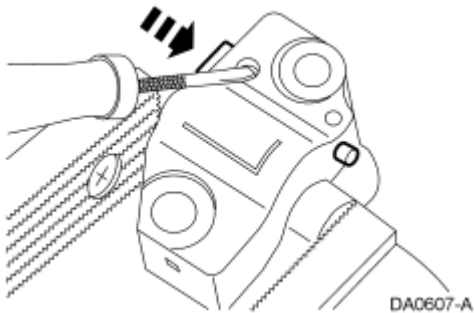


Fig. 50: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

4. Install a paper clip into the hole of each tensioner housing to hold the ratchet assembly and plunger in during installation.
 - Remove the tensioner from the vise.

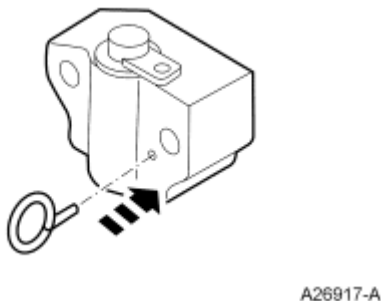


Fig. 51: Installing Paper Clip Into Tensioner Housing
Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

NOTE: If one or both tensioner mounting bolts are loosened or removed, the tensioner-sealing bead must be inspected for seal integrity. Any cracks, tears, cuts or separation from the tensioner body or permanent compression of the seal bead will require replacement of the tensioner or damage to the engine may occur.

5. Inspect the RH and LH timing chain tensioners.
- Install new tensioners as necessary.

NOTE: The timing chain procedure must be followed exactly or damage to valves and pistons will result.

NOTE: LH shown in illustration, RH similar.

6. Compress each tensioner plunger, using a vise.

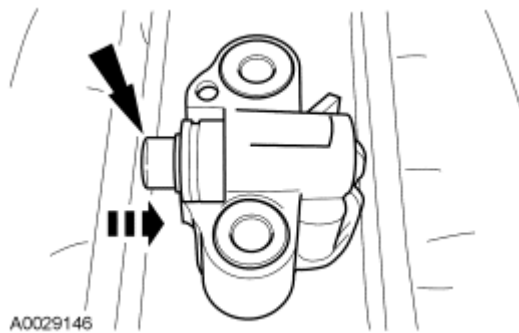


Fig. 52: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

7. Install a Hydraulic Chain Tensioner Retaining Clip on each tensioner to hold the plunger in during installation.

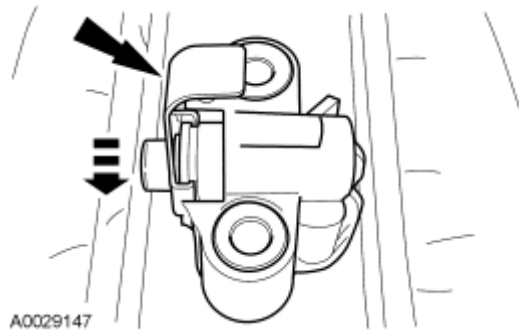
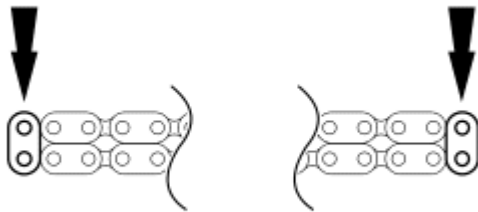


Fig. 53: Identifying Retaining Clip on Tensioner
Courtesy of FORD MOTOR CO.

All engines

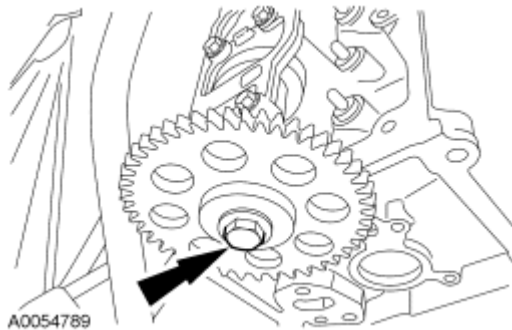
8. If the colored links are not visible, mark one link on one end and one link on the other end, and use as timing marks.



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Fig. 54: Identifying Timing Chain Copper Links
Courtesy of FORD MOTOR CO.

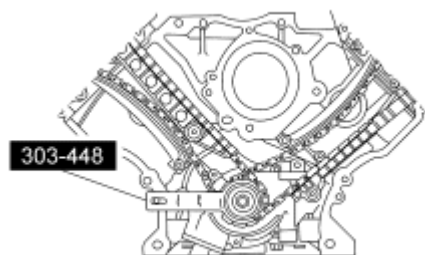
9. Install the camshaft sprockets and new bolts. Tighten the bolts in 2 stages.
- Stage 1: Tighten to 40 Nm (30 lb-ft).
 - Stage 2: Tighten an additional 90 degrees (1/4 turn).



A0054789

Fig. 55: Camshaft Gear Bolt
Courtesy of FORD MOTOR CO.

10. Using the Crankshaft Holding Tool, position the crankshaft so the No. 1 cylinder is at Top Dead Center (TDC).



N0007254

Fig. 56: Identifying Crankshaft Position

Courtesy of FORD MOTOR CO.

11. Install the crankshaft sprocket, making sure the flange faces forward.

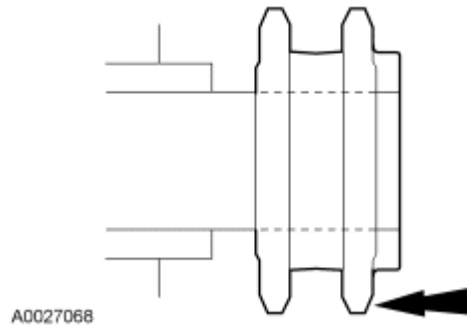


Fig. 57: Identifying Crankshaft Sprocket Flange
Courtesy of FORD MOTOR CO.

12. Install the timing chain guide.
 1. Position the LH timing chain guide.
 2. Install and tighten the LH bolts to 10 Nm (89 lb-in).
 3. Position the RH timing chain guide.
 4. Install and tighten the RH bolts to 10 Nm (89 lb-in).

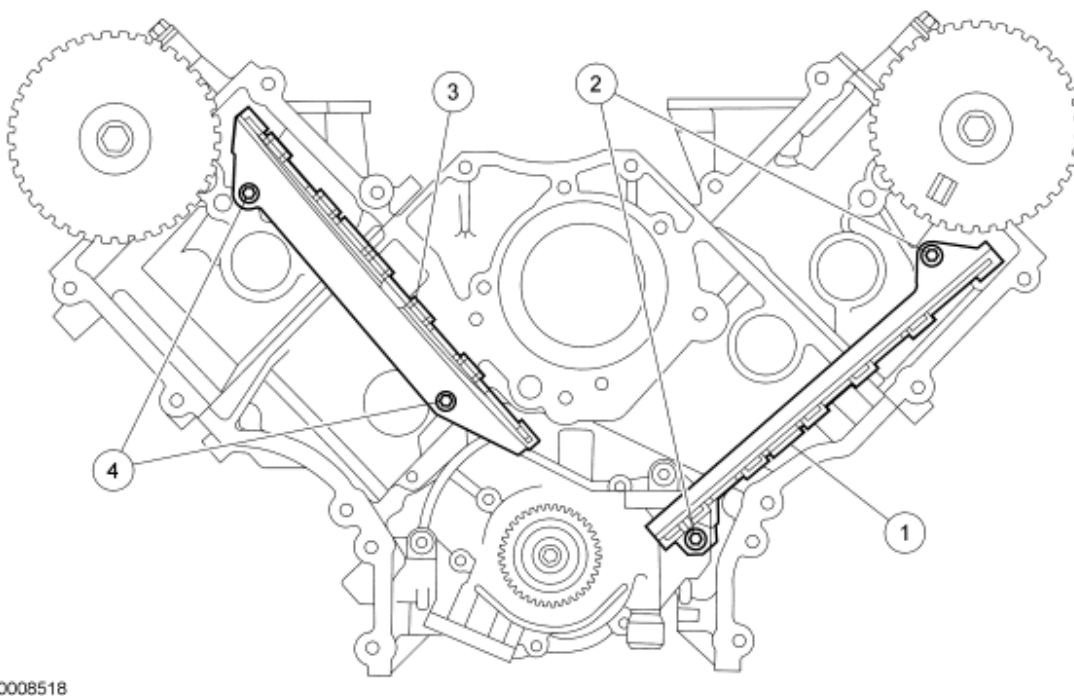
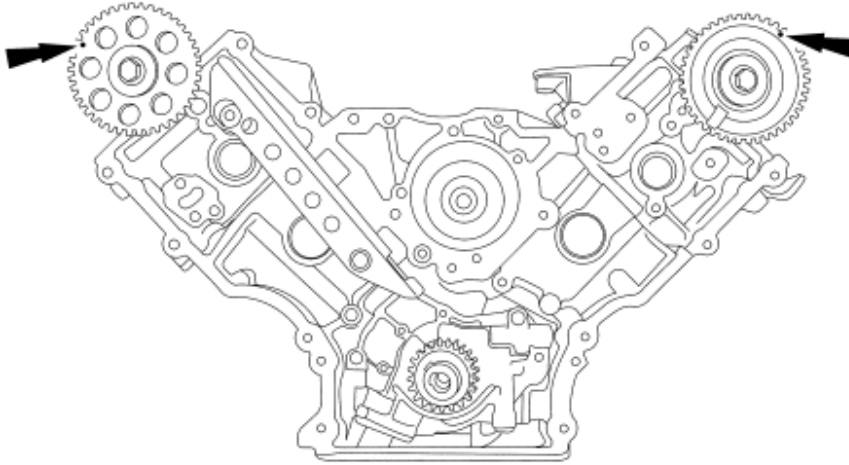


Fig. 58: Timing Chain Guides
Courtesy of FORD MOTOR CO.

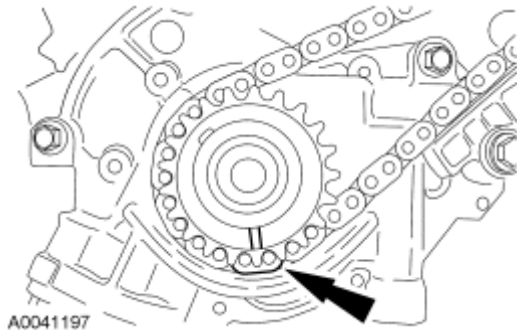
13. Rotate the RH camshaft sprocket until the timing mark is approximately at the 11 o'clock position. Rotate the LH camshaft sprocket until the timing mark is approximately at the 1 o'clock position.



N0071884

Fig. 59: Aligning Timing Marks
Courtesy of FORD MOTOR CO.

14. Position the LH (inner) timing chain on the crankshaft sprocket, aligning the colored (marked) link with the timing mark on the sprocket.



A0041197

Fig. 60: Aligning Copper (Marked) Link With Timing Mark On Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

15. Install the LH timing chain on the sprocket, aligning the colored (marked) link with the timing marks on the sprocket.

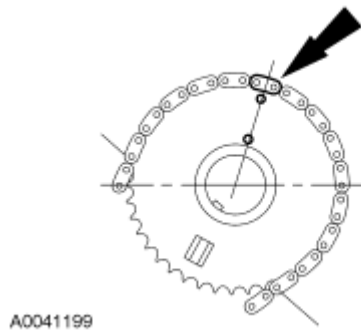


Fig. 61: Aligning Copper (Marked) Link With Timing Mark On Camshaft Sprocket
Courtesy of FORD MOTOR CO.

NOTE: The LH timing chain tensioner arm has a bump near the dowel hole for identification.

16. Position the LH timing chain tensioner arm on the dowel pin and install the LH timing chain tensioner.
 - Tighten to 25 Nm (18 lb-ft).

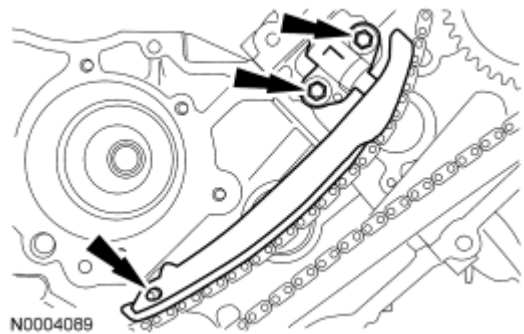


Fig. 62: Locating LH Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

Engines with ratcheting timing chain tensioners

17. Remove the paper clip from the LH timing chain tensioner.

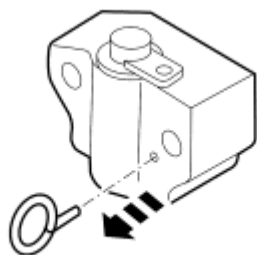


Fig. 63: Removing Paper Clip

Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

18. Remove the Hydraulic Chain Tensioner Retaining Clip from the LH timing chain tensioner.

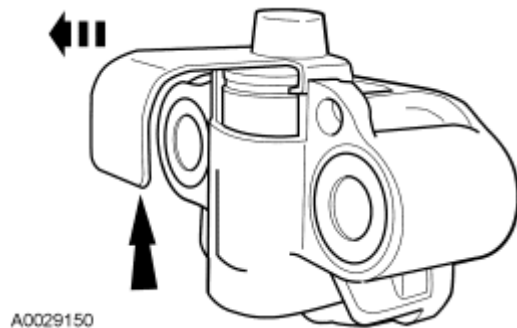


Fig. 64: Identifying Retaining Clip And Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

All engines

19. Position the RH (outer) timing chain on the crankshaft sprocket, aligning the colored (marked) link with the timing mark on the sprocket.

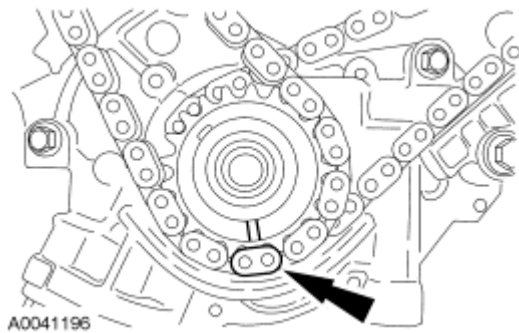


Fig. 65: Aligning Copper (Marked) Link With Timing Mark On Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

20. Install the RH timing chain on the camshaft sprocket, aligning the colored (marked) link with the timing marks on the sprocket.

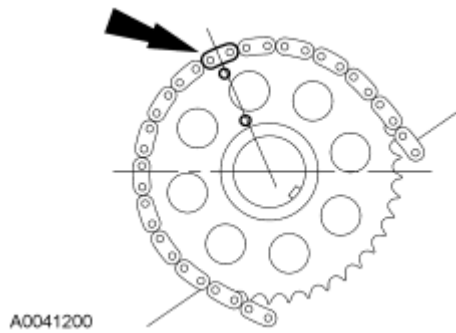


Fig. 66: Aligning Copper (Marked) Link With Timing Mark On Camshaft Sprocket
Courtesy of FORD MOTOR CO.

21. Position the RH timing chain tensioner arm on the dowel pin and install the RH timing chain tensioner.
 - Tighten to 25 Nm (18 lb-ft).

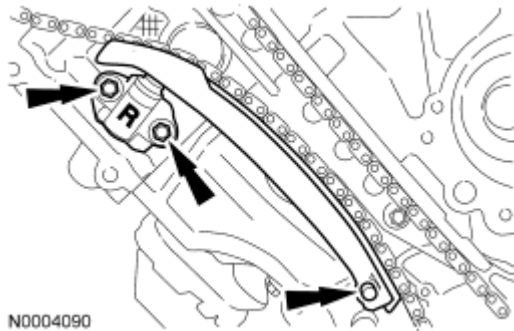


Fig. 67: Locating RH Timing Chain Tensioner Arm
Courtesy of FORD MOTOR CO.

Engines with ratcheting timing chain tensioners

22. Remove the paper clip from the RH timing chain tensioner.

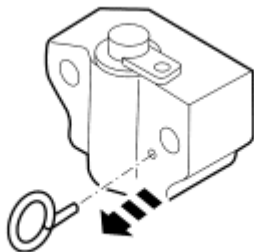


Fig. 68: Removing Paper Clip
Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

23. Remove the Hydraulic Chain Tensioner Retaining Clip from the RH timing chain tensioner.

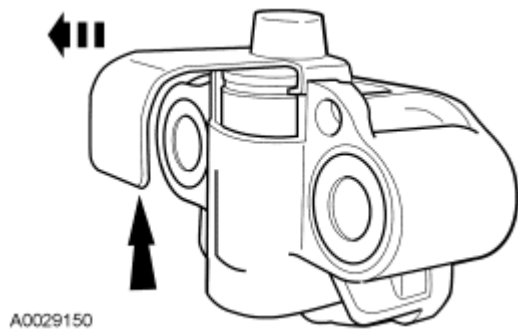


Fig. 69: Identifying Retaining Clip And Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

All engines

24. Make sure that the colored (marked) chain links are lined up with the dots on the crankshaft sprocket and the camshaft sprockets.

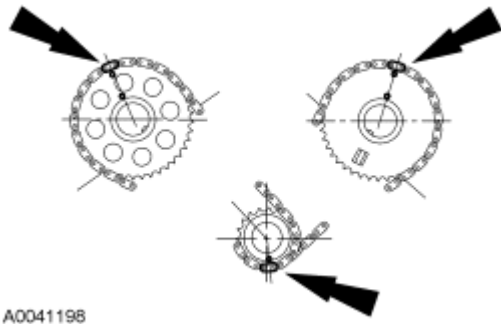


Fig. 70: Identifying Copper (Marked) Chain Links And Dots On Crankshaft Sprockets And Camshaft Sprockets
Courtesy of FORD MOTOR CO.

25. Rotate the camshaft until the lobe is in the up position.

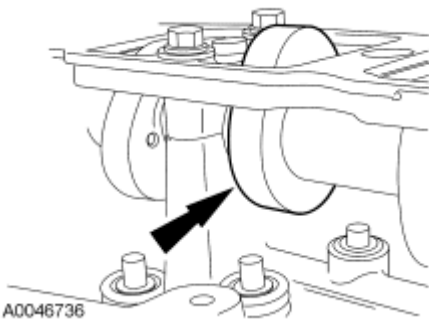


Fig. 71: Positioning Camshaft Lobe Up
Courtesy of FORD MOTOR CO.

26. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

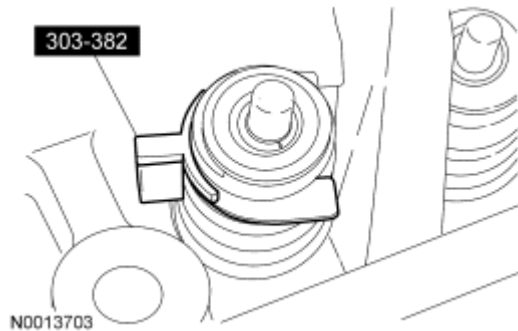


Fig. 72: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the camshaft roller followers using clean engine oil.

27. Install the camshaft roller followers.
1. Install the Valve Spring Compressor.
 2. Compress the valve spring.
 3. Install the camshaft roller followers in their original locations.

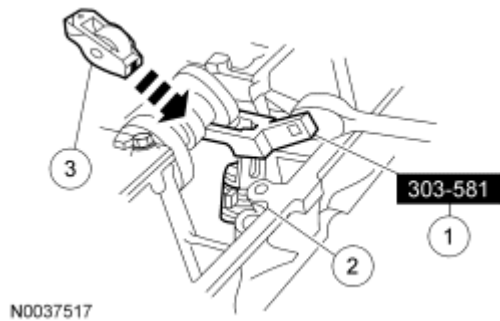
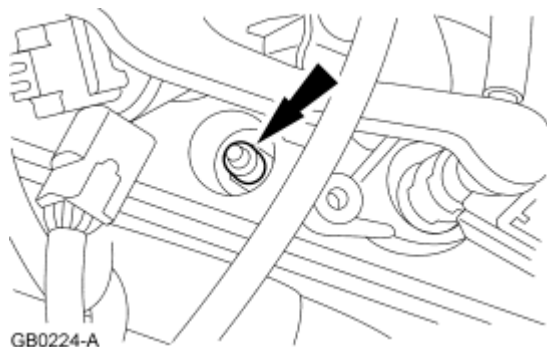


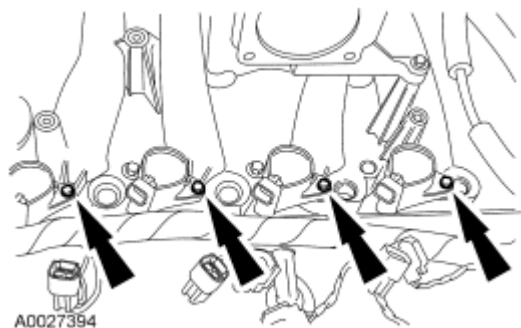
Fig. 73: Installing Camshaft Roller Followers
Courtesy of FORD MOTOR CO.

NOTE: Only use hand tools when removing or installing the spark plugs, damage may occur to the cylinder head or spark plug.

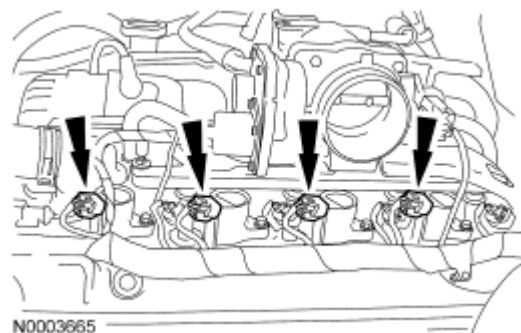
28. Install the 8 spark plugs.
- Tighten to 18 Nm (159 lb-in).

**Fig. 74: Spark Plug****Courtesy of FORD MOTOR CO.**

29. Install the 8 ignition coils and bolts (4 shown in illustration).
- Tighten to 6 Nm (53 lb-in).

**Fig. 75: Ignition Coils & Bolts****Courtesy of FORD MOTOR CO.**

30. Connect the 8 ignition coil electrical connectors (4 shown in illustration).

**Fig. 76: Ignition Coil Electrical Connectors****Courtesy of FORD MOTOR CO.**

31. Install the crankshaft sensor ring on the crankshaft.

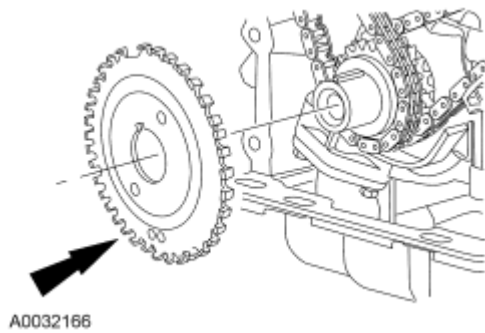


Fig. 77: View Of Crankshaft Sensor Ring At Crankshaft
Courtesy of FORD MOTOR CO.

32. Install the engine front cover. For additional information, refer to **Engine Front Cover**.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

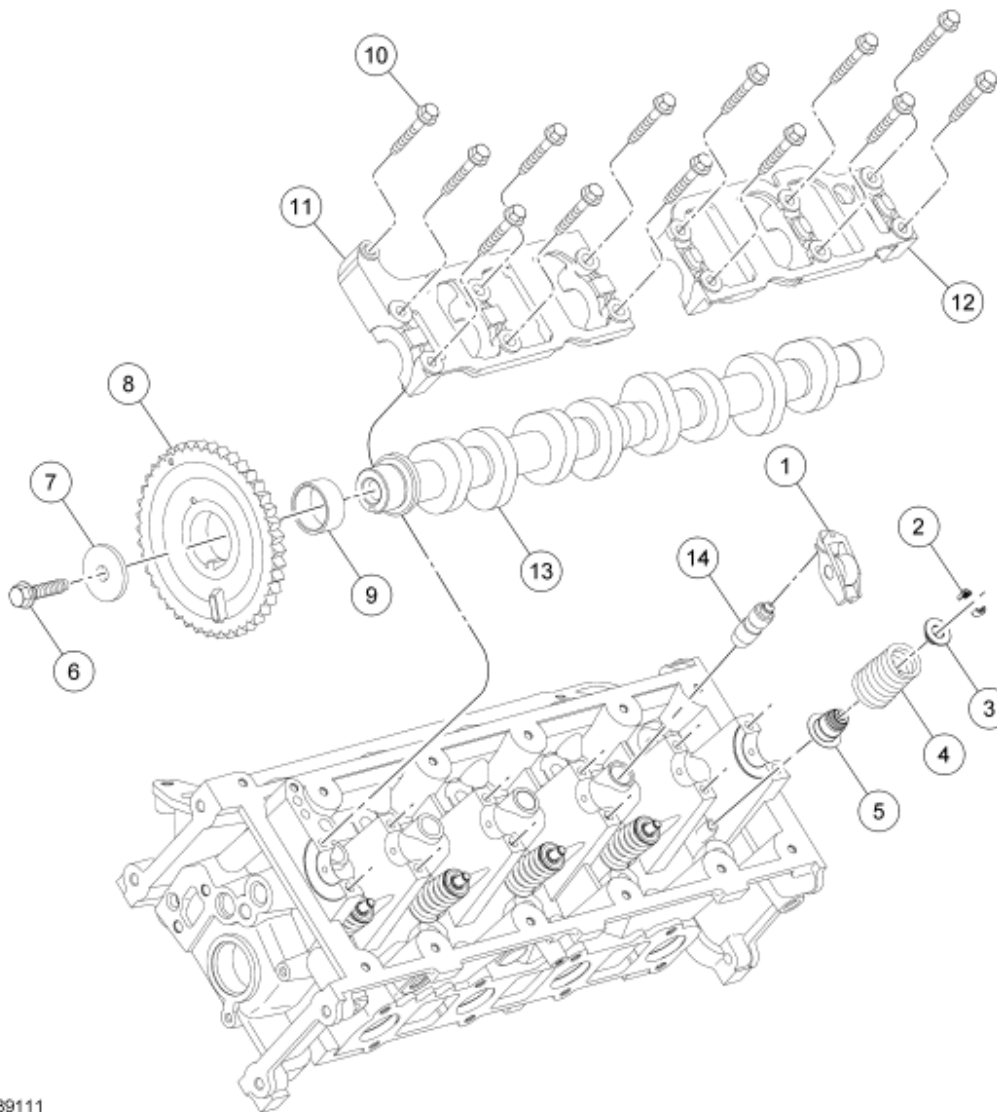
33. If equipped with fire suppression system, repower the system.

VALVE TRAIN COMPONENTS - EXPLODED VIEW

NOTE: LH shown in illustration, RH similar.

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0089111

Fig. 78: Exploded View Of Valve Train Components
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6529	Camshaft roller follower (8 required)
2	6518	Valve spring retainer key (16 required)
3	6514	Valve spring retainer (8 required)
4	6513	Valve spring (8 required)
5	6A517	Valve stem seal (8 required)
6	N811085	Camshaft sprocket bolt
7	N806164	Camshaft sprocket bolt washer
8	6256	Camshaft sprocket
9	6265	Camshaft gear spacer
10	N807352	Camshaft bearing cap assembly bolt (13

2008 Mercury Grand Marquis GS

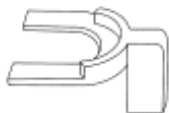
2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

		required)
11	6B280	Camshaft bearing cap
12	6B280	Camshaft bearing cap
13	6A274	Camshaft
14	6C501	Hydraulic lash adjuster (8 required)

1. For additional information, refer to the appropriate procedures.

VALVE SPRINGS

Special Tools

Illustration	Tool Name	Tool Number
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-581 (T97T-6565-A)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the camshaft roller followers. For additional information, refer to **Camshaft Roller Follower**.
3. Position the piston at the top of the stroke.
4. Remove the spark plugs. For additional information, refer to **ENGINE IGNITION - 4.6L (2V)** article.
5. Install compressed air in the cylinder to hold both valves in position.

NOTE: If air pressure has forced the piston to the bottom of the cylinder, any loss of air pressure will allow the valve to fall into the cylinder. If air pressure must be removed, support the valve prior to removal or engine damage may occur.

6. Using the Valve Spring Compressor, compress the valve springs.

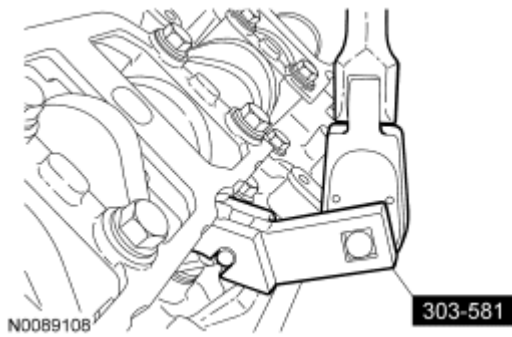


Fig. 79: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

7. Remove the valve spring retainer keys, the valve spring retainer and the valve spring.

INSTALLATION

1. Position the valve spring and the valve spring retainer.
2. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

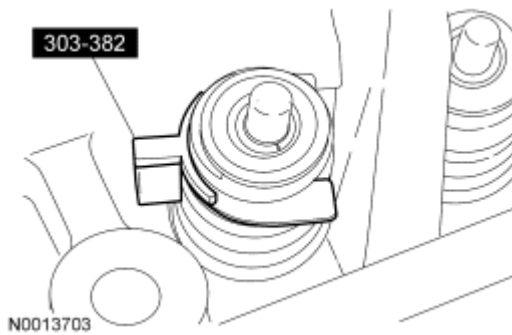


Fig. 80: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

3. Using the Valve Spring Compressor, compress the valve spring. Install the valve spring retainer keys.

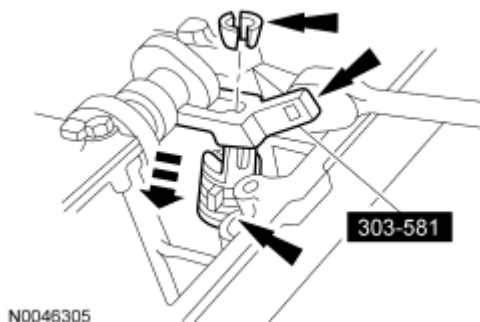


Fig. 81: Installing Valve Spring Retainer Keys
Courtesy of FORD MOTOR CO.

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

4. Remove the Valve Spring Compressor and Valve Spring Compressor Spacer.
5. Install the camshaft roller followers. For additional information, refer to **Camshaft Roller Follower**.
6. Install the spark plugs. For additional information, refer to **ENGINE IGNITION - 4.6L (2V)** article.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

7. If equipped with fire suppression system, repower the system.

VALVE SEALS

Special Tools

Illustration	Tool Name	Tool Number
 ST1330-A	Compressor, Valve Spring	303-581 (T97T-6565-A)
 ST1332-A	Installer, Valve Stem Oil Seal	303-383 (T91P-6571-A)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the valve springs. For additional information, refer to **Valve Springs**.
3. Remove the valve stem seals.

INSTALLATION

NOTE: The valve stem seal must be bottomed on the valve seat.

NOTE: Make sure that the garter spring is present in the valve stem seal.

1. Use the Valve Spring Compressor and Valve Stem Oil Seal Installer to install the valve stem seals.

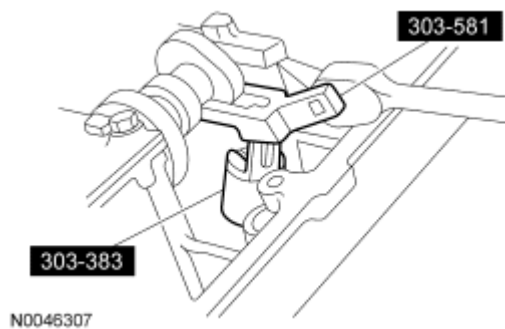


Fig. 82: Installing Valve Stem Seals
Courtesy of FORD MOTOR CO.

2. Install the valve springs. For additional information, refer to Valve Springs.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to FIRE SUPPRESSION SYSTEM article. Failure to follow these instructions may result in serious personal injury.

3. If equipped with fire suppression system, repower the system.

HYDRAULIC LASH ADJUSTER

REMOVAL AND INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in FIRE SUPPRESSION SYSTEM article. Failure to follow the instructions may result in serious personal injury.

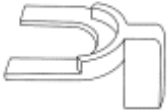
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to JACKING & LIFTING article.
2. Remove the camshaft roller followers. For additional information, refer to Camshaft Roller Follower.
3. Remove the hydraulic lash adjusters.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to FIRE SUPPRESSION SYSTEM article. Failure to follow these instructions may result in serious personal injury.

4. To install, reverse the removal procedure. If equipped with fire suppression system, repower the system.

CAMSHAFT ROLLER FOLLOWER

Special Tools

Illustration	Tool Name	Tool Number
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-581 (T97T-6565-A)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the valve covers. For additional information, refer to **Valve Cover - RH** or **Valve Cover - LH**.
3. Position the piston of the cylinder being repaired at the bottom of the stroke.
4. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

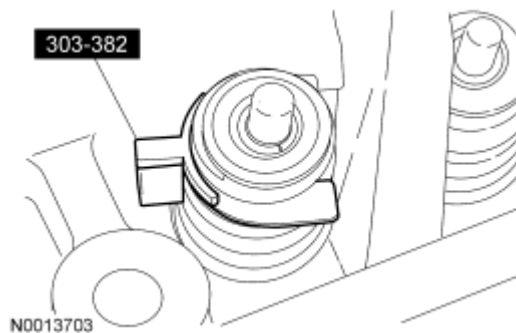


Fig. 83: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

5. Using the Valve Spring Compressor, compress the valve springs and remove the camshaft roller followers.

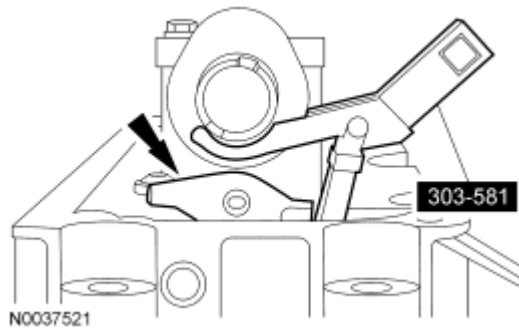


Fig. 84: Camshaft Roller Followers
Courtesy of FORD MOTOR CO.

INSTALLATION

1. Using the Valve Spring Compressor, compress the valve spring and install the camshaft roller followers.

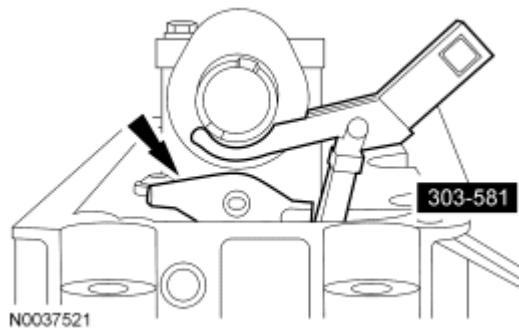


Fig. 85: Camshaft Roller Followers
Courtesy of FORD MOTOR CO.

2. Remove the Valve Spring Compressor from between the valve spring.

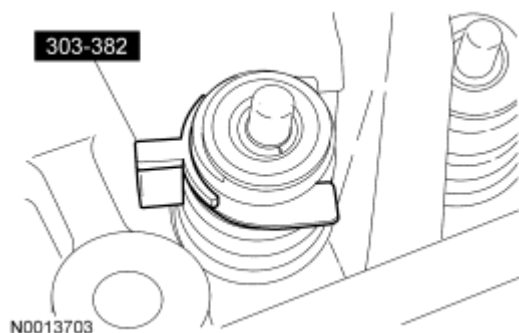


Fig. 86: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

3. Install the valve covers. For additional information, refer to Valve Cover - RH or Valve Cover - LH.

WARNING: If the vehicle is equipped with a fire suppression system, repower

the system. For important safety warnings and procedures, refer to FIRE SUPPRESSION SYSTEM article. Failure to follow these instructions may result in serious personal injury.

4. If equipped with fire suppression system, repower the system.

CAMSHAFT

Material

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

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in FIRE SUPPRESSION SYSTEM article. Failure to follow the instructions may result in serious personal injury.

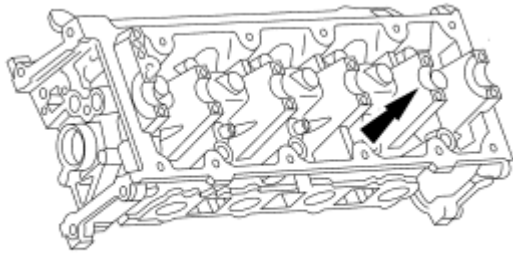
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to JACKING & LIFTING article.

NOTE: At no time, when the timing chains are removed and the cylinder heads are installed, may the crankshaft or camshaft be rotated. Severe piston and valve damage will occur.

2. Remove the camshaft roller followers. For additional information, refer to Camshaft Roller Follower.
3. Remove the timing chain. For additional information, refer to Timing Drive Components.
4. Remove the bolt and the camshaft sprocket and spacer.
5. Remove the 13 camshaft bearing cap bolts.
6. Remove the camshaft bearing cap.
7. Remove the camshaft from the cylinder head.

INSTALLATION

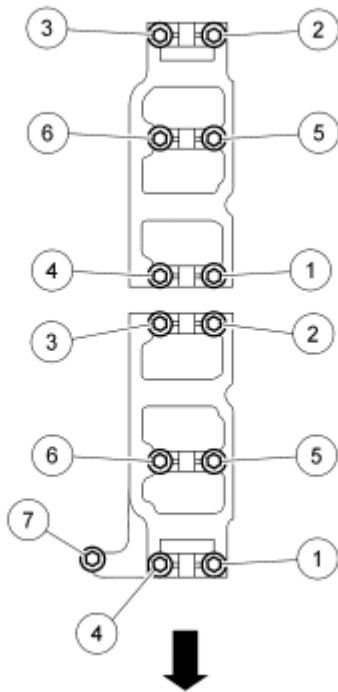
1. Lubricate the camshaft journals with clean engine oil.



GA0983-A

Fig. 87: Camshaft Journal
Courtesy of FORD MOTOR CO.

2. Install the camshaft onto the cylinder head.
3. Lubricate the camshaft bearing cap with clean engine oil.
4. Install the camshaft bearing caps and loosely install the bolts.
5. Tighten the bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).



N0089110

Fig. 88: Tightening Sequence
Courtesy of FORD MOTOR CO.

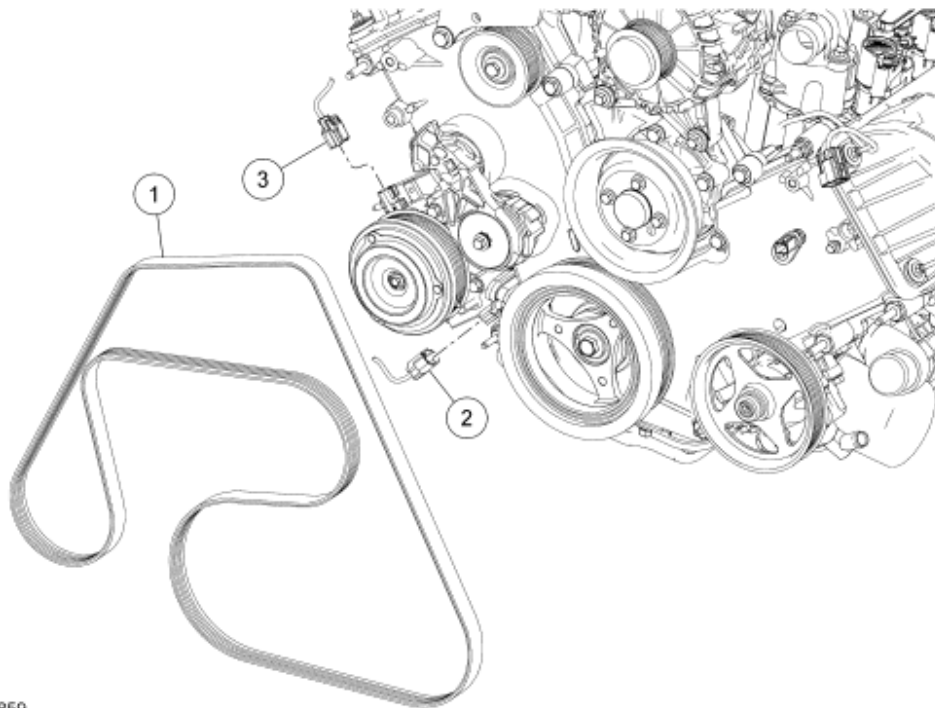
6. Install the camshaft sprocket and bolt. Tighten the bolt in 2 stages.
 - Stage 1: Tighten to 40 Nm (30 lb-ft).
 - Stage 2: Tighten an additional 90 degrees (1/4 turn).

7. Install the timing chains. For additional information, refer to **Timing Drive Components**.
8. Install the roller followers. For additional information, refer to **Camshaft Roller Follower**.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

9. If equipped with fire suppression system, repower the system.

EXHAUST MANIFOLD - RH



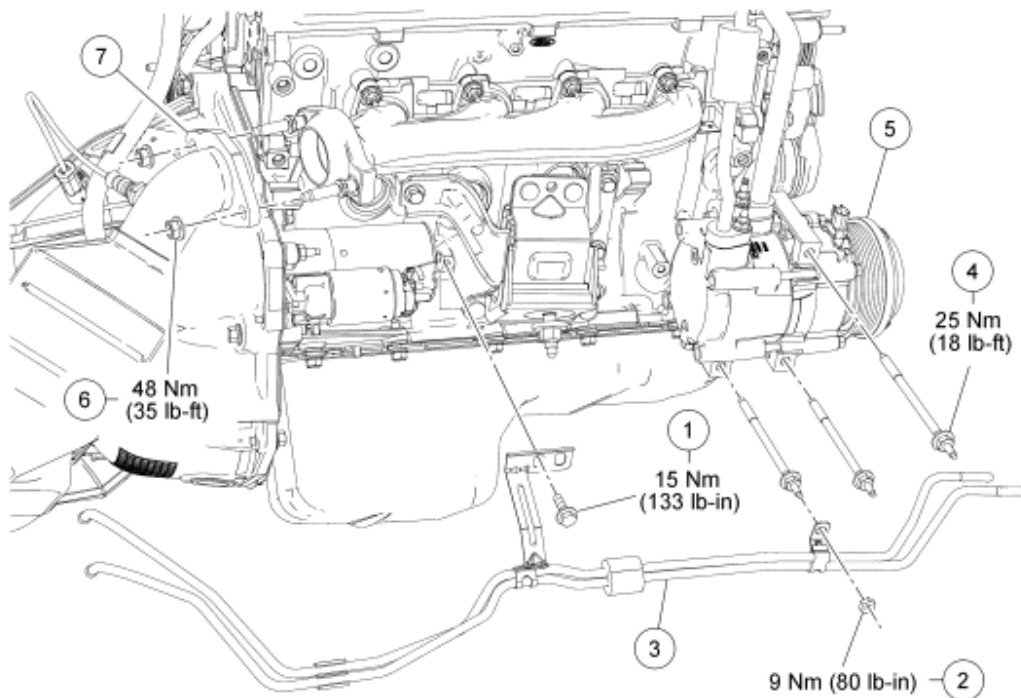
N0037859

Fig. 89: Exhaust Manifold - RH (View 1 of 3)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	8620	Accessory drive belt
2	14A464	Crankshaft Position (CKP) sensor electrical connector (part of 12B637)
3	14A464	A/C compressor electrical connector (part of 12B637)

2008 Mercury Grand Marquis GS

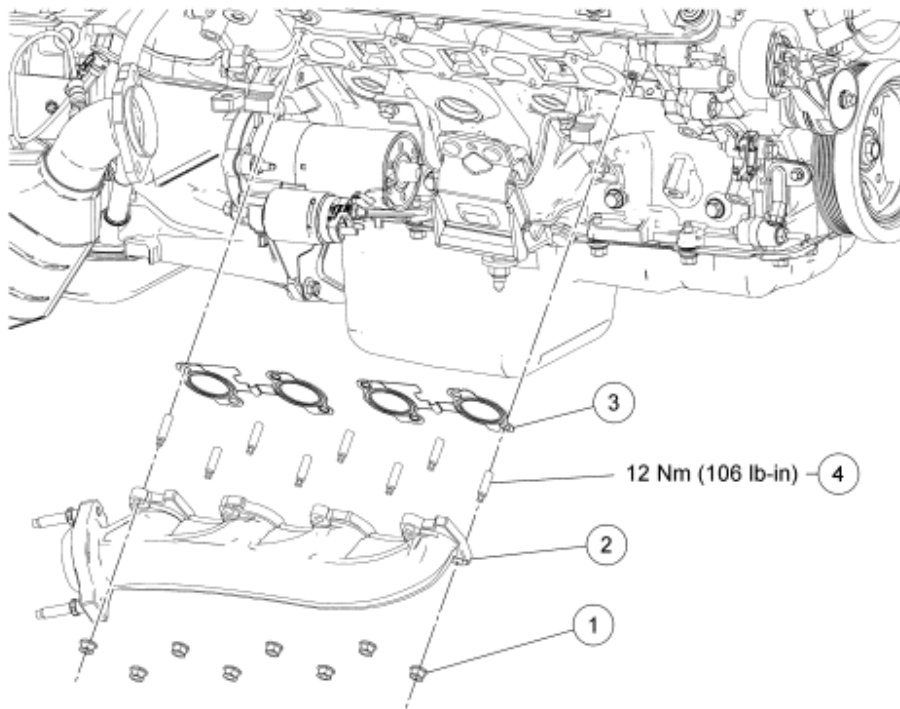
2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0087528

Fig. 90: Exhaust Manifold - RH (View 2 of 3)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	N807218	Transmission cooler tube bracket bolt
2	W705443	Transmission cooler tube bracket nut
3	7H420	Transmission cooler tube assembly
4	W707821	A/C compressor stud bolt (3 required)
5	19D629	A/C compressor
6	N811485	Catalytic converter-to-exhaust manifold nut (2 required)
7	5F250	Catalytic converter flange



N0087529

Fig. 91: Exhaust Manifold - RH (View 3 of 3)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W701706	Exhaust manifold nut (8 required)
2	9430	Exhaust manifold
3	9Y431	Exhaust manifold gasket (2 required)
4	W707747	Exhaust manifold stud (8 required)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Disconnect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.
3. Rotate the drive belt tensioner clockwise and remove the drive belt.



Fig. 92: Accessory Drive Belt
Courtesy of FORD MOTOR CO.

4. Disconnect the Crankshaft Position (CKP) sensor electrical connector.
5. Disconnect the A/C compressor electrical connector.
6. Remove the bolt from the transmission cooler tube bracket.
7. Remove the nut and position aside the transmission cooler tube assembly.
8. Remove the 3 bolts and position aside the A/C compressor.
9. Remove the catalytic converter-to-exhaust manifold nuts and position aside the catalytic converter flange.
 - Discard the nuts.
10. Remove the 8 nuts, the exhaust manifold and the gasket.
 - Discard the nuts and gasket.
11. Remove and discard the 8 exhaust manifold studs.
12. Clean and inspect the exhaust manifold for flatness. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.

INSTALLATION

1. Install the 8 new exhaust manifold studs.
 - Tighten to 12 Nm (106 lb-in).
2. Install a new exhaust manifold gasket, the exhaust manifold and 8 new nuts.
 - Tighten in sequence shown in illustration to 20 Nm (177 lb-in).

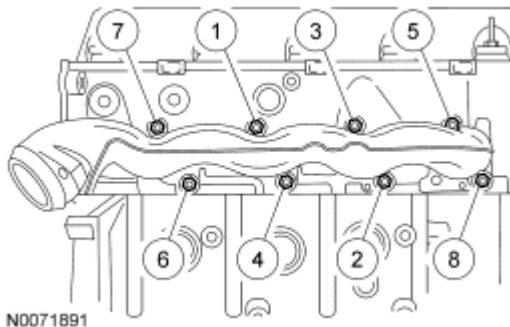


Fig. 93: Tightening Sequence

Courtesy of FORD MOTOR CO.

3. Position the catalytic converter flange and install the new catalytic converter-to-exhaust manifold nuts.
 - Tighten to 48 Nm (35 lb-ft).
4. Position the A/C compressor and install the 3 bolts.
 - Tighten to 25 Nm (18 lb-ft).
5. Position the transmission cooler tube assembly and install the nut.
 - To install, tighten to 9 Nm (80 lb-in).
6. Install the transmission cooler tube bracket bolt.
 - To install, tighten to 15 Nm (133 lb-in).
7. Connect the A/C compressor electrical connector.
8. Connect the CKP sensor electrical connector.
9. Rotate the drive belt tensioner clockwise and install the drive belt.



Fig. 94: Accessory Drive Belt
Courtesy of FORD MOTOR CO.

10. Connect the battery ground cable. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

11. If equipped with fire suppression system, repower the system.

EXHAUST MANIFOLD - LH

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

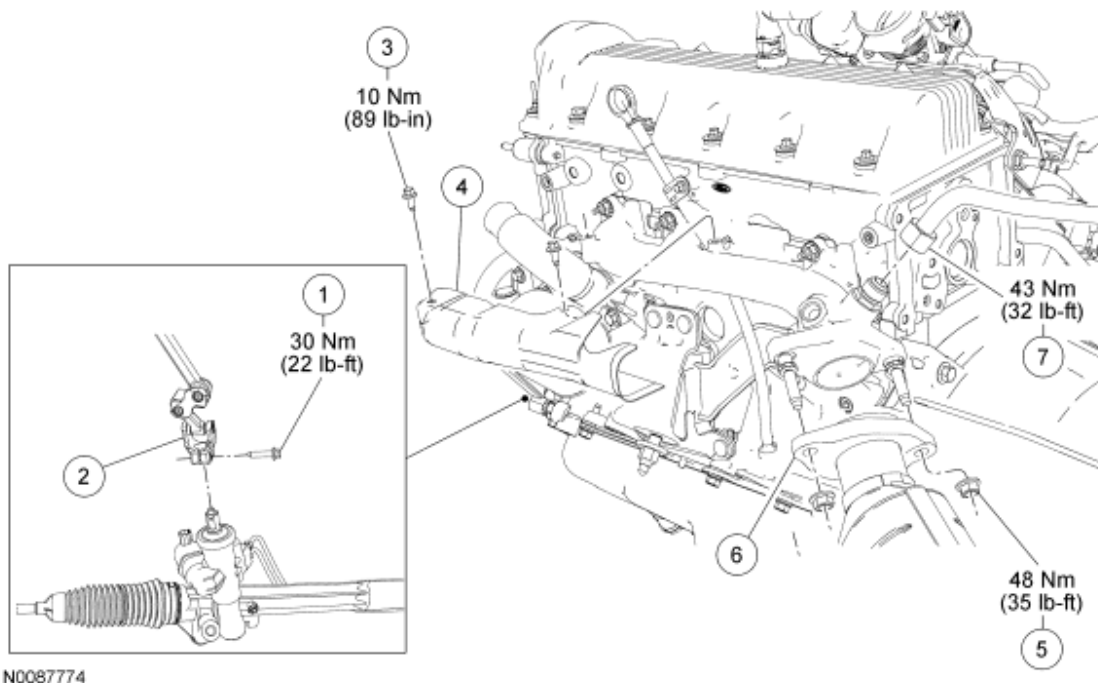
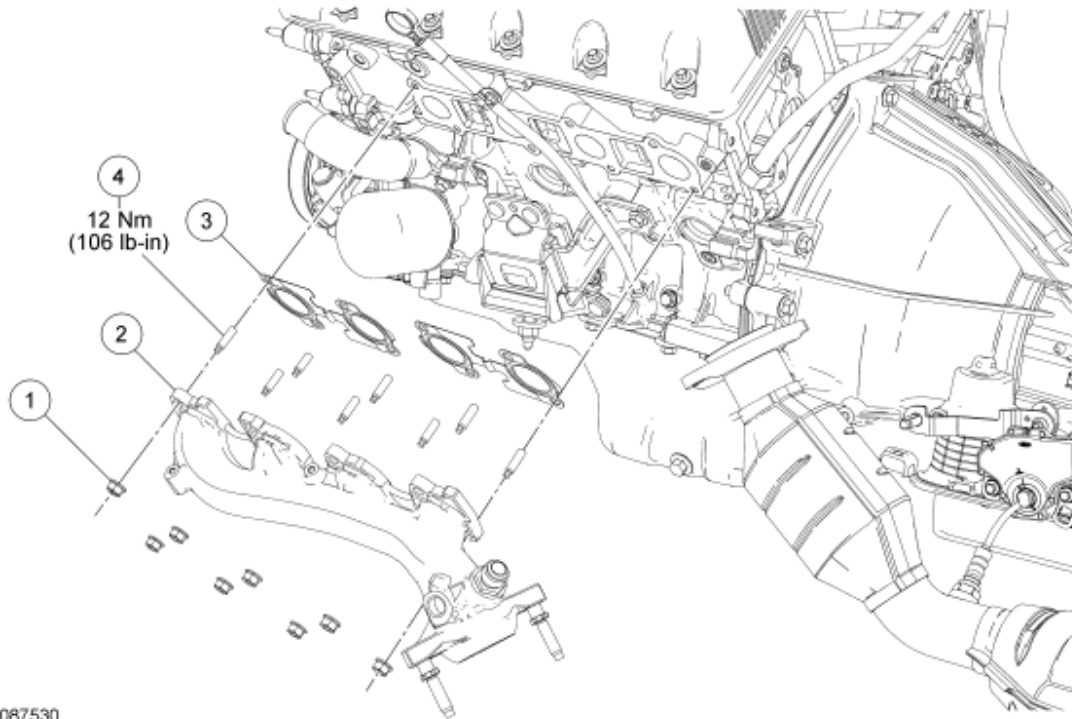


Fig. 95: Exhaust Manifold - LH (View 1 of 2)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W710821	Intermediate steering shaft pinch bolt
2	3C662	Intermediate steering shaft
3	W707130	Exhaust manifold heat shield bolt (2 required)
4	9Y427	Exhaust manifold heat shield
5	N811485	Catalytic converter-to-exhaust manifold nut (2 required)
6	5F250	Catalytic converter flange
7	9D477	EGR system module tube



N0087530

Fig. 96: Exhaust Manifold - LH (View 2 of 2)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W701706	Exhaust manifold nut (8 required)
2	9431	Exhaust manifold
3	9Y431	Exhaust manifold gasket (2 required)
4	W707747	Exhaust manifold stud (8 required)

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

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

NOTE: Use a steering wheel holding device (such as Hunter® 28-75-1 or equivalent).

2. Using a suitable holding device, hold the steering wheel in the straight-ahead position.

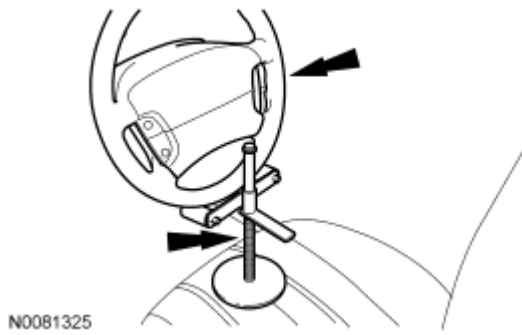


Fig. 97: Holding Steering Wheel In Straight-Ahead Position Using A Suitable Holding Device
Courtesy of FORD MOTOR CO.

NOTE: Do not allow the intermediate shaft to rotate while it is disconnected from the steering gear or damage to the clockspring may result. If there is evidence that the intermediate shaft has rotated, the clockspring must be removed and recentered. For additional information, refer to **SUPPLEMENTAL RESTRAINT SYSTEM** article.

3. Remove the intermediated shaft pinch bolt and detach the intermediate shaft from the steering gear and position aside.
4. Remove the 2 exhaust manifold heat shield bolts and the shield.
5. Remove the 2 catalytic converter-to-exhaust manifold nuts and position aside the catalytic converter flange.
 - Discard the nuts.
6. Disconnect the EGR system module tube from the exhaust manifold.
7. Remove the LH Heated Oxygen Sensor (HO2S). For additional information, refer to **ELECTRONIC ENGINE CONTROLS** article.
8. Remove the 8 nuts, the exhaust manifold and the gasket.
 - Discard the nuts and gasket.
9. Remove and discard the 8 exhaust manifold studs.
10. Clean and inspect the exhaust manifold for flatness. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.

INSTALLATION

1. Install the 8 new exhaust manifold studs.
 - Tighten to 12 Nm (106 lb-in).
2. Install a new exhaust manifold gasket, the exhaust manifold and 8 new nuts.
 - Tighten in sequence shown in illustration to 20 Nm (177 lb-in).

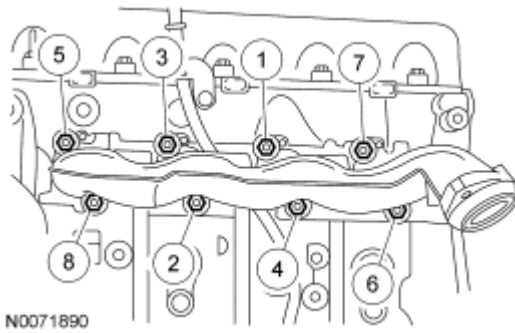


Fig. 98: Tightening Sequence
Courtesy of FORD MOTOR CO.

3. Install the LH HO2S. For additional information, refer to **ELECTRONIC ENGINE CONTROLS** article.
4. Connect the EGR system module tube to the exhaust manifold.
 - Tighten to 43 Nm (32 lb-ft).
5. Position the catalytic converter flange and install the new catalytic converter-to-exhaust manifold nuts.
 - Tighten to 48 Nm (35 lb-ft).
6. Install the exhaust manifold heat shield and the 2 bolts.
 - Tighten to 10 Nm (89 lb-in).
7. Position the intermediate shaft on the steering gear and install the pinch bolt.
 - Tighten to 30 Nm (22 lb-ft).

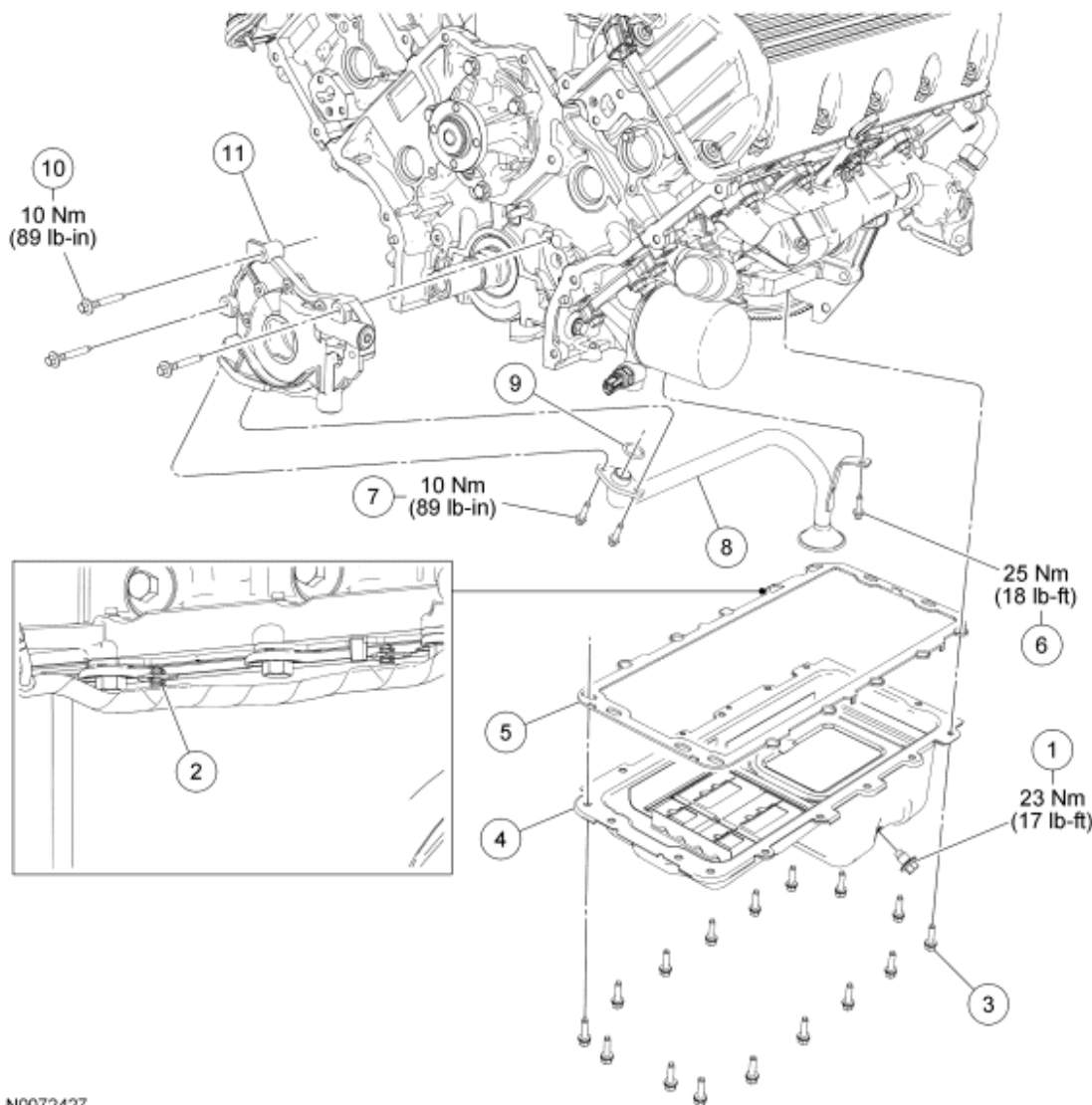
WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

8. If equipped with fire suppression system, repower the system.

ENGINE LUBRICATION COMPONENTS - EXPLODED VIEW, OIL PAN, OIL PUMP, OIL PUMP SCREEN AND PICKUP TUBE

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0072427

Fig. 99: Exploded View Of Engine Lubrication Components With Torque Specifications
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6730	Oil pan drain plug
2	-	Pin-type wire harness retainer (part of 12B637) (2 required)
3	W701605	Oil pan bolt (16 required)
4	6675	Oil pan
5	6710	Oil pan gasket
6	N605904	Oil pump screen and pickup tube-to-spacer bolt
7	N806155	Oil pump screen and pickup tube-to-oil pump bolt (2 required)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

8	6622	Oil pump screen and pickup tube
9	6625	Oil pump screen and tube O-ring seal
10	N806183	Oil pump bolt (3 required)
11	6621	Oil pump

1. For additional information, refer to the appropriate procedures.

OIL PAN

Material

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	WSS-M2C930-A
Silicone Gasket and Sealant TA-30	WSE-M4G323-A4

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the front crossmember. For additional information, refer to **FULL FRAME & BODY MOUNTING** article.
3. Remove the bolt and the nut. Position the transmission cooler tubes aside.

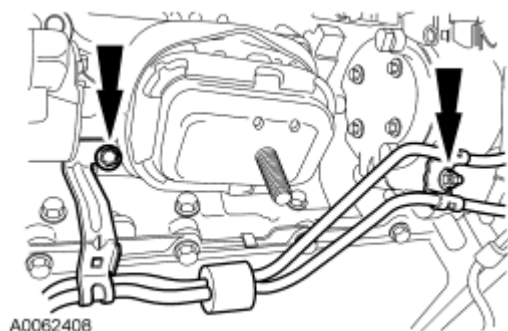


Fig. 100: Transmission Cooler Tube Brackets & Fasteners

Courtesy of FORD MOTOR CO.

4. Drain the engine oil.
 - Install the drain plug when finished.
 - Tighten to 23 Nm (17 lb-ft).
5. Detach the 2 pin-type wire harness retainers.
6. Remove the oil pan bolts in the sequence shown in illustration.

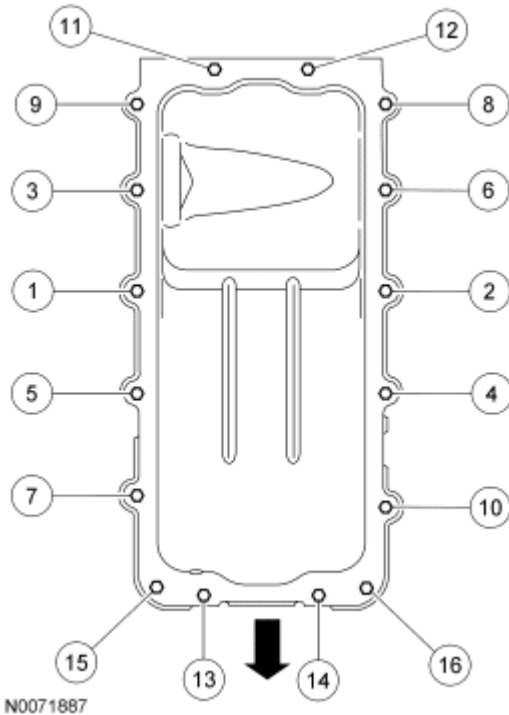


Fig. 101: Oil Pan Bolt Sequence
Courtesy of FORD MOTOR CO.

7. Remove the oil pan and the gasket.

INSTALLATION

NOTE: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the gasket mating 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 mating surfaces.

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. Follow the directions on the packaging.

Failure to follow this procedure can cause future oil leakage.

2. Apply silicone gasket and sealant at the rear seal retainer-to-cylinder block sealing surface.

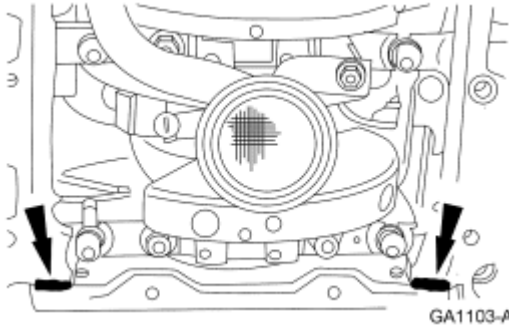


Fig. 102: Applying Silicone Gasket And Sealant
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

3. Apply silicone gasket and sealant at the engine front cover-to-cylinder block mating surface.

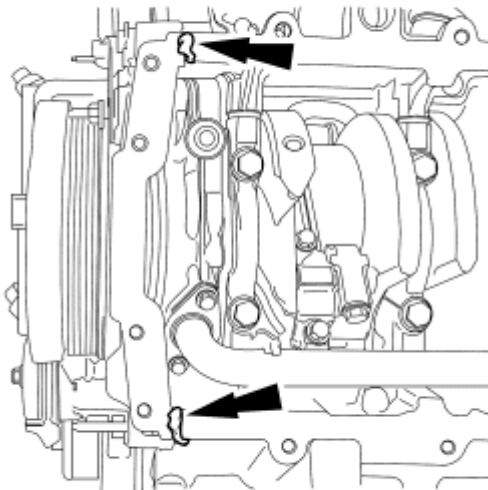


Fig. 103: Applying Sealant To Engine Front Cover-To-Cylinder Block Surface
Courtesy of FORD MOTOR CO.

4. Position the oil pan gasket and the oil pan.
5. Tighten the bolts in 2 stages, in the sequence shown in illustration.
 - Stage 1: Tighten to 20 Nm (177 lb-in).
 - Stage 2: Rotate an additional 60 degrees.

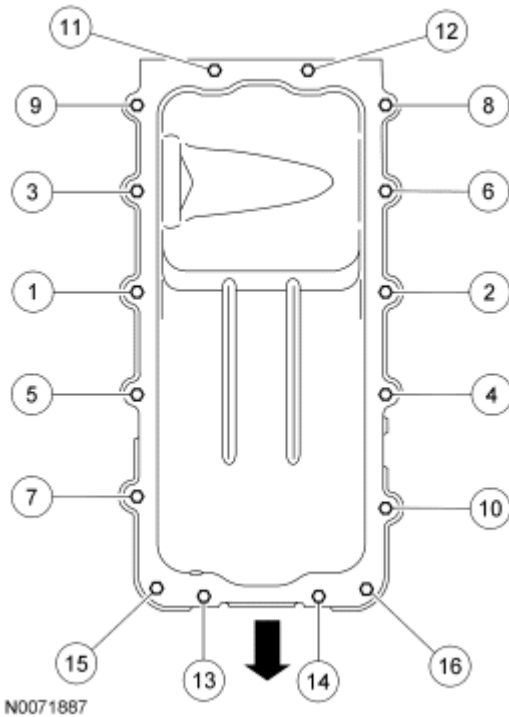


Fig. 104: Oil Pan Bolt Sequence
Courtesy of FORD MOTOR CO.

6. Attach the 2 pin-type wire harness retainers.
7. Position the transmission cooler tubes and install the bolt and the nut.
 1. Tighten the bolt to 15 Nm (133 lb-in).
 2. Tighten the nut to 9 Nm (80 lb-in).

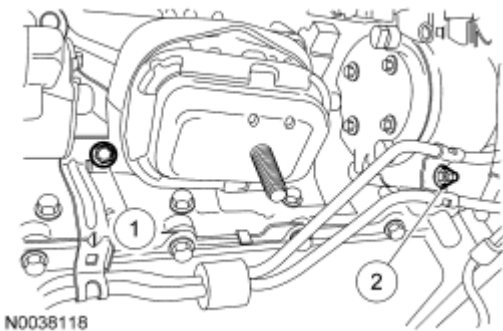


Fig. 105: Transmission Cooler Tube Bracket Fasteners
Courtesy of FORD MOTOR CO.

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

8. Install the front crossmember. For additional information, refer to **FULL FRAME & BODY MOUNTING** article.
9. Fill the engine with clean engine oil.
10. Start the engine and check for leaks.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

11. If equipped with fire suppression system, repower the system.

OIL PUMP

Material

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	WSS-M2C930-A

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the oil pan. For additional information, refer to **Engine Lubrication Components - Exploded View, Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube** and **Oil Pan**.
3. Remove the timing drive components. For additional information, refer to **Timing Drive Components**.
4. Remove the 3 bolts, the oil pump screen and pickup tube.
 - Discard the O-ring seal.
5. Remove the 3 bolts and the oil pump.

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 the sealing surfaces with metal surface prep. Follow the directions on the packaging. Inspect the mating surfaces.
2. Position the oil pump and install the 3 bolts.
 - Tighten to 10 Nm (89 lb-in).

NOTE: Make sure the O-ring seal is in place and not damaged. A missing or damaged O-ring seal can cause foam in the lubrication system, low oil pressure and severe engine damage.

NOTE: Clean and inspect the mating surfaces and install a new O-ring seal. Lubricate the O-ring seal with clean engine oil prior to installation.

3. Position the oil pump screen and pickup tube and install the bolts.
 - Tighten the oil pump screen and pickup tube-to-oil pump bolts to 10 Nm (89 lb-in).
 - Tighten the oil pump screen and pickup tube-to-spacer bolt to 25 Nm (18 lb-ft).
4. Install the timing drive components. For additional information, refer to **Timing Drive Components**.
5. Install the oil pan. For additional information, refer to **Engine Lubrication Components - Exploded View, Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube** and [Oil Pan](#).

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

6. If equipped with fire suppression system, repower the system.

OIL PUMP SCREEN AND PICKUP TUBE

Material

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

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions

may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the oil pan. For additional information, refer to **Engine Lubrication Components - Exploded View, Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube** and **Oil Pan**.
3. Remove the 3 bolts, the oil pump screen and pickup tube.
 - Discard the O-ring seal.

INSTALLATION

NOTE: Make sure the O-ring seal is in place and not damaged. A missing or damaged O-ring seal can cause foam in the lubrication system, low oil pressure and severe engine damage.

NOTE: Clean and inspect the mating surfaces and install a new O-ring seal. Lubricate the O-ring seal with clean engine oil prior to installation.

1. Position the oil pump screen and pickup tube and install the bolts.
 - Tighten the oil pump screen and pickup tube-to-oil pump bolts to 10 Nm (89 lb-in).
 - Tighten the oil pump screen and pickup tube-to-spacer bolt to 25 Nm (18 lb-ft).
2. Install the oil pan. For additional information, refer to **Engine Lubrication Components - Exploded View, Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube** and **Oil Pan**.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

3. If equipped with fire suppression system, repower the system.

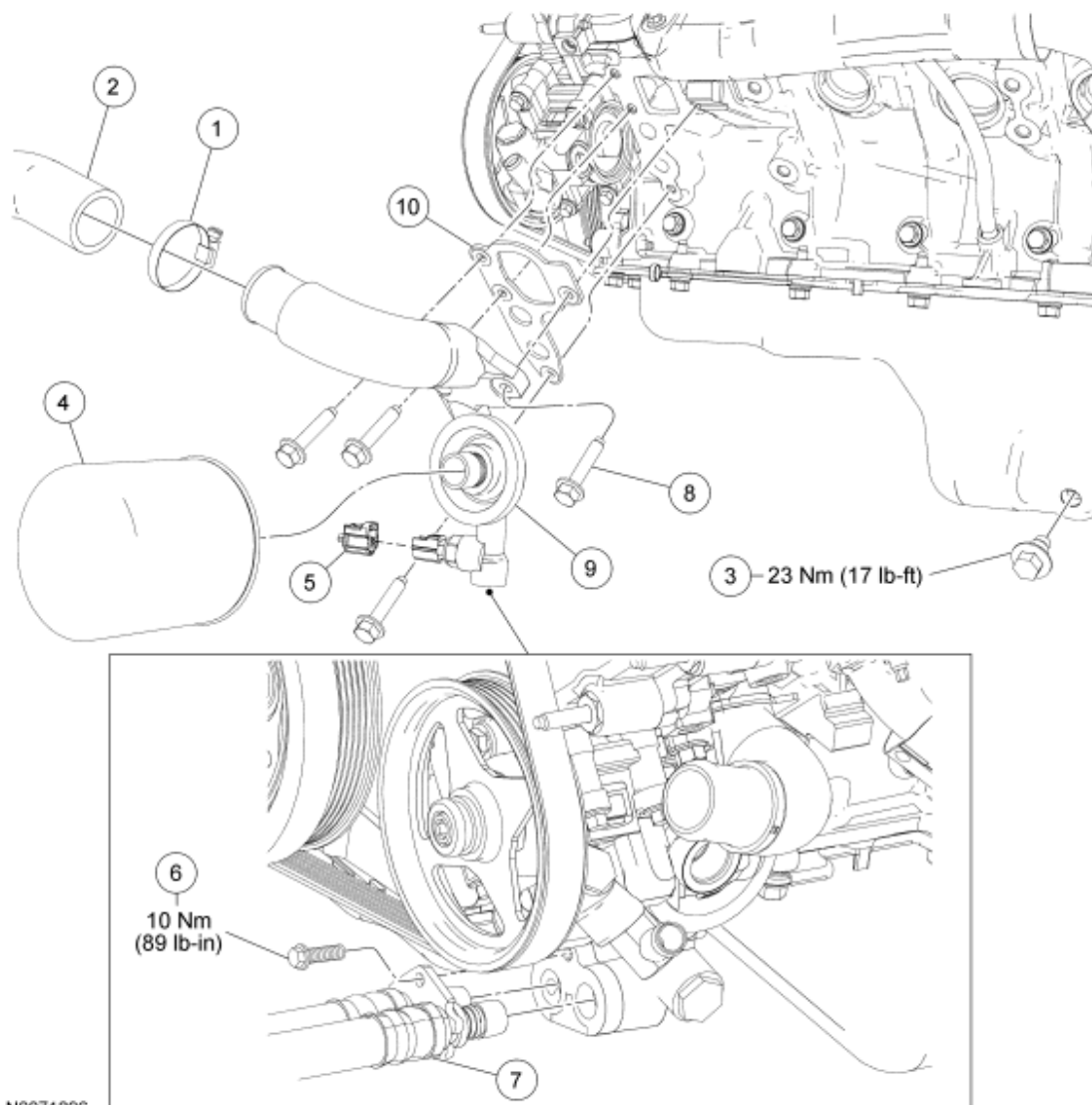
OIL FILTER ADAPTER

Material

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

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0071896

Fig. 106: Oil Filter Adapter Components With Torque Specifications
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W525939	Lower radiator hose clamp
2	8B273	Lower radiator hose
3	6730	Oil pan drain plug
4	6714	Oil filter
5	14A464	Engine Oil Pressure (EOP) switch electrical connector (part of 12B637)
6	N806155	Oil cooler hose bolt (if equipped)
7	8N039	Oil cooler hose (if equipped) (part of 6A642)
8	W705128	Oil filter adapter bolt (4 required)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

9	6881	Oil filter adapter
10	6A636	Oil filter adapter gasket

REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Drain the cooling system. For additional information, refer to **ENGINE COOLING** article.
3. Disconnect the lower radiator hose from the oil filter adapter.
4. Drain the engine oil.
 - Install the drain plug when finished.
 - Tighten to 23 Nm (17 lb-ft).
5. Remove and discard the oil filter.
6. Disconnect the Engine Oil Pressure (EOP) switch electrical connector.
7. If equipped, remove the oil cooler hose bolt and the oil cooler hoses from the oil filter adapter.
8. Remove the 4 bolts and the oil filter adapter and gasket.
 - Discard the oil filter adapter gasket.

INSTALLATION

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

1. Clean the sealing surfaces.
2. Install a new gasket and the oil filter adapter and tighten the 4 bolts in the sequence shown in illustration.
 - Tighten to 25 Nm (18 lb-ft).

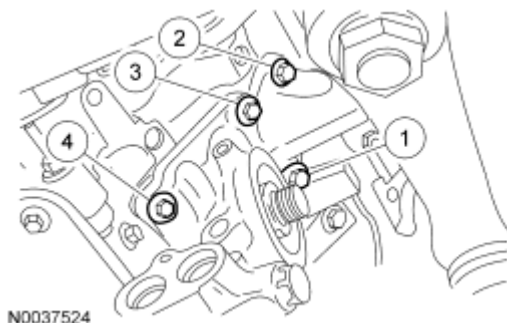


Fig. 107: Oil Filter Adapter Bolts Torque Sequence
Courtesy of FORD MOTOR CO.

3. If equipped, install the oil cooler hoses to the oil filter adapter and install the bolt.
 - Tighten to 10 Nm (89 lb-in).
4. Connect the EOP switch electrical connector.

NOTE: Lubricate the oil filter seal with clean engine oil.

5. Install the oil filter.
6. Connect the lower radiator hose to the oil filter adapter.
7. Fill the crankcase with clean engine oil.
8. Fill and bleed the cooling system. For additional information, refer to **ENGINE COOLING** article.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

9. If equipped with fire suppression system, repower the system.

OIL COOLER

Material

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

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

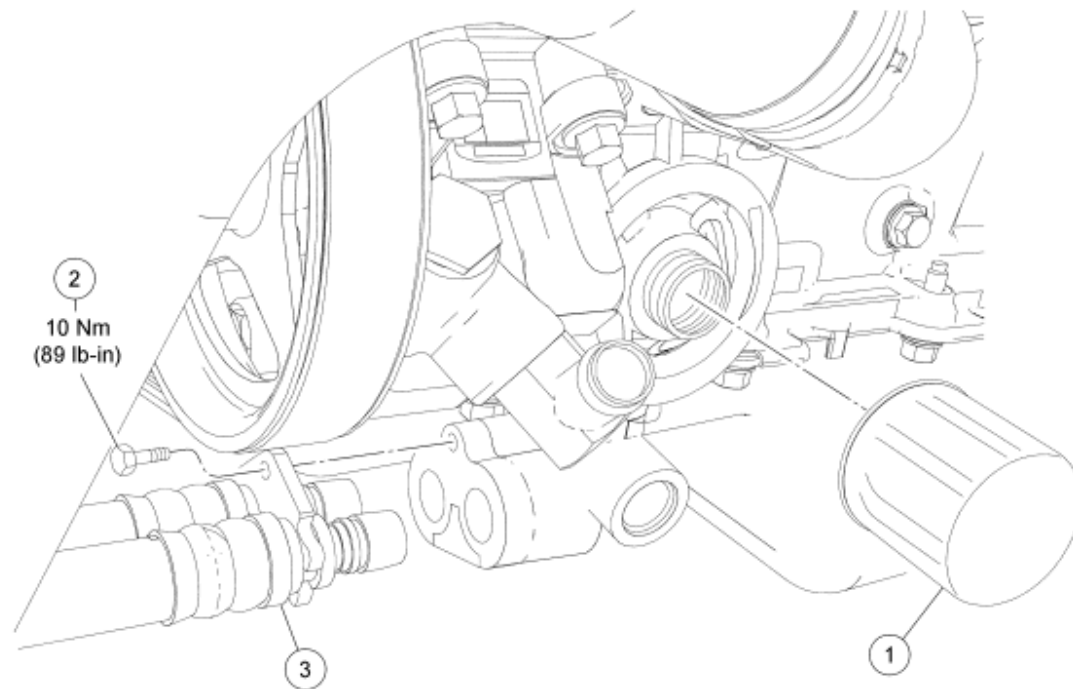
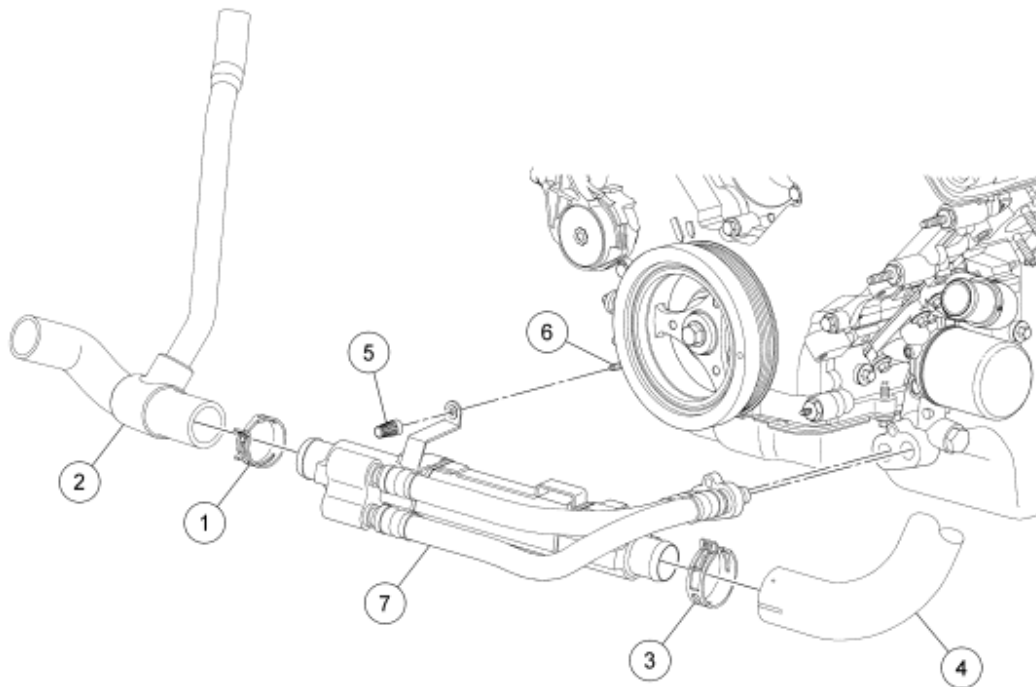


Fig. 108: Exploded View Of Oil Cooler (With Torque Specifications - 1 Of 2)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6714	Oil filter
2	N806155	Oil cooler hose bolt
3	8N039	Oil cooler hose (part of 6A642)



N0087373

Fig. 109: Exploded View Of Oil Cooler (With Torque Specifications - 2 Of 2)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	15161	Coolant hose clamp
2	8286	Coolant hose
3	15161	Coolant hose clamp
4	8286	Coolant hose
5	-	Wire nut
6	N808586	Engine front cover stud bolt
7	6A642	Oil cooler assembly

REMOVAL AND INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Drain the cooling system. For additional information, refer to **ENGINE COOLING** article.
3. Remove and discard the oil filter.
 - To install, lubricate the new oil filter O-ring seal with clean engine oil.

4. Remove the oil cooler hose bolt and remove the oil cooler hoses from the oil filter adapter.
 - To install, tighten to 10 Nm (89 lb-in).
5. Disconnect the 2 coolant hoses from the oil cooler assembly.

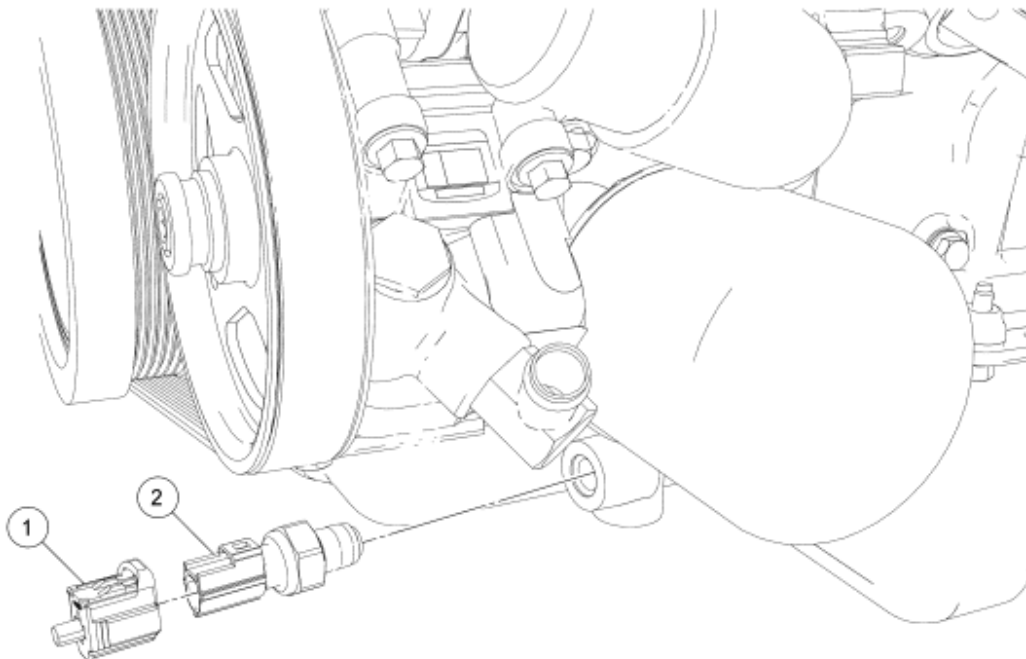
NOTE: If metal or aluminum material is present in the oil cooler or oil cooler hoses, mechanical concerns exist. Severe damage to the engine may occur. To diagnose mechanical concerns, refer to ENGINE SYSTEM - GENERAL INFORMATION article.

6. Remove the wire nut from the engine front cover stud bolt and remove the oil cooler assembly.
 - Inspect the oil cooler.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to FIRE SUPPRESSION SYSTEM article. Failure to follow these instructions may result in serious personal injury.

7. To install, reverse the removal procedure. If equipped with fire suppression system, repower the system.

ENGINE OIL PRESSURE (EOP) SWITCH



N0038117

Fig. 110: Exploded View Of Engine Oil Pressure (EOP) Switch
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
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2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

1	14A464	Engine Oil Pressure (EOP) switch electrical connector (part of 12B637)
2	9278	EOP switch

REMOVAL AND INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Disconnect the Engine Oil Pressure (EOP) switch electrical connector and remove the EOP switch.
 - To install, tighten to 14 Nm (124 lb-in), then tighten an additional 180 degrees.

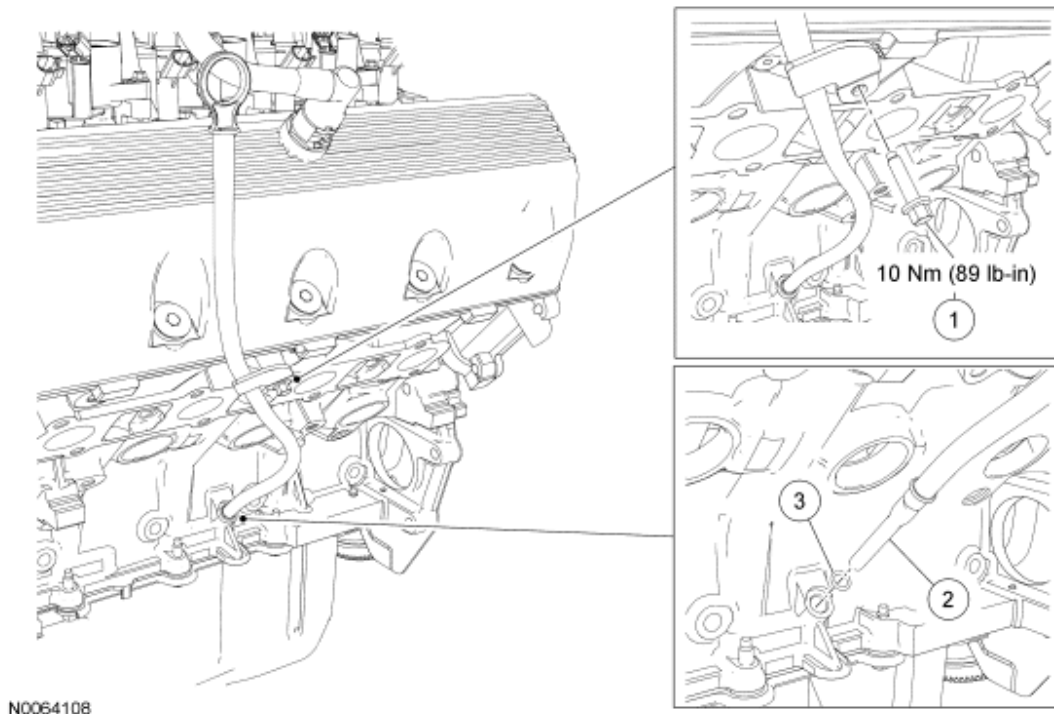
WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

3. To install, reverse the removal procedure. If equipped with fire suppression system, repower the system.

OIL LEVEL INDICATOR AND TUBE

Material

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



N0064108

Fig. 111: Exploded View Of Oil Level Indicator and Tube (With Torque Specifications)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	N806155	Oil level indicator tube bolt
2	6754	Oil level indicator tube
3	-	Oil level indicator tube O-ring seal

REMOVAL AND INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the LH exhaust manifold. For additional information, refer to **Exhaust Manifold - LH**.
3. Remove the oil level indicator.
4. Remove the bolt and the oil level indicator tube.
 - To install, tighten to 10 Nm (89 lb-in).

NOTE: Failure to lubricate the O-ring seal and the oil level indicator tube-to-engine block mating surface with clean engine oil may result in engine oil

leaks.

NOTE: Make sure the O-ring seal remains in position and does not roll up the indicator tube during installation or engine oil leaks may occur.

5. Remove the O-ring seal and discard.

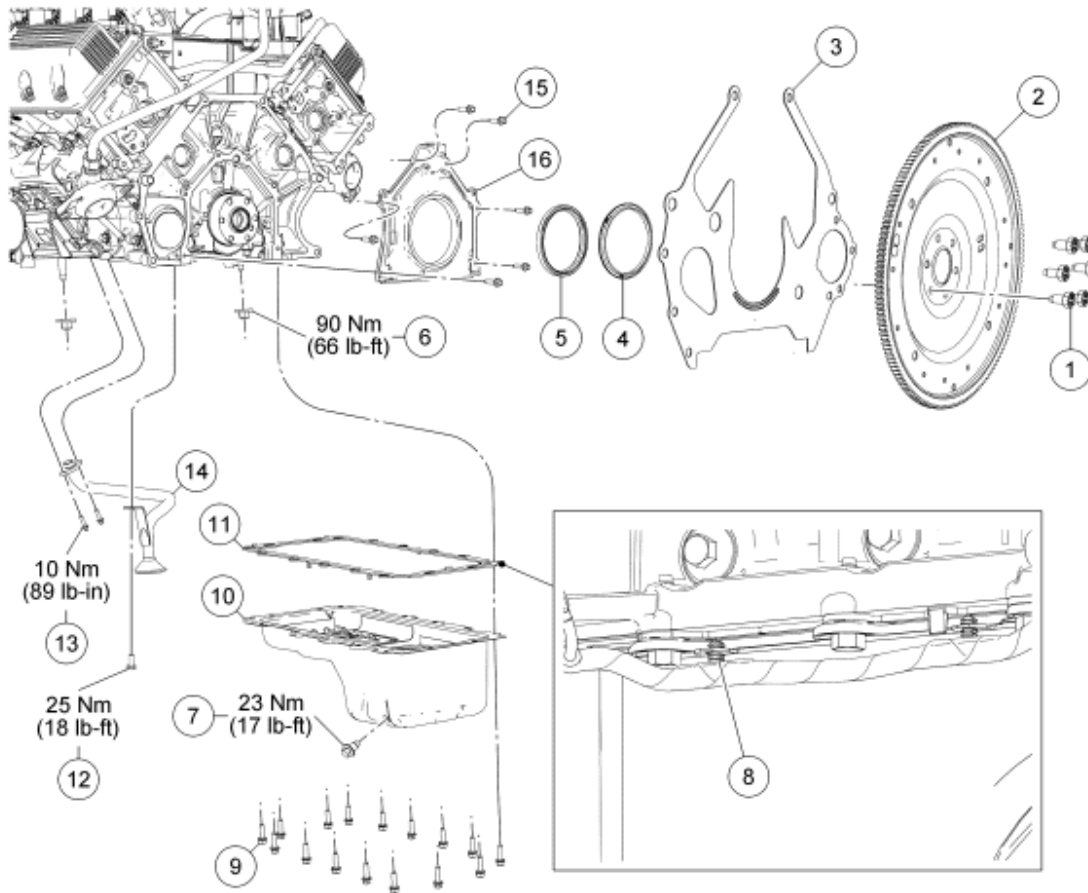
WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

6. To install, reverse the removal procedure. If equipped with fire suppression system, repower the system.
 - Lubricate the new O-ring seal and engine mating surface with clean engine oil.

LOWER END COMPONENTS - EXPLODED VIEW, FLEXPLATE AND CRANKSHAFT REAR SEAL WITH RETAINER PLATE

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0071895

Fig. 112: Exploded View Of Lower End Components With Torque Specifications
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	N806168	Flexplate bolt (6 required)
2	6375	Flexplate
3	6A373	Engine-to-transmission spacer plate
4	6310	Crankshaft oil slinger
5	6701	Crankshaft rear seal
6	W707492	Engine mount nut (2 required)
7	6730	Oil pan drain plug
8	-	Wire harness pin-type retainer (2 required)
9	W701605	Oil pan bolt (16 required)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

10	6675	Oil pan
11	6710	Oil pan gasket
12	N605904	Oil pump screen and pickup tube bolt
13	N806155	Oil pump screen and pickup tube bolt (2 required)
14	6622	Oil pump screen and pickup tube
15	N806155	Crankshaft rear seal retainer plate bolt (6 required)
16	6K318	Crankshaft rear seal retainer plate

1. For additional information, refer to the appropriate procedures.

FLEXPLATE

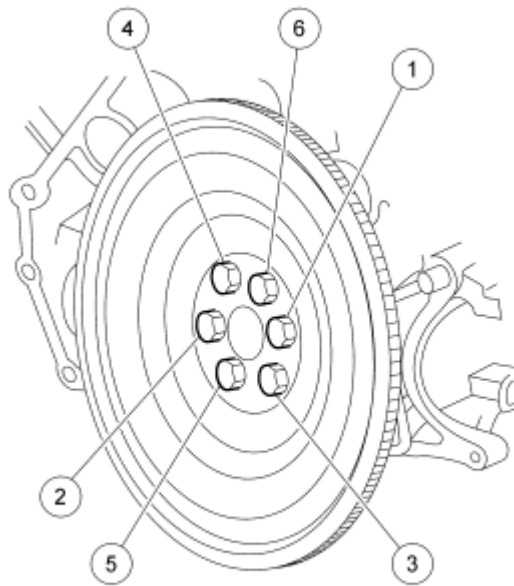
REMOVAL

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the transmission. For additional information, refer to **AUTOMATIC TRANSAXLE/TRANSMISSION - 4R70E/4R75E** article.
3. Remove the 6 bolts and the flexplate.

INSTALLATION

1. Position the flexplate and loosely install the 6 bolts. Tighten the bolts in the sequence shown in illustration to 80 Nm (59 lb-ft).



N0071888

Fig. 113: Tightening Sequence
Courtesy of FORD MOTOR CO.

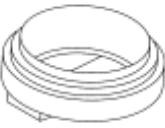
2. Install the transmission. For additional information, refer to **AUTOMATIC TRANSAXLE/TRANSMISSION - 4R70E/4R75E** article.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

3. If equipped with fire suppression system, repower the system.

CRANKSHAFT REAR SEAL

Special Tools

Illustration	Tool Name	Tool Number
 ST1479-A	Installer, Crankshaft Rear Oil Seal	303-516 (T95P-6701-BH)
	Installer, Crankshaft Rear Oil Seal	303-518 (T95P-6701-DH)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST1480-A		
 ST1482-A	Installer, Crankshaft Rear Oil Slinger	303-517 (T95P-6701-CH)
 ST1382-A	Remover, Crankshaft Rear Oil Seal	303-519 (T95P-6701-EH)
 ST1481-A	Remover, Crankshaft Rear Oil Slinger	303-514 (T95P-6701-AH)
 ST1185-A	Slide Hammer	100-001 (T50T-100-A)

Material

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

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

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

2. Remove the flexplate. For additional information, refer to **Flexplate**.
3. Using the Crankshaft Rear Oil Slinger Remover and Slide Hammer, remove the crankshaft oil slinger.

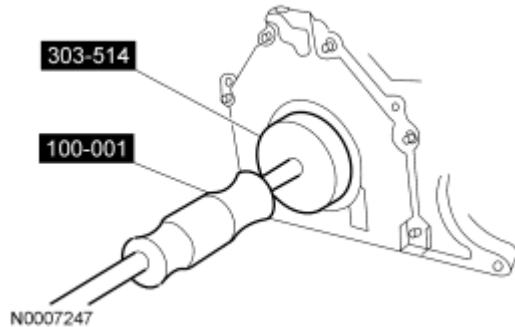


Fig. 114: Removing Crankshaft Rear Oil Seal Slinger
Courtesy of FORD MOTOR CO.

4. Using the Crankshaft Rear Oil Seal Remover and Slide Hammer, remove the crankshaft rear seal.

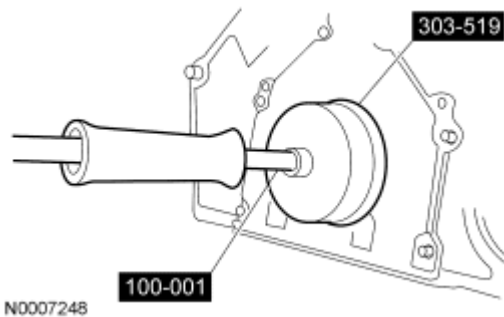


Fig. 115: Removing Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

INSTALLATION

NOTE: Lubricate the inner lip of the crankshaft rear seal with engine oil.

1. Using the Crankshaft Rear Oil Seal Installers, install the crankshaft rear seal.

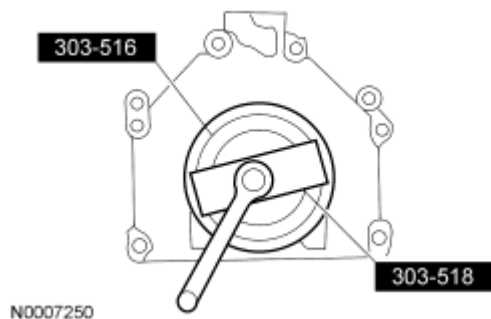


Fig. 116: Using Special Tools To Install New Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

- Using the Crankshaft Rear Oil Slinger Installer and Crankshaft Rear Oil Seal Installers, install the crankshaft oil slinger.

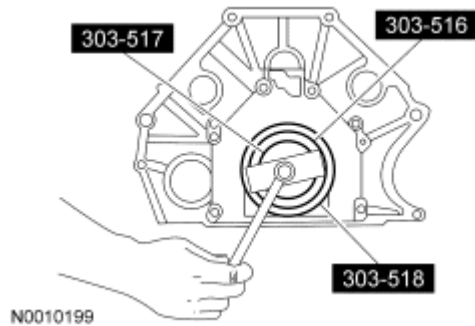


Fig. 117: Installing Crankshaft Rear Oil Slinger Using Special Tools
Courtesy of FORD MOTOR CO.

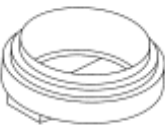
- Install the flexplate. For additional information, refer to **Flexplate**.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

- If equipped with fire suppression system, repower the system.

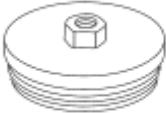
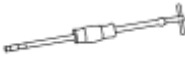
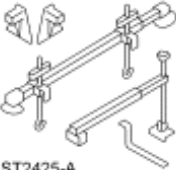
CRANKSHAFT REAR SEAL WITH RETAINER PLATE

Special Tools

Illustration	Tool Name	Tool Number
 ST1479-A	Installer, Crankshaft Rear Oil Seal	303-516 (T95P-6701-BH)
 ST1480-A	Installer, Crankshaft Rear Oil Seal	303-518 (T95P-6701-DH)
	Installer, Crankshaft Rear Oil Slinger	303-517 (T95P-6701-CH)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST1482-A		
 ST1603-A	Lifting Bracket, Engine	303-D087 (D93P-6001-A1)
 ST1604-A	Lifting Bracket, Engine	303-D088 (D93P-6001-A2)
 ST1382-A	Remover, Crankshaft Rear Oil Seal	303-519 (T95P-6701-EH)
 ST1481-A	Remover, Crankshaft Rear Oil Slinger	303-514 (T95P-6701-AH)
 ST1185-A	Slide Hammer	100-001 (T50T-100-A)
 ST2425-A	Support Bar, Engine	303-F072

Material

Item	Specification
Gasket Maker TA-16	WSK-M2G348-A5
Motorcraft Metal Surface Prep ZC-31-A	-

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

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

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the flexplate. For additional information, refer to **Flexplate**.
3. Remove the engine-to-transmission spacer plate.

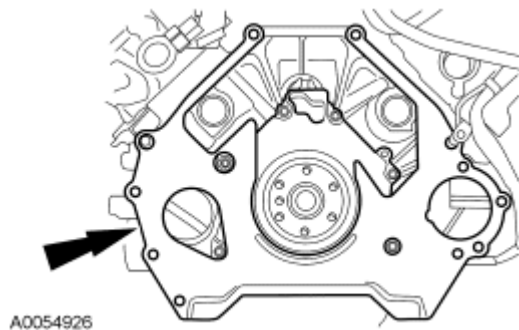


Fig. 118: Engine-To-Transmission Spacer Plate
Courtesy of FORD MOTOR CO.

4. Using the Crankshaft Rear Oil Slinger Remover and Slide Hammer, remove the crankshaft oil slinger.

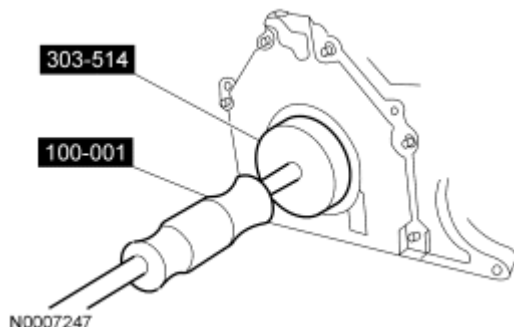


Fig. 119: Removing Crankshaft Rear Oil Seal Slinger
Courtesy of FORD MOTOR CO.

5. Using the Crankshaft Rear Oil Seal Remover and Slide Hammer, remove the crankshaft rear seal.

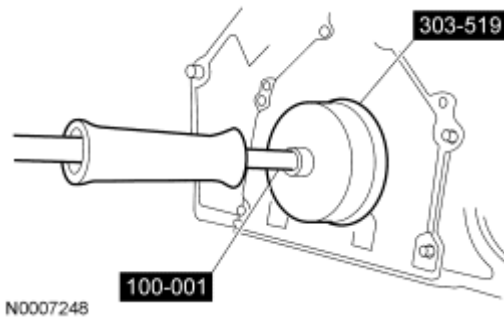


Fig. 120: Removing Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

6. Remove the 2 engine mount nuts.

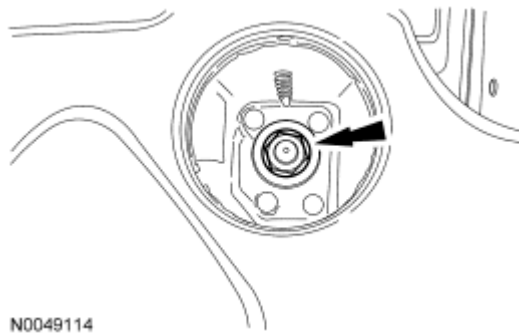


Fig. 121: Engine Mount Nut
Courtesy of FORD MOTOR CO.

7. Install the Engine Lifting Bracket to the RH cylinder head.

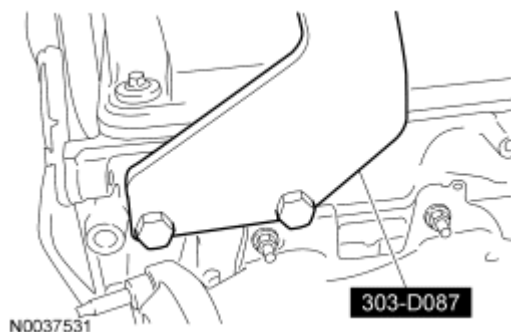


Fig. 122: Installing Special Tool To RH Cylinder Head
Courtesy of FORD MOTOR CO.

8. Install the Engine Lifting Bracket to the LH cylinder head.

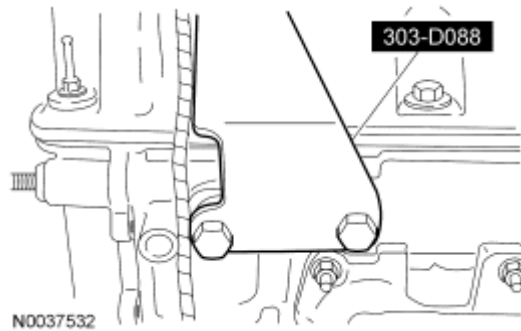


Fig. 123: Installing Special Tool To LH Cylinder Head
Courtesy of FORD MOTOR CO.

9. Install the Engine Support Bar.

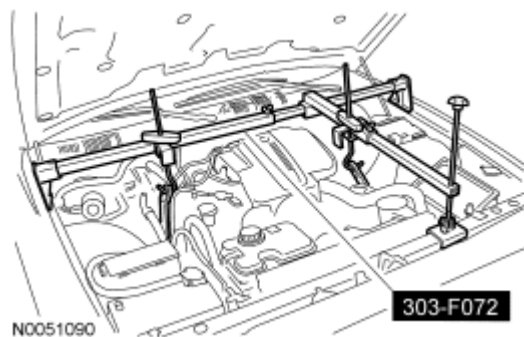


Fig. 124: Engine Support Tool
Courtesy of FORD MOTOR CO.

10. Using the Engine Support Bar, raise the engine.

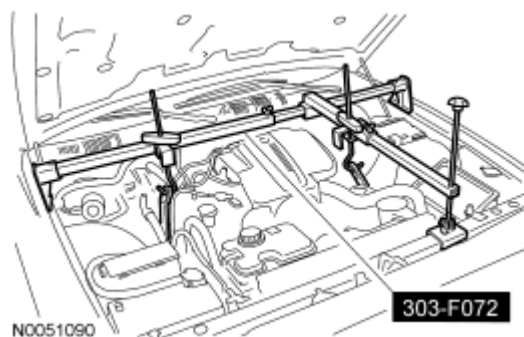


Fig. 125: Engine Support Tool
Courtesy of FORD MOTOR CO.

11. Drain the engine oil.
 - Install the drain plug when finished.
 - Tighten to 23 Nm (17 lb-ft).
12. Detach the 2 pin-type wire harness retainers.
13. Remove the oil pan bolts in the sequence shown in illustration and partially lower the oil pan.

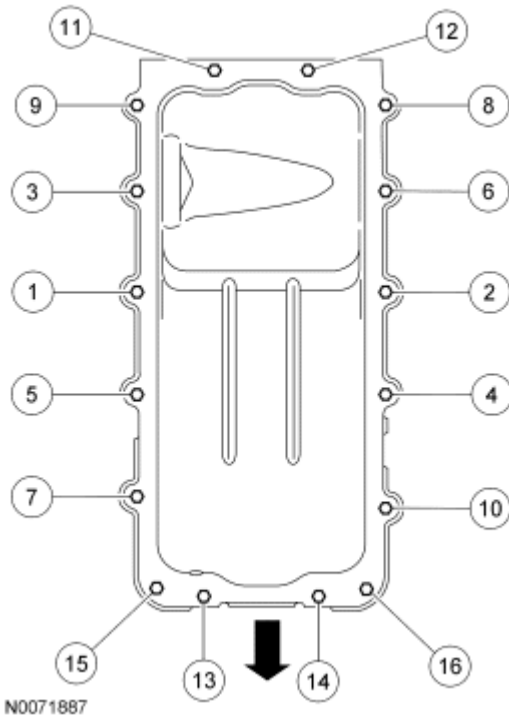


Fig. 126: Oil Pan Bolt Sequence
Courtesy of FORD MOTOR CO.

14. Remove the 3 bolts and position the oil pump screen and pickup tube into the oil pan and remove the oil pan.
 - Discard the pickup tube O-ring seal.
 - Discard the oil pan gasket.
15. Remove the 6 bolts and the crankcase rear seal retainer plate.

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.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

1. Clean and inspect the mating surface.

NOTE: The rear crankshaft seal retainer plate does not have a sealant groove. Gasket maker must be applied to the rear crankshaft seal retainer mating surface on the engine block.

2. Apply a bead of gasket maker to the rear crankshaft seal retainer mating surface on the engine block.

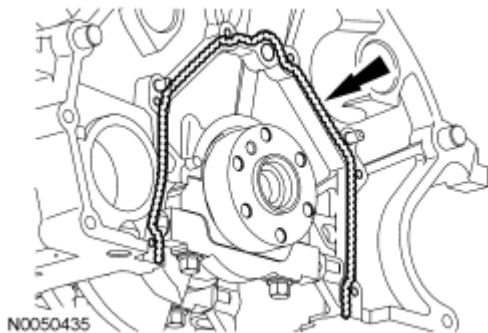


Fig. 127: Applying Bead Of Gasket Maker To Rear Crankshaft Seal Retainer
Courtesy of FORD MOTOR CO.

3. Install the rear oil seal retainer plate and loosely install the 6 crankcase rear seal retainer plate bolts.
4. Tighten the rear seal retainer plate bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).

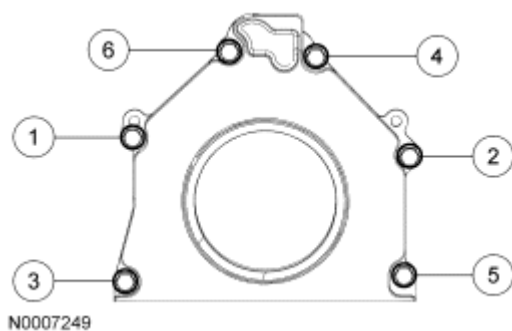


Fig. 128: Tightening Sequence Of Crankshaft Rear Seal Retainer Plate Bolts
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the inner lip of the crankshaft rear seal with engine oil.

5. Using the Crankshaft Rear Oil Seal Installers, install the crankshaft rear seal.

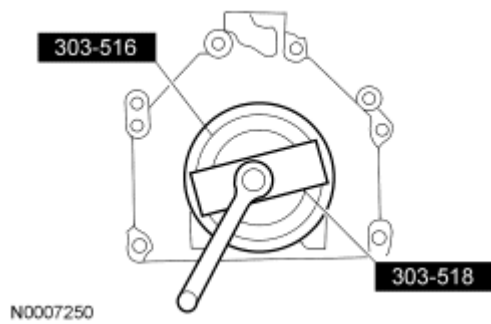


Fig. 129: Using Special Tools To Install New Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

6. Using the Crankshaft Rear Oil Slinger Installer and Crankshaft Rear Oil Seal Installers, install the crankshaft oil slinger.

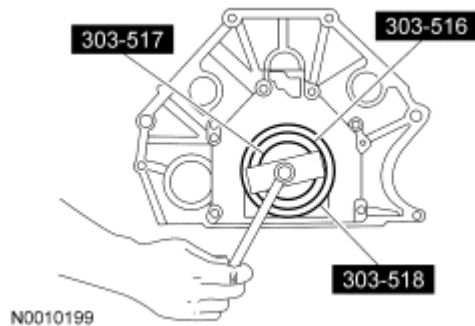


Fig. 130: Installing Crankshaft Rear Oil Slinger Using Special Tools
Courtesy of FORD MOTOR CO.

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.

7. Inspect the oil pan. Clean the mating surface for the oil pan with silicone gasket remover and metal surface prep. Follow the directions on the packaging.
8. Position the oil pump screen and pickup tube in the oil pan and position the oil pan and new gasket into the vehicle.

NOTE: Make sure to install a new O-ring seal. A missing or damaged O-ring seal may cause foam in the lubrication system, low oil pressure and severe engine damage.

NOTE: Clean and inspect the mating surfaces and install a new O-ring seal. Lubricate the O-ring seal with clean engine oil prior to installation.

9. Position the oil pump screen and pickup tube and install the bolts.
 - Tighten the oil pump screen and pickup tube-to-oil pump bolts to 10 Nm (89 lb-in).
 - Tighten the oil pump screen and pickup tube-to-spacer bolt to 25 Nm (18 lb-ft).

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

10. Apply silicone gasket and sealant at the rear seal retainer-to-cylinder block sealing surface.

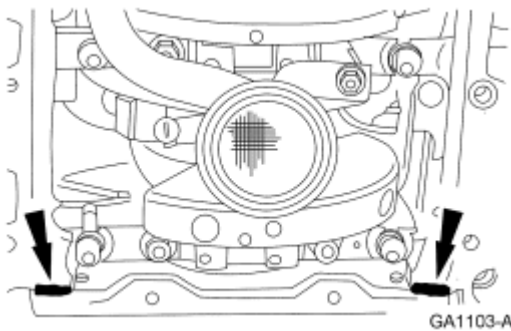
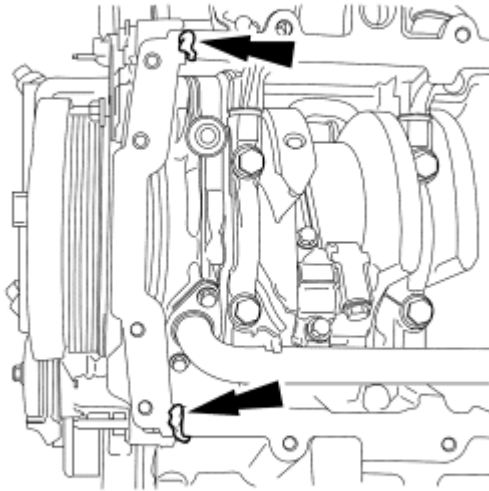


Fig. 131: Applying Silicone Gasket And Sealant
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

11. Apply silicone gasket and sealant at the engine front cover-to-cylinder block mating surface.



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Fig. 132: Applying Sealant To Engine Front Cover-To-Cylinder Block Surface
Courtesy of FORD MOTOR CO.

12. Install the oil pan bolts, tighten in the sequence shown in illustration, in 2 stages.
 - Stage 1: Tighten to 20 Nm (177 lb-in).
 - Stage 2: Rotate an additional 60 degrees.

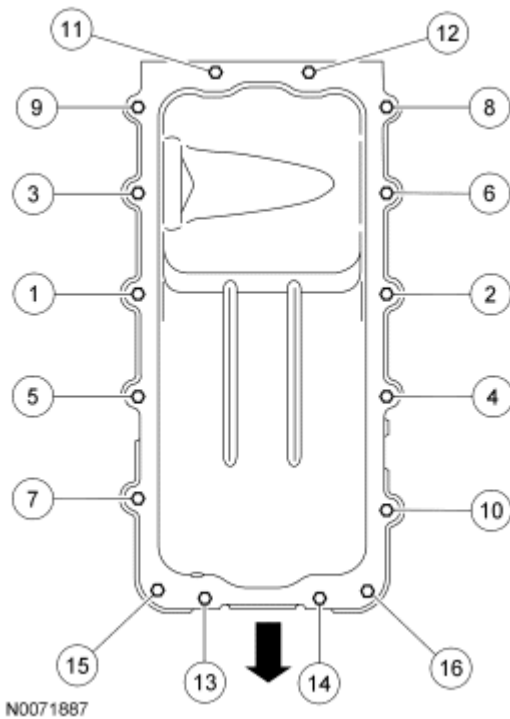


Fig. 133: Oil Pan Bolt Sequence
Courtesy of FORD MOTOR CO.

13. Attach the 2 pin-type wire harness retainers.
14. Align the engine mount studs and lower the engine.

NOTE: LH shown in illustration, RH similar.

15. Install the 2 engine mount nuts.
 - Tighten to 90 Nm (66 lb-ft).

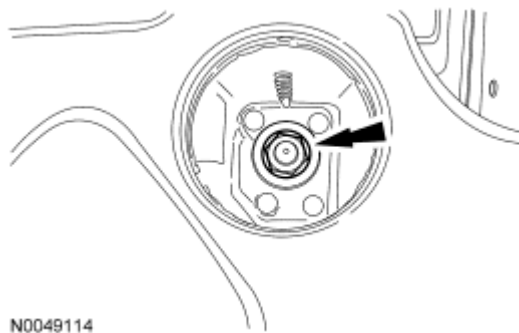


Fig. 134: Engine Mount Nut
Courtesy of FORD MOTOR CO.

16. Install the engine-to-transmission spacer plate.

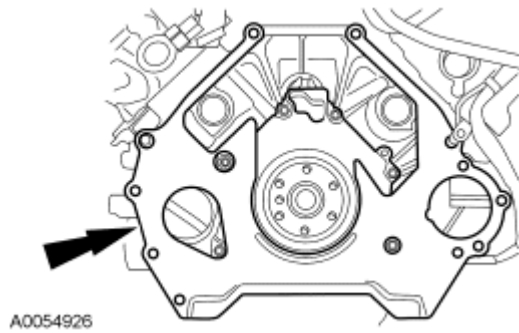


Fig. 135: Engine-To-Transmission Spacer Plate
Courtesy of FORD MOTOR CO.

17. Install the flexplate. For additional information, refer to **Flexplate**.
18. Fill the engine with clean engine oil.
19. Start the engine and check for leaks.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

20. If equipped with fire suppression system, repower the system.

ENGINE MOUNT - RH

Special Tools

Illustration	Tool Name	Tool Number
ST1595-A	Lifting Bracket, Engine	303-050 (T70P-6000)
ST2425-A	Support Bar, Engine	303-F072

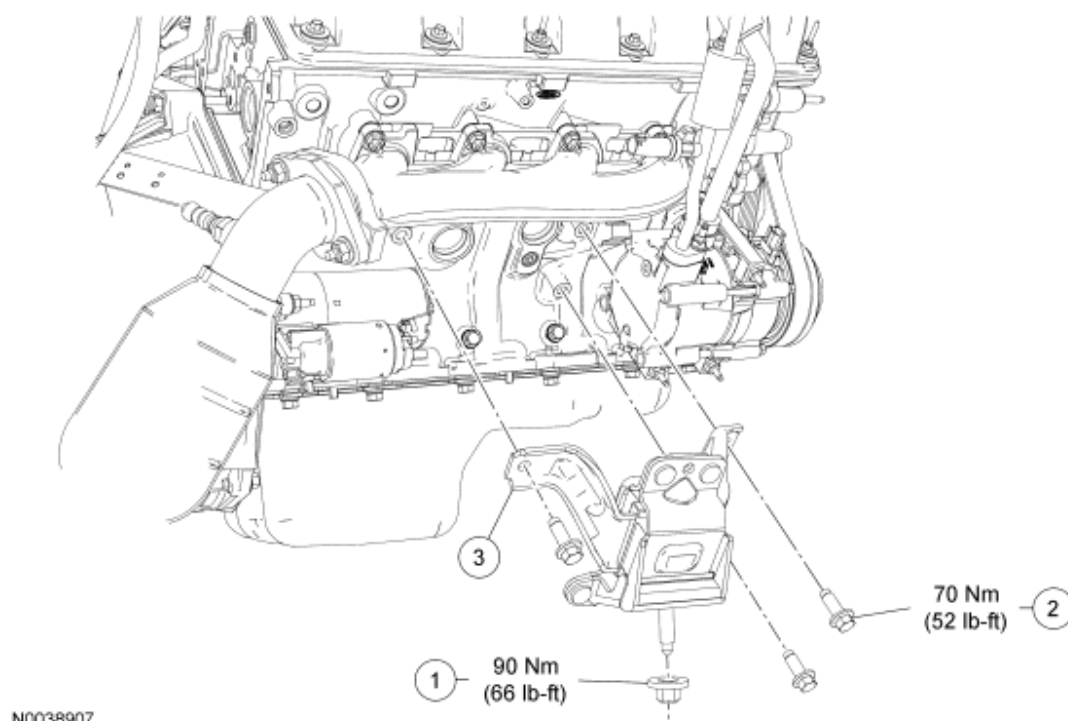


Fig. 136: Exploded View Of RH Engine Mount (With Torque Specifications)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	W707492	RH engine mount nut
2	W710646	RH engine mount bolt (3 required)
3	6038	RH engine mount

REMOVAL AND INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the generator. For additional information, refer to **CHARGING SYSTEM - GENERAL INFORMATION** article.
3. Install the Engine Lifting Bracket.



Fig. 137: Special Tool
Courtesy of FORD MOTOR CO.

4. Install the Engine Support Bar.

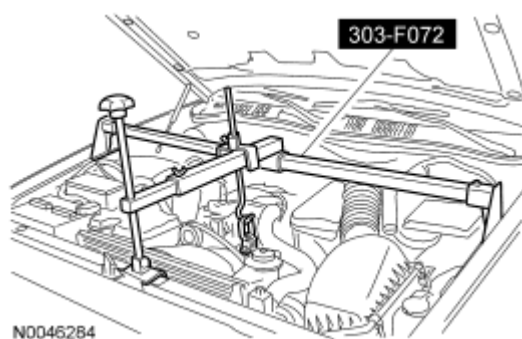


Fig. 138: Special Tool
Courtesy of FORD MOTOR CO.

5. Remove the RH and LH lower engine mount nuts.
 - To install, tighten to 90 Nm (66 lb-ft).
6. Using the Engine Support Bar, raise the engine.

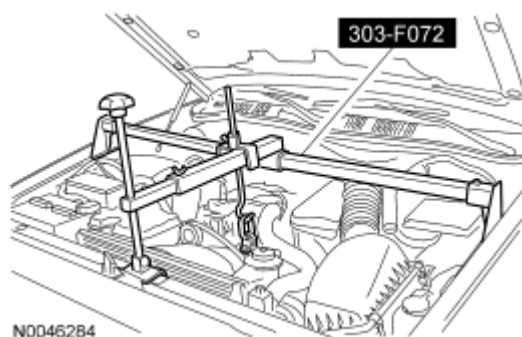


Fig. 139: Special Tool
Courtesy of FORD MOTOR CO.

7. Remove the 3 RH engine mount bolts.
 - To install, tighten to 70 Nm (52 lb-ft).

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

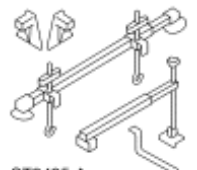
8. Remove the RH engine mount.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

9. To install, reverse the removal procedure. If equipped with fire suppression system, repower the system

ENGINE MOUNT - LH

Special Tools

Illustration	Tool Name	Tool Number
 ST1595-A	Lifting Bracket, Engine	303-050 (T70P-6000)
 ST2425-A	Support Bar, Engine	303-F072

Material

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

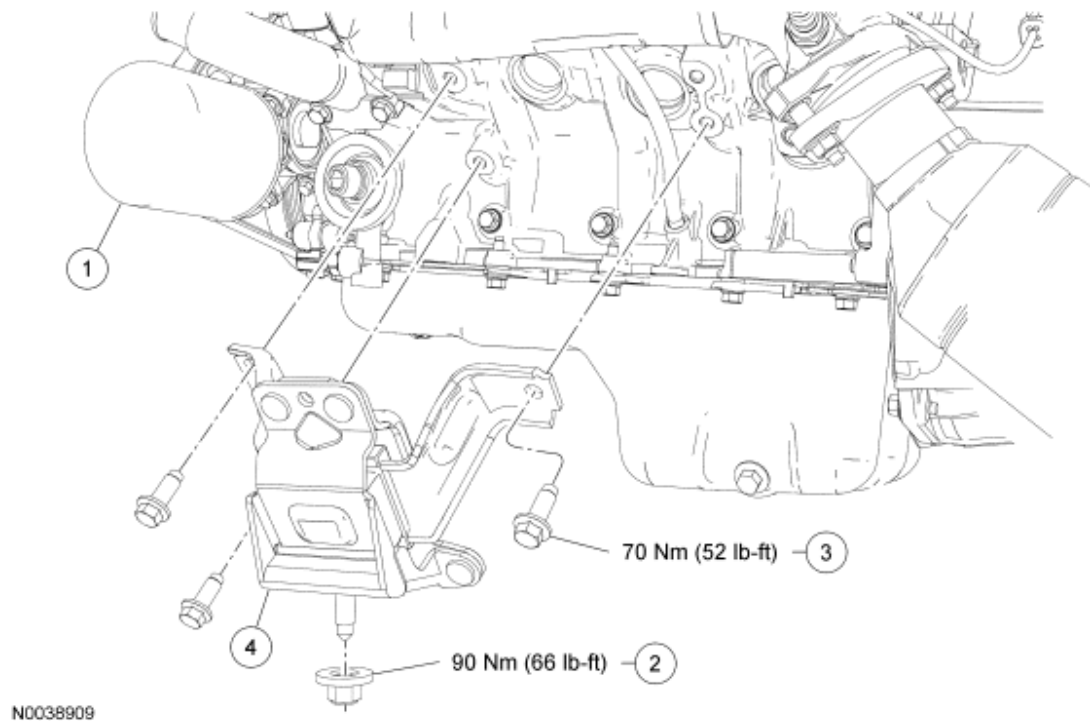


Fig. 140: Exploded View Of LH Engine Mount (With Torque Specifications)
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6714	Oil filter
2	W707492	LH engine mount nut
3	W710646-S439	LH engine mount bolt (3 required)
4	6B032	LH engine mount

REMOVAL AND INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the generator. For additional information, refer to **CHARGING SYSTEM - GENERAL INFORMATION** article.
3. Install the Engine Lifting Bracket.



Fig. 141: Special Tool
Courtesy of FORD MOTOR CO.

4. Install the Engine Support Bar.



Fig. 142: Special Tool
Courtesy of FORD MOTOR CO.

5. Remove the oil filter and discard.
 - Lubricate the new oil filter O-ring seal with clean engine oil prior to installation.
6. Remove the LH and RH lower engine mount nuts.
 - To install, tighten to 90 Nm (66 lb-ft).
7. Using the Engine Support Bar, raise the engine.



Fig. 143: Special Tool
Courtesy of FORD MOTOR CO.

8. Remove the 3 bolts and the LH engine mount.

- To install, tighten to 70 Nm (52 lb-ft).

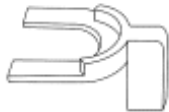
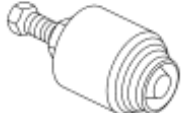
WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

9. To install, reverse the removal procedure. If equipped with fire suppression system, repower the system.

REMOVAL

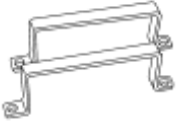
CYLINDER HEAD

Special Tools

Illustration	Tool Name	Tool Number
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-567 (T97P-6565-AH)
 ST2443-A	Lifting Bracket Set, Engine	303-DS086 (D93P-6001-A)
 ST1730-A	Remover, Crankshaft Front Oil Seal	303-107 (T74P-6700-A)
 ST1286-A	Remover, Crankshaft Vibration Damper	303-009 (T58P-6316-D)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST1668-A	Remover/Installer, Cylinder Head	303-572 (T97T-6000-A)
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Material

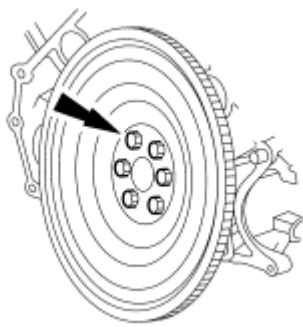
Item	Specification
Motorcraft Metal Surface Prep ZC-31-A	-
Silicone Gasket Remover ZC-30	-

REMOVAL

Cylinder heads

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Remove the engine. For additional information, refer to **Engine**.
3. Remove the bolts and the flexplate.



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Fig. 144: Locating Flexplate Bolts
Courtesy of FORD MOTOR CO.

4. Remove the engine/transmission spacer plate.

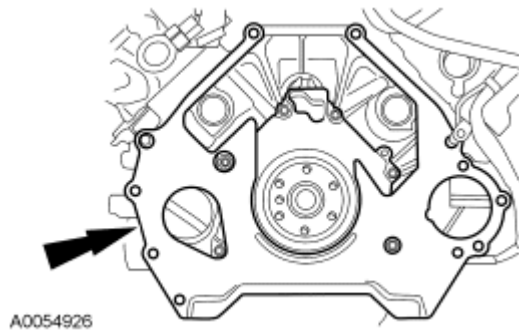


Fig. 145: Engine-To-Transmission Spacer Plate
Courtesy of FORD MOTOR CO.

5. Using the Engine Lifting Bracket Set, mount the engine on a suitable engine stand.

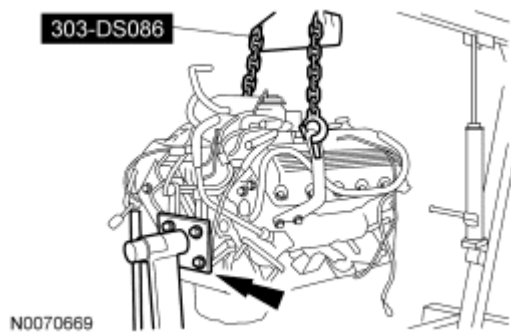


Fig. 146: Mounting Engine On A Suitable Engine Stand
Courtesy of FORD MOTOR CO.

6. Remove the bolts and the RH engine mount.

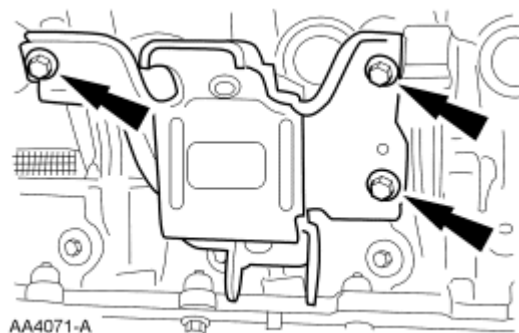


Fig. 147: Engine Mount Bolts
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

7. Remove the drain plugs from the engine block. Allow the coolant to completely drain.
- Install the drain plugs when finished.

- To install, tighten to 20 Nm (177 lb-in).

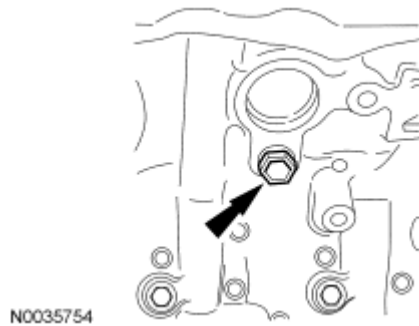


Fig. 148: Engine Block Drain Plug
Courtesy of FORD MOTOR CO.

8. Remove the bolt and the battery cables from the engine.

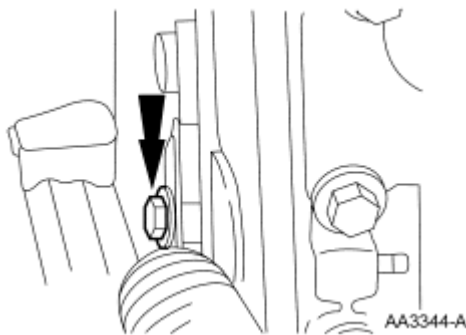


Fig. 149: Bolt
Courtesy of FORD MOTOR CO.

9. Disconnect the EGR tube from the exhaust manifold.

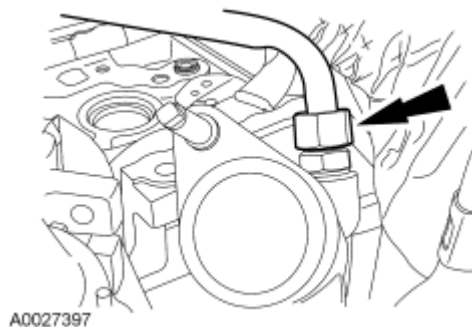


Fig. 150: EGR Tube At Exhaust Manifold
Courtesy of FORD MOTOR CO.

10. Disconnect the 8 ignition coil electrical connectors (4 shown in illustration).

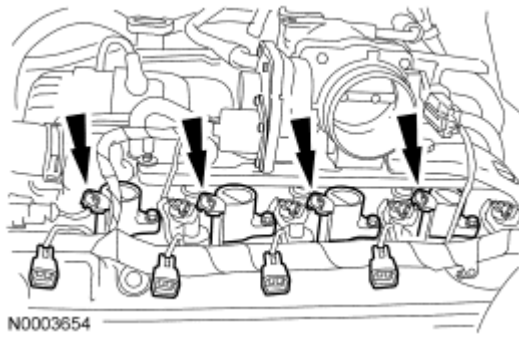


Fig. 151: Ignition Coil Electrical Connectors
Courtesy of FORD MOTOR CO.

11. Disconnect the 8 fuel injector electrical connectors (4 shown in illustration).

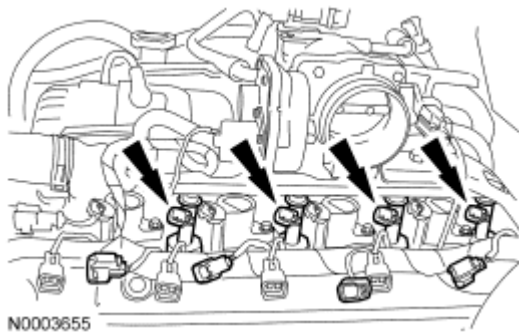


Fig. 152: Fuel Injector Electrical Connectors
Courtesy of FORD MOTOR CO.

12. Remove the 2 bolts and the intake manifold shield.

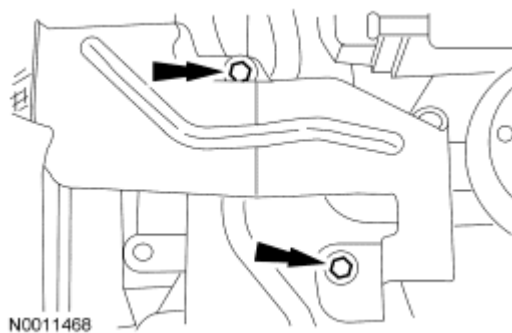


Fig. 153: Intake Manifold Shield
Courtesy of FORD MOTOR CO.

13. Remove the crankcase ventilation tube.

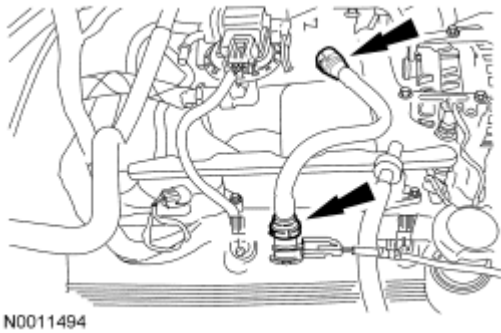


Fig. 154: Crankcase Ventilation Tube
Courtesy of FORD MOTOR CO.

14. Disconnect the generator electrical connector and detach the wire harness retainer.

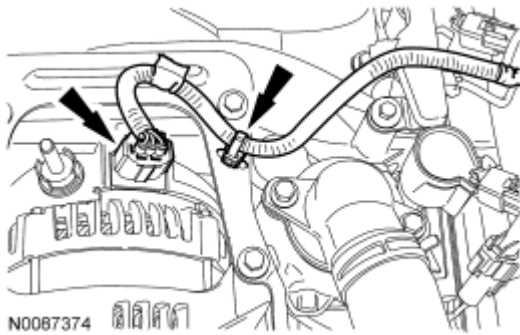


Fig. 155: Electrical Connector And Wire Harness Retainer
Courtesy of FORD MOTOR CO.

15. Remove the generator mounting bracket.
- Remove the 4 bolts.
 - Remove the bracket.

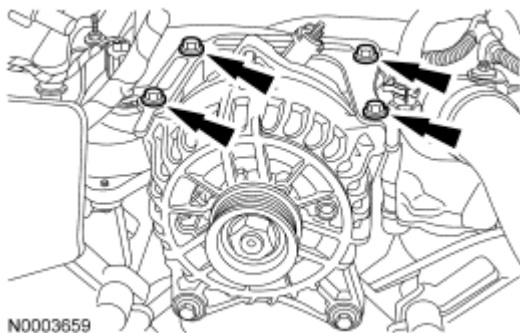


Fig. 156: Generator Mounting Bracket Bolts
Courtesy of FORD MOTOR CO.

16. Disconnect the throttle control and the Throttle Position (TP) sensor electrical connectors.

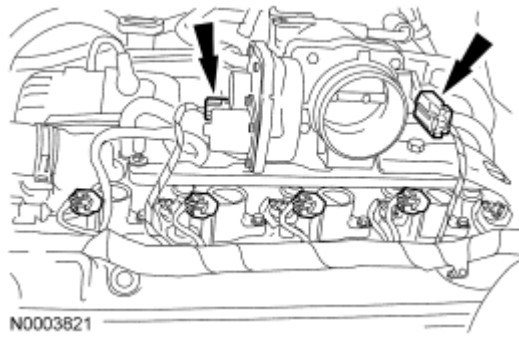


Fig. 157: Locating Throttle Control And Throttle Position (TP) Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

17. Disconnect the Cylinder Head Temperature (CHT) sensor electrical connector.

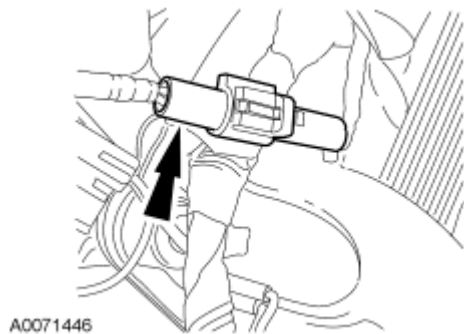


Fig. 158: Cylinder Head Temperature (CHT) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

18. Disconnect the Camshaft Position (CMP) sensor electrical connector.

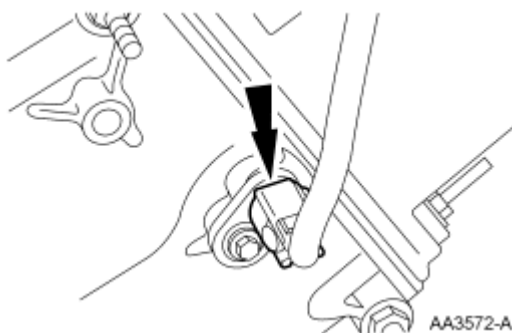


Fig. 159: Camshaft Position (CMP) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

19. Disconnect the radio ignition interference capacitor and remove the engine control sensor wiring.

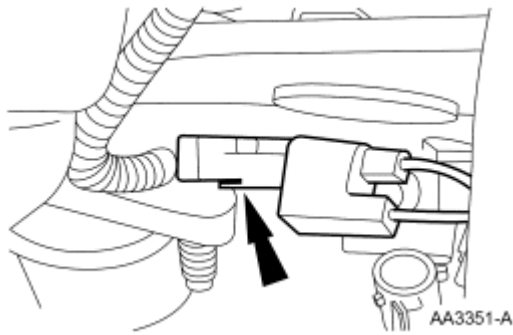


Fig. 160: Radio Ignition Interference Capacitor
Courtesy of FORD MOTOR CO.

20. Disconnect the fuel charging wiring from the crash bracket and the wiring support bracket and remove the harness from the engine.

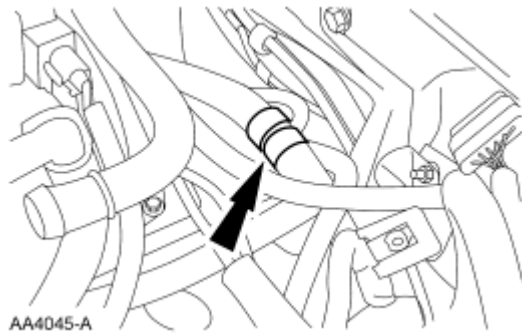


Fig. 161: Fuel Charging Wiring In Crash Bracket
Courtesy of FORD MOTOR CO.

21. Disconnect the EGR tube nut from the EGR system module.

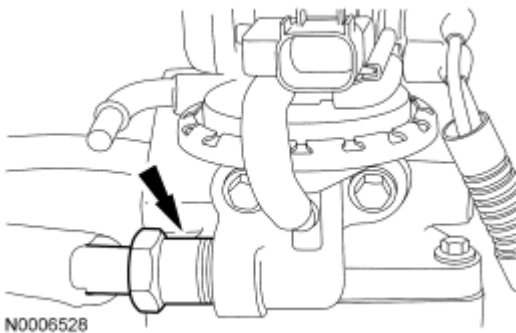
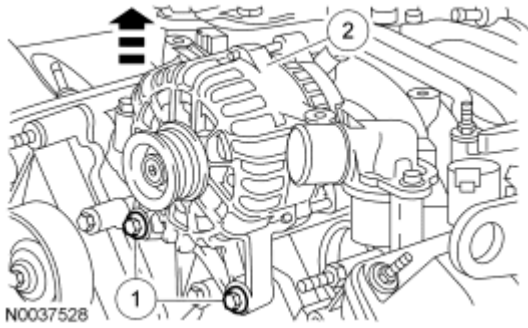
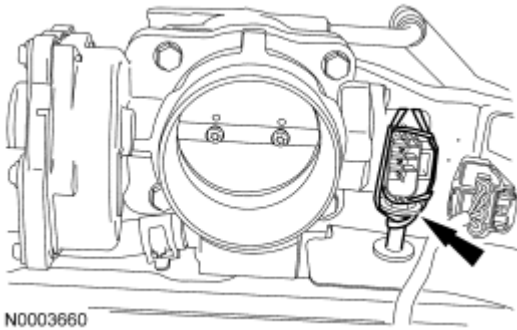


Fig. 162: EGR Tube Nut At EGR
Courtesy of FORD MOTOR CO.

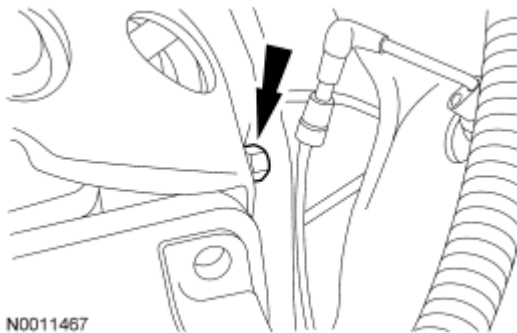
22. Remove the generator.
1. Remove the 2 bolts.
 2. Remove the generator.

**Fig. 163: Generator & Bolts****Courtesy of FORD MOTOR CO.**

23. Remove the intake manifold crash bracket bolt and prevent the bolt from contacting the cylinder head with a rubber band or tie strap.

**Fig. 164: Removing Crash Bracket Bolt****Courtesy of FORD MOTOR CO.**

24. Remove the intake manifold crash bracket stud bolt.

**Fig. 165: Intake Manifold Crash Bracket Stud Bolt****Courtesy of FORD MOTOR CO.**

25. Remove the 8 bolts and the 8 ignition coils (4 shown in illustration).

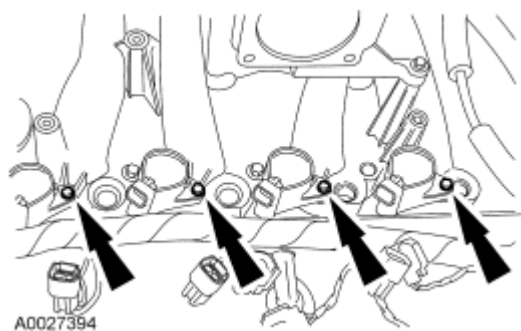


Fig. 166: Ignition Coils & Bolts
Courtesy of FORD MOTOR CO.

26. Remove the 2 bolts and the coolant outlet adapter.

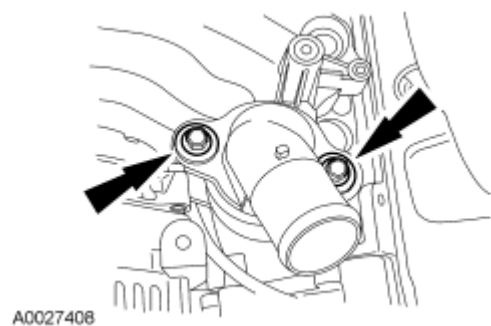


Fig. 167: Coolant Outlet Adapter & Bolts
Courtesy of FORD MOTOR CO.

27. Remove the thermostat.



Fig. 168: Thermostat
Courtesy of FORD MOTOR CO.

28. Remove the 8 bolts and the intake manifold.
- Discard the intake manifold gaskets.

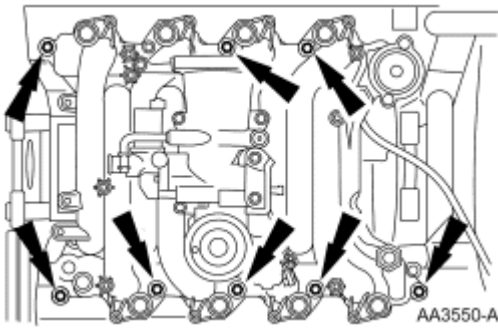


Fig. 169: Intake Manifold & Bolts
Courtesy of FORD MOTOR CO.

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.

29. Clean the sealing surfaces.

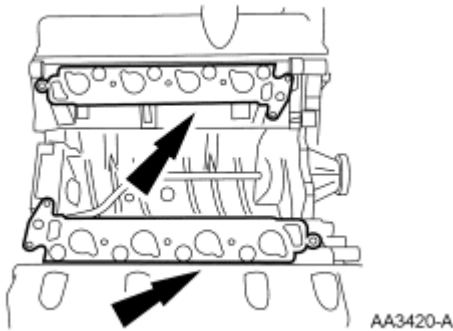


Fig. 170: Intake Manifold Sealing Surfaces
Courtesy of FORD MOTOR CO.

30. Remove the coolant bypass tube.
1. Remove the retaining nut.
 2. Remove the ground strap.
 3. Remove the coolant bypass tube.

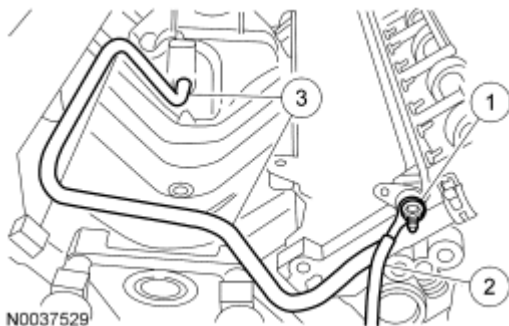


Fig. 171: Coolant Bypass Tube & Nut
Courtesy of FORD MOTOR CO.

31. Loosen the studs and bolts and remove the LH valve cover.
- Clean the mating surface and discard gasket.

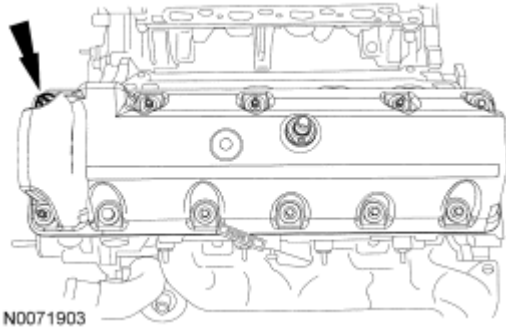


Fig. 172: LH Valve Cover Bolts
Courtesy of FORD MOTOR CO.

32. Loosen the studs and bolts and remove the RH valve cover.
- Discard the gasket.

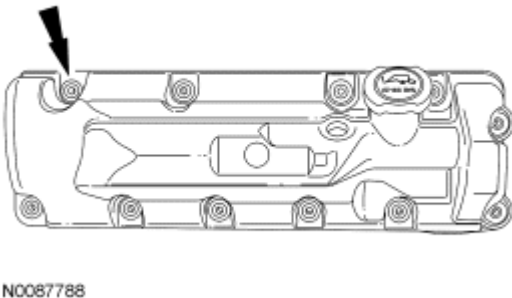


Fig. 173: RH Valve Cover Bolts
Courtesy of FORD MOTOR CO.

NOTE: Only use hand tools when removing or installing the spark plugs, damage may occur to the cylinder head or spark plug.

NOTE: Use compressed air to remove any foreign material from the spark plug well before removing the spark plugs.

33. Remove the spark plugs.

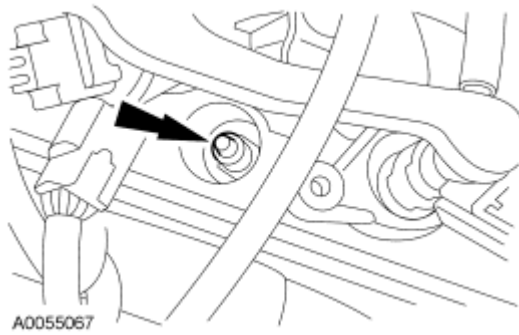


Fig. 174: Spark Plug
Courtesy of FORD MOTOR CO.

34. Position the lobe of the camshaft upward.

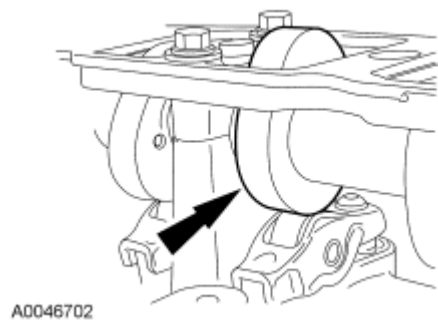


Fig. 175: Positioning Camshaft Lobe Up
Courtesy of FORD MOTOR CO.

35. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

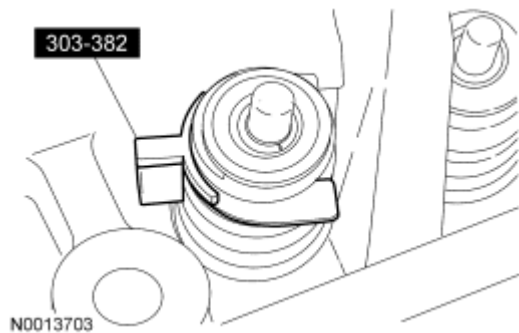


Fig. 176: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: If the components are to be reinstalled, they must be installed in the same positions. Mark the components for installation into their original locations. Failure to follow these instructions may result in engine

damage.

36. Using the Valve Spring Compressor, compress the valve springs and remove the camshaft roller followers.

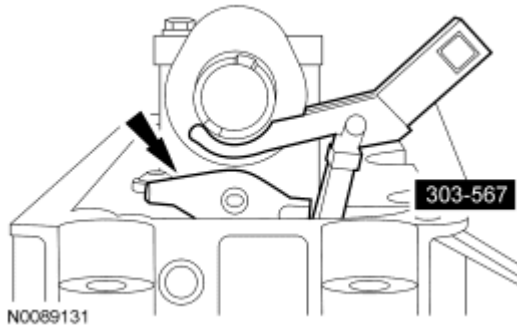


Fig. 177: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

NOTE: If the components are to be reinstalled, they must be installed in the same positions. Mark the components for installation into their original locations. Failure to follow these instructions may result in engine damage.

37. Remove the 16 hydraulic lash adjusters (4 shown in illustration).

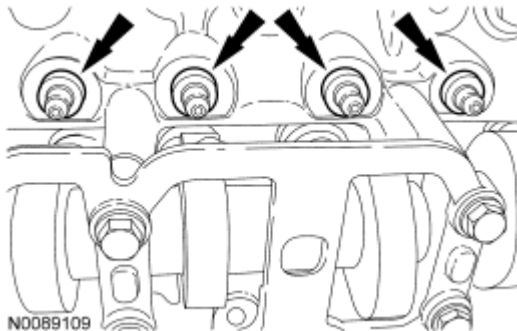
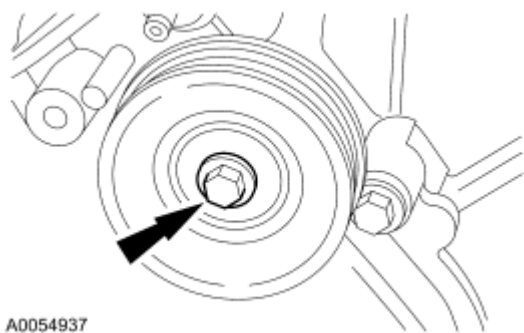


Fig. 178: Lash Adjusters
Courtesy of FORD MOTOR CO.

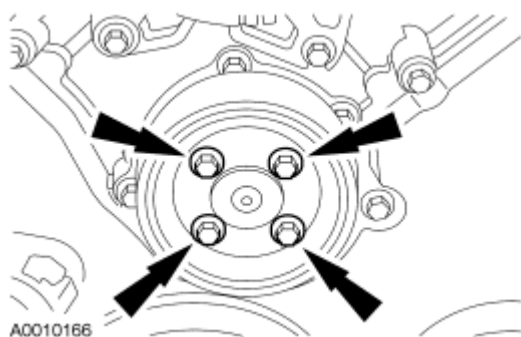
38. Remove the bolt and the belt idler pulley.



A0054937

Fig. 179: Belt Idler Pulley Bolt
Courtesy of FORD MOTOR CO.

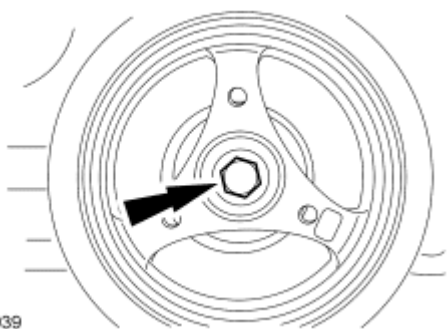
39. Remove the coolant pump pulley.



A0010166

Fig. 180: Coolant Pump Pulley Bolts
Courtesy of FORD MOTOR CO.

40. Remove the crankshaft pulley bolt.



A0054939

Fig. 181: Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

41. Using the Crankshaft Vibration Damper Remover, remove the crankshaft pulley.

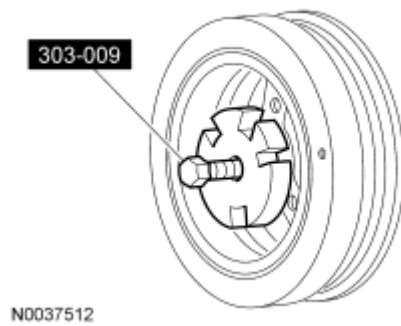


Fig. 182: Removing Crankshaft Pulley
Courtesy of FORD MOTOR CO.

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

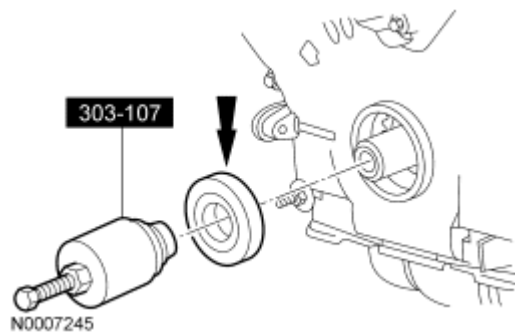
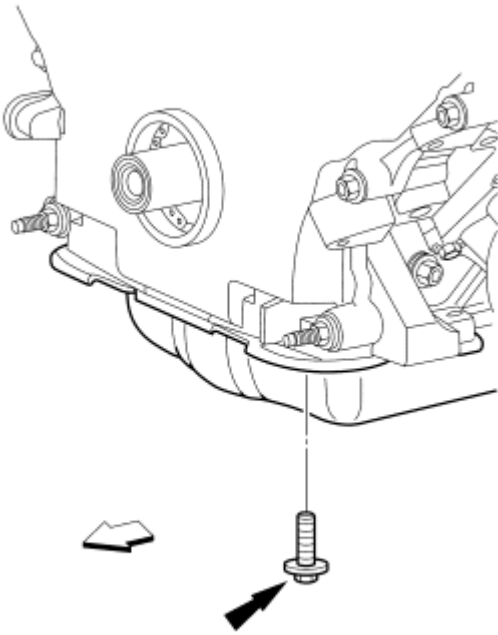


Fig. 183: Removing Crankshaft Front Seal Using Special Tool
Courtesy of FORD MOTOR CO.

43. Remove the front 4 oil pan bolts.

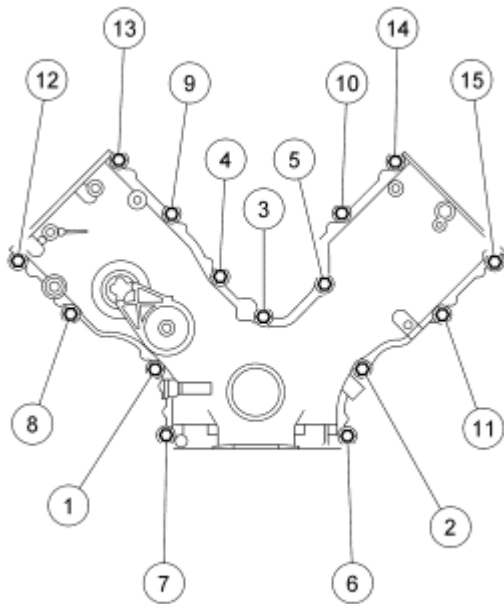


DA0071-A

Fig. 184: Front Oil Pan Bolts
Courtesy of FORD MOTOR CO.

NOTE: Correct fastener location is essential for the installation. Record fastener location.

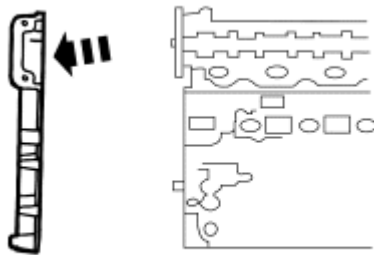
44. Remove the 15 fasteners in the sequence shown in illustration.



N0037514

Fig. 185: Engine Front Cover Fastener Removal/Tightening Sequence
Courtesy of FORD MOTOR CO.

45. Remove the engine front cover from the cylinder block.
 - Discard the gaskets.



AA1665-A

Fig. 186: Removing Engine Front Cover From Cylinder Block
Courtesy of FORD MOTOR CO.

46. Remove the crankshaft sensor ring.

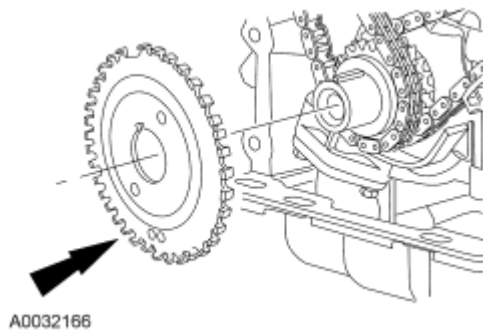


Fig. 187: View Of Crankshaft Sensor Ring At Crankshaft
Courtesy of FORD MOTOR CO.

47. Position the crankshaft with the keyway at the 12 o'clock position.

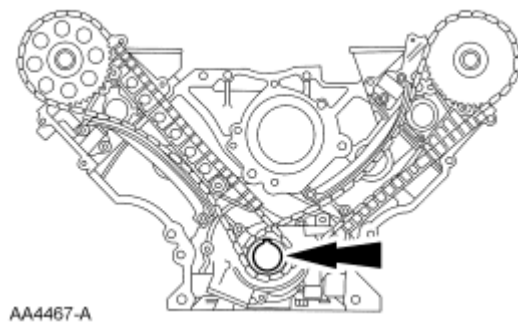


Fig. 188: Crankshaft With Keyway At 12 O'clock Position
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

48. Remove the timing chain tensioning system from both timing chains.
1. Remove the bolts.
 2. Remove the timing chain tensioners.
 3. Remove the timing chain tensioner arms.

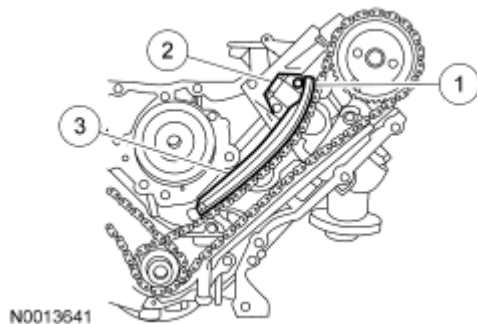
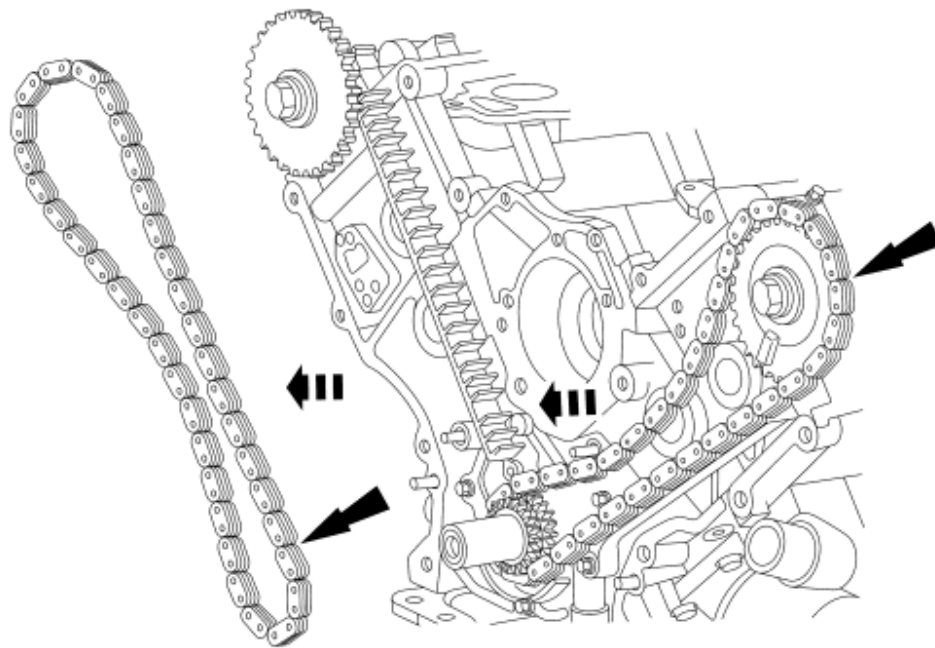


Fig. 189: Identifying Timing Chain Tensioning System
Courtesy of FORD MOTOR CO.

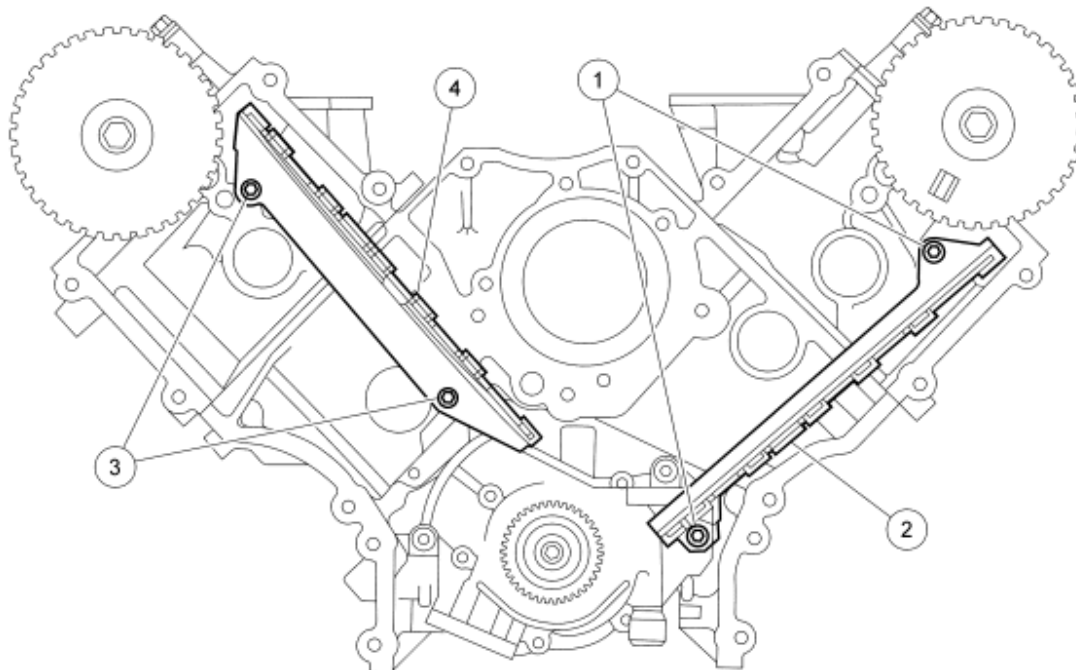
49. Remove the LH and RH timing chains and the crankshaft sprocket.
- Remove the RH timing chain from the camshaft sprocket.
 - Remove the RH timing chain from the crankshaft sprocket.
 - Repeat for the LH timing chain and crankshaft sprocket.



A0029151

Fig. 190: View Of Left And Right Timing Chains, Sprockets And Crankshaft Gear
Courtesy of FORD MOTOR CO.

50. Remove both timing chain guides.
1. Remove the bolts.
 2. Remove the LH timing chain guide.
 3. Remove the bolts.
 4. Remove the RH timing chain guide.

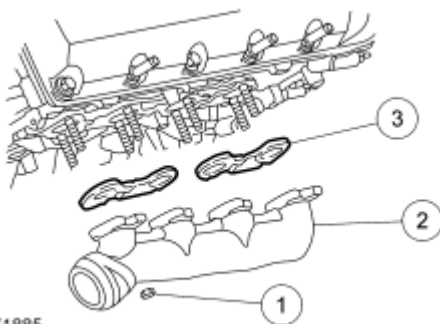


N0013642

Fig. 191: Identifying Timing Chain Guides
Courtesy of FORD MOTOR CO.

RH cylinder head

51. Remove the RH exhaust manifold.
 1. Remove the nuts and discard.
 2. Remove the RH exhaust manifold.
 3. Remove and discard the RH exhaust manifold gasket.



N0071885

Fig. 192: RH Exhaust Manifold
Courtesy of FORD MOTOR CO.

52. Remove and discard the 8 RH exhaust manifold studs.

LH cylinder head

53. Remove the LH exhaust manifold.
 1. Remove the nuts and discard.
 2. Remove the LH exhaust manifold.
 3. Remove and discard the LH exhaust manifold gaskets.

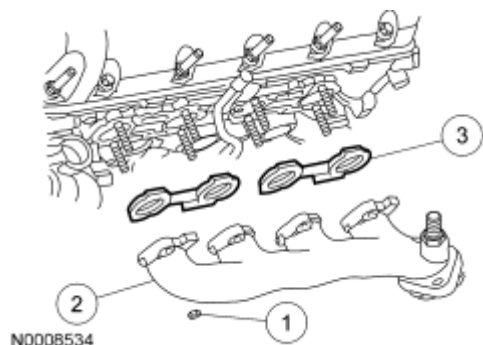


Fig. 193: Exhaust Manifold, Nuts & Gasket
Courtesy of FORD MOTOR CO.

54. Remove and discard the 8 LH exhaust manifold studs.
55. Remove the bolt and the oil level indicator tube.



Fig. 194: Locating Oil Level Indicator Tube
Courtesy of FORD MOTOR CO.

Both cylinder heads

56. Clean and inspect the exhaust manifolds. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.
57. Install the Cylinder Head Remover/Installer on both ends of the cylinder head.

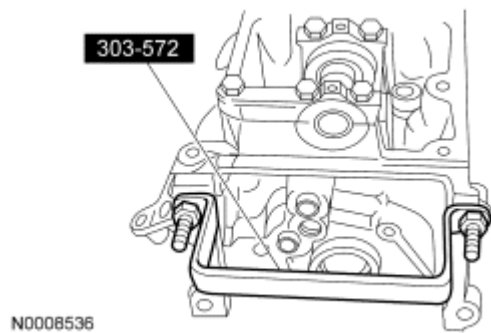


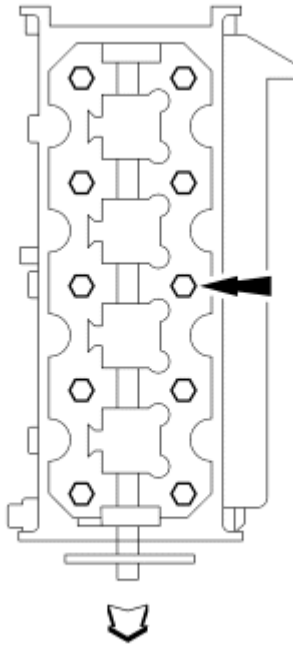
Fig. 195: Identifying Special Tool (303-572)
Courtesy of FORD MOTOR CO.

RH cylinder head

- 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 removed.
- NOTE:** Aluminum surfaces are soft and can be scratched easily. Never place the cylinder head gasket surface, unprotected, on a bench surface. The scratches may cause leak paths.
- 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:** Place clean shop towels over exposed engine cavities. Carefully remove the towels so foreign material is not dropped into the engine.
- NOTE:** The cylinder head bolts must be discarded and new bolts installed. They are a tighten-to-yield design and cannot be reused.

58. Remove the bolts and the RH cylinder head.

- Discard the cylinder head gasket.
- Discard the cylinder head bolts.



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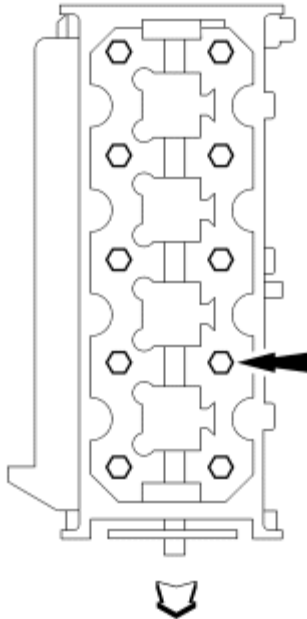
Fig. 196: Identifying Cylinder Head Gasket And Bolts
Courtesy of FORD MOTOR CO.

LH cylinder head

- 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 removed.
- NOTE:** Aluminum surfaces are soft and can be scratched easily. Never place the cylinder head gasket surface, unprotected, on a bench surface. The scratches may cause leak paths.
- 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:** Place clean shop towels over exposed engine cavities. Carefully remove the towels so foreign material is not dropped into the engine.
- NOTE:** The cylinder head bolts must be discarded and new bolts installed. They are a tighten-to-yield design and cannot be reused.

59. Remove the bolts and the LH cylinder head.

- Discard the cylinder head gasket.
- Discard the cylinder head bolts.



A26254-A

Fig. 197: Identifying Cylinder Head Bolts
Courtesy of FORD MOTOR CO.

Both cylinder heads

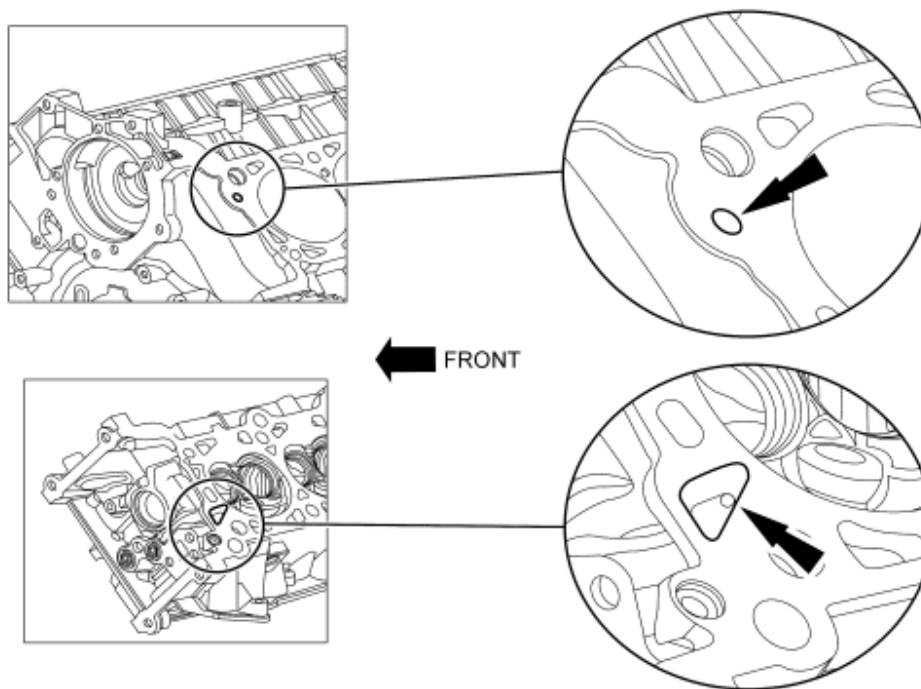
- NOTE:** Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges that make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.
- NOTE:** Observe all warnings or cautions and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

60. 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.

NOTE: LH shown in illustration, RH similar.

61. Support the cylinder heads on a bench with the head gasket side up. Check the cylinder head distortion and the cylinder block distortion, paying particular attention to the oil pressure feed area. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.



A0079634

Fig. 198: Identifying Cylinder Head/Cylinder Block Oil Pressure Feed Areas
Courtesy of FORD MOTOR CO.

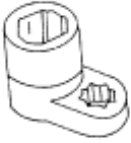
ENGINE

Special Tools

Illustration	Tool Name	Tool Number
ST2443-A	Lifting Bracket Set, Engine	303-DS086 (D93P-6001-A)
		303-D087 and 303-D088 or

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Includes Lifting Bracket, Engine		equivalent
 ST1448-A	Socket, Exhaust Gas Oxygen Sensor	303-476 (T94P-9472-A)

Material

Item	Specification
Penetrating and Lock Lubricant (US); Penetrating Fluid (Canada) XL-1 (US); CXC-51-A (Canada)	-

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information refer to **JACKING & LIFTING** article.
2. Release the fuel pressure. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
3. Remove the hood.
4. Disconnect both battery cables. For additional information, refer to **BATTERY, MOUNTING & CABLES** article.
5. Remove the air cleaner and outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** article.
6. Remove the wiper mounting arm and pivot shaft. For additional information, refer to **WIPERS & WASHERS** article.
7. Remove the 2 nuts and the support bracket.

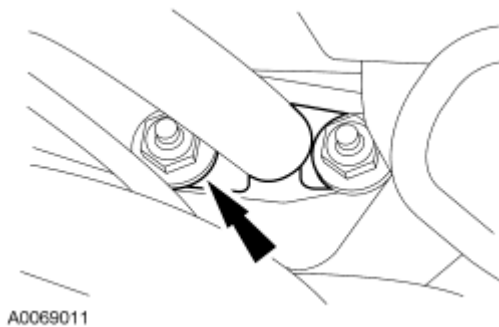


Fig. 199: Support Bracket & Nuts
Courtesy of FORD MOTOR CO.

8. Remove the accessory drive belt. For additional information, refer to **ACCESSORY DRIVE** article.
9. Drain the engine cooling system. For additional information, refer to **ENGINE COOLING** article.
10. Disconnect the vacuum hose.

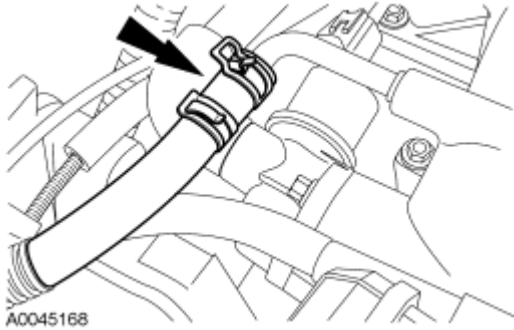


Fig. 200: Vacuum Hose
Courtesy of FORD MOTOR CO.

11. Disconnect the Evaporative Emission (EVAP) canister purge valve.
 - Disconnect the 2 quick release EVAP hoses.
 - Disconnect the electrical connector.

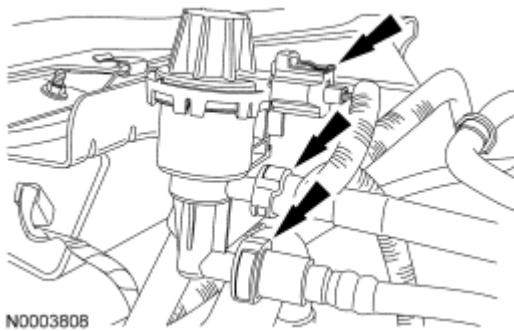


Fig. 201: Evaporative Emission (EVAP) Canister Purge Valve
Courtesy of FORD MOTOR CO.

12. Disconnect the fuel tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
13. Detach the generator battery cable retainer from the RH valve cover stud bolt.

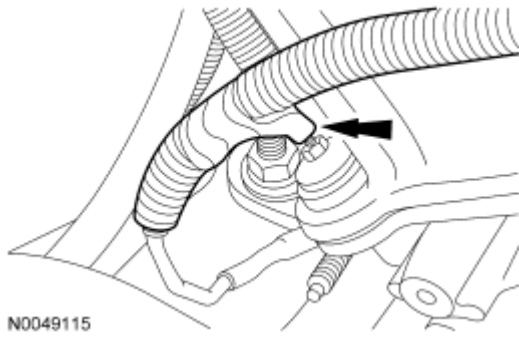


Fig. 202: Generator Battery Cable Retainer
Courtesy of FORD MOTOR CO.

14. Remove the nut and disconnect the generator battery cable.
 - Detach the generator battery cable pin-type retainer.

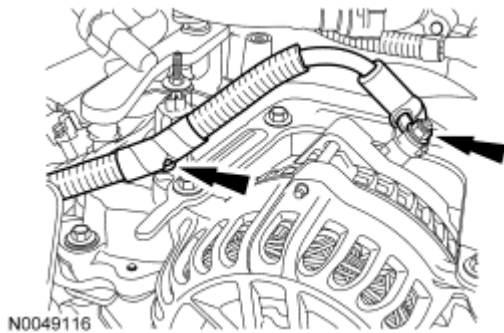


Fig. 203: Generator Battery Cable & Retainer
Courtesy of FORD MOTOR CO.

15. Disconnect the PCM electrical connectors.

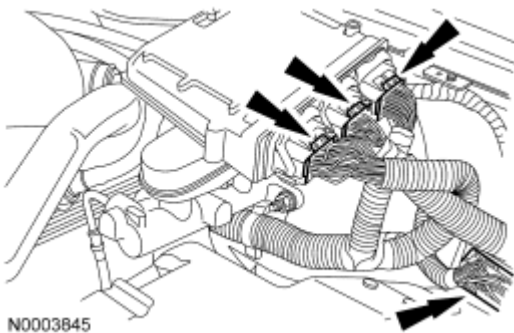


Fig. 204: PCM Electrical Connectors
Courtesy of FORD MOTOR CO.

16. Remove the bolt and ground wire.

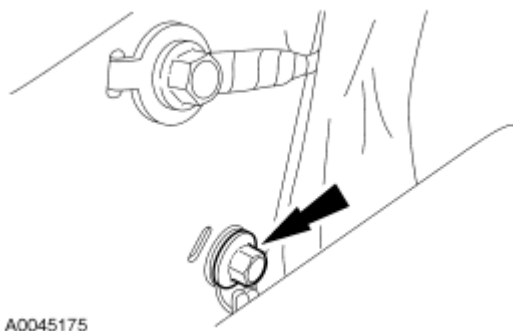


Fig. 205: Ground Wire Bolt
Courtesy of FORD MOTOR CO.

17. Disconnect the A/C electrical connector.

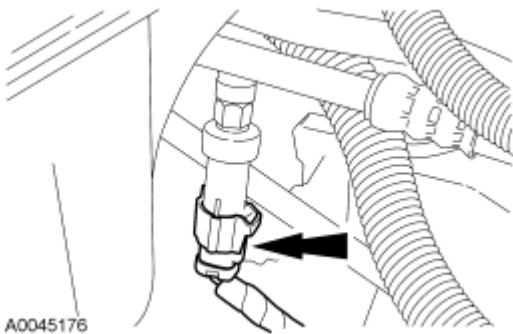


Fig. 206: A/C Electrical Connector
Courtesy of FORD MOTOR CO.

18. Disconnect the A/C low charge protection switch electrical connector.

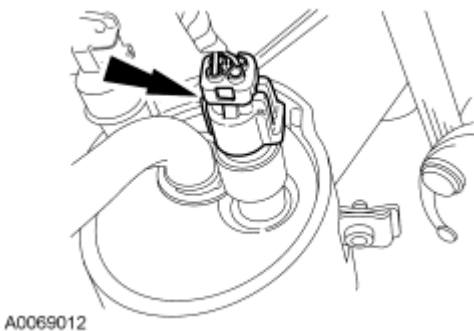


Fig. 207: A/C Low Charge Protection Switch Electrical Connector
Courtesy of FORD MOTOR CO.

19. Disconnect the heater hoses.

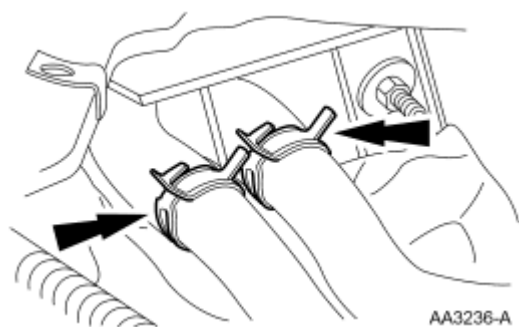


Fig. 208: Heater Hoses
Courtesy of FORD MOTOR CO.

20. Remove the bolt and the ground strap.

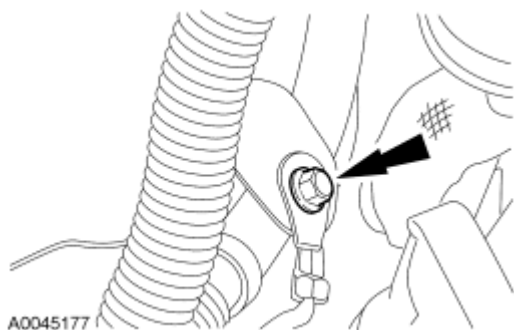


Fig. 209: Ground Strap
Courtesy of FORD MOTOR CO.

21. Disconnect the upper radiator hose from the hose connection. Secure the hose to the radiator assembly.

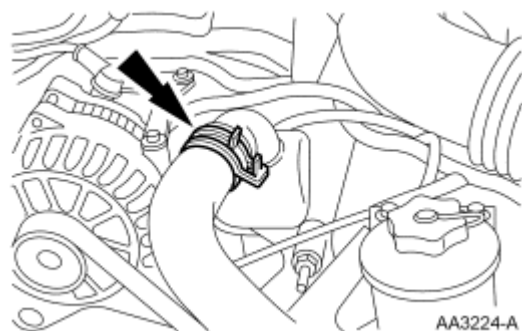


Fig. 210: Upper Radiator Hose
Courtesy of FORD MOTOR CO.

22. Disconnect the lower radiator hose from the oil filter adapter.

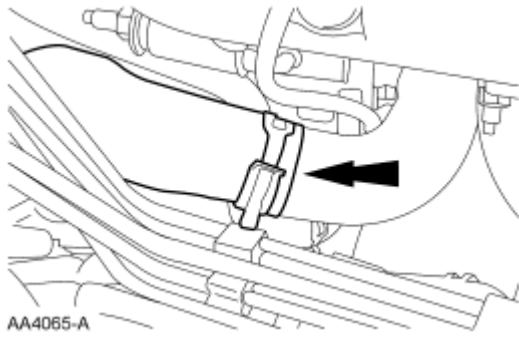


Fig. 211: Lower Radiator Hose
Courtesy of FORD MOTOR CO.

23. Remove the cooling fan. For additional information, refer to **ENGINE COOLING** article.
24. Drain the engine oil.
 - Install the drain plug when finished.
 - To install, tighten to 23 Nm (17 lb-ft).

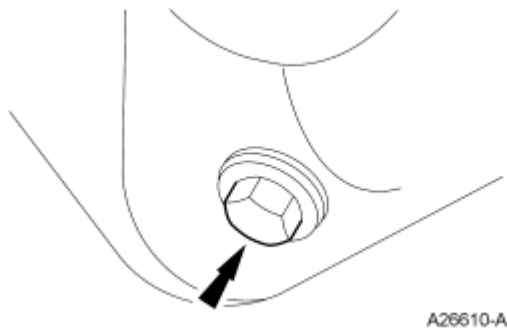


Fig. 212: Engine Oil Drain Plug
Courtesy of FORD MOTOR CO.

25. Remove and discard the oil filter.
26. If equipped, disconnect the block heater electrical connector.
27. Disconnect the power steering electrical connector.

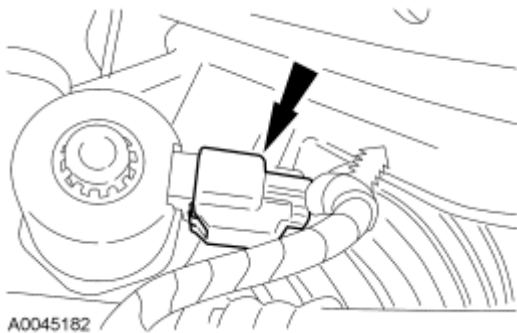


Fig. 213: Block Heater Electrical Connector
Courtesy of FORD MOTOR CO.

28. Disconnect the Engine Oil Pressure (EOP) switch electrical connector.

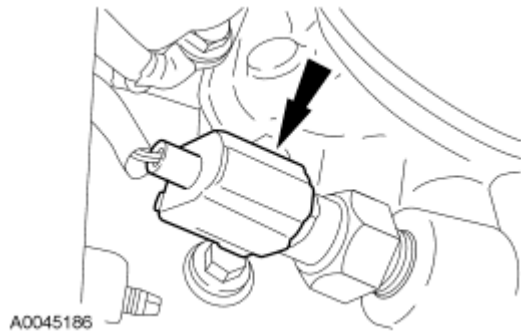


Fig. 214: Oil Pressure Sender Electrical Connector
Courtesy of FORD MOTOR CO.

29. Disconnect the Power Steering Pressure (PSP) switch electrical connector.

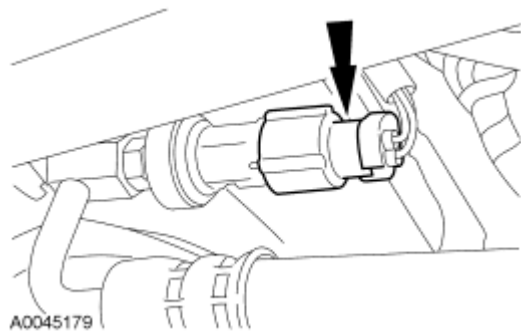


Fig. 215: Power Steering Pressure (PSP) Switch Electrical Connector
Courtesy of FORD MOTOR CO.

NOTE: The oil cooler must be replaced or severe damage to the engine can occur.

30. If equipped, remove and discard the oil cooler. For additional information, refer to **Oil Cooler**.
31. Remove the nut and the transmission cooler tube support bracket.

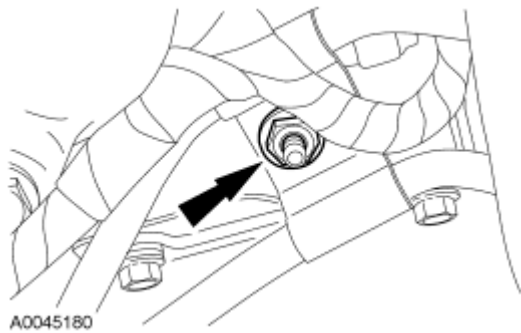


Fig. 216: Transmission Cooler Tube Support Bracket Nut
Courtesy of FORD MOTOR CO.

32. Remove the transmission oil cooler tube bracket bolt.

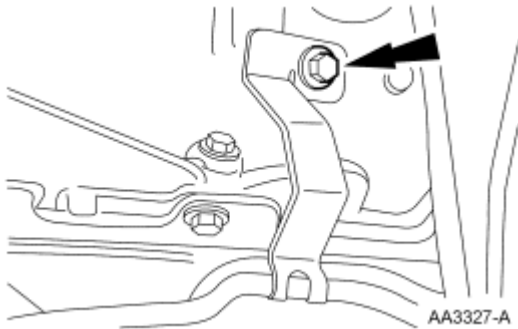


Fig. 217: Transmission Cooler Tube Support Bracket Bolt
Courtesy of FORD MOTOR CO.

33. Disconnect the Crankshaft Position (CKP) sensor electrical connector.
34. Position the power steering tube bracket aside.

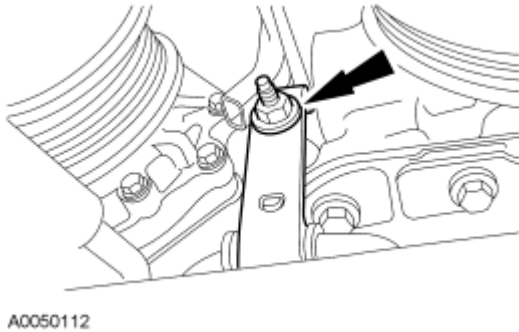


Fig. 218: Power Steering Tube Bracket
Courtesy of FORD MOTOR CO.

35. Disconnect the engine wiring harness retainers from the A/C compressor.

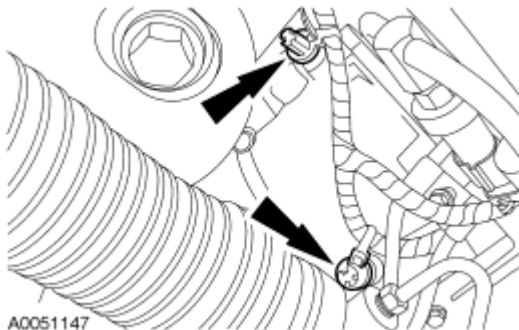


Fig. 219: Engine Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

36. Disconnect the A/C compressor electrical connector.



Fig. 220: A/C Compressor Electrical Connector
Courtesy of FORD MOTOR CO.

37. Remove the 3 bolts and position the A/C compressor aside.

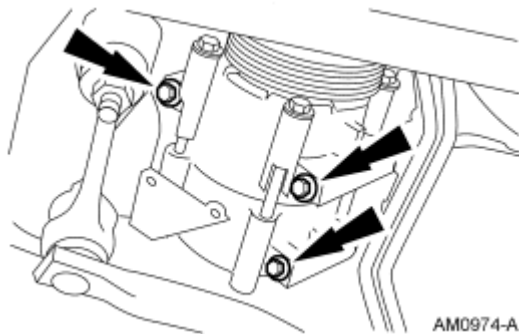


Fig. 221: A/C Compressor Bolts
Courtesy of FORD MOTOR CO.

38. Remove the 3 bolts and position the power steering pump aside.

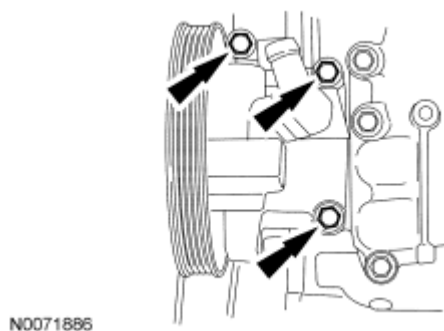


Fig. 222: A/C Compressor Bolts
Courtesy of FORD MOTOR CO.

39. Remove the starter motor. For additional information, refer to **STARTING SYSTEM** article.
40. Disconnect the RH Heated Oxygen Sensor (HO2S) electrical connectors.

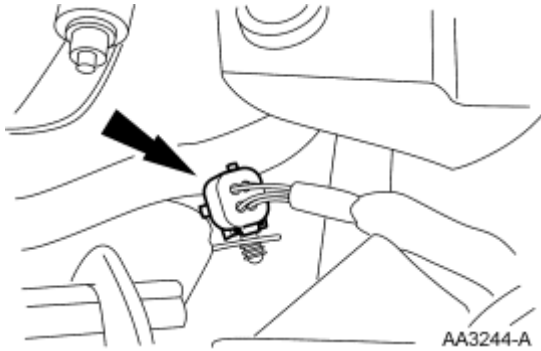


Fig. 223: Right Side Heated Oxygen Sensor (HO2S) Electrical Connector
Courtesy of FORD MOTOR CO.

41. Disconnect the LH HO2S electrical connector.

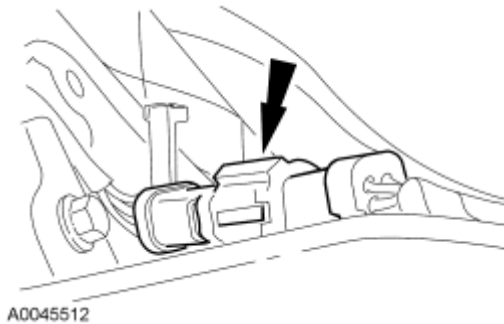


Fig. 224: LH HO2S Electrical Connector
Courtesy of FORD MOTOR CO.

NOTE: If necessary, lubricate the sensor threads with penetrating and lock lubricant to assist in removal.

42. Using the Exhaust Gas Oxygen Sensor Socket, remove the LH HO2S.

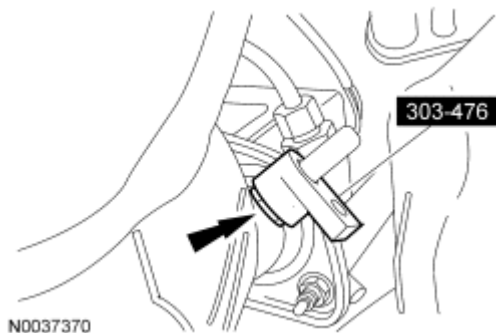


Fig. 225: Heated Oxygen Sensor (HO2S) Special Tool
Courtesy of FORD MOTOR CO.

43. Support the exhaust and remove the 4 nuts.

- Discard the 4 nuts.

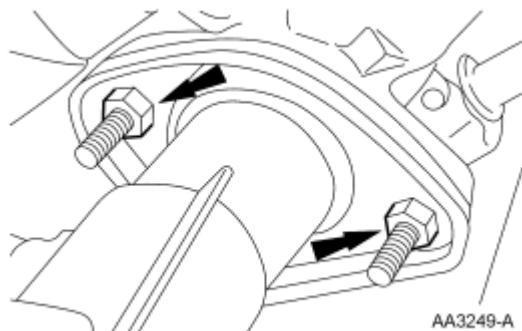


Fig. 226: Exhaust Nuts
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

44. Remove the 2 engine mount nuts.

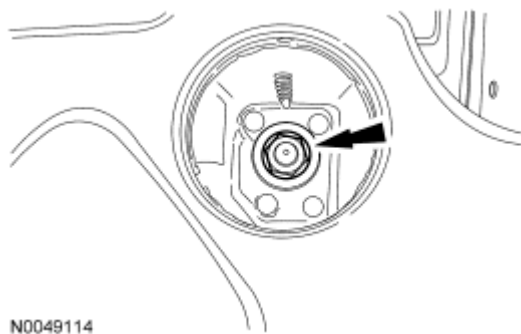


Fig. 227: Engine Mount Nut
Courtesy of FORD MOTOR CO.

45. Install a suitable lifting device under the transmission and support.
46. Remove the rear transmission insulator nuts.

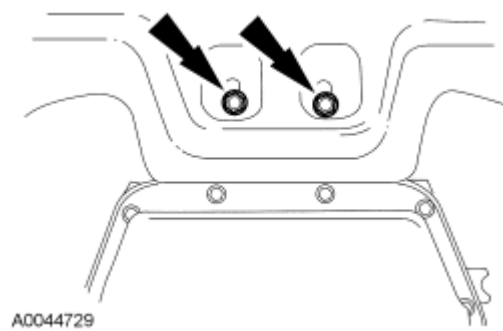


Fig. 228: Rear Transmission Insulator Nuts
Courtesy of FORD MOTOR CO.

47. Raise the transmission and remove the rear transmission insulator bolts.

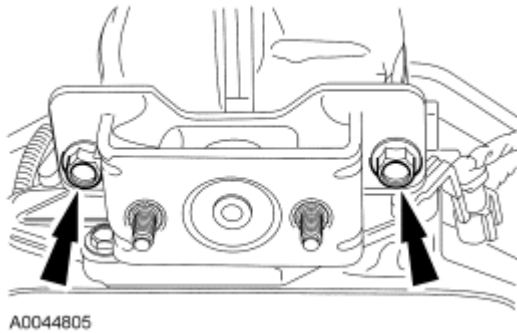


Fig. 229: Rear Transmission Insulator Bolts
Courtesy of FORD MOTOR CO.

48. Remove the transmission rear insulator and lower the transmission down to rest on the rear crossmember.
49. Disconnect the HO2S sensor and the solenoid body sensor electrical connectors.

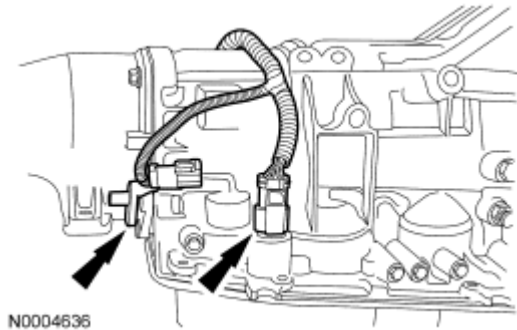


Fig. 230: HO2S Sensor & Solenoid Body Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

50. Disconnect the Output Shaft Speed (OSS) sensor, Transmission Range (TR) sensor and the Turbine Shaft Speed (TSS) sensor electrical connectors.

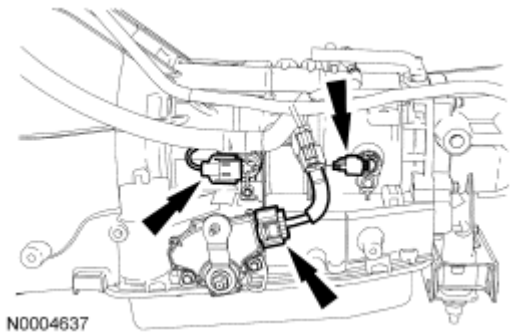


Fig. 231: Output Shaft Speed Sensor, Transmission Range Sensor & Turbine Shaft Speed Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

51. Release the wiring harness from the retainers on the transmission.
52. Remove the 3 bolts and the inspection cover.

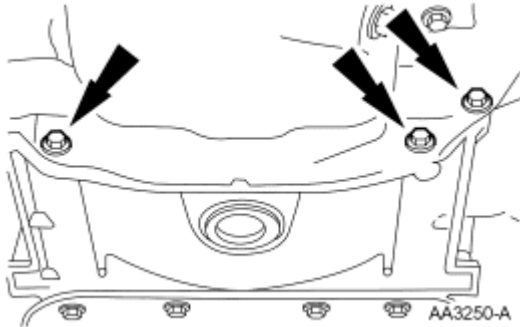


Fig. 232: Inspection Cover & Bolts
Courtesy of FORD MOTOR CO.

53. Remove the torque converter nut access plug.
 - Remove the 4 nuts.

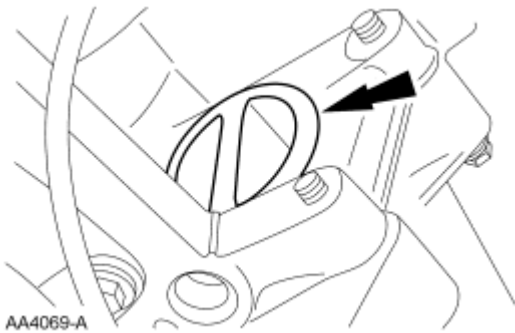


Fig. 233: Torque Converter Nut Access Plug
Courtesy of FORD MOTOR CO.

54. Remove the 4 bolts and 1 stud (2 bolts shown in illustration).

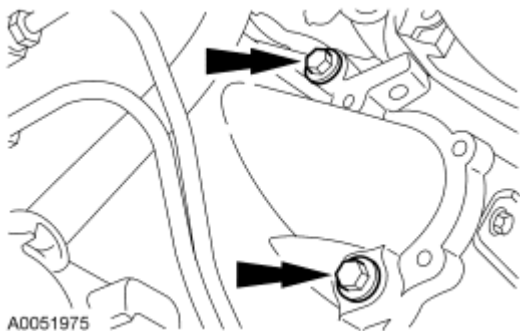


Fig. 234: Transmission Bolts
Courtesy of FORD MOTOR CO.

55. Install the Engine Lifting Bracket to the RH cylinder head.

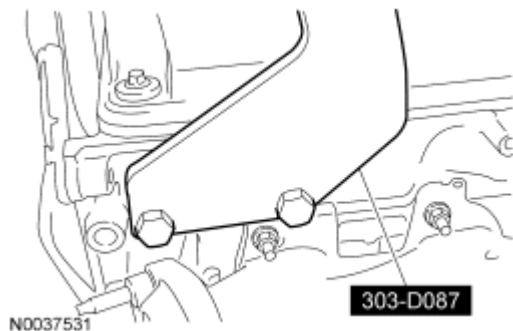


Fig. 235: Installing Special Tool To RH Cylinder Head
Courtesy of FORD MOTOR CO.

56. Install the Engine Lifting Bracket to the LH cylinder head.

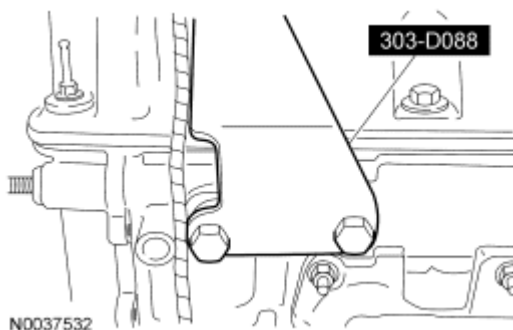


Fig. 236: Installing Special Tool To LH Cylinder Head
Courtesy of FORD MOTOR CO.

57. Install the Engine Lifting Bracket Set.

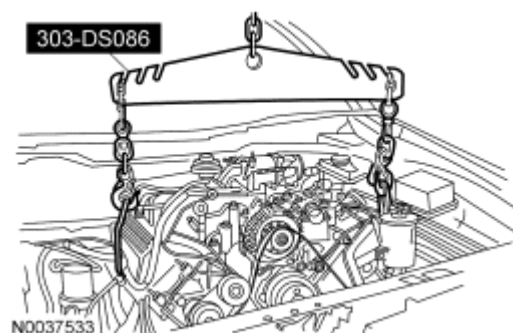


Fig. 237: Special Tools
Courtesy of FORD MOTOR CO.

58. Remove the 2 bellhousing bolts.

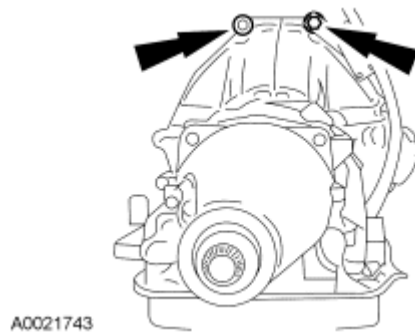


Fig. 238: Top Transmission Bolts
Courtesy of FORD MOTOR CO.

59. Remove the engine assembly from the vehicle.

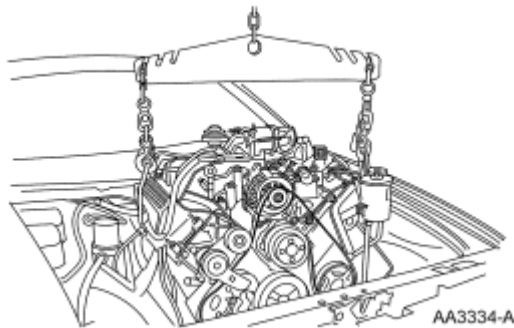


Fig. 239: Lifting Engine Assembly
Courtesy of FORD MOTOR CO.

DISASSEMBLY

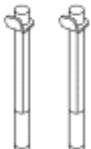
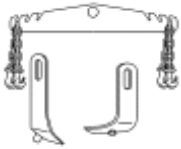
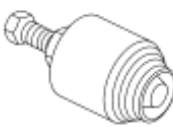
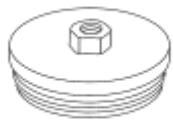
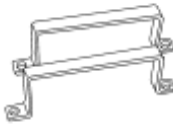
ENGINE

Special Tools

Illustration	Tool Name	Tool Number
ST1330-A	Compressor, Valve Spring	303-567 (T97P-6565-AH)
ST1276-A	Cylinder Ridge Reamer	303-016 (T64L-6011-EA)

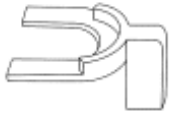
2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST1337-A	Installer, Connecting Rod	303-442 (T93P-6136-A)
 ST2443-A	Lifting Bracket Set, Engine	303-DS086 (D93P-6001-A)
Includes Lifting Bracket, Engine		303-D087 and 303-D088
 ST1730-A	Remover, Crankshaft Front Oil Seal	303-107 (T74P-6700-A)
 ST1382-A	Remover, Crankshaft Rear Oil Seal	303-519 (T95P-6701-EH)
 ST1481-A	Remover, Crankshaft Rear Oil Slinger	303-514 (T95P-6701-AH)
 ST1286-A	Remover, Crankshaft Vibration Damper	303-009 (T58P-6316-D)
 ST1668-A	Remover/Installer, Cylinder Head	303-572 (T97T-6000-A)
 ST1185-A	Slide Hammer	100-001 (T50T-100-A)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



ST1331-A

Spacer, Valve Spring Compressor

303-382 (T91P-6565-AH)

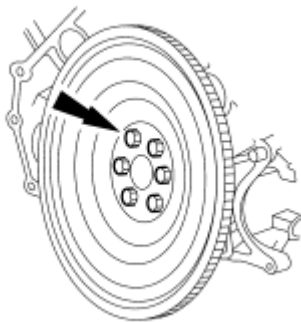
Material

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

DISASSEMBLY

- NOTE:** Servicing the bottom end of the engine (crankshaft, bearings) requires that cylinder heads be removed. Failure to do so may result in engine damage.
- 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:** The crankshaft rear seal, the rear oil seal slinger and the crankshaft rear seal retainer plate must be removed before mounting the engine on the engine stand.
- NOTE:** For additional information, refer to the exploded views under engine Assembly in this article.

1. Remove the 6 bolts and the flexplate.



N0037603

Fig. 240: Locating Flexplate Bolts
Courtesy of FORD MOTOR CO.

2. Remove the engine/transmission spacer plate.

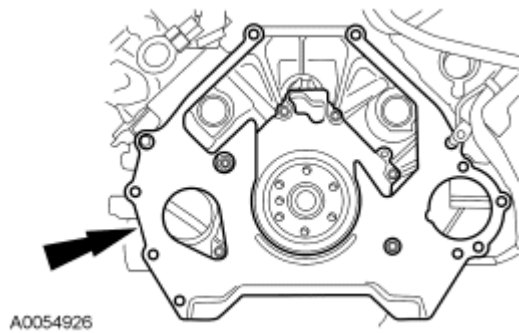


Fig. 241: Engine-To-Transmission Spacer Plate
Courtesy of FORD MOTOR CO.

3. Using the Crankshaft Rear Oil Slinger Remover and Slide Hammer, remove the crankshaft rear seal slinger.

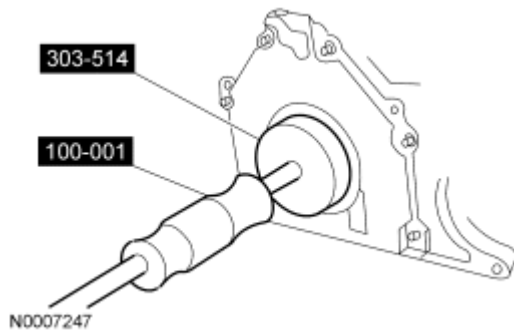


Fig. 242: Removing Crankshaft Rear Oil Seal Slinger
Courtesy of FORD MOTOR CO.

4. Using the Crankshaft Rear Oil Seal Remover and Slide Hammer, remove the crankshaft rear seal.

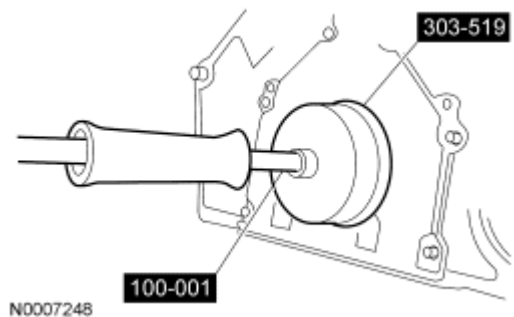
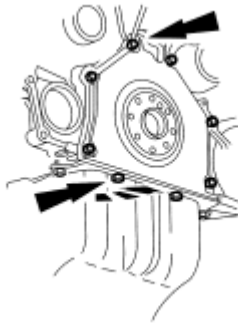


Fig. 243: Removing Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

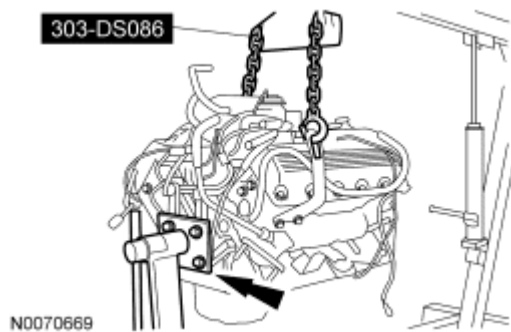
5. Remove the 2 oil pan-to-crankcase rear seal retainer plate bolts and the 6 crankcase rear seal retainer plate bolts.



DA0723-B

Fig. 244: Identifying Crankshaft Rear Seal Retainer Plate Bolts
Courtesy of FORD MOTOR CO.

6. Using the Engine Lifting Bracket Set, mount the engine on a suitable engine stand.

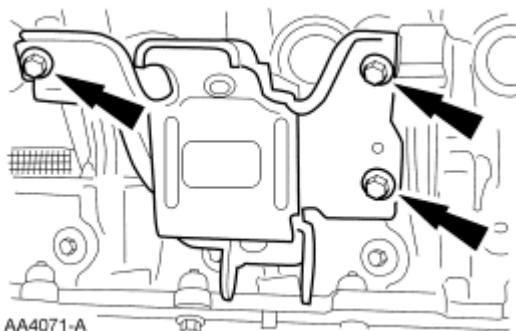


N0070669

Fig. 245: Mounting Engine On A Suitable Engine Stand
Courtesy of FORD MOTOR CO.

NOTE: RH shown in illustration, LH similar.

7. Remove the bolts and the LH and RH engine mounts.



AA4071-A

Fig. 246: Engine Mount Bolts
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

8. Remove the drain plugs from the engine block. Allow the coolant to completely drain.
 - Install the drain plugs when finished.
 - To install, tighten to 20 Nm (177 lb-in).

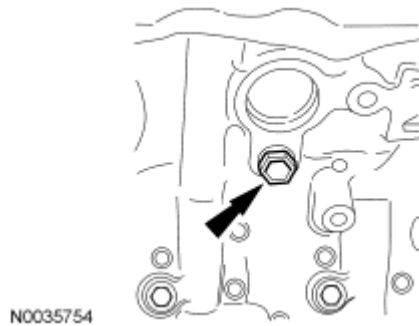


Fig. 247: Engine Block Drain Plug
Courtesy of FORD MOTOR CO.

9. Remove the bolt and the battery cables from the engine.

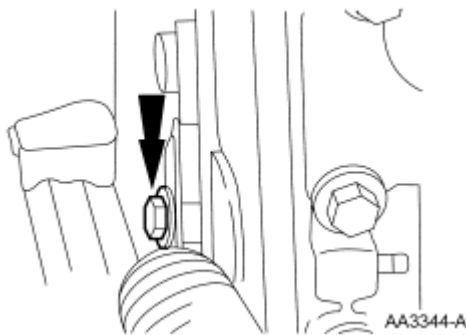


Fig. 248: Bolt
Courtesy of FORD MOTOR CO.

10. Disconnect the EGR tube from the exhaust manifold.

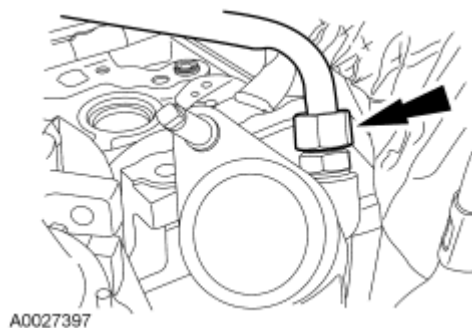


Fig. 249: EGR Tube At Exhaust Manifold
Courtesy of FORD MOTOR CO.

11. Disconnect the 8 ignition coil electrical connectors (4 shown in illustration).

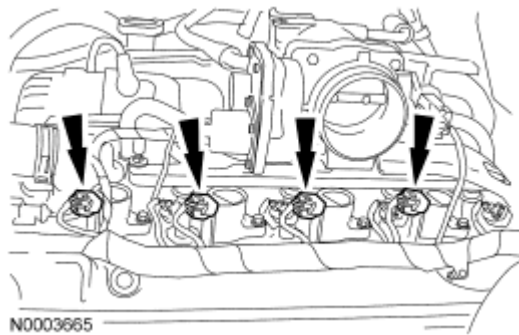


Fig. 250: Ignition Coil Electrical Connectors
Courtesy of FORD MOTOR CO.

12. Disconnect the 8 fuel injector electrical connectors (4 shown in illustration).

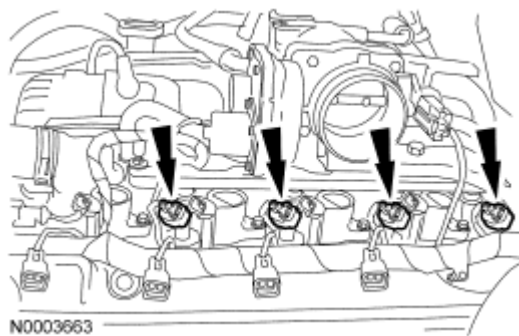


Fig. 251: Fuel Injector Electrical Connectors
Courtesy of FORD MOTOR CO.

13. Remove the 2 bolts and the intake manifold shield.

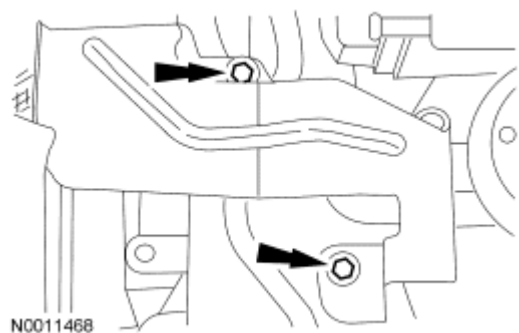


Fig. 252: Intake Manifold Shield
Courtesy of FORD MOTOR CO.

14. Disconnect and remove the crankcase ventilation tube.

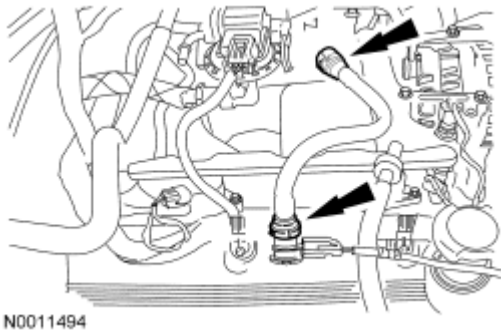


Fig. 253: Crankcase Ventilation Tube
Courtesy of FORD MOTOR CO.

15. Disconnect the generator electrical connector and detach the wiring harness retainer.

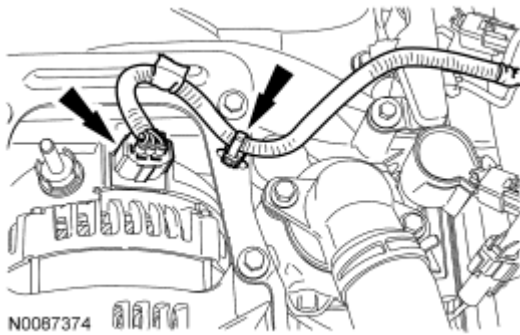


Fig. 254: Electrical Connector And Wire Harness Retainer
Courtesy of FORD MOTOR CO.

16. Remove the 4 generator mounting bracket bolts and the bracket.

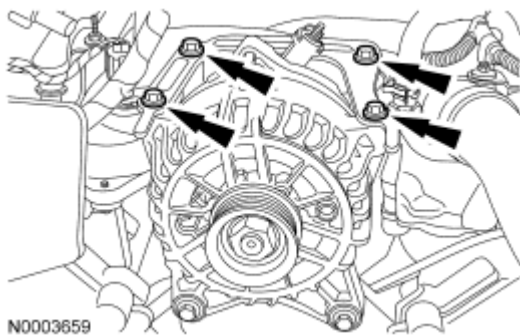


Fig. 255: Generator Mounting Bracket Bolts
Courtesy of FORD MOTOR CO.

17. Disconnect the throttle control and the Throttle Position (TP) sensor electrical connectors.

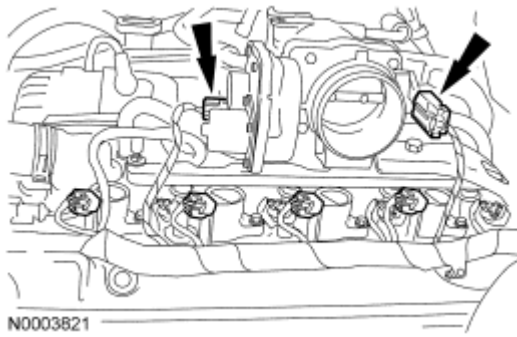


Fig. 256: Locating Throttle Control And Throttle Position (TP) Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

18. Disconnect the Cylinder Head Temperature (CHT) sensor electrical connector.

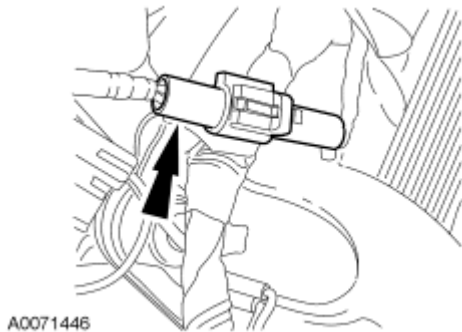


Fig. 257: Cylinder Head Temperature (CHT) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

19. Disconnect the Camshaft Position (CMP) sensor electrical connector.

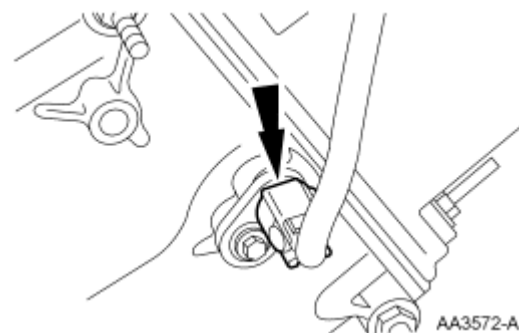


Fig. 258: Camshaft Position (CMP) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

20. Disconnect the radio ignition interference capacitor and remove the engine control sensor wiring.

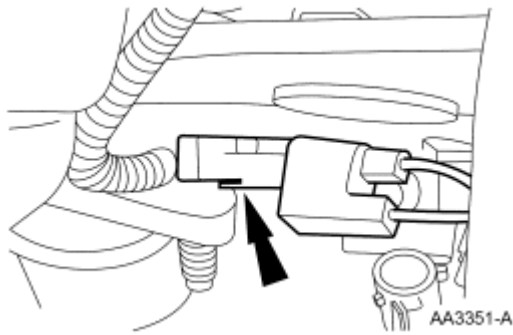


Fig. 259: Radio Ignition Interference Capacitor
Courtesy of FORD MOTOR CO.

21. Disconnect the Knock Sensor (KS) electrical connector and the wiring harness pin-type retainer.

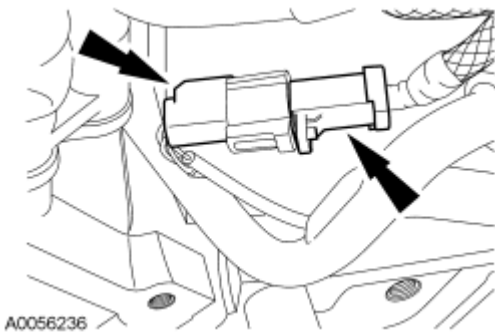


Fig. 260: Locating Knock Sensor (KS) Electrical Connector And Wiring Harness Pin-Type Retainer
Courtesy of FORD MOTOR CO.

22. Disconnect the vacuum hoses and the electrical connector.

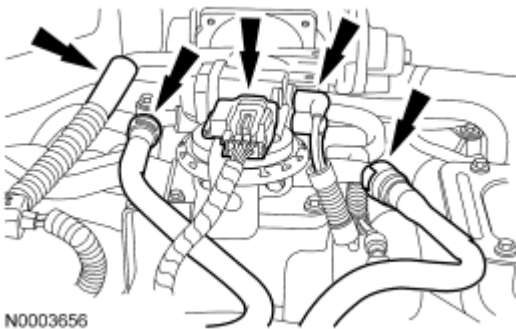


Fig. 261: Vacuum Hoses & Electrical Connector
Courtesy of FORD MOTOR CO.

23. Disconnect the fuel charging wiring from the intake manifold crash bracket and remove the harness from the engine assembly.

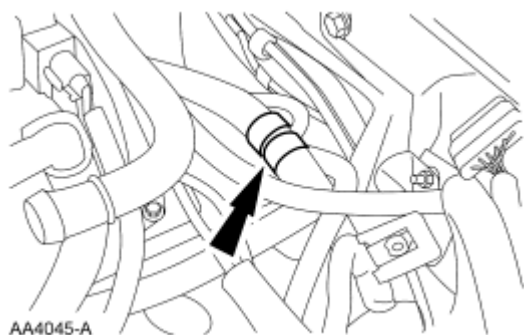


Fig. 262: Fuel Charging Wiring In Crash Bracket
Courtesy of FORD MOTOR CO.

24. Disconnect the EGR tube nut from the EGR valve.

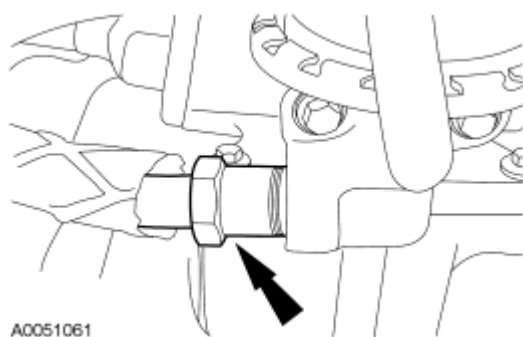


Fig. 263: EGR Tube Nut At EGR
Courtesy of FORD MOTOR CO.

25. Remove the 2 generator bolts and the generator.

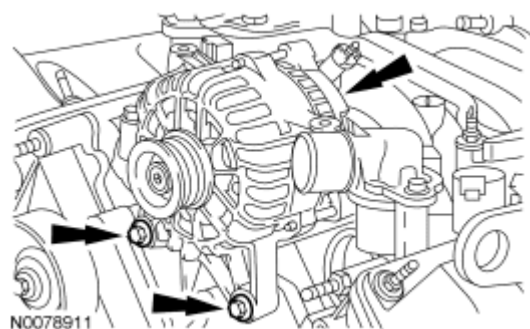


Fig. 264: Bolts And Generator
Courtesy of FORD MOTOR CO.

26. Remove the intake manifold crash bracket bolt and prevent the bolt from contacting the cylinder head with a rubber band or tie strap.

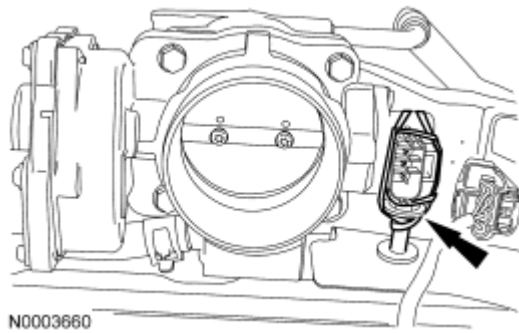


Fig. 265: Removing Crash Bracket Bolt
Courtesy of FORD MOTOR CO.

27. Remove the intake manifold crash bracket stud bolt.

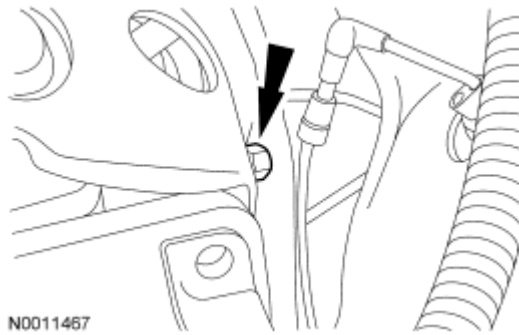


Fig. 266: Intake Manifold Crash Bracket Stud Bolt
Courtesy of FORD MOTOR CO.

28. Remove the 8 bolts and the 8 ignition coils (4 shown in illustration).

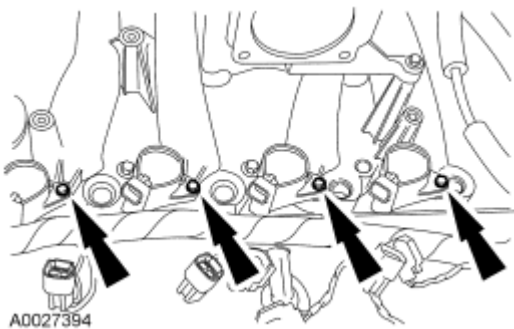


Fig. 267: Ignition Coils & Bolts
Courtesy of FORD MOTOR CO.

29. Remove the 2 bolts and the coolant outlet adapter.

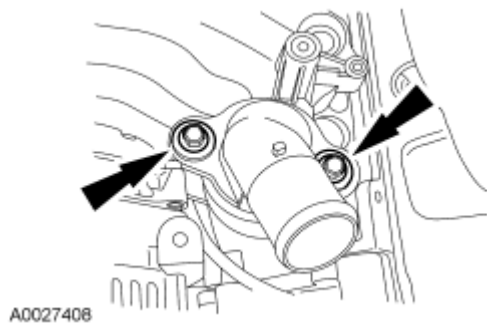


Fig. 268: Coolant Outlet Adapter & Bolts
Courtesy of FORD MOTOR CO.

30. Remove the thermostat.



Fig. 269: Thermostat
Courtesy of FORD MOTOR CO.

31. Remove the 8 bolts and the intake manifold.
- Discard the intake manifold gaskets.

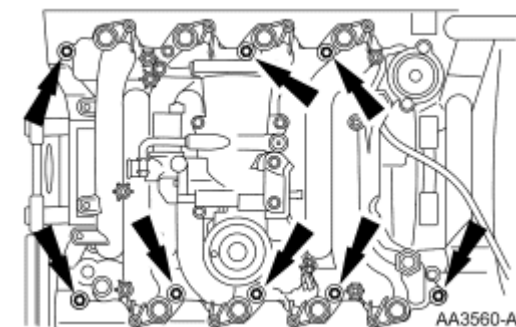


Fig. 270: Intake Manifold Bolts
Courtesy of FORD MOTOR CO.

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.

32. Clean the sealing surfaces.

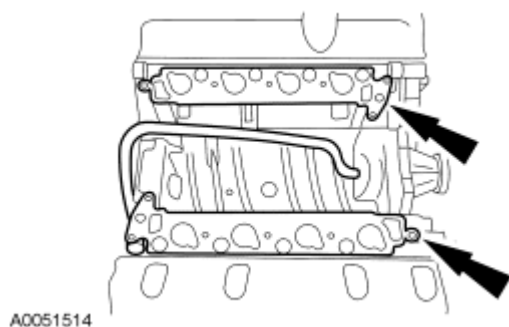


Fig. 271: Intake Manifold Sealing Surfaces
Courtesy of FORD MOTOR CO.

33. Remove the coolant bypass tube.
1. Remove the retaining nut.
 2. Remove the ground strap.
 3. Remove the coolant bypass tube.

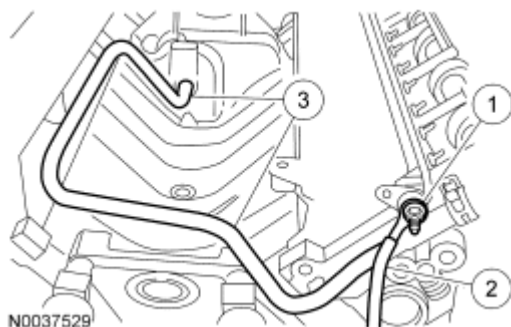


Fig. 272: Coolant Bypass Tube & Nut
Courtesy of FORD MOTOR CO.

34. Remove the nut and the KS.

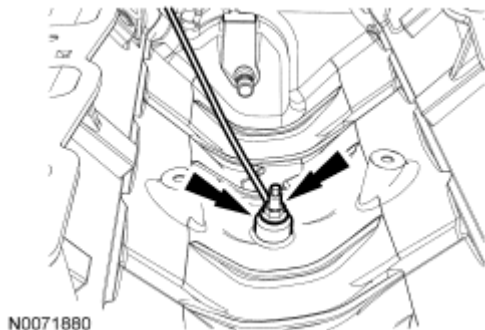


Fig. 273: Knock Sensor
Courtesy of FORD MOTOR CO.

35. Loosen the 6 studs and 5 bolts and remove the LH valve cover.
- Discard the gasket.

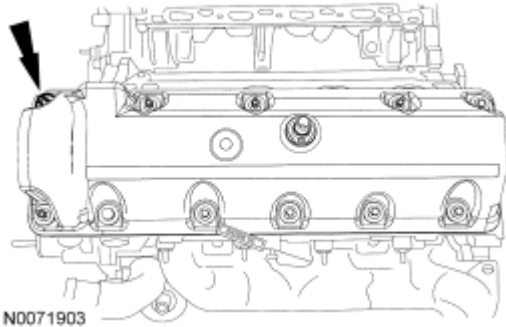


Fig. 274: Valve Cover Bolts
Courtesy of FORD MOTOR CO.

36. Loosen the 7 studs and 4 bolts and remove the RH valve cover.
- Discard the gasket.

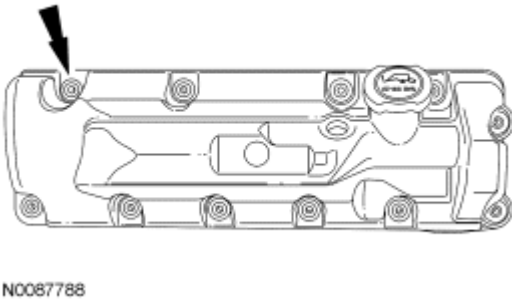


Fig. 275: RH Valve Cover Bolts
Courtesy of FORD MOTOR CO.

- NOTE:** Only use hand tools when removing or installing the spark plugs, damage may occur to the cylinder head or spark plug.
- NOTE:** Use compressed air to remove any foreign material from the spark plug well before removing the spark plugs.

37. Remove the 8 spark plugs.

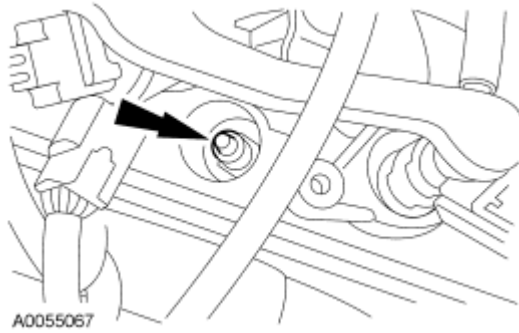


Fig. 276: Spark Plug
Courtesy of FORD MOTOR CO.

38. Position the lobe of the camshaft upward.

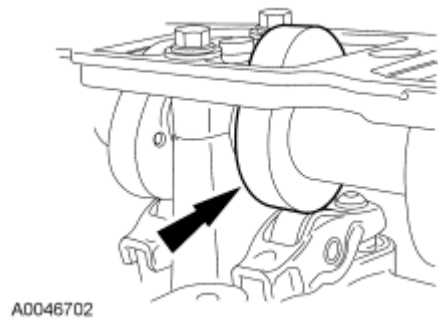


Fig. 277: Positioning Camshaft Lobe Up
Courtesy of FORD MOTOR CO.

39. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

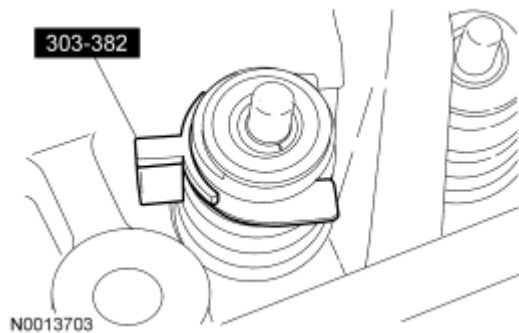


Fig. 278: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: If the components are to be reinstalled, they must be installed in the same positions. Mark the components for installation into their original locations. Failure to follow these instructions may result in engine

damage.

40. Using the Valve Spring Compressor, compress the valve springs and remove the 16 camshaft roller followers.

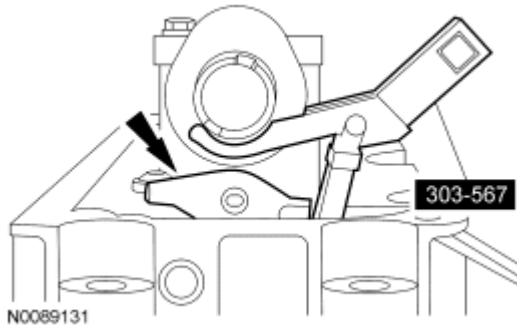


Fig. 279: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

NOTE: If the components are to be reinstalled, they must be installed in the same positions. Mark the components for installation into their original locations. Failure to follow these instructions may result in engine damage.

41. Remove the 16 hydraulic lash adjusters (4 shown in illustration).

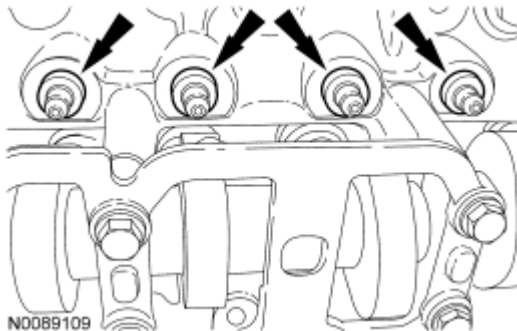


Fig. 280: Lash Adjusters
Courtesy of FORD MOTOR CO.

42. Remove the bolt and the accessory drive belt idler pulley.



Fig. 281: Accessory Drive Belt Idler Pulley Bolt
Courtesy of FORD MOTOR CO.

43. Remove the 4 bolts and the coolant pump pulley.

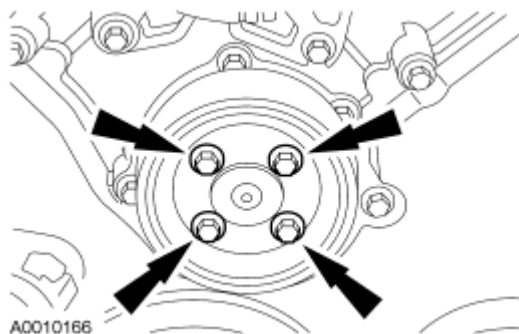


Fig. 282: Coolant Pump Pulley Bolts
Courtesy of FORD MOTOR CO.

44. Remove the 4 bolts and the coolant pump.

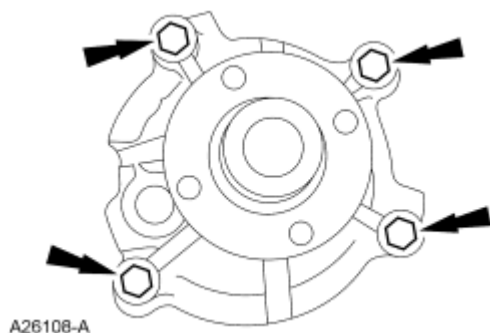


Fig. 283: Coolant Pump Bolts
Courtesy of FORD MOTOR CO.

45. Remove the crankshaft pulley bolt.

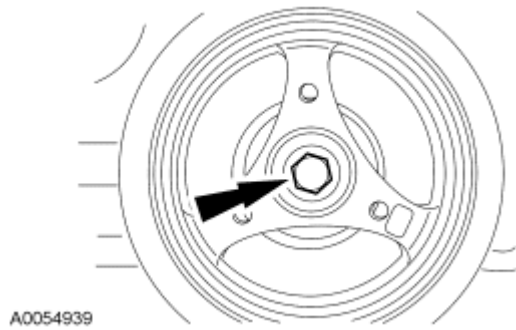


Fig. 284: Crankshaft Pulley Bolt
Courtesy of FORD MOTOR CO.

46. Using the Crankshaft Vibration Damper Remover, remove the crankshaft pulley.

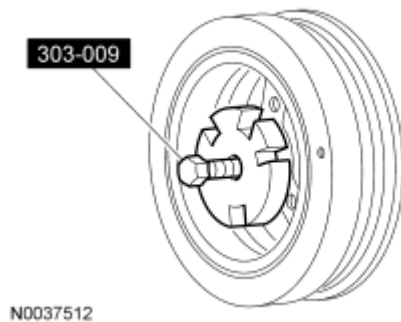


Fig. 285: Removing Crankshaft Pulley
Courtesy of FORD MOTOR CO.

47. Using the Crankshaft Front Oil Seal Remover, remove the crankshaft front seal.

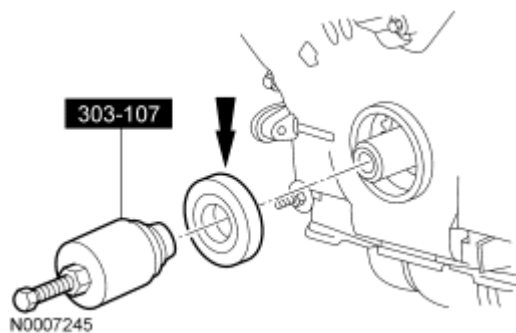


Fig. 286: Removing Crankshaft Front Seal Using Special Tool
Courtesy of FORD MOTOR CO.

48. Remove the 16 bolts and the oil pan.
- Discard the gasket.

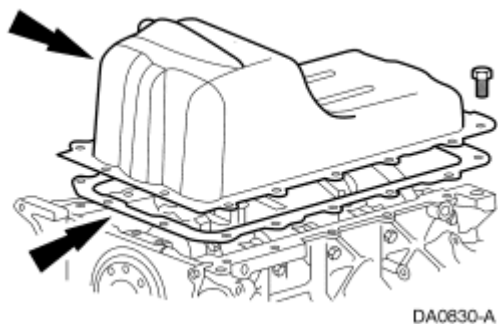


Fig. 287: Oil Pan, Bolt & Gasket
Courtesy of FORD MOTOR CO.

49. Remove the 3 bolts, the oil pump screen and pickup tube.

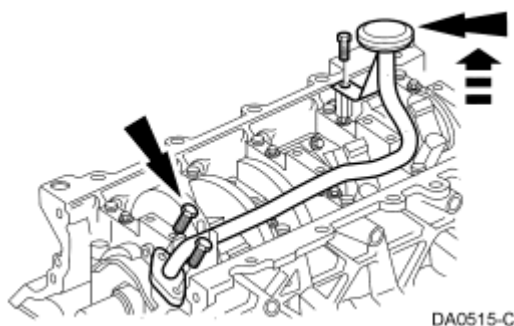


Fig. 288: Oil Pump Screen And Pickup Tube & Bolts
Courtesy of FORD MOTOR CO.

50. Remove the oil pump screen and pickup tube spacer.

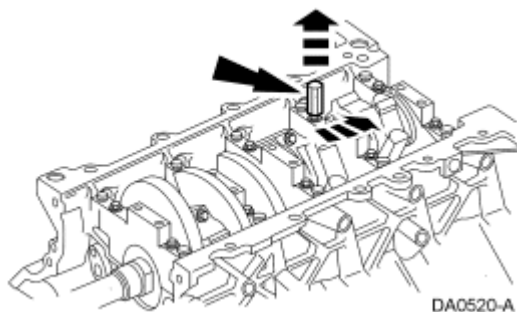
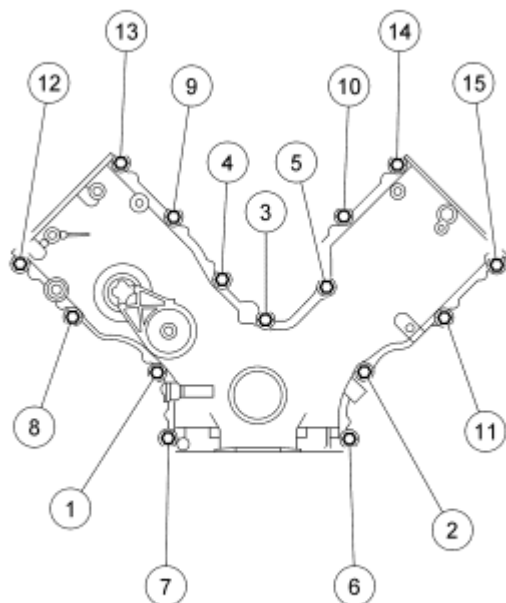


Fig. 289: Oil Pump Screen And Pickup Tube Spacer
Courtesy of FORD MOTOR CO.

NOTE: Correct fastener location is essential for the assembly procedure. Record fastener location.

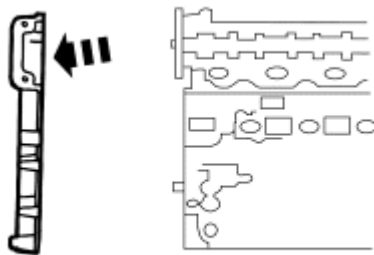
51. Remove the 15 fasteners in the sequence shown in illustration.



N0037514

Fig. 290: Engine Front Cover Fastener Removal/Tightening Sequence
Courtesy of FORD MOTOR CO.

52. Remove the engine front cover from the cylinder block.



AA1665-A

Fig. 291: Removing Engine Front Cover From Cylinder Block
Courtesy of FORD MOTOR CO.

53. Remove the crankshaft sensor ring from the crankshaft.

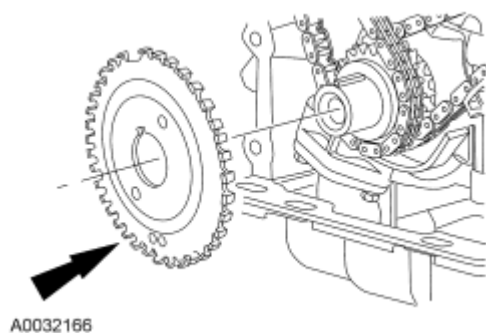


Fig. 292: View Of Crankshaft Sensor Ring At Crankshaft
Courtesy of FORD MOTOR CO.

54. Position the crankshaft with the keyway at the 12 o'clock position.

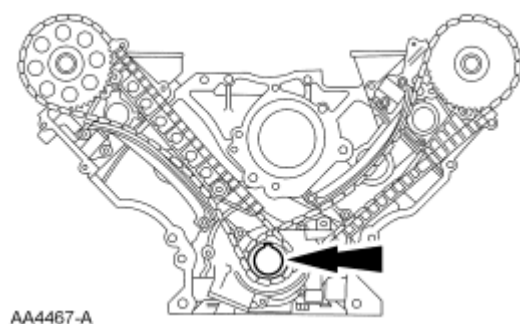


Fig. 293: Crankshaft With Keyway At 12 O'clock Position
Courtesy of FORD MOTOR CO.

55. Remove the timing chain tensioning system from both timing chains.
1. Remove the 4 bolts.
 2. Remove the timing chain tensioners.
 3. Remove the timing chain tensioner arms.

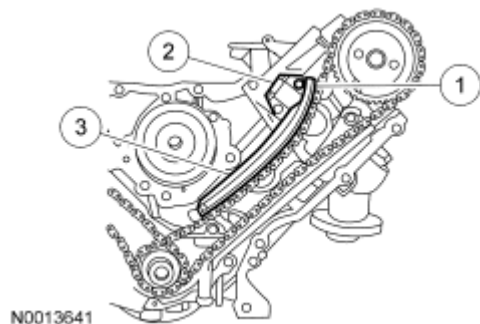


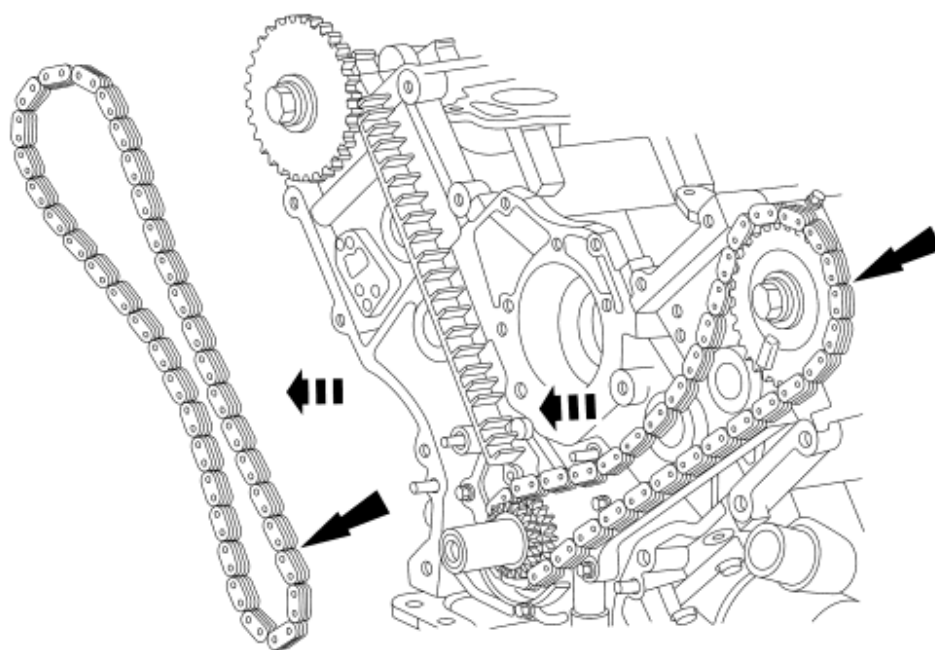
Fig. 294: Identifying Timing Chain Tensioning System
Courtesy of FORD MOTOR CO.

NOTE: Unless otherwise instructed, at no time when the timing chains are

removed and the cylinder heads are installed is the crankshaft or camshaft to be rotated. Severe piston and valve damage will occur.

56. Remove the LH and RH timing chains and the crankshaft sprocket.

- Remove the RH timing chain from the camshaft sprocket.
- Remove the RH timing chain from the crankshaft sprocket.
- Repeat for the LH timing chain and crankshaft sprocket.

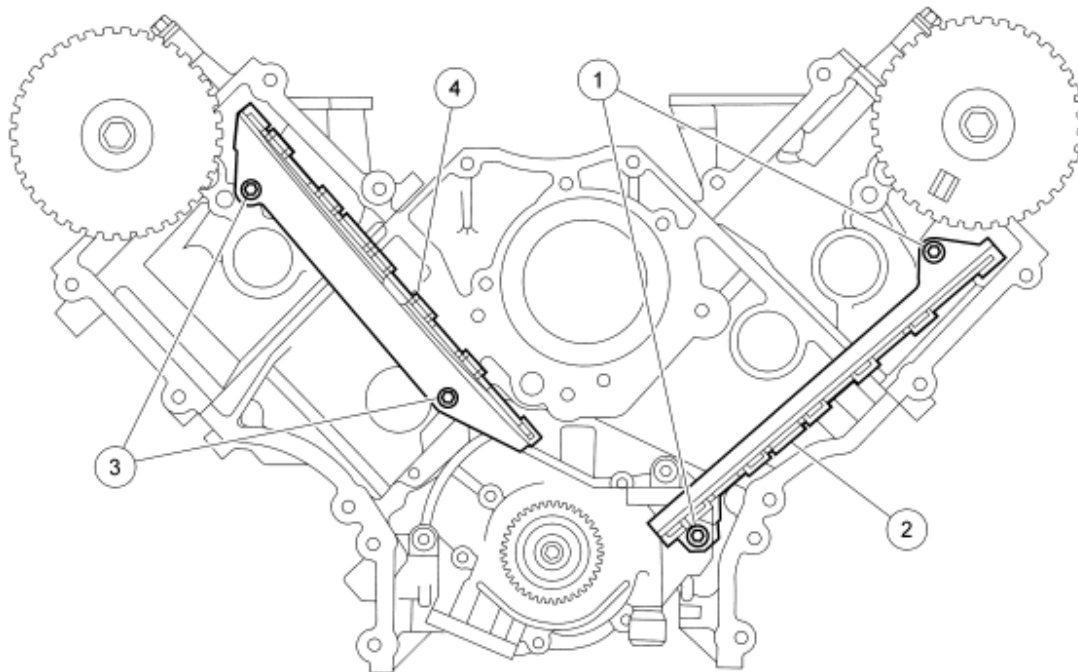


A0029151

Fig. 295: View Of Left And Right Timing Chains, Sprockets And Crankshaft Gear
Courtesy of FORD MOTOR CO.

57. Remove both timing chain guides.

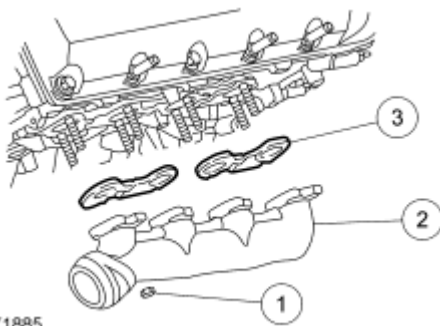
1. Remove the 4 bolts.
2. Remove the LH timing chain guide.
3. Remove the bolts.
4. Remove the RH timing chain guide.



N0013642

Fig. 296: Identifying Timing Chain Guides
Courtesy of FORD MOTOR CO.

58. Remove the RH exhaust manifold.
1. Remove the 8 nuts and discard.
 2. Remove the RH exhaust manifold.
 3. Remove the RH exhaust manifold gasket and discard.



N0071885

Fig. 297: RH Exhaust Manifold
Courtesy of FORD MOTOR CO.

59. Remove and discard the 8 RH exhaust manifold studs.
60. Remove the LH exhaust manifold.
1. Remove the 8 nuts and discard.
 2. Remove the LH exhaust manifold.

3. Remove the LH exhaust manifold gaskets and discard.

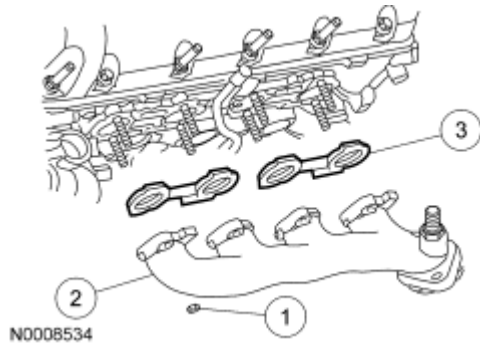


Fig. 298: Exhaust Manifold, Nuts & Gasket
Courtesy of FORD MOTOR CO.

61. Remove and discard the 8 LH exhaust manifold studs.
62. Clean and inspect the exhaust manifolds. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.
63. Remove the bolt and the oil level indicator tube.

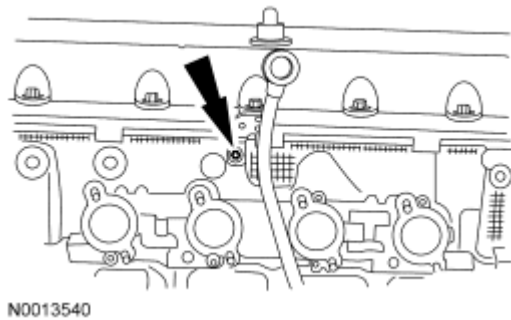


Fig. 299: Oil Level Indicator Tube Bolt
Courtesy of FORD MOTOR CO.

64. Install the Cylinder Head Remover/Installer on both ends of the cylinder head.

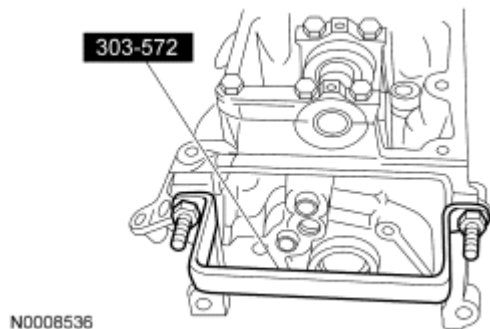
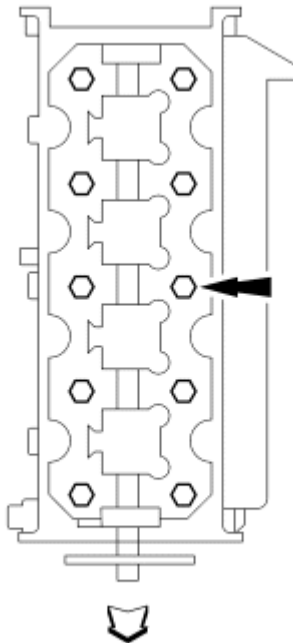


Fig. 300: Identifying Special Tool (303-572)
Courtesy of FORD MOTOR CO.

- 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 removed.
- NOTE:** Aluminum surfaces are soft and can be scratched easily. Never place the cylinder head gasket surface, unprotected, on a bench surface. The scratches may cause leak paths.
- 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:** Place clean shop towels over exposed engine cavities. Carefully remove the towels so foreign material is not dropped into the engine.
- NOTE:** The cylinder head bolts must be discarded and new bolts installed. They are a tighten-to-yield design and cannot be reused.

65. Remove the 10 bolts and the RH cylinder head.

- Discard the cylinder head gasket.
- Discard the cylinder head bolts.



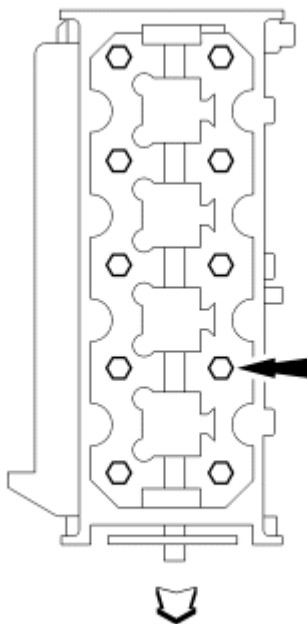
A26253-A

Fig. 301: Identifying Cylinder Head Gasket And Bolts
Courtesy of FORD MOTOR CO.

- 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 removed.
- NOTE:** Aluminum surfaces are soft and can be scratched easily. Never place the cylinder head gasket surface, unprotected, on a bench surface. The scratches may cause leak paths.
- 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:** Place clean shop towels over exposed engine cavities. Carefully remove the towels so foreign material is not dropped into the engine.
- NOTE:** The cylinder head bolts must be discarded and new bolts installed. They are a tighten-to-yield design and cannot be reused.

66. Remove the 10 bolts and the LH cylinder head.

- Discard the cylinder head gasket.
- Discard the cylinder head bolts.



A26254-A

Fig. 302: Identifying Cylinder Head 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 the head gasket.

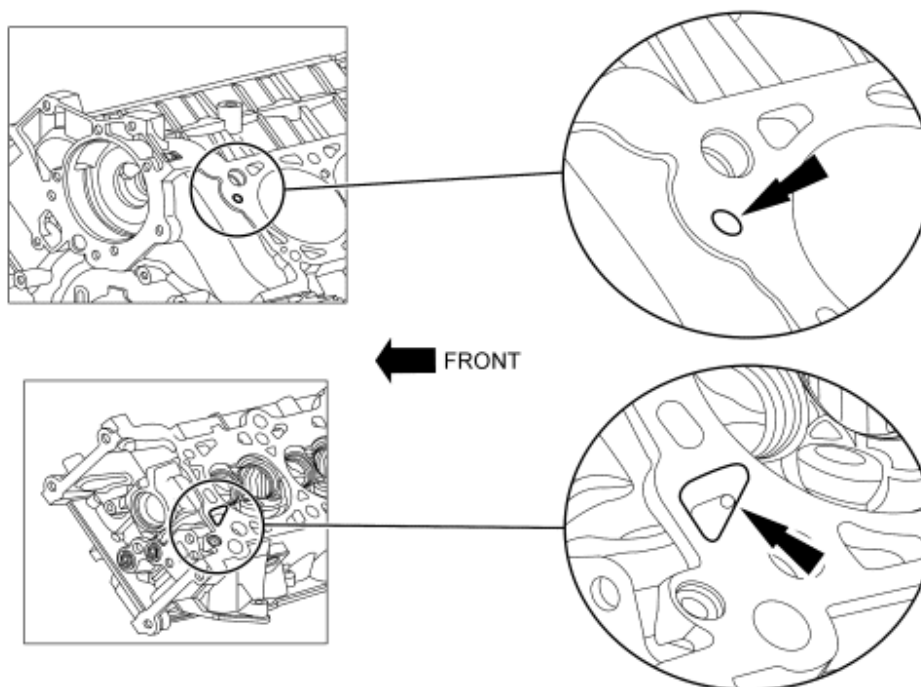
NOTE: Observe all warnings or cautions and follow all application directions contained on the packaging of the silicone gasket remover and the metal surface prep.

NOTE: If there is no residual gasket material present, metal surface prep can be used to clean and prepare the surfaces.

67. Clean the cylinder head-to-cylinder block mating surfaces of both cylinder heads 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.

NOTE: LH shown in illustration, RH similar.

68. Support the cylinder heads on a bench with the head gasket side up. Check the cylinder head distortion and the cylinder block distortion paying particular attention to the oil pressure feed area. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.



A0079634

Fig. 303: Identifying Cylinder Head/Cylinder Block Oil Pressure Feed Areas
Courtesy of FORD MOTOR CO.

69. Remove the 4 bolts and the oil filter adapter.
- Discard the gasket.

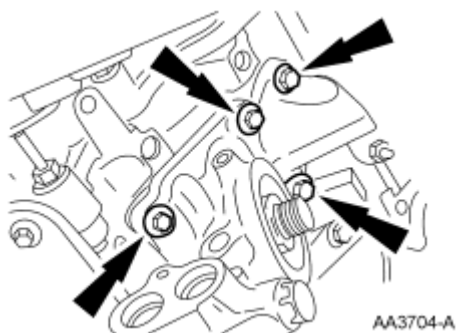


Fig. 304: Oil Filter Adapter Bolts
Courtesy of FORD MOTOR CO.

70. Remove the 3 oil pump bolts and the oil pump.



Fig. 305: Locating Oil Pump Bolts
Courtesy of FORD MOTOR CO.

71. Before removing the pistons, inspect the top of the cylinder bores. If necessary, remove the ridge or carbon deposits from each cylinder using a Cylinder Ridge Reamer, following the manufacturer instructions.

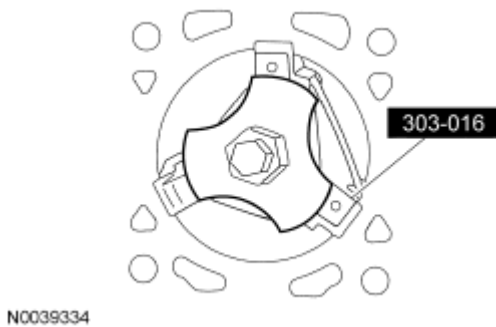
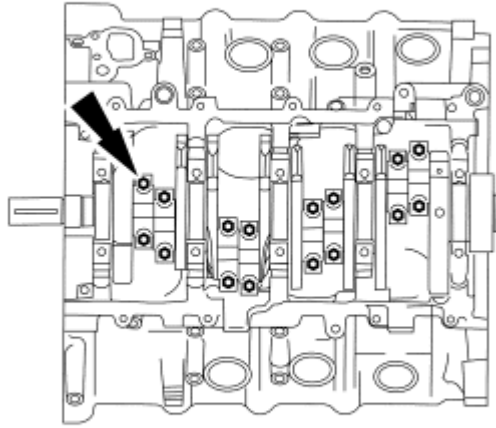


Fig. 306: Cylinder Ridge Reamer
Courtesy of FORD MOTOR CO.

NOTE: Verify that the connecting rods and rod caps have orientation numbers cast into them. If not, number the connecting rods and rod caps for correct orientation.

72. Remove the 2 bolts and the connecting rod cap.
- Discard the bolts.

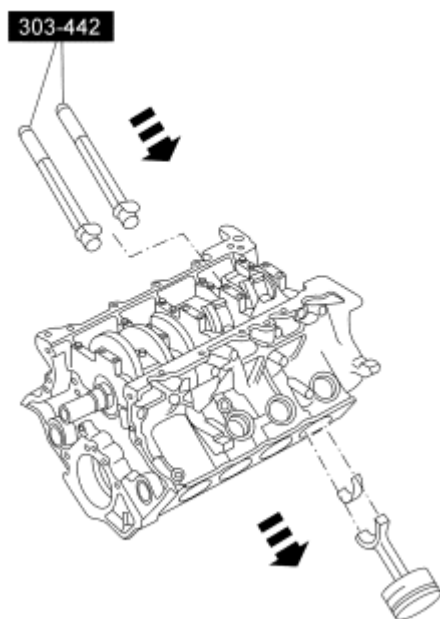


DA0578-A

Fig. 307: Locating Connecting Rod Caps
Courtesy of FORD MOTOR CO.

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

73. Using the Connecting Rod Installer, push the piston through the top of the cylinder block.

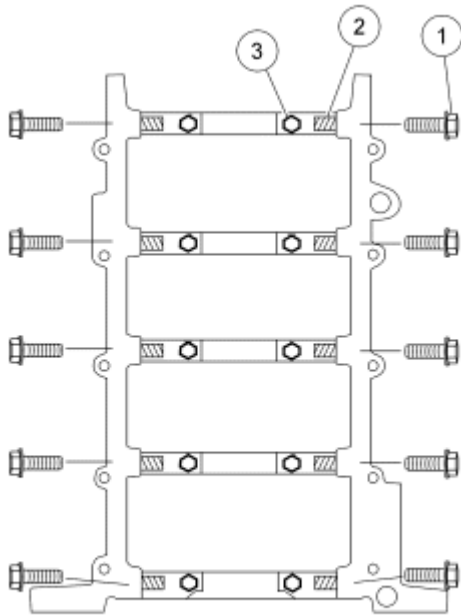


N0010189

Fig. 308: Pushing Piston Through Top Of Cylinder Block
Courtesy of FORD MOTOR CO.

NOTE: Servicing the bottom end of the engine (crankshaft, bearings) requires that cylinder heads be removed. Failure to do so may result in engine damage.

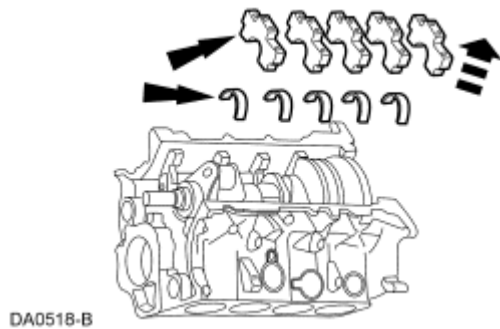
74. Remove the crankshaft bearing cap fasteners.
 1. Remove and discard the 10 cross-mounted main cap bolts.
 2. Loosen the 10 jack screws.
 3. Remove and discard the 10 main cap bolts.



N0015130

Fig. 309: Locating Crankshaft Bearing Cap Fasteners
Courtesy of FORD MOTOR CO.

75. Remove the 5 main bearing caps and the lower crankshaft main bearings.



DA0518-B

Fig. 310: Locating Main Bearing Caps, Lower Crankshaft Main Bearings And Lower Thrust Washer
Courtesy of FORD MOTOR CO.

76. Remove the crankshaft and the upper crankshaft main bearings from the cylinder block.

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

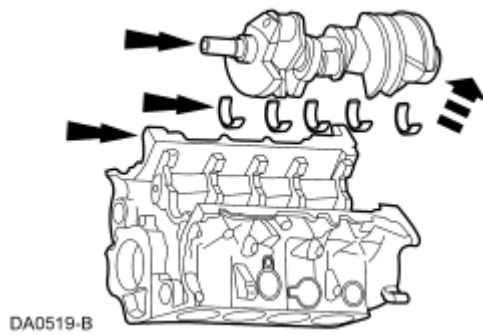
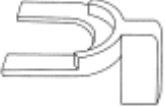


Fig. 311: Removing Crankshaft, Upper Crankshaft Main Bearings And Upper Thrust Washers From Cylinder Block
Courtesy of FORD MOTOR CO.

DISASSEMBLY AND ASSEMBLY OF SUBASSEMBLIES

CYLINDER HEAD

Special Tools

Illustration	Tool Name	Tool Number
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-567 (T97P-6565-AH)
 ST1332-A	Installer, Valve Stem Oil Seal	303-383 (T91P-6571-A)

Material

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	WSS-M2C930-A

(Canada); or equivalent

NOTE: LH shown in illustration, RH similar.

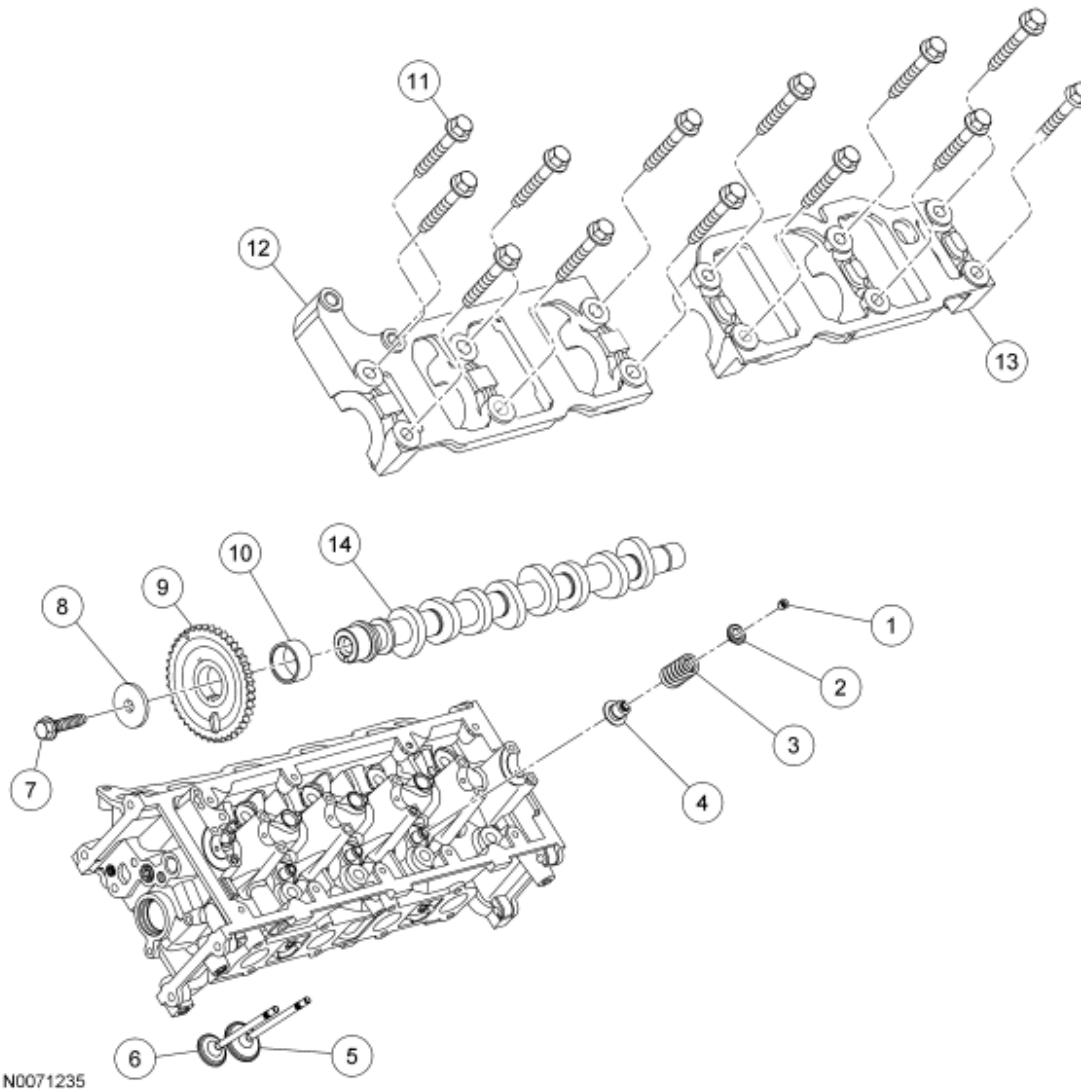


Fig. 312: Exploded View Of Cylinder Head
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6518	Valve spring retainer key (16 required)
2	6514	Valve spring retainer (8 required)
3	6513	Valve spring (8 required)
4	6A517	Valve stem seal (8 required)
5	6505	Intake valve (4 required)
6	6507	Exhaust valve (4 required)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

7	N811085	Camshaft sprocket bolt
8	N806164	Camshaft sprocket bolt washer
9	6256	Camshaft sprocket
10	6265	Camshaft sprocket spacer
11	N807352	Camshaft bearing cap bolt (13 required)
12	6B280	Camshaft bearing cap
13	6B280	Camshaft bearing cap
14	6A274	Camshaft

DISASSEMBLY

NOTE: Place cylinder head on a cardboard or wood surface to prevent damage to the joint face.

NOTE: Do not remove the camshaft before removing the roller followers.

1. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

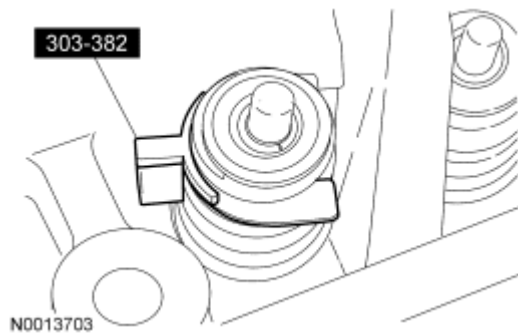


Fig. 313: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

2. Using the Valve Spring Compressor, compress the valve springs.

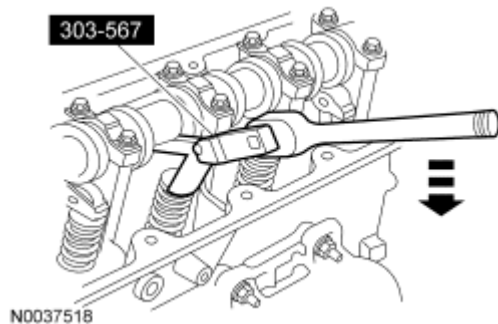
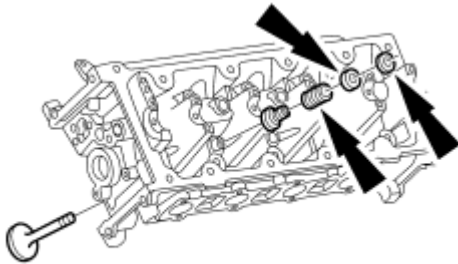


Fig. 314: Compressing Valve Spring
Courtesy of FORD MOTOR CO.

NOTE: Keep valves and valve spring retainer keys in order so they can be installed in their original positions.

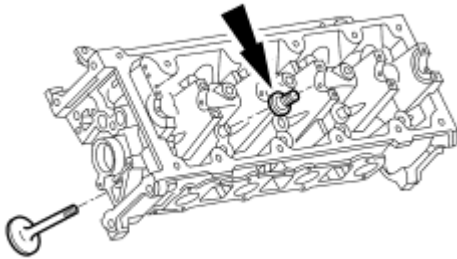
3. Remove the valve spring retainer keys, the valve spring retainers, the valve springs and the valves.



A0049215

Fig. 315: Valve Spring Retainer Keys, Valve Spring Retainers, Valve Springs & Valves
Courtesy of FORD MOTOR CO.

4. Remove the valve stem seals.



DA0055-B

Fig. 316: Valve Stem Seal
Courtesy of FORD MOTOR CO.

NOTE: The camshaft bearing caps must be installed in their original locations.
Record camshaft bearing cap locations.

5. Remove the bolts, the bearing caps and the camshaft.

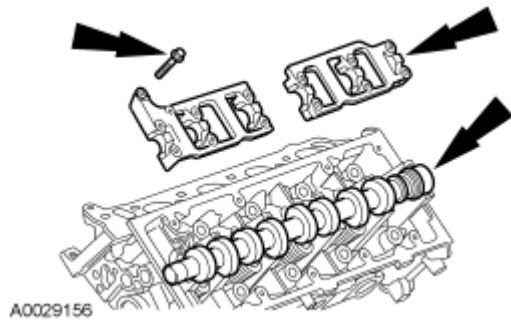


Fig. 317: Bearing Caps & Camshaft
Courtesy of FORD MOTOR CO.

ASSEMBLY

NOTE: Do not use metal scrapers or other tools to clean the cylinder head.

1. Use a plastic scraper and metal surface prep to clean the cylinder head.
2. Lubricate the camshaft journals with clean engine oil.



Fig. 318: Camshaft Journals
Courtesy of FORD MOTOR CO.

3. Install the camshaft and the camshaft bearing caps.
 - Lubricate with clean engine oil and position the camshaft bearing caps.
 - Install the bolts loosely.

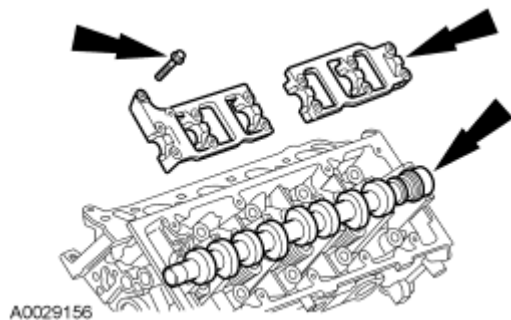
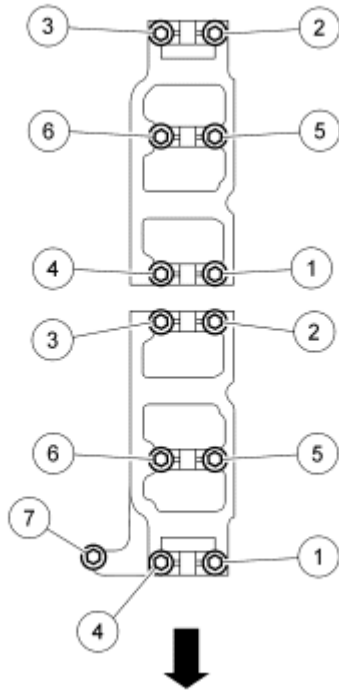


Fig. 319: Bearing Caps & Camshaft
Courtesy of FORD MOTOR CO.

4. Tighten the camshaft bearing caps bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).



N0089110

Fig. 320: Tightening Sequence
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the valve stems with clean engine oil.

5. Install the valves in the cylinder head.

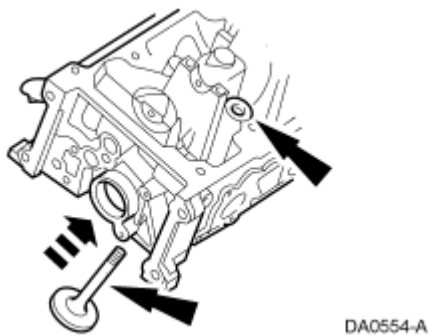


Fig. 321: Installing Valve
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the valve stems seals with clean engine oil.

6. Using the Valve Stem Oil Seal Installer and Valve Spring Compressor, install the valve stem seals.

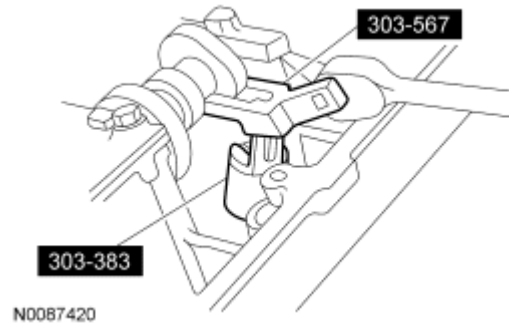


Fig. 322: Installing Valve Stem Seal
Courtesy of FORD MOTOR CO.

7. Install the valve springs and the valve spring retainers onto the valves.

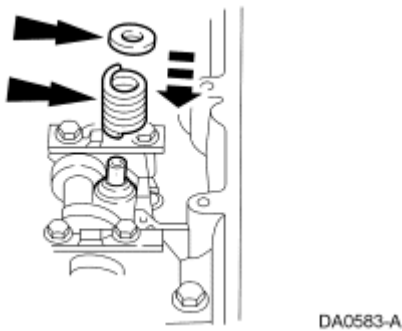


Fig. 323: Installing Valve Springs & Valve Spring Retainers
Courtesy of FORD MOTOR CO.

8. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

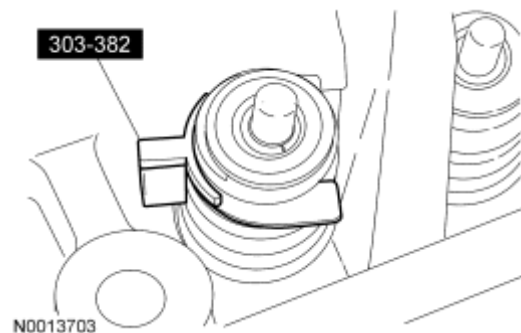


Fig. 324: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

9. Using the Valve Spring Compressor, compress the valve springs and install the valve spring retainer keys.

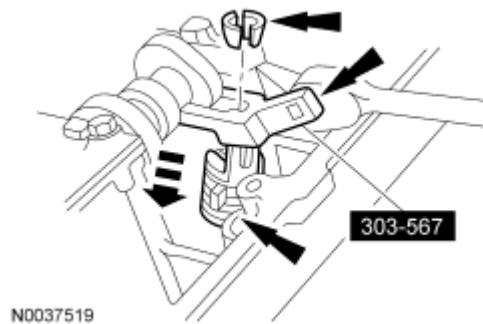


Fig. 325: Installing Valve Spring Retainer Keys
Courtesy of FORD MOTOR CO.

10. Remove the Valve Spring Compressor Spacer.

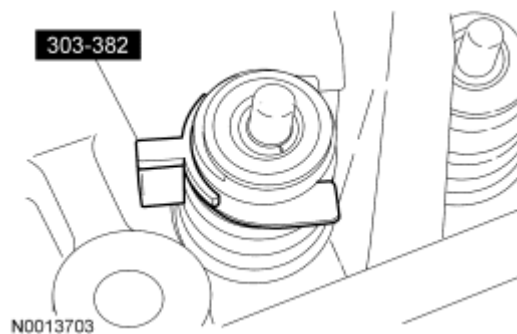


Fig. 326: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

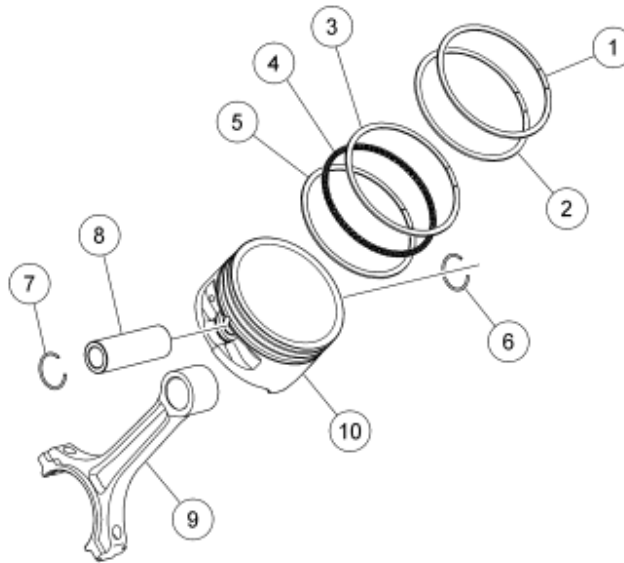
PISTON

Material

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

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0004114

Fig. 327: Identifying Piston Components
Courtesy of FORD MOTOR CO.

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
8	6135	Piston pin
9	6200	Connecting rod
10	6110	Piston

DISASSEMBLY

1. Remove the upper piston compression ring.
2. Remove the lower piston compression ring.
3. Remove the upper piston oil control segment ring.
4. Remove the piston oil control spacer.
5. Remove the lower piston oil control segment ring.
6. Remove the 2 piston pin retainers.

7. Remove the piston pin and remove the connecting rod from the piston.

ASSEMBLY

NOTE: **Connecting rod must be installed into piston with identification markings toward front.**

1. Position the connecting rod in the piston.

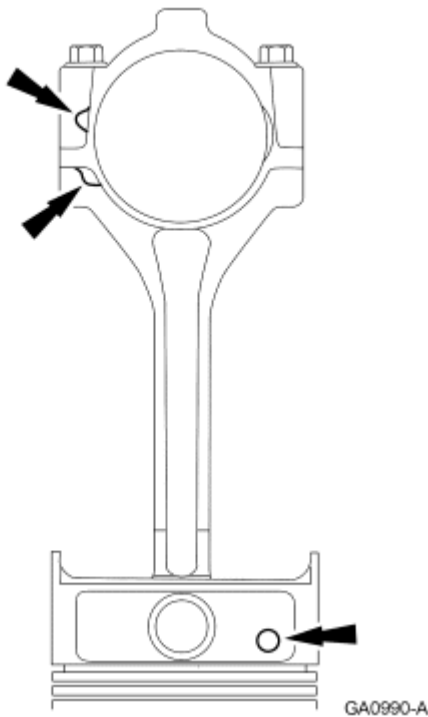


Fig. 328: Positioning Connecting Rod In Piston
Courtesy of FORD MOTOR CO.

NOTE: **Lubricate the piston pin and retainers with clean engine oil.**

2. Install the piston pin and the 2 piston pin retainers.

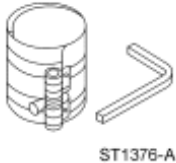
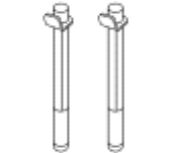
NOTE: **Lubricate all the piston rings and piston oil control spacer with clean engine oil.**

3. Install the lower piston oil control segment ring.
4. Install the piston oil control spacer.
5. Install the upper piston oil control segment ring.
6. Install the lower piston compression ring.
7. Install the upper piston compression ring.

ASSEMBLY

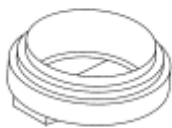
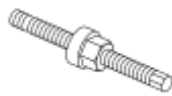
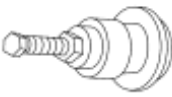
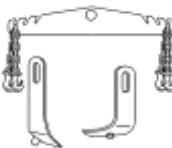
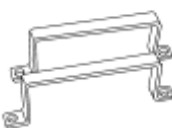
ENGINE

Special Tools

Illustration	Tool Name	Tool Number
 ST1376-A	Compressor, Piston Ring	303-D032 (D81L-6002-C) or equivalent
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-567 (T97P-6565-AH)
 ST1335-A	Holding Tool, Crankshaft	303-448 (T93P-6303-A)
 ST1337-A	Installer, Connecting Rod	303-442 (T93P-6136-A)
 ST2197-A	Installer, Crankshaft Front Oil Seal	303-635
 ST1480-A	Installer, Crankshaft Rear Oil Seal	303-518 (T95P-6701-DH)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST1479-A	Installer, Crankshaft Rear Oil Seal	303-516 (T95P-6701-BH)
 ST1482-A	Installer, Crankshaft Rear Oil Slinger	303-517 (T95P-6701-CH)
 ST1287-A	Installer, Crankshaft Vibration Damper	303-102 (T74P-6316-B)
 ST1328-A	Installer, Front Cover Oil Seal	303-335 (T88T-6701-A)
 ST2443-A	Lifting Bracket Set, Engine	303-DS086 (D93P-6001-A)
Includes Lifting Bracket, Engine		303-D087 and 303-D088
 ST1668-A	Remover/Installer, Cylinder Head	303-572 (T97T-6000-A)
 ST1438-A	Strap Wrench	303-D055 (D85L-6000-A) or equivalent

General Equipment

Hydraulic Chain Tensioner Retaining Clip - 1L3Z-6P250-AA

Material

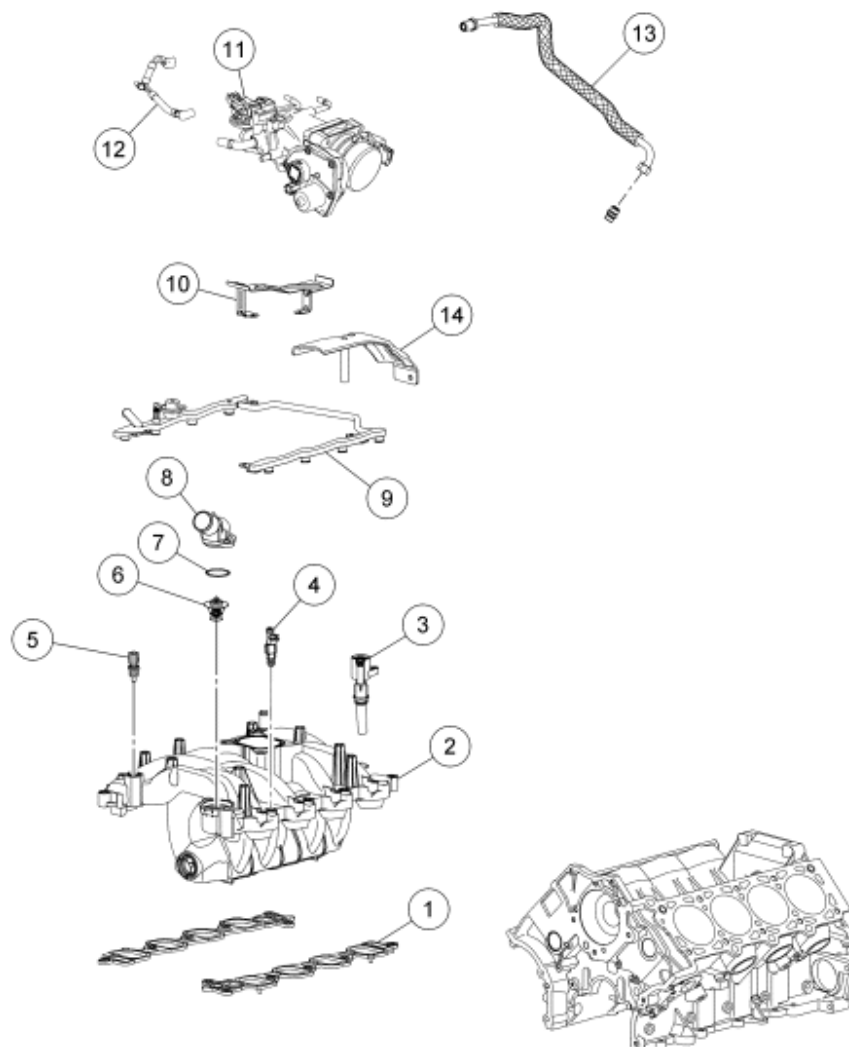
2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

Item	Specification
Gasket Maker TA-16	WSK-M2G348-A5
Motorcraft Metal Surface Prep ZC-31-A	-
Motorcraft Premium Gold Engine Coolant with Bittering Agent (bittered in US only) 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 Gasket and Sealant TA-30	WSE-M4G323-A4

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0066B14

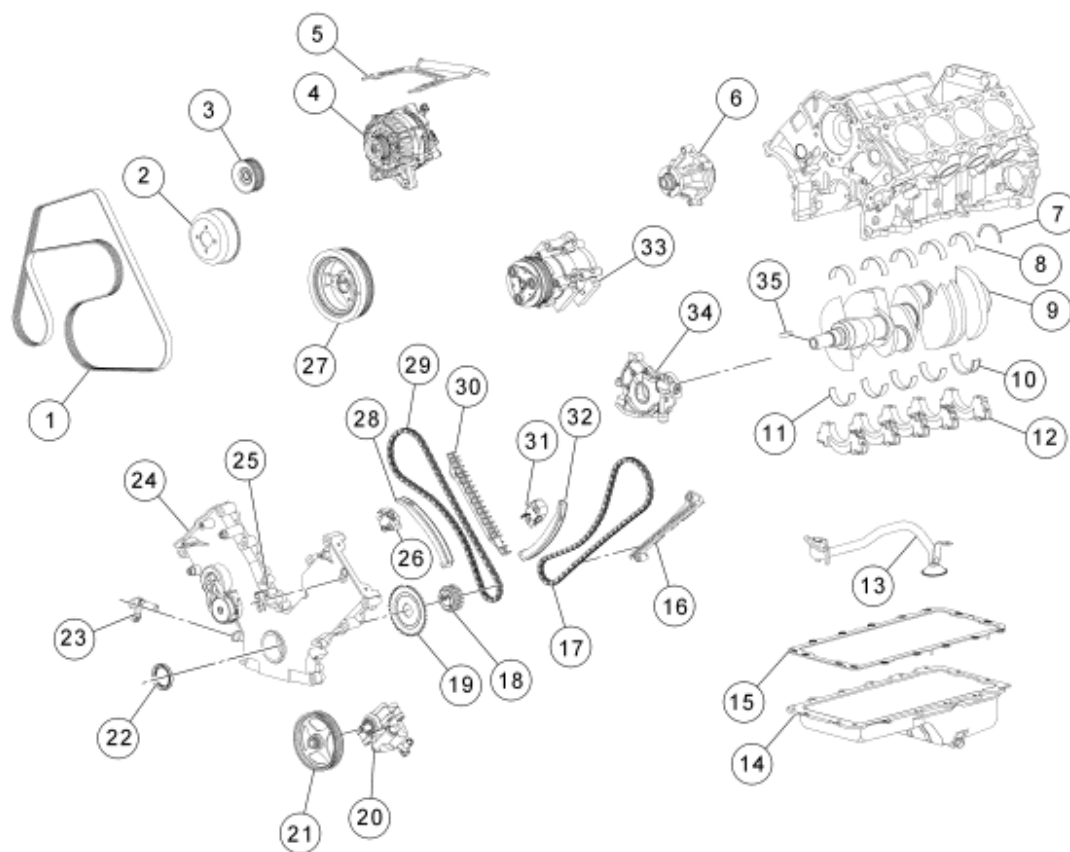
Fig. 329: Engine Induction System
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	9439	Intake manifold gasket (2 required)
2	9424	Intake manifold
3	12A366	Ignition coil (8 required)
4	9F593	Fuel injector (8 required)
5	10884	Engine Coolant Temperature (ECT) sensor
6	8575	Coolant thermostat
7	N806807	O-ring seal
8	8594	Coolant outlet adapter
9	9F792	Fuel rail

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

10	9F460	Intake manifold shield
11	9E822	Throttle Body (TB)
12	9E498	Vacuum harness
13	9D477	EGR-to-exhaust manifold tube
14	9G609	Intake manifold bracket



N0066815

Fig. 330: Engine - Front End and Lower End
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	8620	Accessory drive belt
2	8A528	Coolant pump pulley
3	19A216	Idler pulley
4	10300	Generator

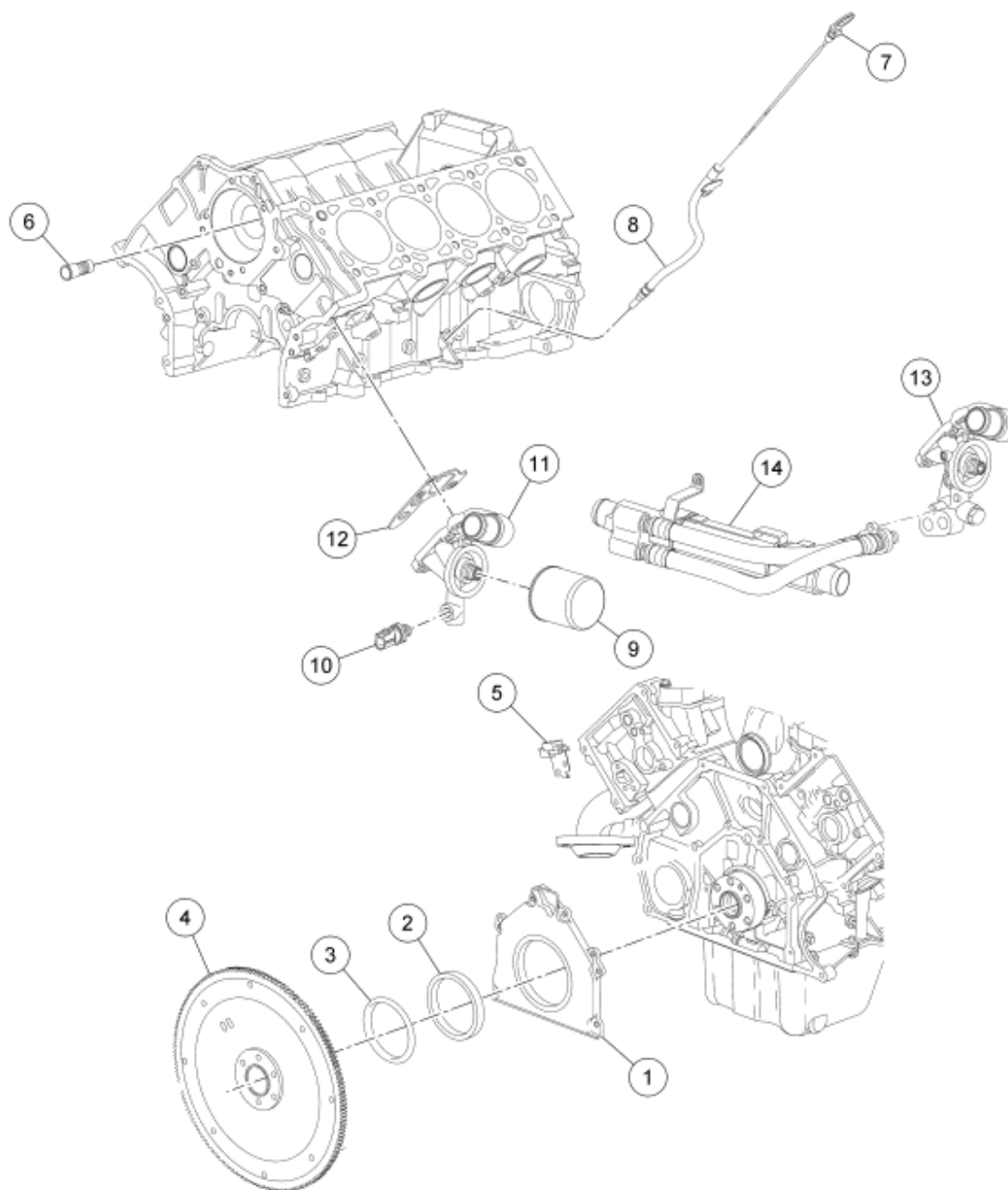
2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

5	10153	Generator bracket
6	8501	Coolant pump
7	6A341	Crankshaft thrust washer
8	6333	Crankshaft main bearing (5 required)
9	6303	Crankshaft
10	6A339	Crankshaft thrust main bearing
11	6A338	Crankshaft main bearing (4 required)
12	6325	Main bearing cap (5 required)
13	6622	Oil pump screen cover and tube
14	6675	Oil pan
15	6710	Oil pan gasket
16	6B274	Timing chain guide
17	6268	Timing chain
18	6306	Crankshaft sprocket
19	12A227	Ignition pulse ring
20	3A674	Power steering pump
21	3D673	Power steering pump pulley
22	6700	Crankshaft front seal
23	6C315	Crankshaft position sensor
24	6C086	Engine front cover
25	6B288	Camshaft position sensor
26	6L266	Timing chain tensioner
27	6316	Crankshaft damper
28	6L253	Timing chain tensioner arm
29	6268	Timing chain
30	6M289	Timing chain guide
31	6M256	Timing chain tensioner
32	6L253	Timing chain tensioner arm
33	19D629	A/C compressor
34	6621	Oil pump
35	N806201	Crankshaft keyway

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0066816

Fig. 331: Engine - Flex Plate and Engine Lubrication
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	6K318	Crankshaft rear oil seal retainer
2	6701	Crankshaft rear oil seal
3	6310	Crankshaft oil slinger

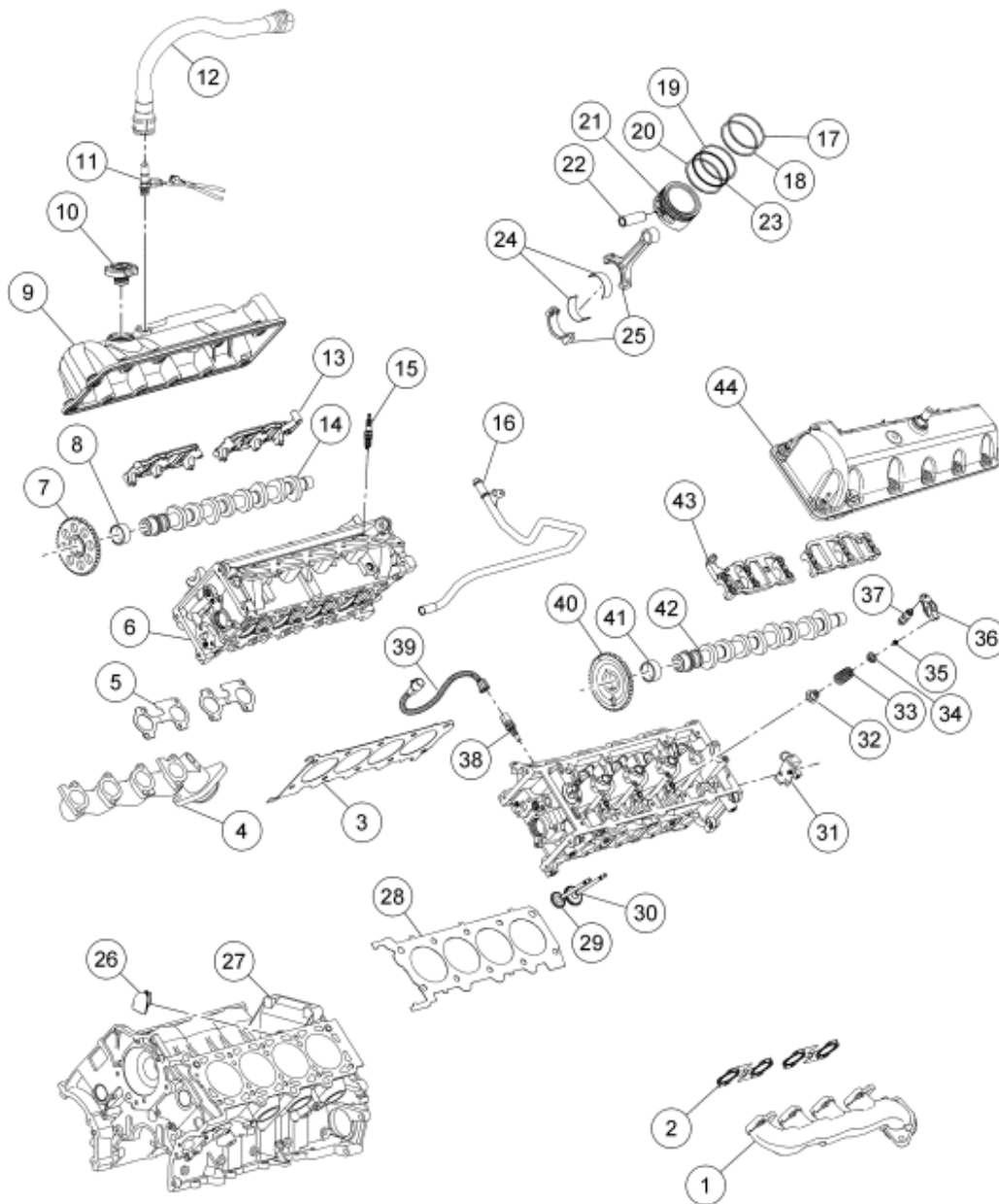
2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

4	6375	Flywheel
5	18801	Radio ignition interference capacitor
6	18B402	Coolant bypass tube
7	6750	Oil level indicator
8	6754	Oil level indicator tube
9	6714	Oil filter
10	9278	Engine Oil Pressure (EOP) switch
11	6881	Oil filter adapter
12	6A636	Oil filter adapter gasket
13	6881	Oil filter adapter
14	6A642	Engine oil cooler

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis



N0088465

Fig. 332: Engine - Upper End
Courtesy of FORD MOTOR CO.

Item	Part Number	Description
1	9431	Exhaust manifold
2	9Y431	Exhaust manifold gasket (2 required)
3	6051	Head gasket

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

4	9430	Exhaust manifold
5	9Y431	Exhaust manifold gasket (2 required)
6	6049	Cylinder head
7	6256	Camshaft sprocket
8	6265	Camshaft sprocket spacer
9	6582	Valve cover
10	6766	Oil filler cap
11	6A666	PCV valve
12	6K817	Crankcase vent connector and hose
13	6B280	Camshaft bearing cap
14	6250	Camshaft
15	12405	Spark plug (8 required)
16	18663	Heater coolant bypass tube
17	6150	Top compression ring (8 required)
18	6152	Lower compression ring (8 required)
19	6159	Top oil control ring (8 required)
20	6159	Lower oil control ring (8 required)
21	6110	Piston (8 required)
22	6135	Piston pin (8 required)
23	6161	Oil ring spacer (8 required)
24	6211	Connecting rod bearings (16 required)
25	6205	Connecting rod assembly (8 required)
26	6C070	Torque converter inspection hold cover
27	6010	Cylinder block
28	6083	Head gasket
29	6505	Exhaust valve (8 required)
30	6507	Intake valve (8 required)
31	18801	Radio capacitor
32	6A517	Valve stem seal (16 required)
33	6513	Valve spring (16 required)
34	6514	Valve spring retainer (16 required)
35	6518	Valve spring retainer key (32 required)
36	6529	Roller follower (16 required)
37	6C501	Hydraulic lash adjuster (16 required)
38	6G004	Cylinder Head Temperature (CHT) sensor
39	12A654	CHT sensor harness
40	6256	Camshaft sprocket
41	6265	Camshaft sprocket spacer
42	6A274	Camshaft
43	6B280	Camshaft bearing cap

ASSEMBLY

All engines

1. Record the main bearing code found on the front of the engine block.

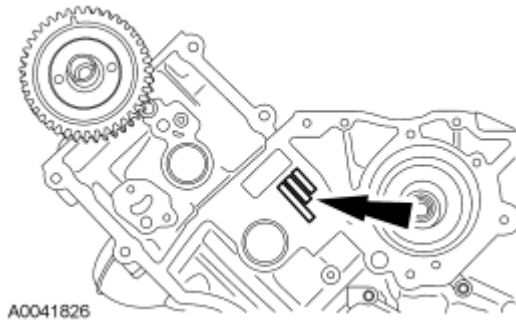


Fig. 333: Identifying Main Bearing Code Found On Front Of Engine Block
Courtesy of FORD MOTOR CO.

2. Record the main bearing code found on the back of the crankshaft.

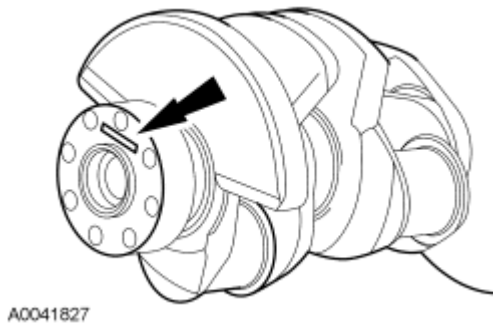


Fig. 334: Identifying Main Bearing Code - Found On Back Of Crankshaft
Courtesy of FORD MOTOR CO.

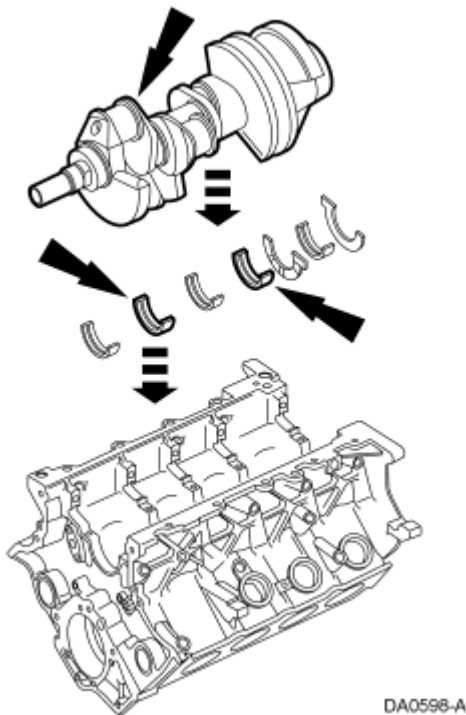
3. Using the data recorded earlier and the Bearing Select Fit Chart, Standard Bearings Chart determine the required bearing grade for each main bearing.
 - Read the first letter of the engine block main bearing code and the first letter of the crankshaft main bearing code.
 - Read down the column below the engine main bearing code letter, and across the row next to the crankshaft main bearing code letter, until the 2 intersect. This is the required bearing grade for the No. 1 crankshaft main bearing.
 - As an example, if the engine block code letter is "F" and the crankshaft code letter is "D," the correct bearing grade for this main bearing is "2."
 - Repeat this process for the remaining 4 main bearings.

Fig. 336: Bearing Select Fit Chart (Oversize Bearings)

Courtesy of FORD MOTOR CO.

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.

5. Lubricate with clean engine oil and install the crankshaft upper main bearings into the cylinder block.
6. Install the crankshaft onto the upper crankshaft thrust bearing and main bearings.

**Fig. 337: Installing Crankshaft Onto Upper Crankshaft Main Bearings**

Courtesy of FORD MOTOR CO.

NOTE: To aid in assembly, apply petroleum jelly to the back of the crankshaft thrust washer.

NOTE: The oil groove on the thrust washer must face toward the rear of the engine (crankshaft surface).

7. Install the rear main bearing cap.

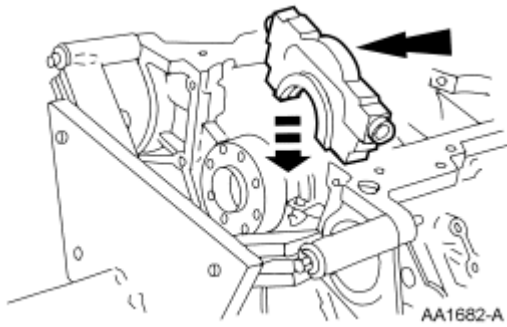


Fig. 338: Locating Rear Main Bearing Cap
Courtesy of FORD MOTOR CO.

8. Install the crankshaft lower main bearings, thrust bearing and thrust washer into the main bearing caps. Locate the main bearing cap on the cylinder block and tap into place using a plastic or dead-blow hammer.

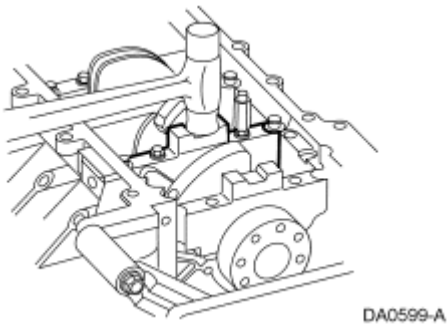
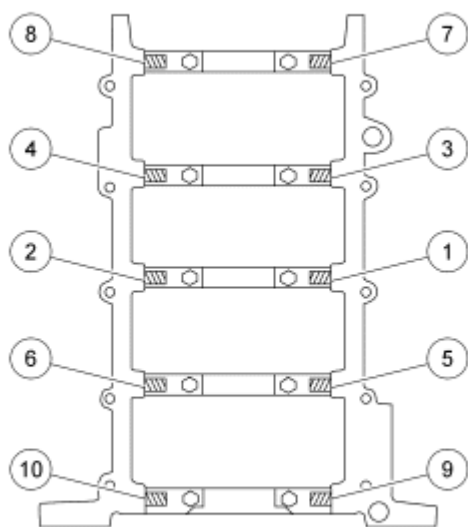


Fig. 339: Tapping Rear Main Bearing Cap
Courtesy of FORD MOTOR CO.

NOTE: The jackscrews are a part of the main bearing cap assembly and are screwed into the main caps, not the cylinder block.

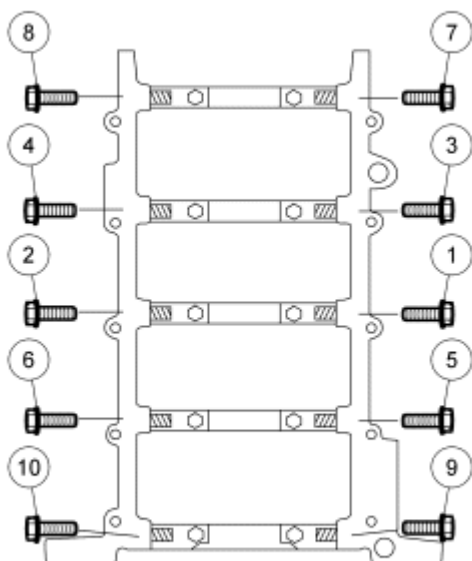
9. Back out the 10 jackscrews against the cylinder block in 2 stages, in the sequence shown in illustration.
 - Stage 1: Tighten to 5 Nm (44 lb-in).
 - Stage 2: Tighten to 10 Nm (89 lb-in).



N0071894

Fig. 340: Jackscrew Loosening Sequence
Courtesy of FORD MOTOR CO.

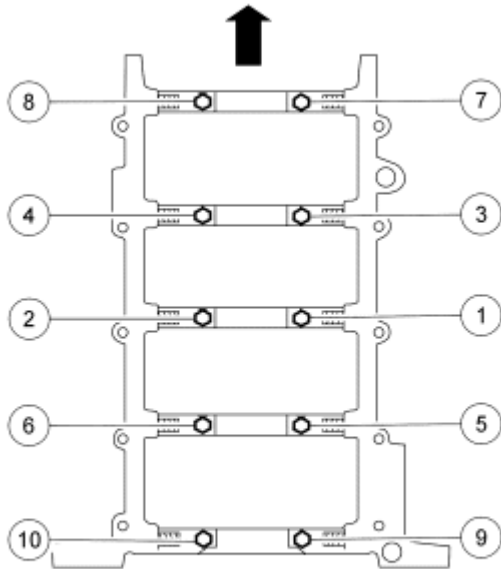
10. Install the 10 main bearing cap bolts and tighten in 2 stages, in the sequence shown in illustration.
 - Stage 1: Tighten to 10 Nm (89 lb-in).
 - Stage 2: Tighten to 21 Nm (15 lb-ft).



N0071893

Fig. 341: Tightening Sequence
Courtesy of FORD MOTOR CO.

11. Tighten the 10 main bearing cap bolts in 2 stages, in the sequence shown in illustration.
 - Stage 1: Tighten to 40 Nm (30 lb-ft).
 - Stage 2: Tighten an additional 90 degrees.



N0013765

Fig. 342: Identifying Main Bearing Cap Fasteners Tightening Sequence
Courtesy of FORD MOTOR CO.

12. Check piston-to-cylinder block and ring clearances. For additional information, refer to **ENGINE SYSTEM - GENERAL INFORMATION** article.

NOTE: Do not scratch the cylinder walls or crankshaft journals with the connecting rod or engine failure may occur.

NOTE: Make sure the piston arrow is facing forward.

NOTE: The next 3 steps are for all 8 connecting rods, rod caps and pistons. Only one connecting rod, rod cap and piston is shown in illustration.

13. Use the Piston Ring Compressor and Connecting Rod Installer to install the piston and connecting rod assemblies.
 - Lubricate the piston and ring with clean engine oil.
 - Lubricate the rod bearings with clean engine oil.
 - Rotate the crankshaft as necessary.

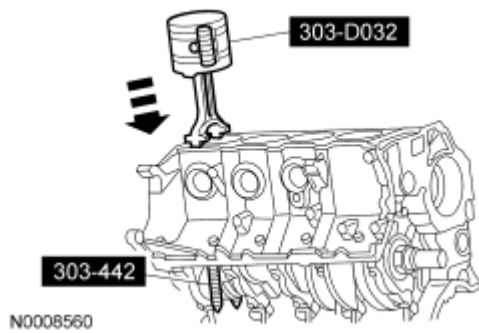


Fig. 343: Using Special Tools To Install Piston And Connecting Rod Assembly
Courtesy of FORD MOTOR CO.

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

14. Once the connecting rod is seated on the crankshaft journal, remove the Connecting Rod Installer.

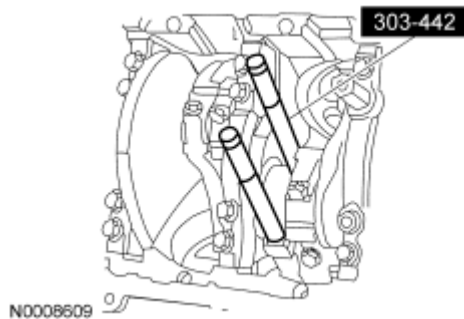


Fig. 344: Identifying Special Tool (303-442)
Courtesy of FORD MOTOR CO.

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

NOTE: The connecting rod caps have a cracked design and must make mate with the connecting rod ends. Excessive bearing clearance will result if not mated correctly.

15. Position the lower bearing and connecting rod bearing cap, and install the 2 new bolts loosely.

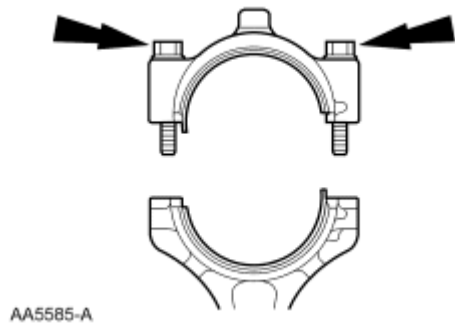


Fig. 345: Positioning Bearing, Rod Cap & Bolts
Courtesy of FORD MOTOR CO.

16. Tighten the 16 connecting rod bearing cap bolts in 3 stages, in the sequence shown in illustration.
 - Stage 1: Tighten to 23 Nm (17 lb-ft).
 - Stage 2: Tighten to 43 Nm (32 lb-ft).
 - Stage 3: Rotate an additional 90-120 degrees.

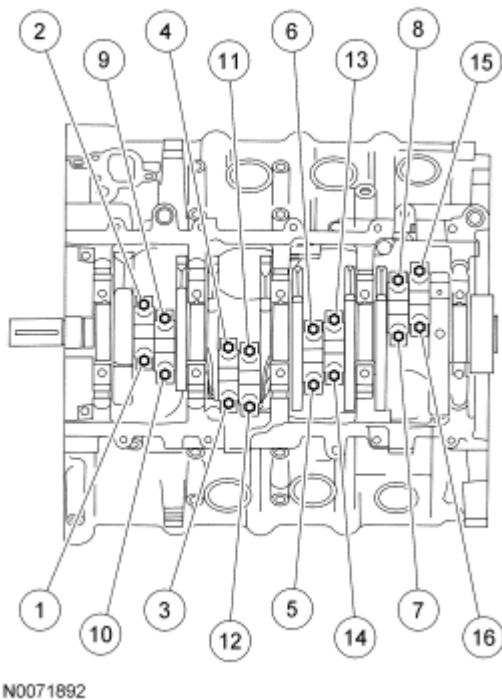


Fig. 346: Tightening Sequence
Courtesy of FORD MOTOR CO.

17. Position the oil pump and install the 3 bolts loosely. Tighten the bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).



Fig. 347: Identifying Oil Pump Bolts Tightening Sequence
Courtesy of FORD MOTOR CO.

Both cylinder heads

- NOTE:** The gasket sealing surfaces on the cylinder head and cylinder block must be clean. For additional information, refer to Cylinder Head.
- NOTE:** The use of sealing aids (aviation cement, copper spray and glue) is not permitted. The gasket must be installed dry.
- NOTE:** The new gasket has a film coating which is crucial to the gasket's ability to seat correctly. Do not scratch the gasket.
- NOTE:** RH head gasket shown in illustration, LH head gasket similar.

18. Install the head gaskets over the dowel pins.

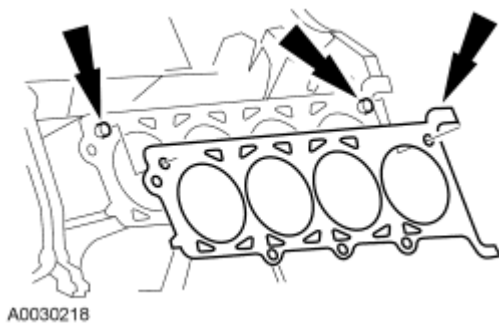


Fig. 348: Head Gasket & Dowel Pins
Courtesy of FORD MOTOR CO.

- NOTE:** Cylinder head machining or milling is not authorized by the Ford Motor Company. Cylinder head flatness must be within 0.0254 mm (0.001 in) across a 38.1 mm (1.5 in) square area.
- NOTE:** The gasket sealing surfaces on the cylinder head and cylinder block must

be clean. For additional information, refer to Cylinder Head.

NOTE: The use of sealing aids (aviation cement, copper spray and glue) is not permitted. The gasket must be installed dry.

NOTE: Do not allow the dowels to scratch the sealing of the cylinder head during cylinder head installation.

NOTE: RH cylinder head shown in illustration, LH cylinder head similar.

19. Install the cylinder head on the dowels and the head gasket. Loosely install new bolts.

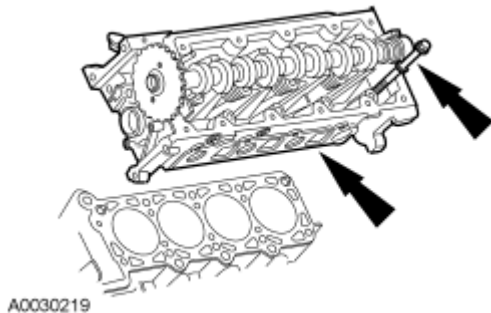


Fig. 349: Locating Cylinder Head
Courtesy of FORD MOTOR CO.

20. Tighten the 10 cylinder head bolts in 6 stages, in the sequence shown in illustration.

- Stage 1: Tighten to 40 Nm (30 lb-ft).
- Stage 2: Tighten an additional 90 degrees (1/4 turn).
- Stage 3: Loosen a minimum of one full turn (360 degrees).
- Stage 4: Tighten to 40 Nm (30 lb-ft).
- Stage 5: Tighten an additional 90 degrees (1/4 turn).
- Stage 6: Tighten an additional 90 degrees (1/4 turn).

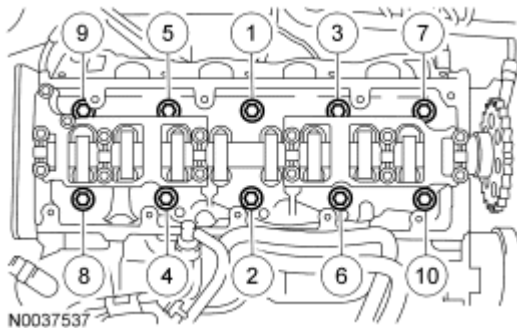


Fig. 350: Cylinder Head Bolt Torque Sequence
Courtesy of FORD MOTOR CO.

21. Remove the Cylinder Head Remover/Installer from both ends of the cylinder head.

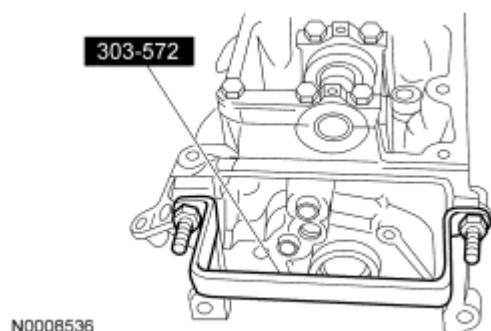


Fig. 351: Identifying Special Tool (303-572)
Courtesy of FORD MOTOR CO.

22. Install the new 8 LH exhaust manifold studs.
- Tighten to 12 Nm (106 lb-in).
23. Install a new LH exhaust manifold gasket the LH exhaust manifold and 8 new nuts.
- Tighten to 20 Nm (177 lb-in) in the sequence shown in illustration.

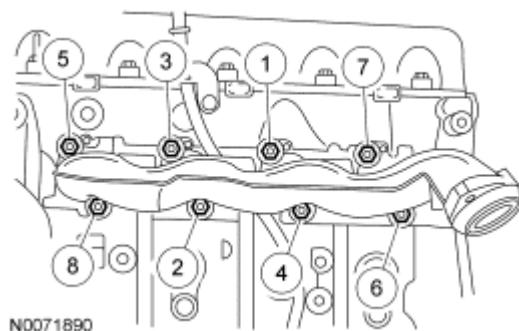


Fig. 352: Tightening Sequence
Courtesy of FORD MOTOR CO.

24. Install the new 8 RH exhaust manifold studs.
- Tighten to 12 Nm (106 lb-in).
25. Install a new RH exhaust manifold gasket the RH exhaust manifold and 8 new nuts.
- Tighten to 20 Nm (177 lb-in) in the sequence shown in illustration.

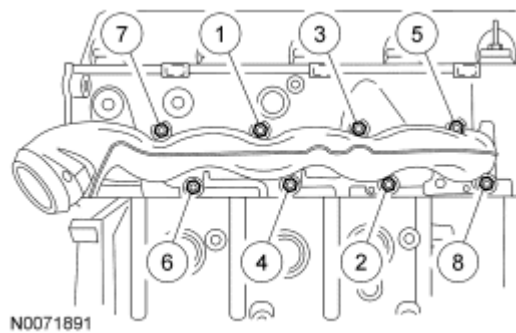


Fig. 353: Tightening Sequence
Courtesy of FORD MOTOR CO.

Engines with ratcheting timing chain tensioners

NOTE: Timing chain procedures must be followed exactly or damage to valves and pistons will result.

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

NOTE: LH shown in illustration, RH similar.

26. Compress each tensioner plunger, using an edge or a vise.

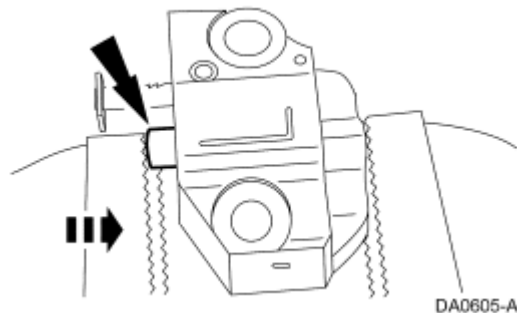


Fig. 354: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

27. Using a small screwdriver or pick, push back and hold the ratchet mechanism.

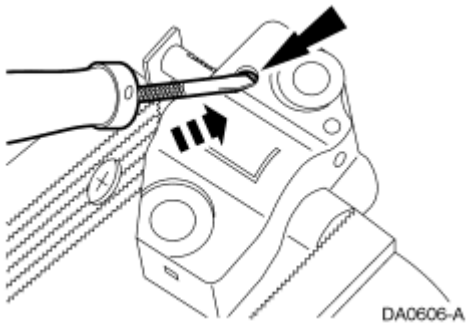


Fig. 355: Pushing Back And Holding Ratchet Mechanism
Courtesy of FORD MOTOR CO.

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

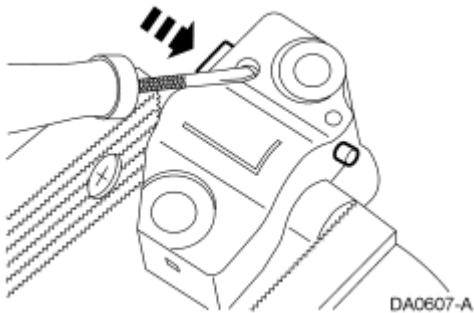


Fig. 356: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

29. Install a paper clip into the hole of each tensioner housing to hold the ratchet assembly and plunger in during installation.
- Remove the tensioner from the vise.

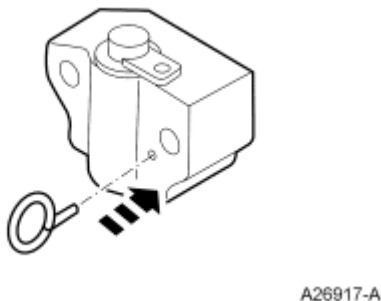


Fig. 357: Installing Paper Clip Into Tensioner Housing
Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

NOTE: If one or both tensioner mounting bolts are loosened or removed, the tensioner-sealing bead must be inspected for seal integrity. Any cracks, tears, cuts or separation from the tensioner body or permanent compression of the seal bead will require replacement of the tensioner or damage to the engine may occur.

30. Inspect the RH and LH timing chain tensioners.
- Install new tensioners as necessary.

NOTE: Timing chain procedures must be followed exactly or damage to valves and pistons will result.

NOTE: LH shown in illustration, RH similar.

31. Compress each tensioner plunger, using a vise.

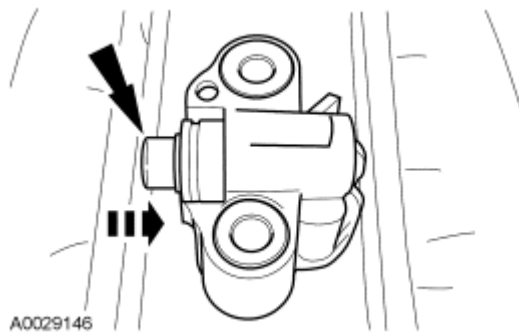


Fig. 358: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

32. Install a Hydraulic Chain Tensioner Retaining Clip on the tensioner to hold the plunger in during installation.

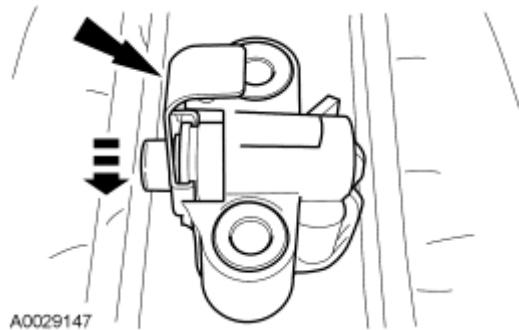
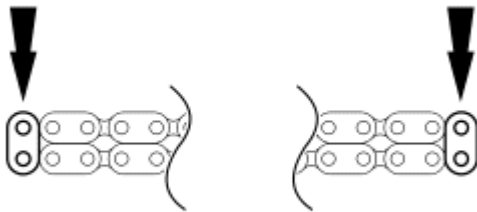


Fig. 359: Identifying Retaining Clip on Tensioner
Courtesy of FORD MOTOR CO.

All engines

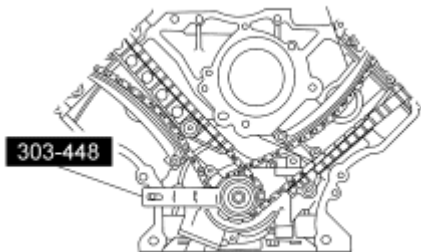
33. If the colored links are not visible, mark one link on one end and one link on the other end, and use as timing marks.



A0038719

Fig. 360: Identifying Timing Chain Copper Links
Courtesy of FORD MOTOR CO.

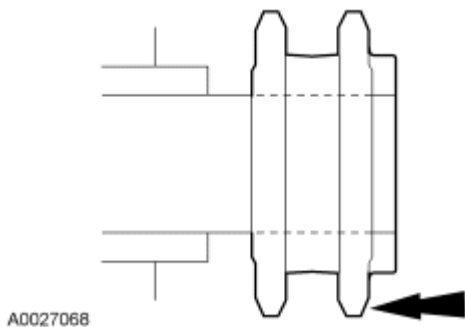
34. Using the Crankshaft Holding Tool, position the crankshaft.
- Remove the Crankshaft Holding Tool after crankshaft positioning.



N0007254

Fig. 361: Identifying Crankshaft Position
Courtesy of FORD MOTOR CO.

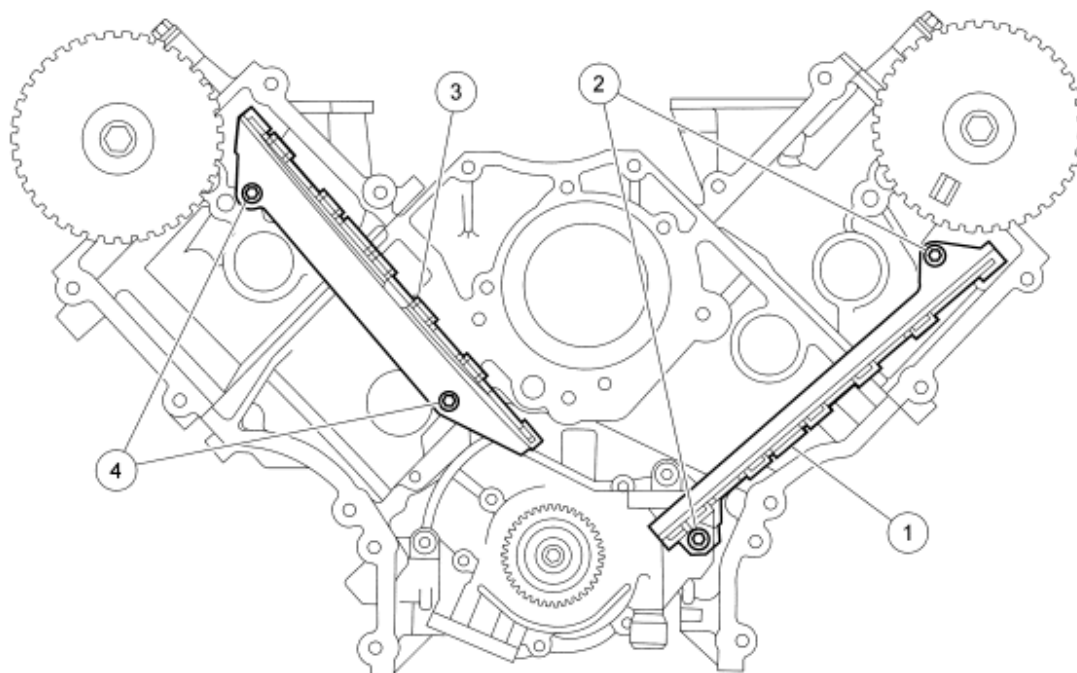
35. Install the crankshaft sprocket, making sure the flange faces forward.



A0027068

Fig. 362: Identifying Crankshaft Sprocket Flange
Courtesy of FORD MOTOR CO.

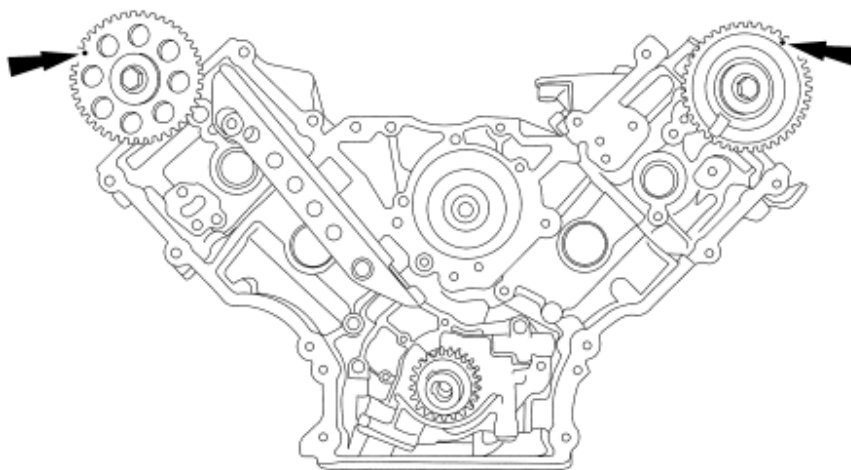
36. Install the timing chain guides.
1. Position the LH timing chain guide.
 2. Install and tighten the 2 LH bolts to 10 Nm (89 lb-in).
 3. Position the RH timing chain guide.
 4. Install and tighten the 2 RH bolts to 10 Nm (89 lb-in).



N0004048

Fig. 363: Identifying Timing Chain Guides
Courtesy of FORD MOTOR CO.

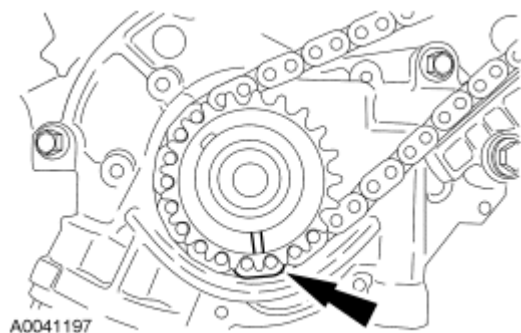
37. Rotate the RH camshaft sprocket until the timing mark is approximately at the 11 o'clock position. Rotate the LH camshaft sprocket until the timing mark is approximately at the 1 o'clock position.



N0071884

Fig. 364: Aligning Timing Marks
Courtesy of FORD MOTOR CO.

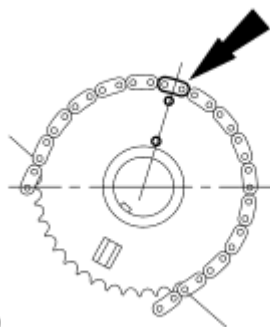
38. Position the LH (inner) timing chain on the crankshaft sprocket, aligning the colored (marked) link with the timing mark on the sprocket.



A0041197

Fig. 365: Aligning Copper (Marked) Link With Timing Mark On Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

39. Install the LH timing chain on the camshaft sprocket, aligning the colored (marked) link with the timing marks on the sprocket.



A0041199

Fig. 366: Aligning Copper (Marked) Link With Timing Mark On Camshaft Sprocket

Courtesy of FORD MOTOR CO.

NOTE: The LH timing chain tensioner arm has a bump near the dowel hole for identification.

40. Position the LH timing chain tensioner on the dowel pin and install the LH timing chain tensioner and 2 bolts.
 - Tighten to 25 Nm (18 lb-ft).

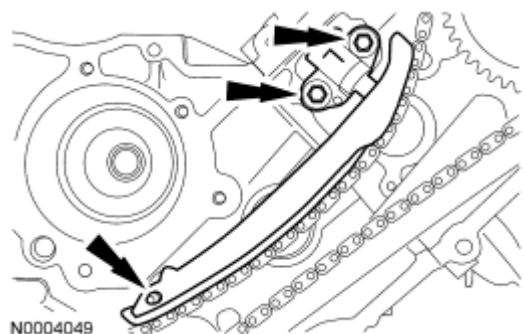


Fig. 367: Positioning LH Timing Chain Tensioner Arm On Dowel Pin
Courtesy of FORD MOTOR CO.

Engines with ratcheting timing chain tensioners

41. Remove the paper clip from the LH timing chain tensioner.

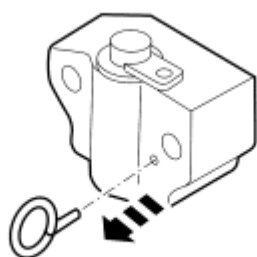


Fig. 368: Removing Paper Clip
Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

42. Remove the Hydraulic Chain Tensioner Retaining Clip from the LH timing chain tensioner.

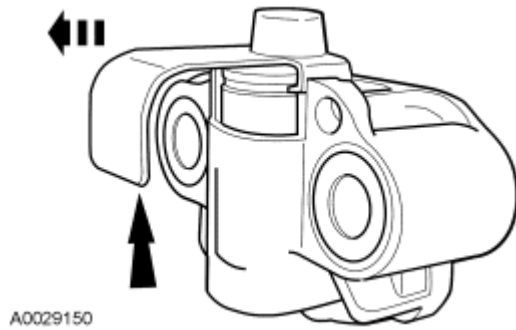


Fig. 369: Identifying Retaining Clip And Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

All engines

43. Position the RH (outer) timing chain on the crankshaft sprocket, aligning the colored (marked) link with the timing mark on the sprocket.

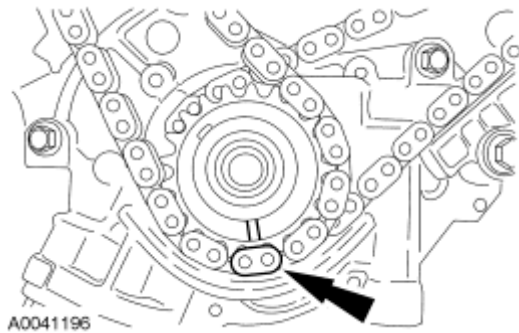


Fig. 370: Aligning Copper (Marked) Link With Timing Mark On Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

44. Install the RH timing chain on the camshaft sprocket, aligning the colored (marked) link with the timing marks on the sprocket.

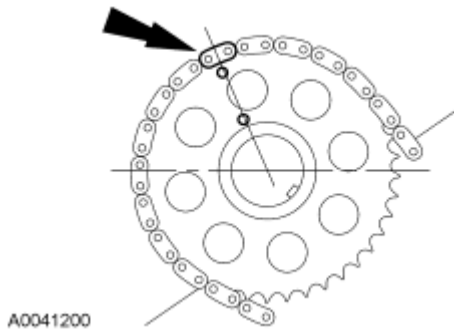


Fig. 371: Aligning Copper (Marked) Link With Timing Mark On Camshaft Sprocket
Courtesy of FORD MOTOR CO.

45. Position the RH timing chain tensioner arm on the dowel pin and install the RH timing chain tensioner

and 2 bolts.

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

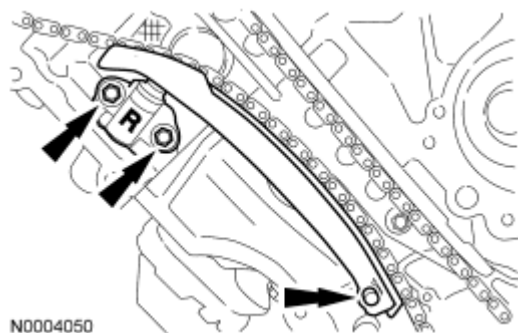


Fig. 372: Positioning RH Timing Chain Tensioner Arm On Dowel Pin
Courtesy of FORD MOTOR CO.

Engines with ratcheting timing chain tensioners

46. Remove the paper clip from the RH timing chain tensioner.

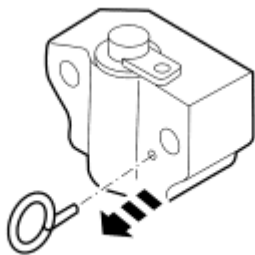


Fig. 373: Removing Paper Clip
Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

47. Remove the Hydraulic Chain Tensioner Retaining Clip from the RH timing chain tensioner.

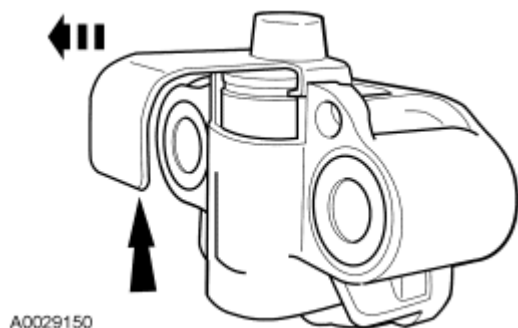


Fig. 374: Identifying Retaining Clip And Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

All engines

48. Make sure that the colored (marked) chain links are lined up with the dots on the crankshaft sprockets and the camshaft sprocket.

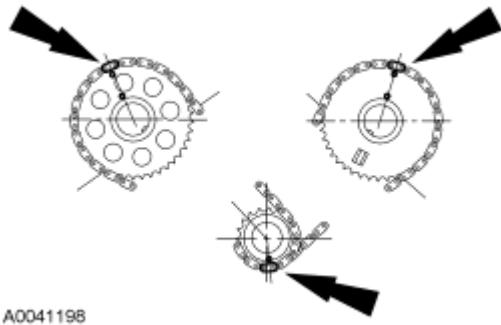


Fig. 375: Identifying Copper (Marked) Chain Links And Dots On Crankshaft Sprockets And Camshaft Sprockets
Courtesy of FORD MOTOR CO.

49. Rotate and camshaft until the lobe is in the upward position.

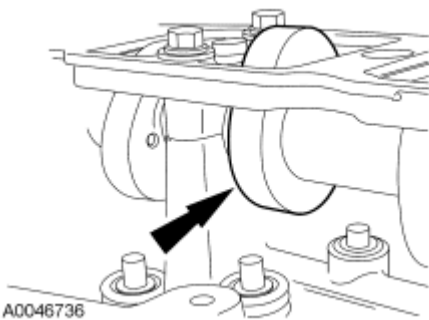


Fig. 376: Positioning Camshaft Lobe Up
Courtesy of FORD MOTOR CO.

50. Install the Valve Spring Compressor Spacer between the valve spring coil to prevent valve stem seal damage.

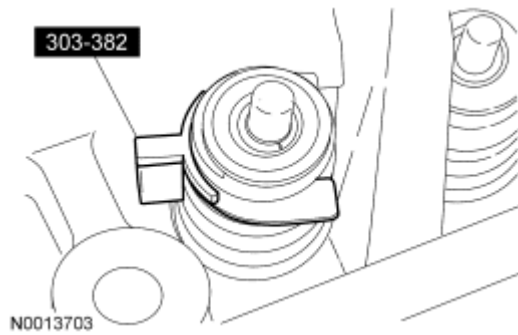


Fig. 377: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the hydraulic lash adjusters with clean engine oil.

51. Install the 16 hydraulic lash adjusters in their original locations (4 shown in illustration).

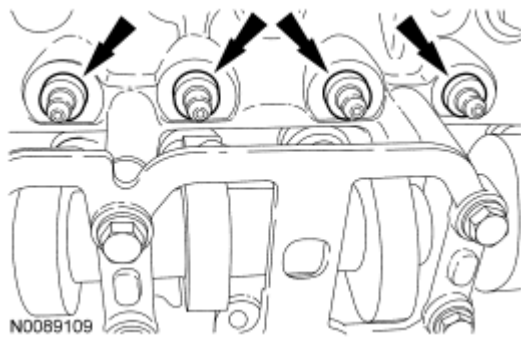


Fig. 378: Lash Adjusters
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the camshaft roller followers using clean engine oil.

NOTE: Position the cam lobe away from the camshaft roller follower location prior to installing each camshaft roller follower.

52. Install the 16 camshaft roller followers.
1. Install the Valve Spring Compressor.
 2. Compress the valve spring.
 3. Install the 16 camshaft roller followers in their original locations.

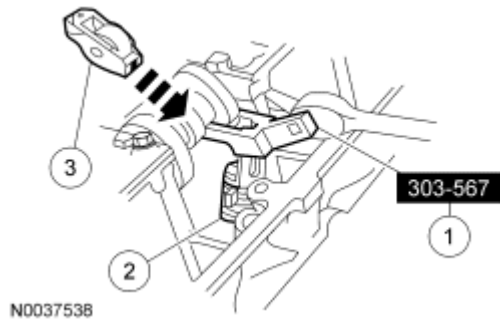


Fig. 379: Installing Camshaft Roller Follower
Courtesy of FORD MOTOR CO.

53. Remove the Valve Spring Compressor Spacer.

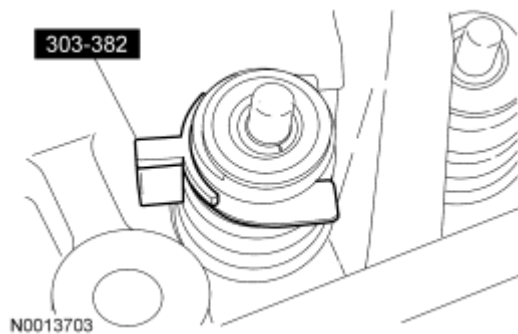


Fig. 380: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: Only use hand tools when removing or installing the spark plugs or damage may occur to the cylinder head or spark plug.

54. Install all 8 spark plugs.
- Tighten to 18 Nm (159 lb-in).

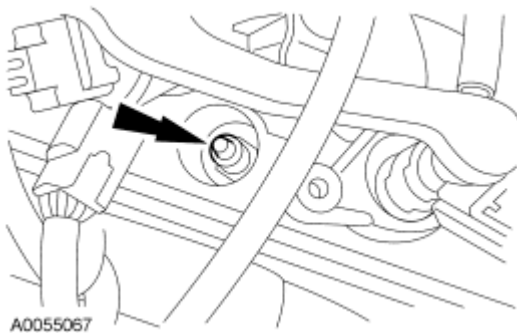


Fig. 381: Spark Plug
Courtesy of FORD MOTOR CO.

55. Install the crankshaft sensor ring.

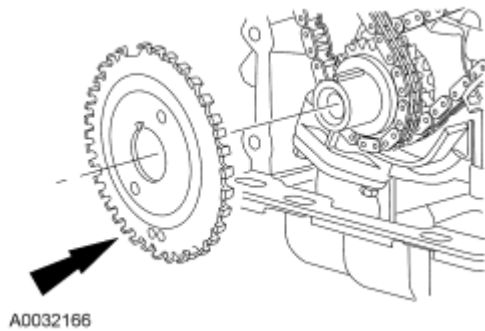


Fig. 382: View Of Crankshaft Sensor Ring At Crankshaft
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

NOTE: RH timing chain removed for clarity.

56. Apply a bead of sealant along the head-to-block surface and the oil pan-to-block surface as specified.

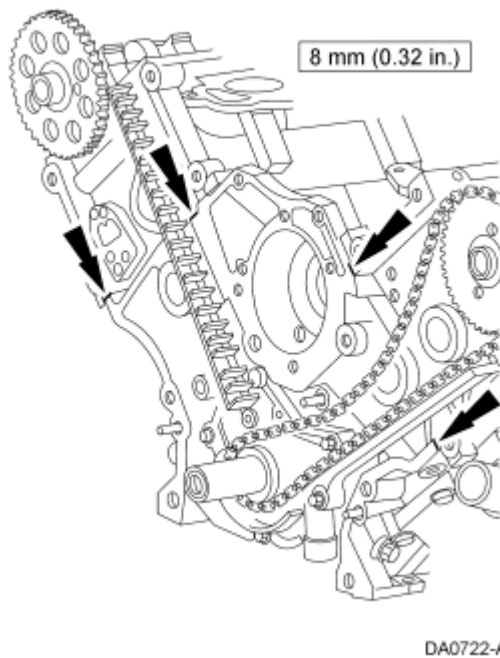


Fig. 383: Applying Bead Of Silicone Gasket And Sealant Along Cylinder Head-To-Cylinder Block Surface

Courtesy of FORD MOTOR CO.

57. Install a new engine front cover gasket on the engine front cover. Position the engine front cover onto the dowels. Install the fasteners finger tight.

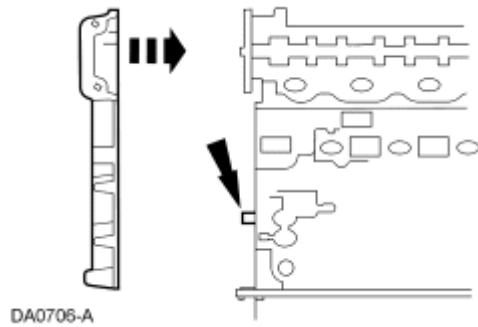


Fig. 384: Installing Engine Front Cover Gasket
Courtesy of FORD MOTOR CO.

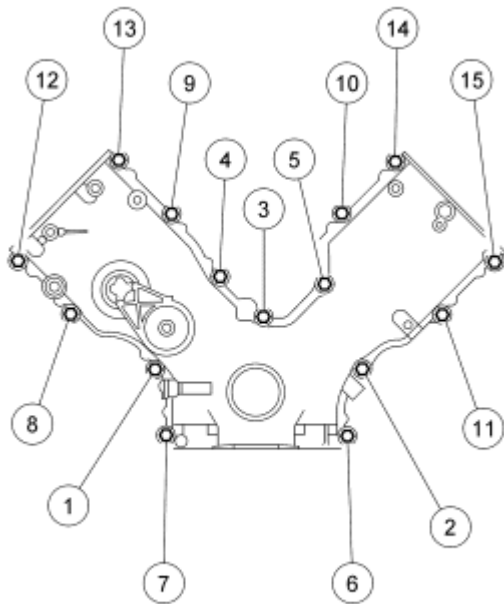
58. Tighten the 15 front cover fasteners in the sequence shown in illustration to 25 Nm (18 lb-ft).

Item	Part Number	Description
1	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
2	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
3	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
4	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
5	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
6	W706508	Stud, hex-head pilot, M8 x 1.25 x 50 - M6 x 1 x 10

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

7	N808586	Stud, washer hex- head pilot, M8 x 1.25 - M6 x 1.0 x 86.35
8	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
9	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
10	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
11	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
12	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
13	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
14	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
15	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1



N0037514

Fig. 385: Engine Front Cover Fastener Removal/Tightening Sequence
Courtesy of FORD MOTOR CO.

NOTE: RH shown in illustration, LH similar.

59. Install the RH and LH engine mounts and the 6 bolts.
 - Tighten to 70 Nm (52 lb-ft).

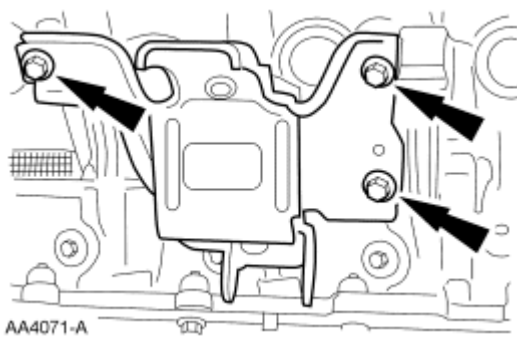
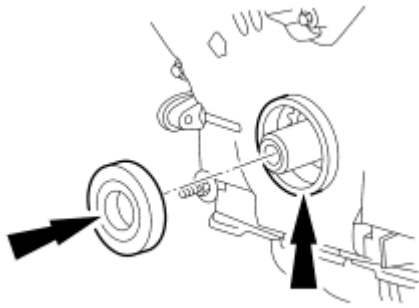


Fig. 386: Engine Mount Bolts
Courtesy of FORD MOTOR CO.

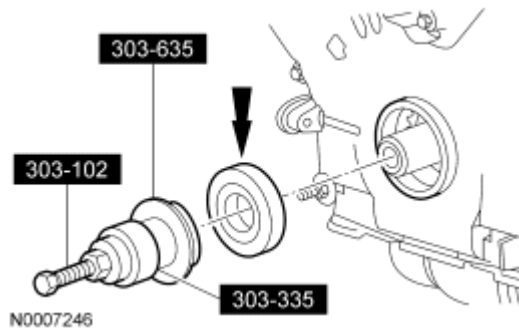
60. Lubricate the engine front cover and the front oil seal inner lip with clean engine oil.



A0029187

Fig. 387: Locating Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

61. Using the Crankshaft Front Oil Seal Installer, Front Cover Oil Seal Installer and Crankshaft Vibration Damper Installer, install the front oil seal.

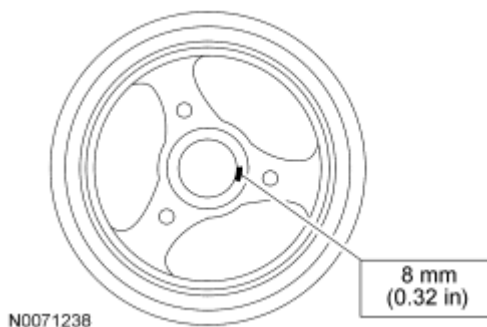


N0007246

Fig. 388: Installing Crankshaft Front Seal Using Special Tools
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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

62. Apply sealant to the Woodruff key slot on the crankshaft pulley.



N0071238

Fig. 389: Applying Sealant To Woodruff Key Slot

Courtesy of FORD MOTOR CO.

63. Using the Crankshaft Vibration Damper Installer, install the crankshaft pulley.

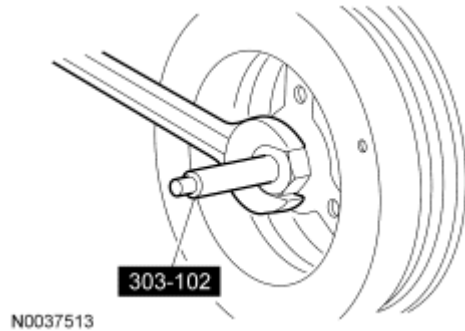


Fig. 390: Installing Crankshaft Pulley
Courtesy of FORD MOTOR CO.

NOTE: Use the Strap Wrench to hold the crankshaft pulley.

64. Install the bolt and washer and tighten the crankshaft pulley bolt in 4 stages.
- Stage 1: Tighten to 120 Nm (89 lb-ft).
 - Stage 2: Loosen 360 degrees.
 - Stage 3: Tighten to 50 Nm (37 lb-ft).
 - Stage 4: Rotate an additional 90 degrees (1/4 turn).

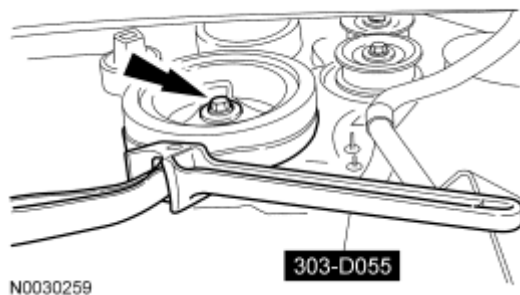


Fig. 391: Holding Crankshaft Pulley Using Special Tool (303-D055)
Courtesy of FORD MOTOR CO.

NOTE: Make sure the O-ring seal is in place and not damaged. A missing or damaged O-ring seal may cause foam in the lubrication system, low oil pressure and severe engine damage.

NOTE: Clean and inspect the mating surfaces and install a new O-ring seal. Lubricate the O-ring seal with clean engine oil.

65. Install the oil pump screen and pickup tube spacer.

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

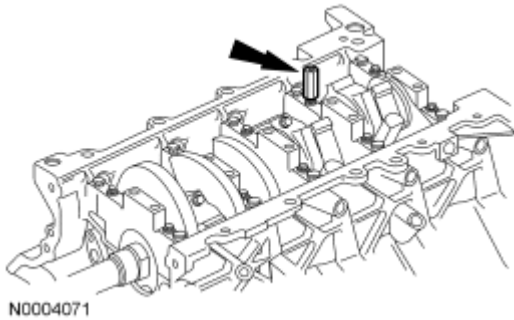


Fig. 392: Locating Pickup Tube Spacer
Courtesy of FORD MOTOR CO.

66. Position the oil pump screen and pickup tube, and install the 3 bolts.
1. Tighten to 25 Nm (18 lb-ft).
 2. Tighten to 10 Nm (89 lb-in).

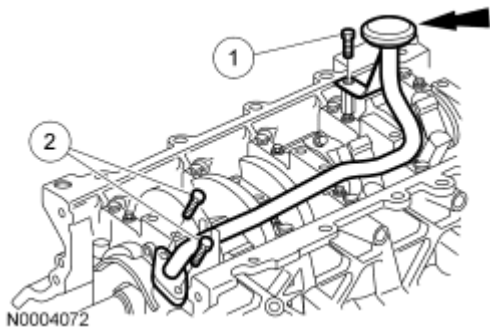


Fig. 393: Locating Oil Pump Screen And Pickup Tube
Courtesy of FORD MOTOR CO.

67. Install the new oil filter adapter gasket, oil filter adapter and the 4 bolts.
- Tighten to 25 Nm (18 lb-ft) in the sequence shown in illustration.

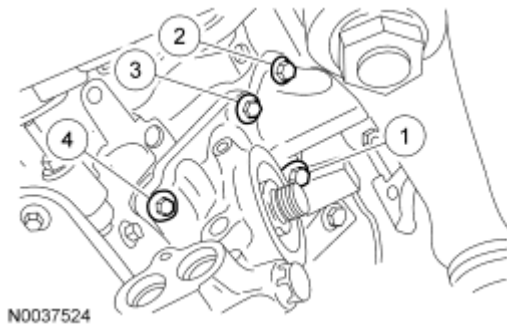


Fig. 394: Oil Filter Adapter Bolts Torque Sequence
Courtesy of FORD MOTOR CO.

NOTE: Do not rotate the coolant pump housing once the coolant pump has been positioned in the cylinder block. Damage to the O-ring seal will occur.

68. Install the coolant pump.
1. Lubricate the new O-ring seal using clean engine coolant.
 2. Position the coolant pump into the engine block.
 3. Install the 4 bolts and tighten to 25 Nm (18 lb-ft).

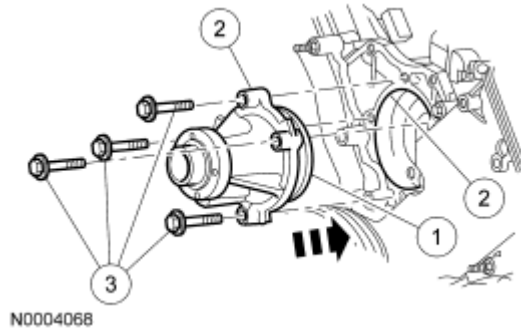


Fig. 395: Installing Coolant Pump
Courtesy of FORD MOTOR CO.

69. Position the coolant pump pulley on the coolant pump and install the 4 bolts.
- Tighten to 25 Nm (18 lb-ft).

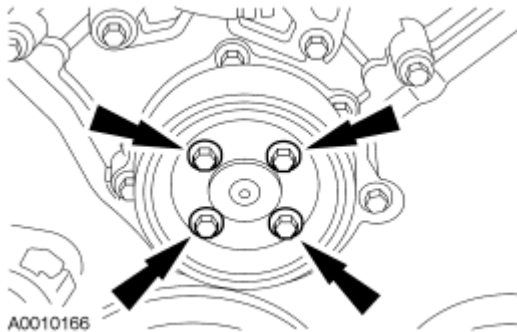


Fig. 396: Coolant Pump Pulley Bolts
Courtesy of FORD MOTOR CO.

70. Position the accessory drive belt idler pulley and install the bolt.
- Tighten to 25 Nm (18 lb-ft).

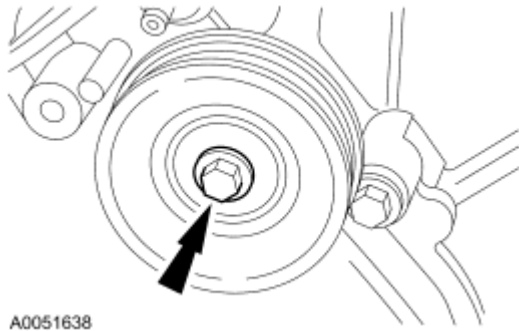


Fig. 397: Accessory Drive Belt Idler Pulley Bolt
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

71. Apply sealant in 2 places where the engine front cover meets the cylinder head.

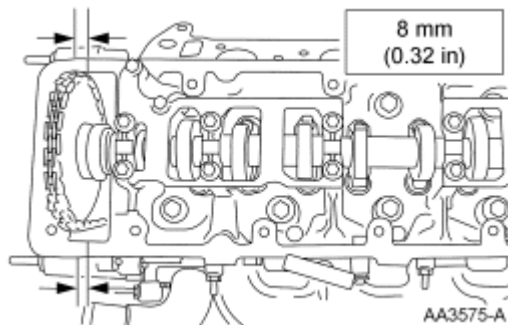


Fig. 398: Applying Sealant At Engine Front Cover/Cylinder Head Surface
Courtesy of FORD MOTOR CO.

72. Install the new LH gasket into the valve cover and position on the cylinder head. Tighten the bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).

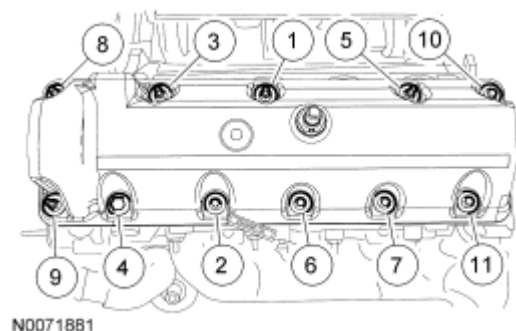


Fig. 399: Tightening Sequence

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

73. Apply sealant in 2 places where the engine front cover meets the cylinder head.

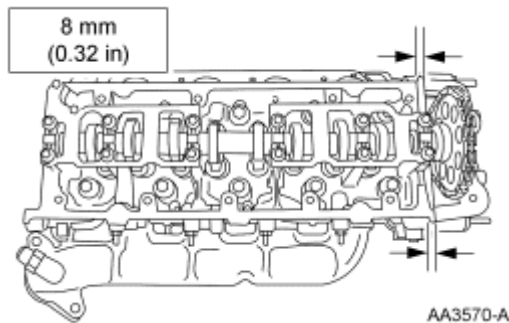


Fig. 400: Applying Sealant At Engine Front Cover/Cylinder Head Surface (With Specifications)

Courtesy of FORD MOTOR CO.

74. Install the new RH gasket into the valve cover and position on the cylinder head. Tighten the 11 bolts in the sequence shown in illustration.
 - Tighten to 10 Nm (89 lb-in).

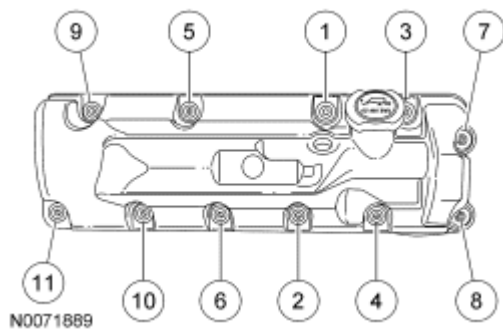


Fig. 401: Tightening Sequence

Courtesy of FORD MOTOR CO.

75. Install the Knock Sensor (KS) and the nut.
 - Tighten to 20 Nm (177 lb-in).

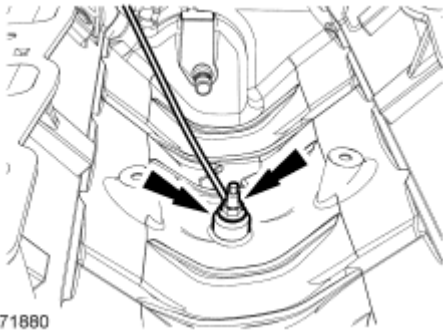


Fig. 402: Knock Sensor
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the O-ring seal with clean engine coolant.

76. Inspect the O-rings seals. Install new seals, if necessary.



Fig. 403: O-Ring Seals
Courtesy of FORD MOTOR CO.

77. Install the coolant bypass tube.

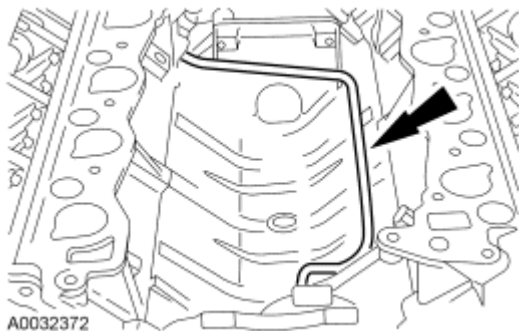
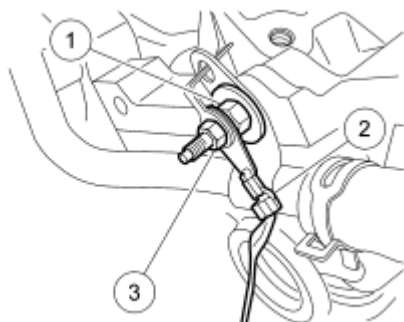


Fig. 404: Coolant Bypass Tube
Courtesy of FORD MOTOR CO.

78. Install the ground strap on the rear of the RH cylinder head.
1. Install the stud bolt and tighten to 25 Nm (18 lb-ft).

2. Install the ground strap.
3. Install the retaining nut and tighten to 10 Nm (89 lb-in).



N0037539

Fig. 405: Ground Strap, Stud & Nut
Courtesy of FORD MOTOR CO.

NOTE: Align the gasket locator tabs to slots in cylinder head.

79. Install the new intake manifold gaskets, intake manifold and hand-tighten the 8 bolts at the locations shown in illustration.

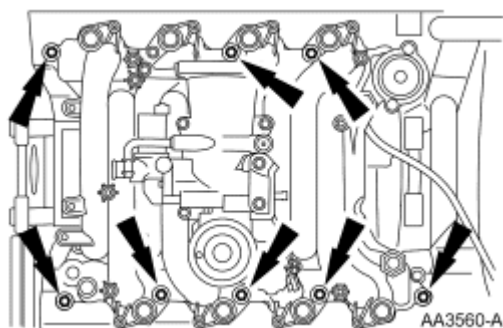


Fig. 406: Intake Manifold Bolts
Courtesy of FORD MOTOR CO.

80. Install the 8 ignition coils and tighten the 8 bolts (4 shown in illustration).
 - Tighten to 6 Nm (53 lb-in).

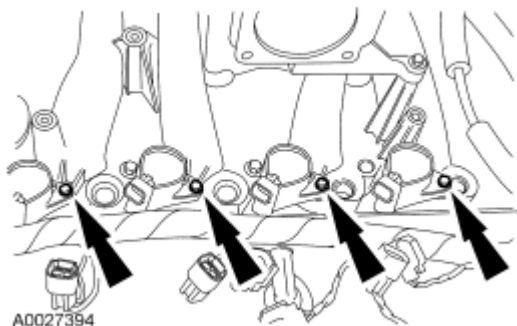


Fig. 407: Ignition Coils & Bolts
Courtesy of FORD MOTOR CO.

81. Install the intake manifold crash bracket bolt and loosely install the bolt and the stud bolt.



Fig. 408: Intake Manifold Crash Bracket Bolt
Courtesy of FORD MOTOR CO.

82. Install the thermostat.



Fig. 409: Thermostat
Courtesy of FORD MOTOR CO.

83. Install the coolant outlet adapter and loosely install the 2 bolts.

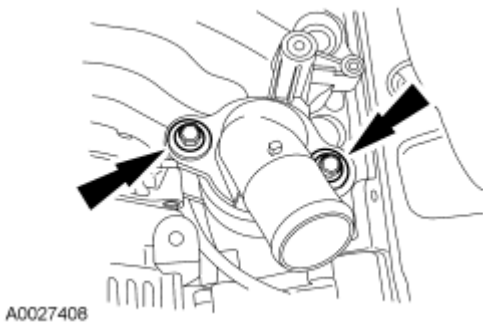
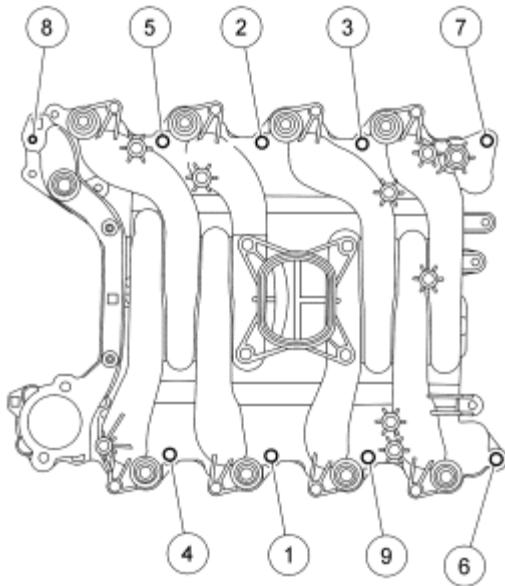


Fig. 410: Coolant Outlet Adapter & Bolts
Courtesy of FORD MOTOR CO.

84. Tighten the 9 bolts in the sequence shown in illustration.

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

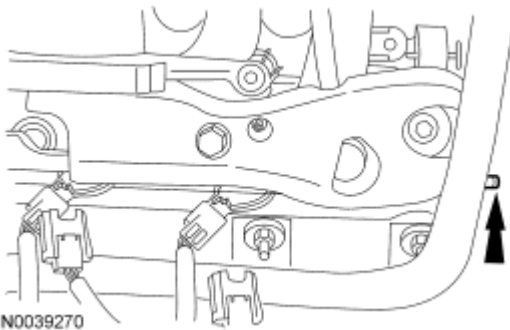


N0037509

Fig. 411: Intake Manifold Bolt Tightening Torque Sequence
Courtesy of FORD MOTOR CO.

85. Tighten the stud bolt.

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



N0039270

Fig. 412: Stud Bolt
Courtesy of FORD MOTOR CO.

86. Tighten the 2 coolant outlet adapter bolts.

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

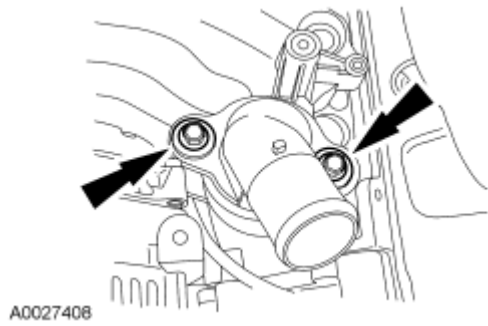


Fig. 413: Coolant Outlet Adapter & Bolts
Courtesy of FORD MOTOR CO.

87. Connect the throttle control and throttle positioning sensor electrical connector.

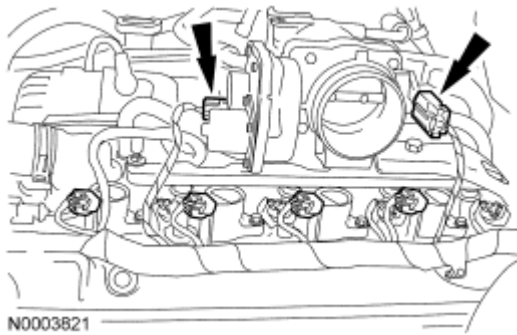


Fig. 414: Locating Throttle Control And Throttle Position (TP) Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

88. Connect the EGR tube to the EGR valve.
- Tighten to 43 Nm (32 lb-ft).

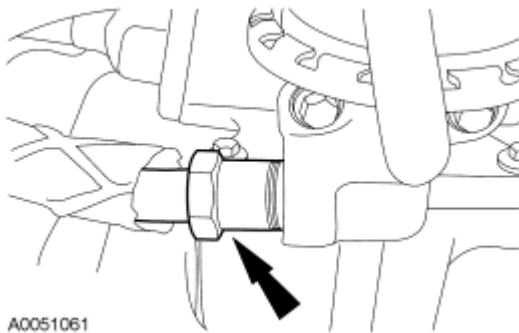


Fig. 415: EGR Tube Nut At EGR
Courtesy of FORD MOTOR CO.

89. Connect the EGR tube to the exhaust manifold.
- Tighten to 43 Nm (32 lb-ft).

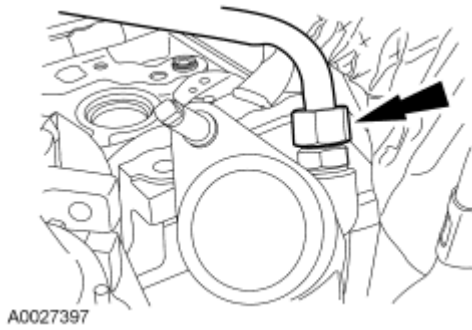


Fig. 416: EGR Tube At Exhaust Manifold
Courtesy of FORD MOTOR CO.

90. Position the fuel charging wiring at 2 locations at the back of the intake manifold.
91. Install the generator and the 2 bolts.
 - Tighten to 25 Nm (18 lb-ft).

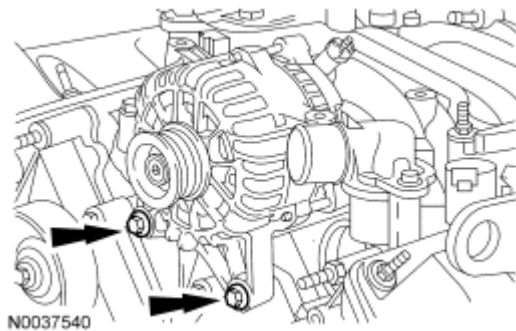


Fig. 417: Generator & Bolts
Courtesy of FORD MOTOR CO.

92. Install the generator mounting bracket and the 4 bolts.
 - Tighten to 10 Nm (89 lb-in).

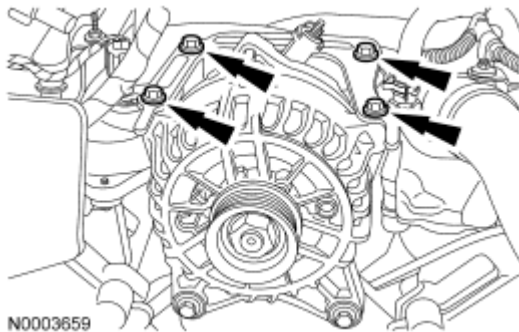


Fig. 418: Generator Mounting Bracket Bolts
Courtesy of FORD MOTOR CO.

93. Attach the wire harness retainer and connect the generator electrical connector.

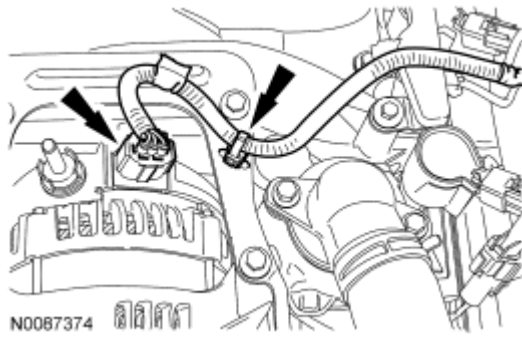


Fig. 419: Electrical Connector And Wire Harness Retainer
Courtesy of FORD MOTOR CO.

94. Position the vacuum harness and connect the vacuum hoses for the Evaporative Emission (EVAP) canister purge valve, the main chassis hose and the EGR valve.

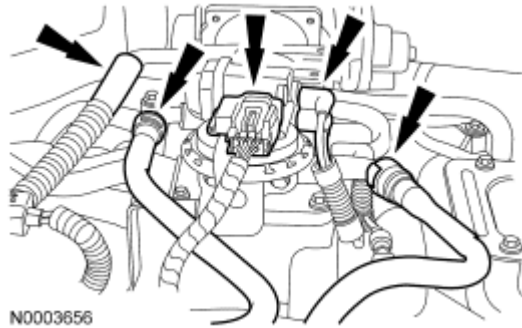


Fig. 420: Vacuum Hoses & Electrical Connector
Courtesy of FORD MOTOR CO.

95. Connect the crankcase ventilation tube.

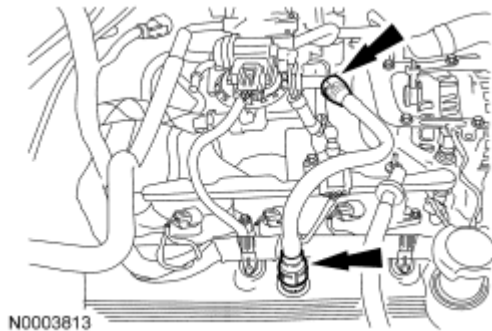


Fig. 421: Crankcase Ventilation Tube
Courtesy of FORD MOTOR CO.

96. Install the intake manifold shield and 2 bolts.
- Tighten to 10 Nm (89 lb-in).

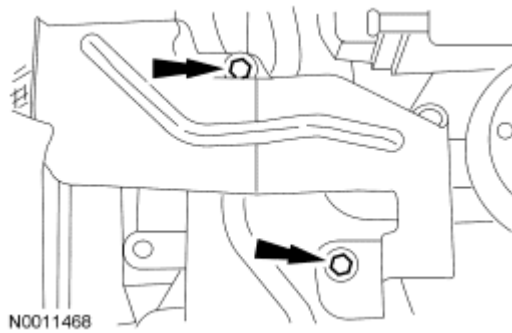


Fig. 422: Intake Manifold Shield
Courtesy of FORD MOTOR CO.

97. Connect the 8 fuel injector electrical connectors (4 shown in illustration).

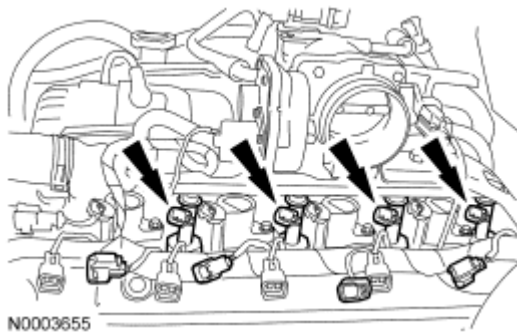


Fig. 423: Fuel Injector Electrical Connectors
Courtesy of FORD MOTOR CO.

98. Connect the 8 ignition coil electrical connectors (4 shown in illustration).

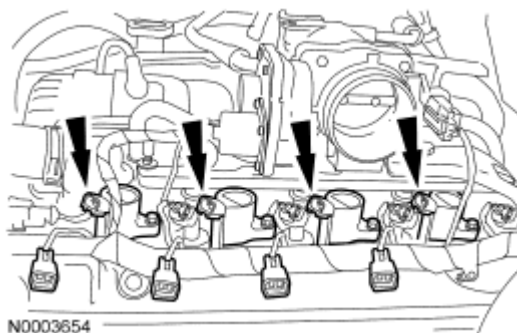


Fig. 424: Ignition Coil Electrical Connectors
Courtesy of FORD MOTOR CO.

99. Connect the Camshaft Position (CMP) sensor electrical connector.

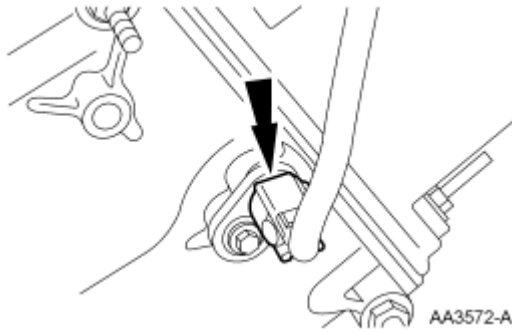


Fig. 425: Camshaft Position (CMP) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

100. Connect the radio interference capacitor electrical connector.

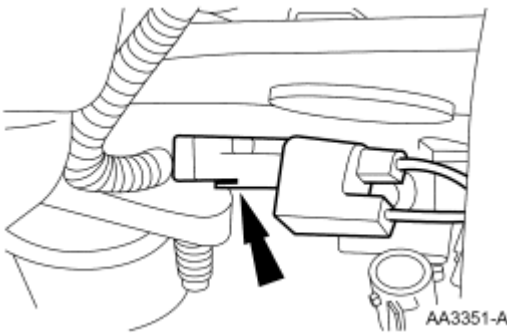


Fig. 426: Radio Ignition Interference Capacitor
Courtesy of FORD MOTOR CO.

101. Connect the KS electrical connector and install the harness retainer to the intake manifold.

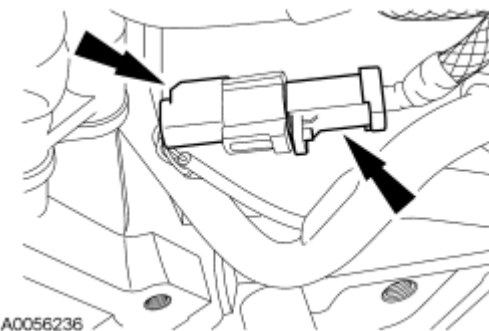
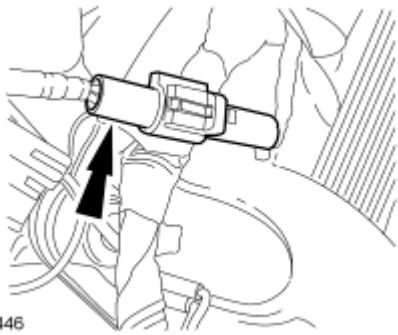


Fig. 427: Locating Knock Sensor (KS) Electrical Connector And Wiring Harness Pin-Type Retainer
Courtesy of FORD MOTOR CO.

102. Connect the Cylinder Head Temperature (CHT) sensor electrical connector.



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Fig. 428: Cylinder Head Temperature (CHT) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

103. Install the battery cables and the bolt.
104. Install the Engine Lifting Bracket to the RH cylinder head.

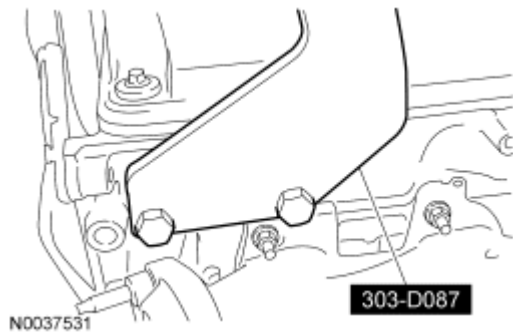


Fig. 429: Installing Special Tool To RH Cylinder Head
Courtesy of FORD MOTOR CO.

105. Install the Engine Lifting Bracket to the LH cylinder head.

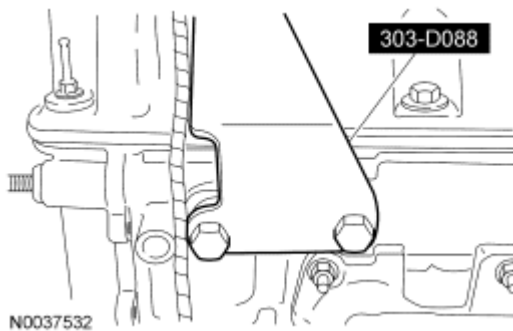


Fig. 430: Installing Special Tool To LH Cylinder Head
Courtesy of FORD MOTOR CO.

106. Using the Engine Lifting Bracket Set, remove the engine from the engine stand.

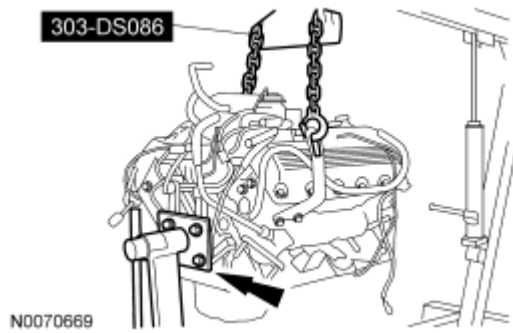


Fig. 431: Mounting Engine On A Suitable Engine Stand
Courtesy of FORD MOTOR CO.

NOTE: The rear crankshaft seal retainer plate does not have a sealant groove. Gasket maker must be applied to the rear crankshaft seal retainer mating surface on the engine block.

107. Apply a bead of gasket maker to the crankshaft rear seal retainer plate mating surface on the engine block.

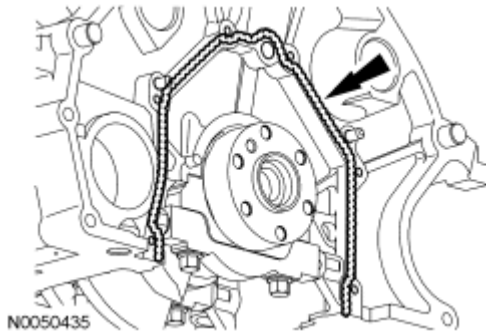


Fig. 432: Applying Bead Of Gasket Maker To Rear Crankshaft Seal Retainer
Courtesy of FORD MOTOR CO.

108. Install the crankshaft rear seal retainer plate and loosely install the 6 bolts.

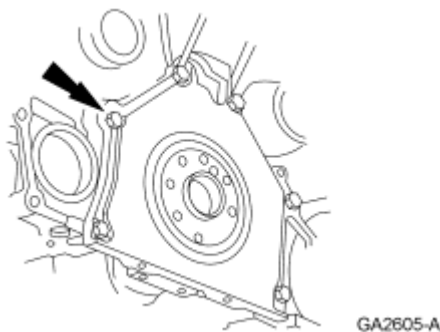


Fig. 433: Locating Crankshaft Rear Seal Retainer Plate Bolts
Courtesy of FORD MOTOR CO.

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

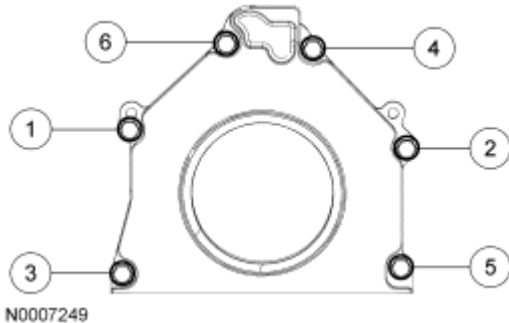


Fig. 434: Tightening Sequence Of Crankshaft Rear Seal Retainer Plate Bolts
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

110. Apply the sealant at the rear oil seal retainer to cylinder block sealing surface.

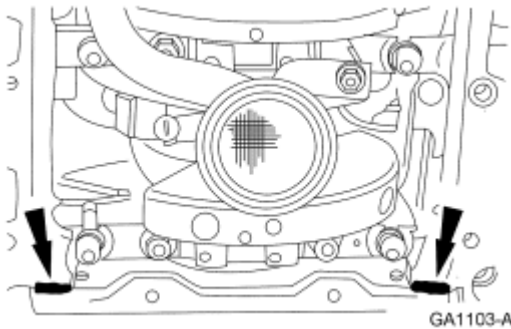


Fig. 435: Applying Silicone Gasket And Sealant
Courtesy of FORD MOTOR CO.

111. Apply sealant at the front cover-to-cylinder block sealing surface.

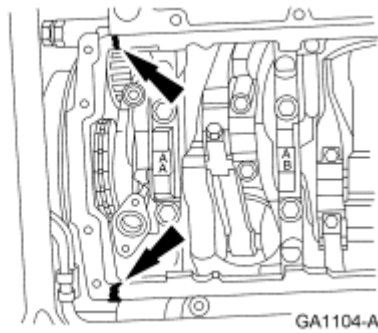


Fig. 436: Applying Sealant At Front Cover-To-Cylinder Block
Courtesy of FORD MOTOR CO.

112. Position the new oil pan gasket, the oil pan and the loosely install the 16 bolts.

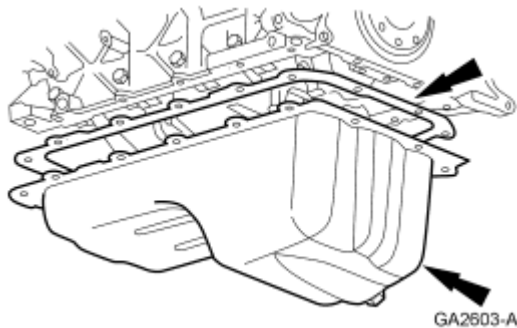


Fig. 437: Positioning New Oil Pan Gasket And Oil Pan
Courtesy of FORD MOTOR CO.

113. Tighten the 16 bolts in 2 stages, in the sequence shown in illustration.

- Stage 1: Tighten to 20 Nm (177 lb-in).
- Stage 2: Rotate an additional 60 degrees.

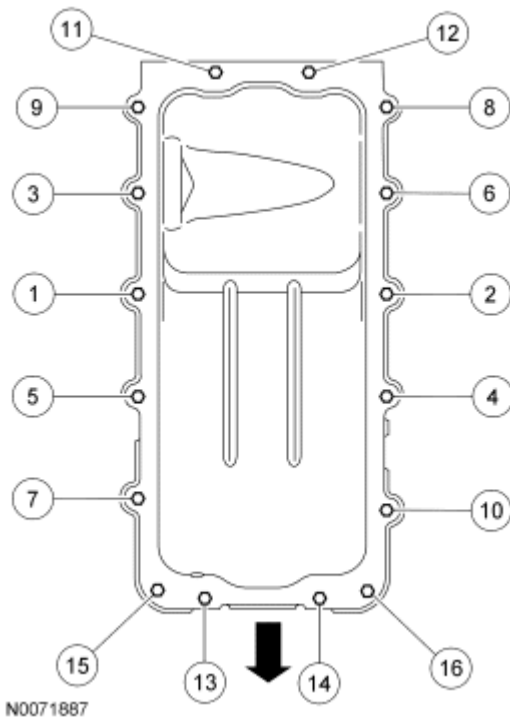


Fig. 438: Oil Pan Bolt Sequence
Courtesy of FORD MOTOR CO.

114. Using the Crankshaft Rear Oil Seal Installers, install the crankshaft rear oil seal.

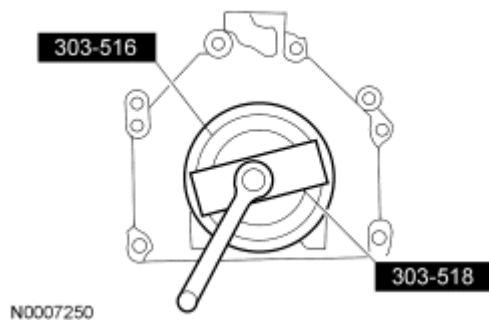


Fig. 439: Using Special Tools To Install New Crankshaft Rear Seal
Courtesy of FORD MOTOR CO.

115. Using the Crankshaft Rear Oil Seal Installer and Crankshaft Rear Oil Slinger Installer, install the crankshaft oil slinger.

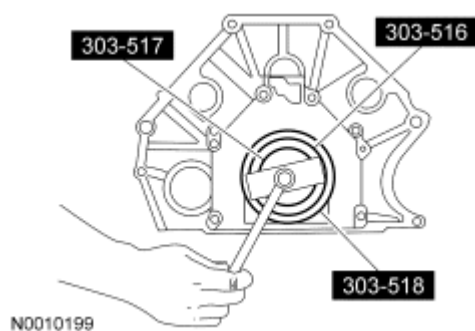


Fig. 440: Installing Crankshaft Rear Oil Slinger Using Special Tools
Courtesy of FORD MOTOR CO.

116. Install the engine/transmission spacer plate.

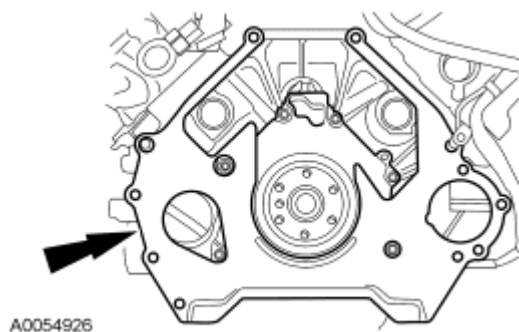
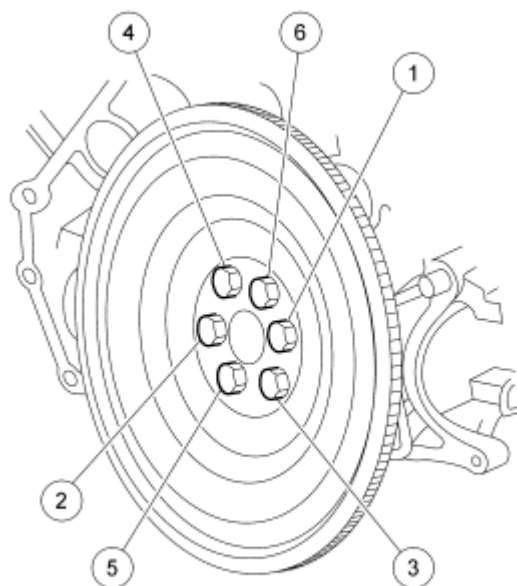


Fig. 441: Engine-To-Transmission Spacer Plate
Courtesy of FORD MOTOR CO.

117. Position the flexplate and install the 6 bolts in the sequence shown in illustration.
- Tighten to 80 Nm (59 lb-ft).



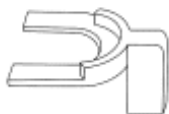
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Fig. 442: Tightening Sequence
Courtesy of FORD MOTOR CO.

INSTALLATION

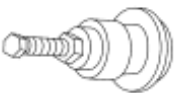
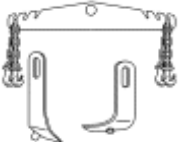
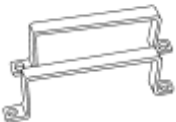
CYLINDER HEAD

Special Tools

Illustration	Tool Name	Tool Number
 ST1331-A	Compressor Spacer, Valve Spring	303-382 (T91P-6565-AH)
 ST1330-A	Compressor, Valve Spring	303-567 (T97P-6565-AH)
 ST1335-A	Holding Tool, Crankshaft	303-448 (T93P-6303-A)

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

 ST2197-A	Installer, Crankshaft Front Oil Seal	303-635
 ST1287-A	Installer, Crankshaft Vibration Damper	303-102 (T74P-6316-B)
 ST1328-A	Installer, Front Cover Oil Seal	303-335 (T88T-6701-A)
 ST2443-A	Lifting Bracket Set, Engine	303-DS086 (D93P-6001-A)
Includes Lifting Bracket, Engine		303-D087 and 303-D088 or equivalent
 ST1668-A	Remover/Installer, Cylinder Head	303-572 (T97T-6000-A)
 ST1438-A	Strap Wrench	303-D055 (D85L-6000-A) or equivalent

General Equipment

Hydraulic Chain Tensioner Retaining Clip - 1L3Z-6P250-AA

Material

Item	Specification
Motorcraft Metal Surface Prep ZC-31-A	-
Motorcraft SAE 5W-20 Premium Synthetic Blend Motor Oil	

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

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

INSTALLATION

Both cylinder heads

- NOTE:** The gasket sealing surfaces on the cylinder head and cylinder block must be clean. For additional information, refer to Cylinder Head.
- NOTE:** The use of sealing aids (aviation cement, copper spray and glue) is not permitted. The gasket must be installed dry.
- NOTE:** The new gasket has a film coating which is crucial to the gasket's ability to seal correctly. Do not scratch the gasket.
- NOTE:** RH head gasket shown in illustration, LH head gasket similar.

1. Install the new head gasket over the dowel pins.

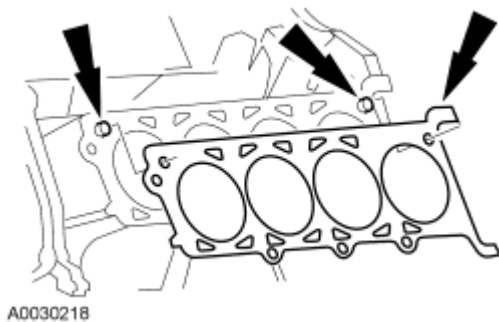


Fig. 443: Head Gasket & Dowel Pins
Courtesy of FORD MOTOR CO.

- NOTE:** Cylinder head machining or milling is not authorized by the Ford Motor Company. Cylinder head flatness must be within 0.0254 mm (0.001 in) across a 38.1 mm (1.5 in) square area.
- NOTE:** The gasket sealing surfaces on the cylinder head and cylinder block must be clean. For additional information, refer to Cylinder Head.
- NOTE:** The use of sealing aids (aviation cement, copper spray and glue) is not permitted. The gasket must be installed dry.

NOTE: Do not allow the dowels to scratch the sealing surface of the cylinder head during cylinder head installation.

NOTE: RH cylinder head shown in illustration, LH cylinder head similar.

2. Install the cylinder head on the dowels and the head gasket. Loosely install new bolts.

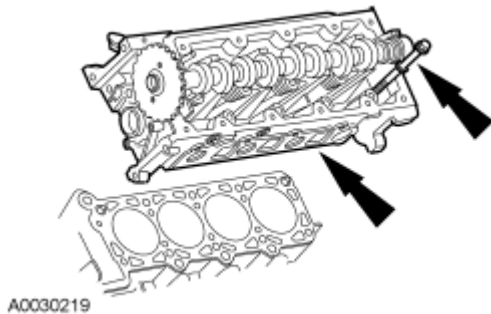


Fig. 444: Locating Cylinder Head
Courtesy of FORD MOTOR CO.

3. Tighten the cylinder head bolts in 6 stages, in the sequence shown in illustration.
 - Stage 1: Tighten to 40 Nm (30 lb-ft).
 - Stage 2: Tighten an additional 90 degrees (1/4 turn).
 - Stage 3: Loosen a minimum of one full turn (360 degrees).
 - Stage 4: Tighten to 40 Nm (30 lb-ft).
 - Stage 5: Tighten an additional 90 degrees (1/4 turn).
 - Stage 6: Tighten an additional 90 degrees (1/4 turn).

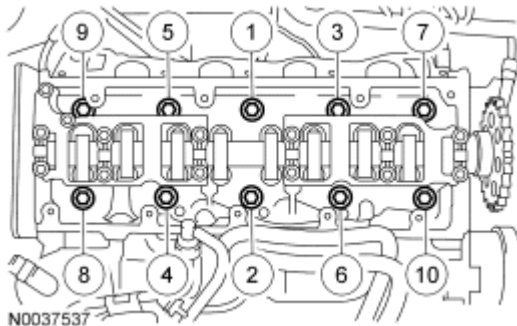


Fig. 445: Cylinder Head Bolt Torque Sequence
Courtesy of FORD MOTOR CO.

4. Remove the Cylinder Head Remover/Installer from both ends of the cylinder head.

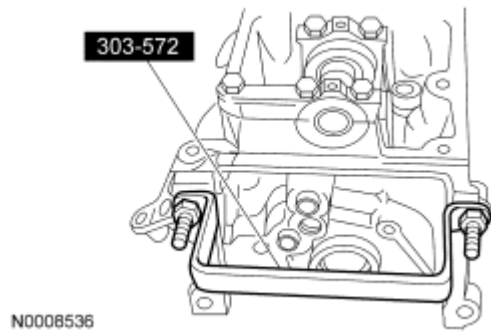


Fig. 446: Identifying Special Tool (303-572)
Courtesy of FORD MOTOR CO.

LH cylinder head

NOTE: Lubricate the O-ring seal with clean engine oil.

5. Install a new O-ring seal on the oil level indicator tube and install the oil level indicator tube and bolt.
 - Tighten to 10 Nm (89 lb-in).

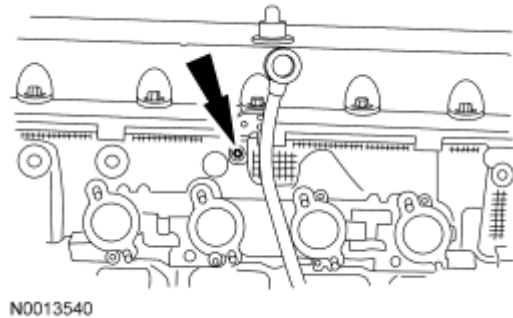


Fig. 447: Oil Level Indicator Tube Bolt
Courtesy of FORD MOTOR CO.

6. Install the 8 new LH exhaust manifold studs.
 - Tighten to 12 Nm (106 lb-in).
7. Install a new LH exhaust manifold gasket the LH exhaust manifold and 8 new nuts.
 - Tighten to 20 Nm (177 lb-in) in the sequence shown in illustration.

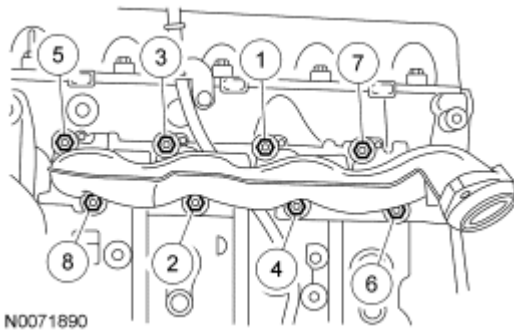


Fig. 448: Tightening Sequence
Courtesy of FORD MOTOR CO.

RH cylinder head

8. Install the 8 new RH exhaust manifold studs.
 - Tighten to 12 Nm (106 lb-in).
9. Install a new RH exhaust manifold gasket the RH exhaust manifold and 8 new nuts.
 - Tighten to 20 Nm (177 lb-in) in the sequence shown in illustration.

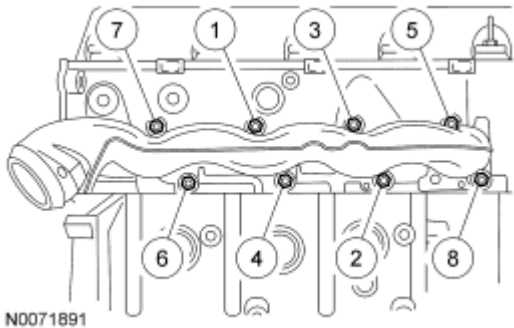


Fig. 449: Tightening Sequence
Courtesy of FORD MOTOR CO.

Engines with ratcheting timing chain tensioners

- NOTE:** Timing chain procedures must be followed exactly or damage to valves and pistons will result.
- NOTE:** Do not compress the ratchet assembly. This will damage the ratchet assembly.
- NOTE:** LH shown in illustration, RH similar.

10. Compress each tensioner plunger, using an edge of a vise.

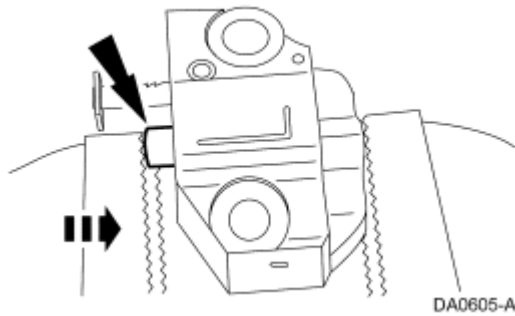


Fig. 450: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

11. Using a small screwdriver or pick, push back and hold the ratchet mechanism.

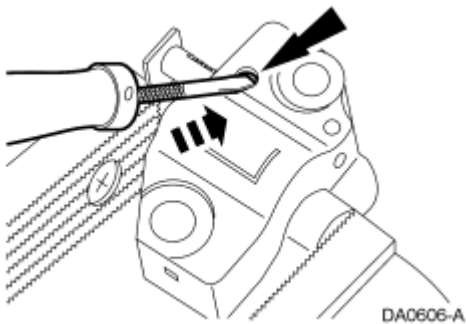


Fig. 451: Pushing Back And Holding Ratchet Mechanism
Courtesy of FORD MOTOR CO.

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

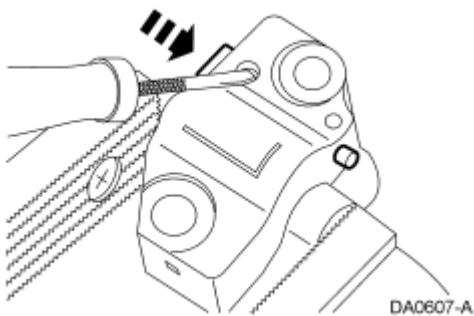
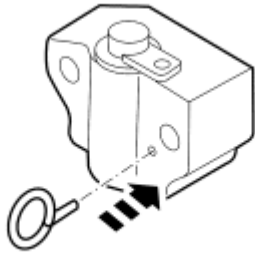


Fig. 452: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

13. Install a paper clip into the hole of each tensioner housing to hold the ratchet assembly and plunger in during installation.
- Remove the tensioner from the vise.



A26917-A

Fig. 453: Installing Paper Clip Into Tensioner Housing
Courtesy of FORD MOTOR CO.

Engines with non-ratcheting timing chain tensioners

NOTE: If one or both tensioner mounting bolts are loosened or removed, the tensioner-sealing bead must be inspected for seal integrity. Any cracks, tears, cuts or separation from the tensioner body or permanent compression of the seal bead will require replacement of the tensioner or damage to the engine may occur.

14. Inspect the RH and LH timing chain tensioners.

- Install new tensioners as necessary.

NOTE: Timing chain procedures must be followed exactly or damage to valves and pistons will result.

NOTE: LH shown in illustration, RH similar.

15. Compress each tensioner plunger, using an edge of a vise.

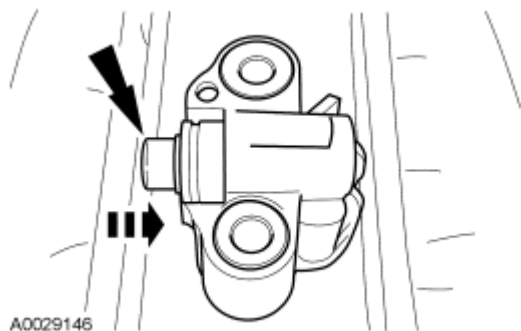


Fig. 454: Compressing Tensioner Plunger
Courtesy of FORD MOTOR CO.

16. Install a Hydraulic Chain Tensioner Retaining Clip on the tensioner to hold the plunger in during installation.

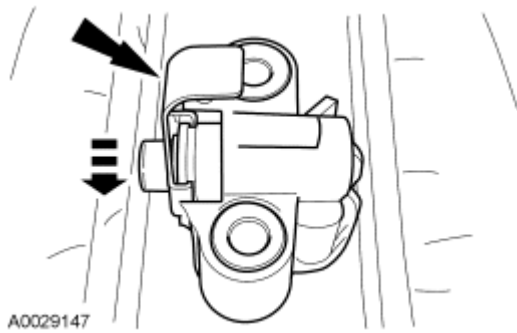


Fig. 455: Identifying Retaining Clip on Tensioner
Courtesy of FORD MOTOR CO.

Both cylinder heads

17. If the colored links are not visible, mark one link on one end and one link on the other end, and use as timing marks.

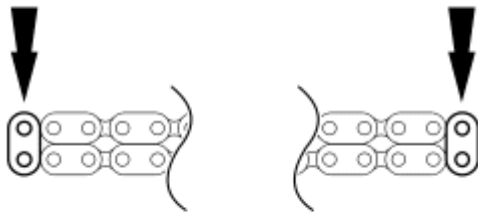


Fig. 456: Identifying Timing Chain Copper Links
Courtesy of FORD MOTOR CO.

18. Using the Crankshaft Holding Tool, position the crankshaft.
 - Remove the Crankshaft Holding Tool after crankshaft positioning.

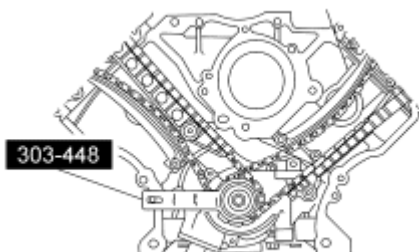


Fig. 457: Identifying Crankshaft Position
Courtesy of FORD MOTOR CO.

19. Install the crankshaft sprocket, making sure the flange faces forward.

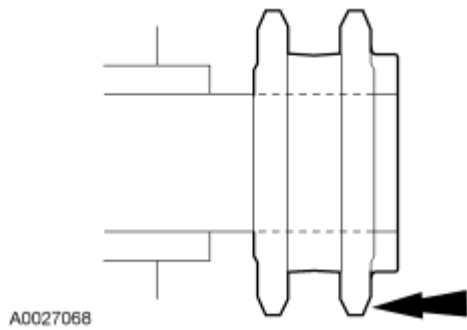


Fig. 458: Identifying Crankshaft Sprocket Flange
Courtesy of FORD MOTOR CO.

20. Install the timing chain guides.
 1. Position the LH timing chain guide.
 2. Install and tighten the LH bolts to 10 Nm (89 lb-in).
 3. Position the RH timing chain guide.
 4. Install and tighten the RH bolts to 10 Nm (89 lb-in).

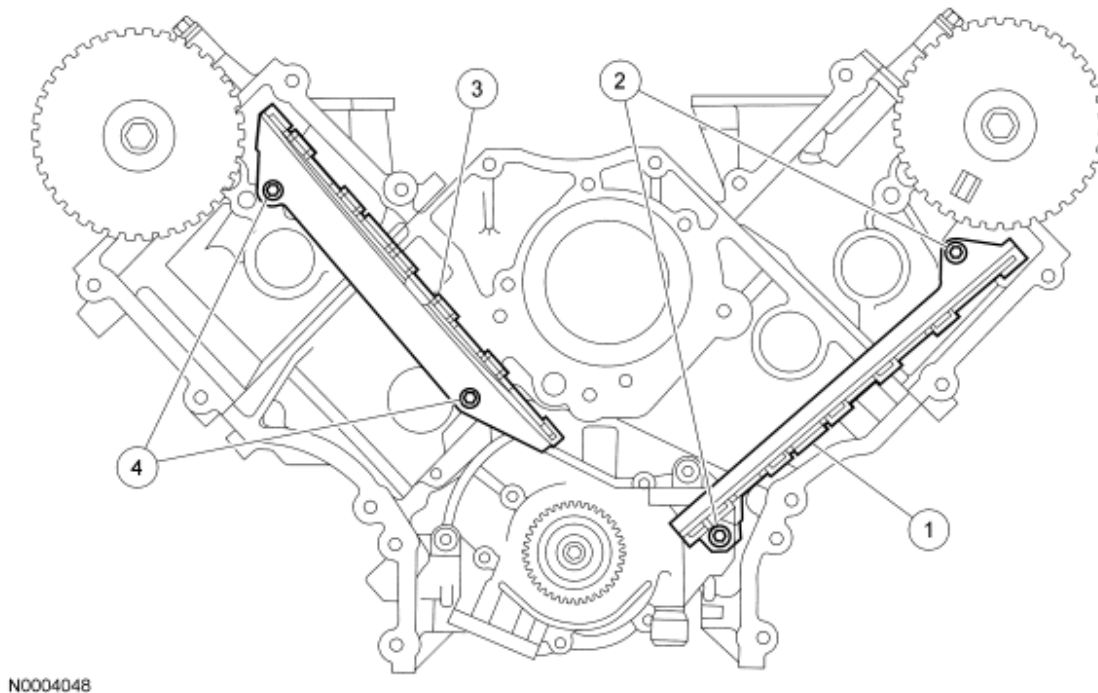
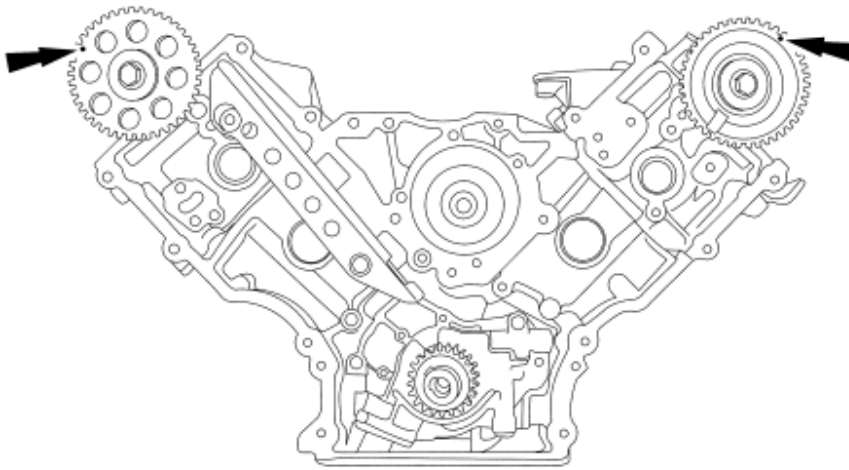


Fig. 459: Identifying Timing Chain Guides
Courtesy of FORD MOTOR CO.

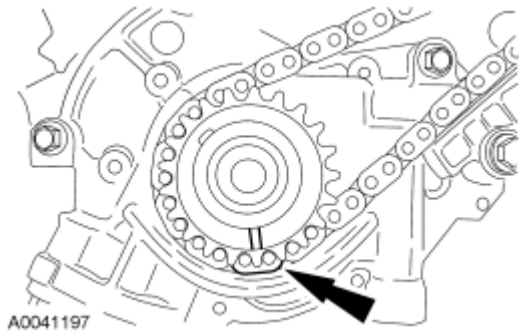
21. Rotate the RH camshaft sprocket until the timing mark is approximately at the 11 o'clock position. Rotate the LH camshaft sprocket until the timing mark is approximately at the 1 o'clock position.



N0071884

Fig. 460: Aligning Timing Marks
Courtesy of FORD MOTOR CO.

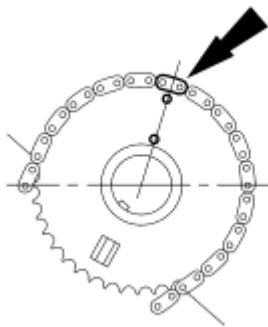
22. Position the LH (inner) timing chain on the crankshaft sprocket, aligning the colored (marked) link with the timing mark on the sprocket.



A0041197

Fig. 461: Aligning Copper (Marked) Link With Timing Mark On Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

23. Install the LH timing chain on the camshaft sprocket, aligning the colored (marked) link with the timing marks on the sprocket.



A0041199

Fig. 462: Aligning Copper (Marked) Link With Timing Mark On Camshaft Sprocket

Courtesy of FORD MOTOR CO.

NOTE: The LH timing chain tensioner arm has a bump near the dowel hole for identification.

24. Position the LH timing chain tensioner on the dowel pin and install the LH timing chain tensioner.
- Tighten to 25 Nm (18 lb-ft).

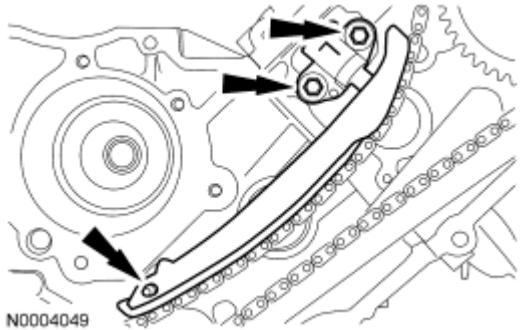


Fig. 463: Positioning LH Timing Chain Tensioner Arm On Dowel Pin
Courtesy of FORD MOTOR CO.

25. Remove the Hydraulic Chain Tensioner Retaining Clip from the LH timing chain tensioner.

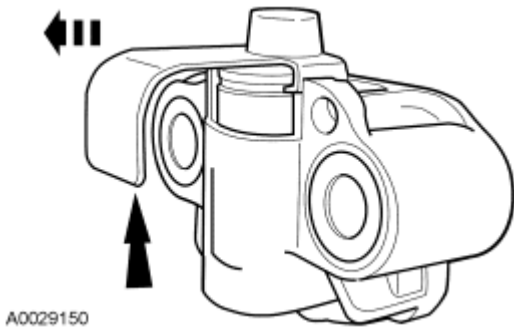


Fig. 464: Identifying Retaining Clip And Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

26. Position the RH (outer) timing chain on the crankshaft sprocket, aligning the colored (marked) link with the timing mark on the sprocket.

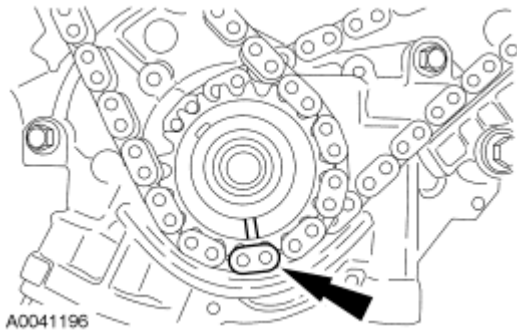


Fig. 465: Aligning Copper (Marked) Link With Timing Mark On Crankshaft Sprocket
Courtesy of FORD MOTOR CO.

27. Install the RH timing chain on the camshaft sprocket, aligning the colored (marked) link with the timing marks on the sprocket.

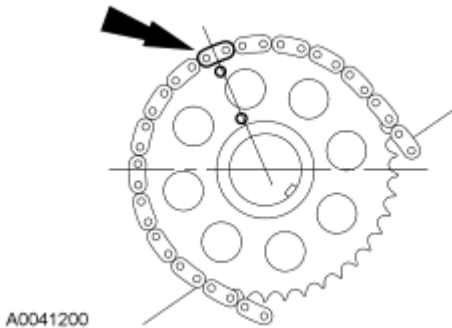


Fig. 466: Aligning Copper (Marked) Link With Timing Mark On Camshaft Sprocket
Courtesy of FORD MOTOR CO.

28. Position the RH timing chain tensioner arm on the dowel pin and install the RH timing chain tensioner.
- Tighten to 25 Nm (18 lb-ft).

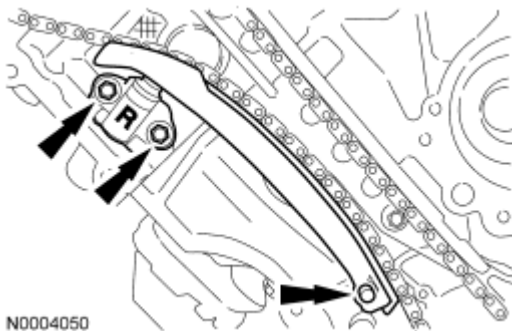


Fig. 467: Positioning RH Timing Chain Tensioner Arm On Dowel Pin
Courtesy of FORD MOTOR CO.

29. Remove the Hydraulic Chain Tensioner Retaining Clip from the RH timing chain tensioner.

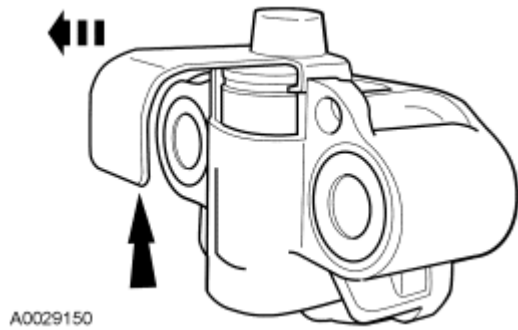


Fig. 468: Identifying Retaining Clip And Timing Chain Tensioner
Courtesy of FORD MOTOR CO.

30. Make sure that the colored (marked) chain links are lined up with the dots on the crankshaft sprockets and the camshaft sprocket.

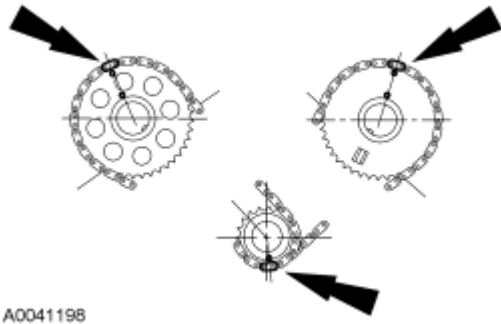


Fig. 469: Identifying Copper (Marked) Chain Links And Dots On Crankshaft Sprockets And Camshaft Sprockets
Courtesy of FORD MOTOR CO.

31. Rotate the camshaft until the lobe is in the upward position.

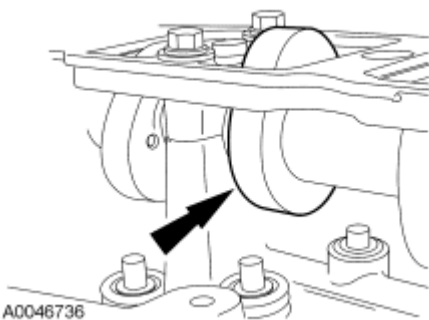


Fig. 470: Positioning Camshaft Lobe Up
Courtesy of FORD MOTOR CO.

32. Install the Valve Spring Compressor Spacer between the valve spring coils to prevent valve stem seal damage.

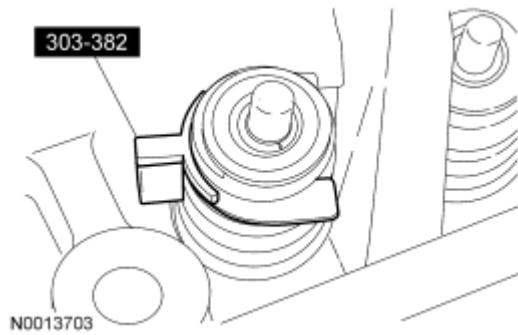


Fig. 471: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the hydraulic lash adjusters with clean engine oil.

33. Install the 16 hydraulic lash adjusters in their original locations (4 shown in illustration).

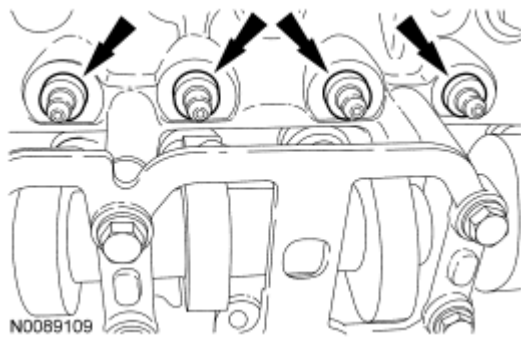


Fig. 472: Lash Adjusters
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the camshaft roller followers using clean engine oil.

NOTE: Position the cam lobe away from the camshaft roller follower location prior to installing each camshaft roller follower.

34. Install the camshaft roller follower.
1. Install the Valve Spring Compressor.
 2. Compress the valve spring.
 3. Install the camshaft roller followers in their original locations.

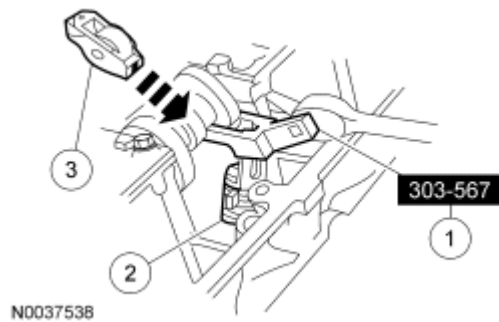


Fig. 473: Installing Camshaft Roller Follower
Courtesy of FORD MOTOR CO.

35. Remove the Valve Spring Compressor Spacer.

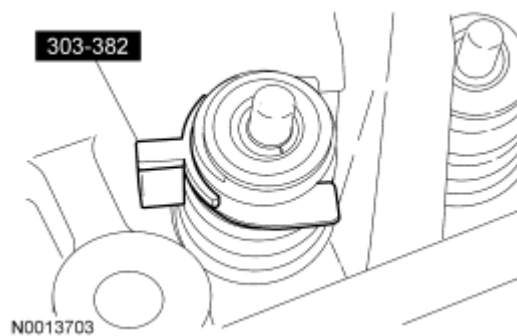


Fig. 474: Installing Special Tool Between Valve Spring Coils
Courtesy of FORD MOTOR CO.

NOTE: Only use hand tools when removing or installing the spark plugs, damage may occur to the cylinder head or spark plug.

36. Install all 8 spark plugs.
- Tighten to 18 Nm (159 lb-in).

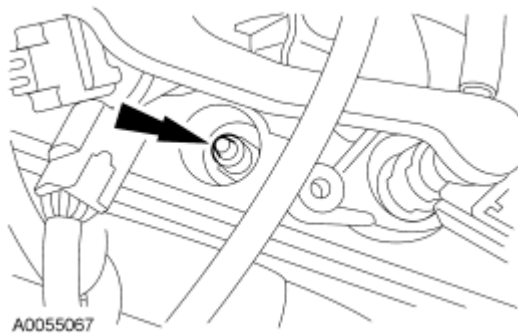


Fig. 475: Spark Plug
Courtesy of FORD MOTOR CO.

37. Install the crankshaft sensor ring.

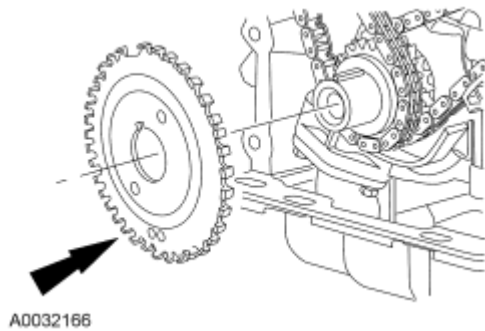


Fig. 476: View Of Crankshaft Sensor Ring At Crankshaft
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

38. Apply a bead of sealant along the head-to-block surface and the oil pan-to-block surface as specified.

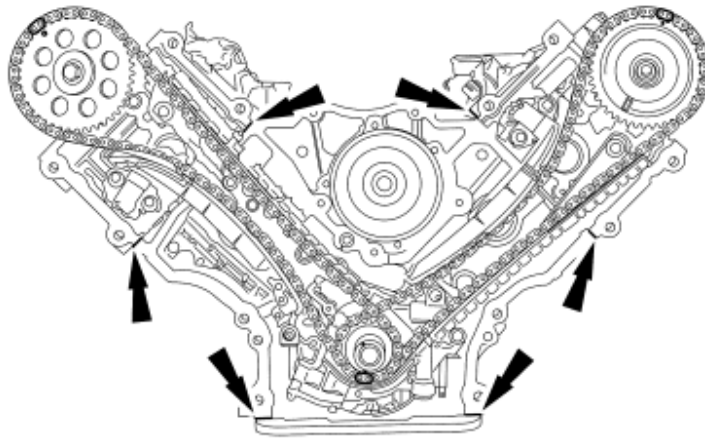


Fig. 477: Applying Sealant At Head-To-Block Surface & The Oil Pan-To-Block Surface
Courtesy of FORD MOTOR CO.

39. Install a new engine front cover gasket on the engine front cover. Position the engine front cover onto the dowels. Install the fasteners finger-tight.

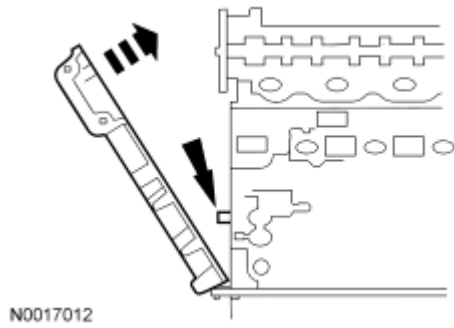


Fig. 478: Installing Engine Front Cover Gasket On Engine Front Cover
 Courtesy of FORD MOTOR CO.

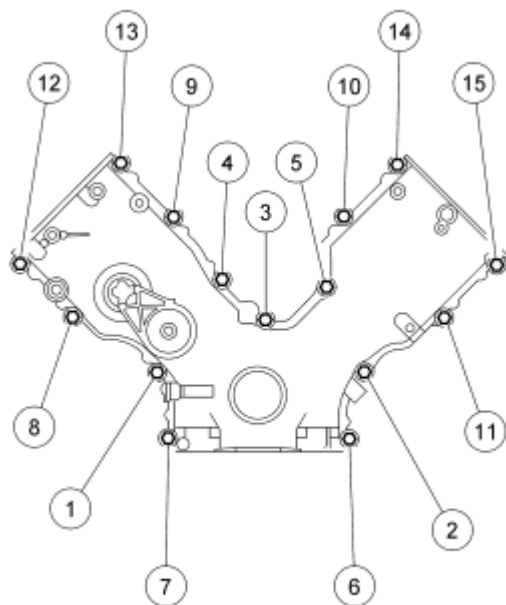
40. Tighten the front cover fasteners in the sequence shown in illustration to 25 Nm (18 lb-ft).

Item	Part Number	Description
1	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
2	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
3	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
4	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
5	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
6	W706508	Stud, hex-head pilot, M8 x 1.25 x 50 - M6 x 1 x 10
7	N808586	Stud, washer hex-head pilot, M8 x 1.25 - M6 x 1.0 x

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

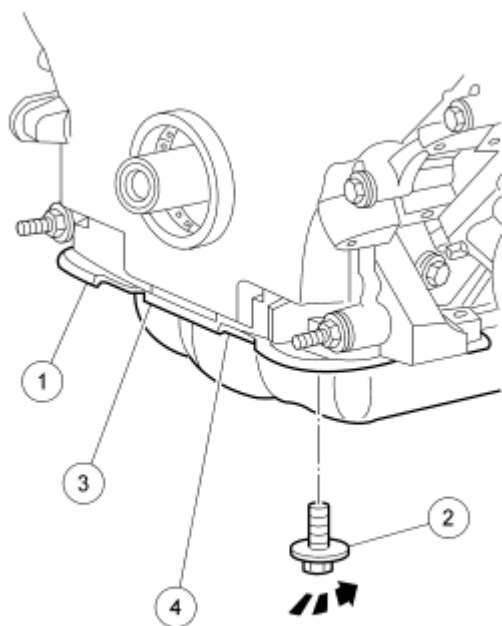
		86.35
8	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
9	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
10	N806177	Bolt, hex flange head pilot, M8 x 1.25 x 53
11	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
12	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
13	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
14	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1
15	N806300	Stud, hex- shoulder pilot, M8 x 1.25 x 1.25 x 91.1



N0037514

Fig. 479: Engine Front Cover Fastener Removal/Tightening Sequence
Courtesy of FORD MOTOR CO.

41. Loosely install the 4 bolts, then tighten in 2 stages in the sequence shown in illustration.
- Stage 1: Tighten to 20 Nm (177 lb-in).
 - Stage 2: Tighten an additional 60 degrees.



N0037542

Fig. 480: Front Oil Pan Bolt Torque Sequence
Courtesy of FORD MOTOR CO.

NOTE: RH shown in illustration, LH similar.

42. Install the RH and LH engine mounts and the bolts.
- Tighten to 70 Nm (52 lb-ft).

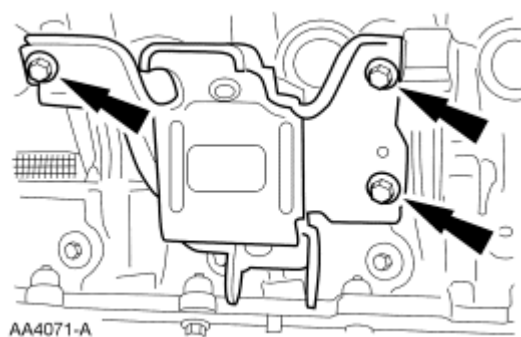
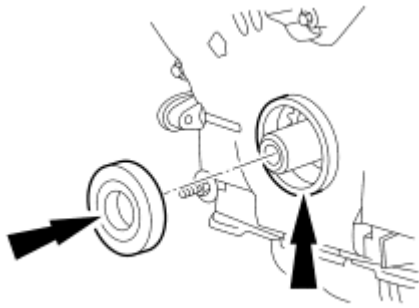


Fig. 481: Engine Mount Bolts
Courtesy of FORD MOTOR CO.

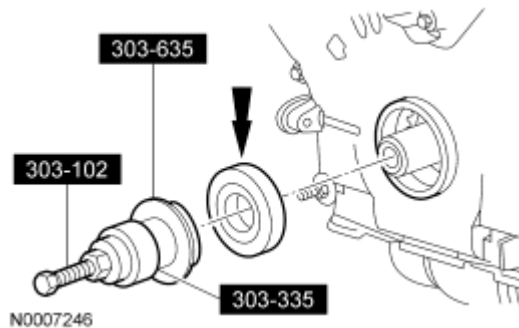
43. Lubricate the engine front cover and the front oil seal inner lip with clean engine oil.



A0029187

Fig. 482: Locating Crankshaft Front Seal
Courtesy of FORD MOTOR CO.

44. Using the Crankshaft Front Oil Seal Installer, Front Cover Oil Seal Installer and Crankshaft Vibration Damper Installer, install the front oil seal.

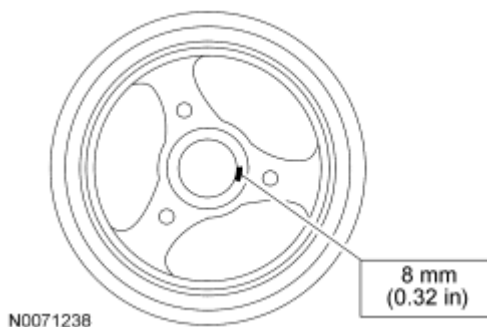


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Fig. 483: Installing Crankshaft Front Seal Using Special Tools
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

45. Apply sealant to the Woodruff key slot on the crankshaft pulley.



N0071238

Fig. 484: Applying Sealant To Woodruff Key Slot

Courtesy of FORD MOTOR CO.

46. Using the Crankshaft Vibration Damper Installer, install the crankshaft pulley.

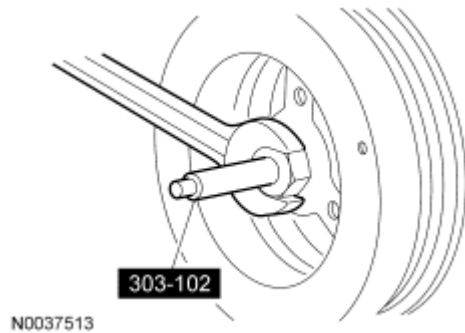


Fig. 485: Installing Crankshaft Pulley
Courtesy of FORD MOTOR CO.

NOTE: Use a Strap Wrench to hold the pulley.

47. Tighten the crankshaft pulley bolt in 4 stages.
- Stage 1: Tighten to 120 Nm (89 lb-ft).
 - Stage 2: Loosen 360 degrees.
 - Stage 3: Tighten to 50 Nm (37 lb-ft).
 - Stage 4: Rotate an additional 90 degrees (1/4 turn).

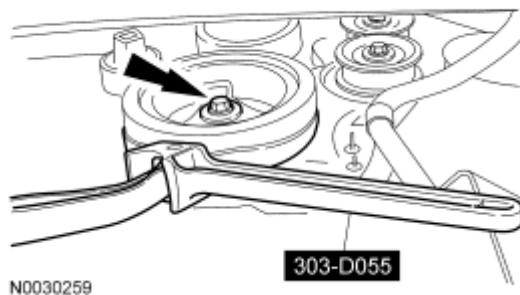


Fig. 486: Holding Crankshaft Pulley Using Special Tool (303-D055)
Courtesy of FORD MOTOR CO.

48. Position the coolant pump pulley on the coolant pump and install the bolts.
- Tighten to 25 Nm (18 lb-ft).

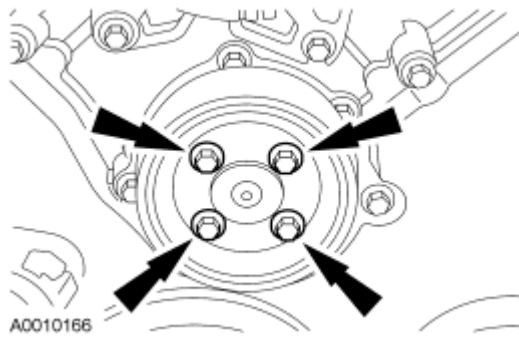


Fig. 487: Coolant Pump Pulley Bolts
Courtesy of FORD MOTOR CO.

49. Install the accessory drive belt idler pulley and bolt.
- Tighten to 25 Nm (18 lb-ft).

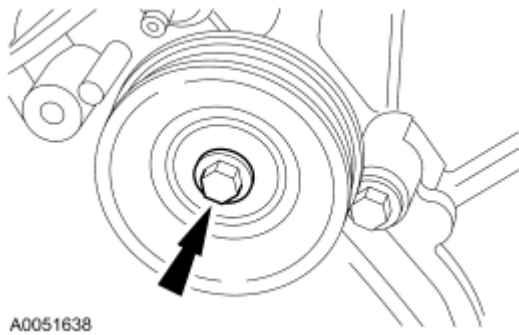


Fig. 488: Accessory Drive Belt Idler Pulley Bolt
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

50. Apply sealant in 2 places where the engine front cover meets the cylinder head.

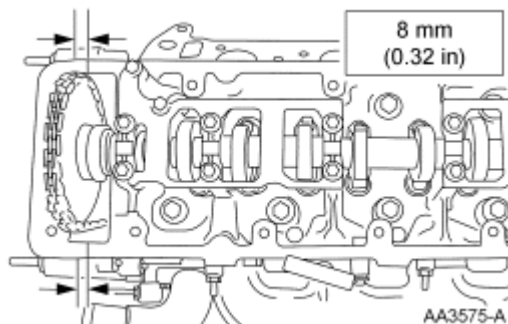


Fig. 489: Applying Sealant At Engine Front Cover/Cylinder Head Surface

Courtesy of FORD MOTOR CO.

51. Install the new valve cover gasket into the valve cover and position on the cylinder head. Tighten the bolts in the sequence shown in illustration.
- Tighten to 10 Nm (89 lb-in).

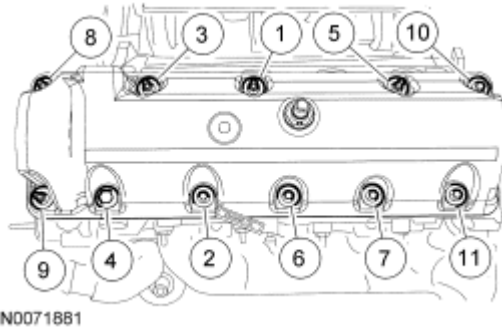


Fig. 490: Tightening Sequence
Courtesy of FORD MOTOR CO.

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. Follow the directions on the packaging. Failure to follow this procedure can cause future oil leakage.

52. Apply sealant in 2 places where the engine front cover meets the cylinder head.

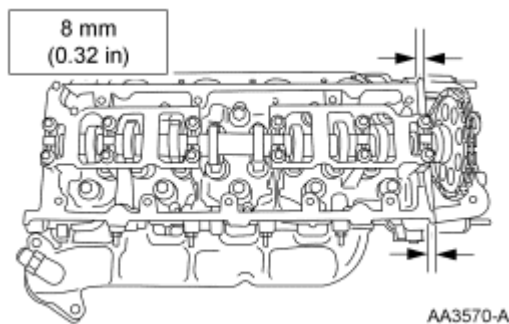


Fig. 491: Applying Sealant At Engine Front Cover/Cylinder Head Surface (With Specifications)
Courtesy of FORD MOTOR CO.

53. Install the gasket into the valve cover and position on the cylinder head. Tighten the bolts in the sequence shown in illustration.
- Tighten to 10 Nm (89 lb-in).

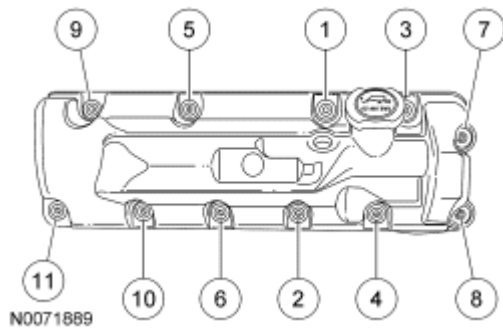


Fig. 492: Tightening Sequence
Courtesy of FORD MOTOR CO.

54. Inspect the O-ring seals. Install new seals if necessary.



Fig. 493: O-Ring Seals
Courtesy of FORD MOTOR CO.

55. Install the coolant bypass tube.

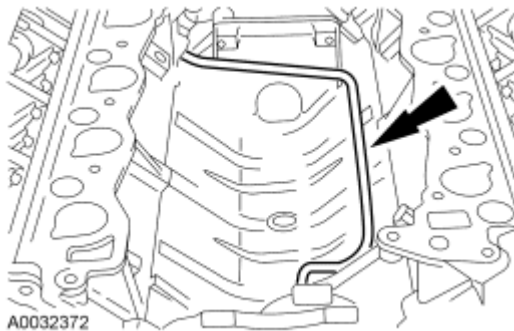


Fig. 494: Coolant Bypass Tube
Courtesy of FORD MOTOR CO.

56. Install the ground strap on the rear of the RH cylinder head.
1. Install the stud bolt and tighten to 25 Nm (18 lb-ft).
 2. Install the ground strap.
 3. Install the retaining nut and tighten to 10 Nm (89 lb-in).

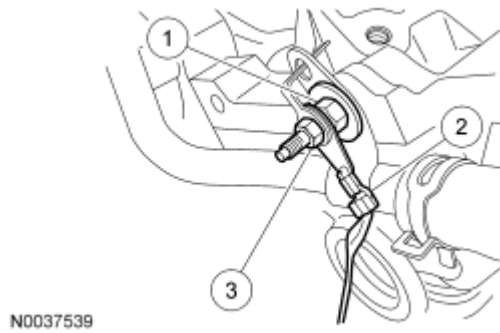


Fig. 495: Ground Strap, Stud & Nut
Courtesy of FORD MOTOR CO.

NOTE: Align the gasket locator tabs to slots in cylinder head.

57. Install the new intake manifold gaskets, intake manifold and hand-tighten the bolts at the locations shown in illustration.

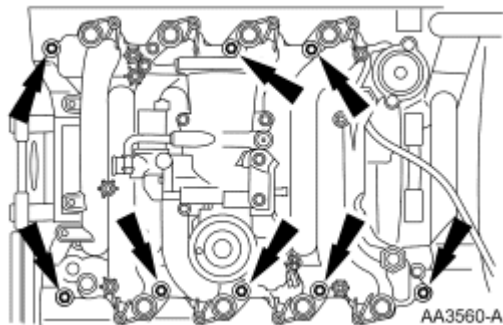


Fig. 496: Intake Manifold Bolts
Courtesy of FORD MOTOR CO.

58. Install the 8 ignition coils and tighten the 8 bolts (4 shown in illustration).
- Tighten to 6 Nm (53 lb-in).

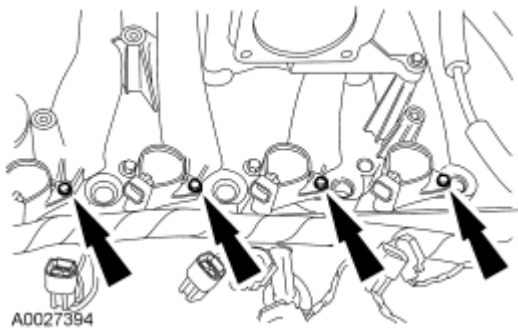


Fig. 497: Ignition Coils & Bolts
Courtesy of FORD MOTOR CO.

59. Install the intake manifold bracket and loosely install the bolt and the stud bolt.



Fig. 498: Intake Manifold Crash Bracket Bolt
Courtesy of FORD MOTOR CO.

60. Install the thermostat.



Fig. 499: Thermostat
Courtesy of FORD MOTOR CO.

61. Install the coolant outlet adapter and loosely install the 2 bolts.

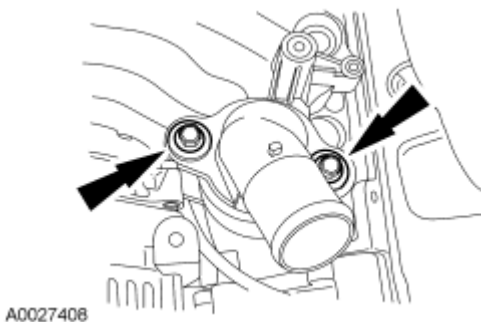
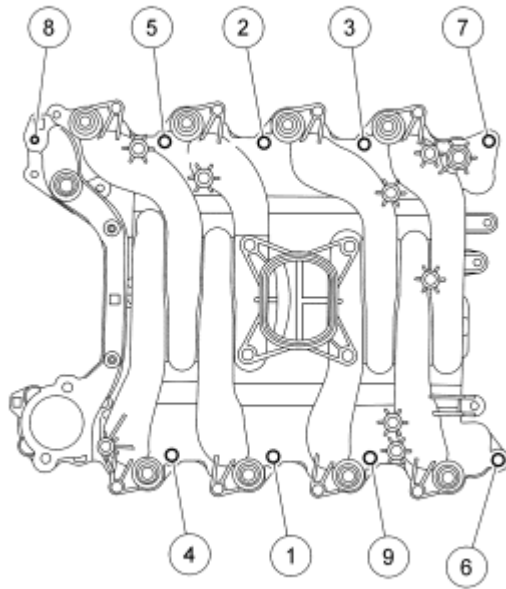


Fig. 500: Coolant Outlet Adapter & Bolts
Courtesy of FORD MOTOR CO.

62. Tighten the bolts in the sequence shown in illustration.
- Tighten to 25 Nm (18 lb-ft).



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Fig. 501: Intake Manifold Bolt Tightening Torque Sequence
Courtesy of FORD MOTOR CO.

63. Tighten the stud bolt.
- Tighten to 25 Nm (18 lb-ft).

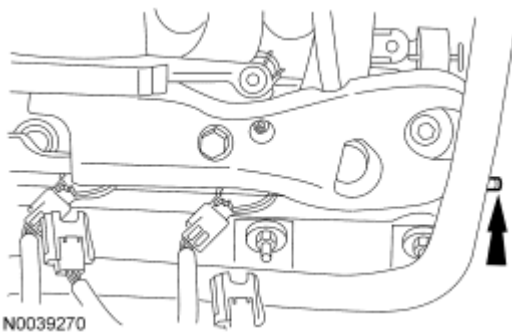


Fig. 502: Stud Bolt
Courtesy of FORD MOTOR CO.

64. Tighten the bolts.
- Tighten to 25 Nm (18 lb-ft).

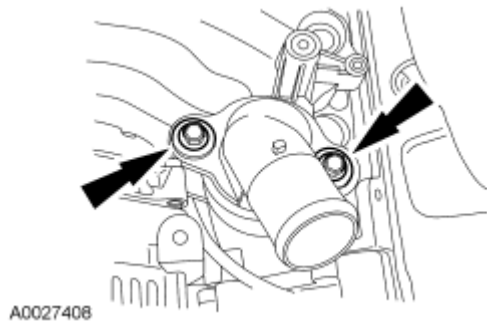


Fig. 503: Coolant Outlet Adapter & Bolts
Courtesy of FORD MOTOR CO.

65. Connect the EGR tube to the EGR valve.
- Tighten to 43 Nm (32 lb-ft).

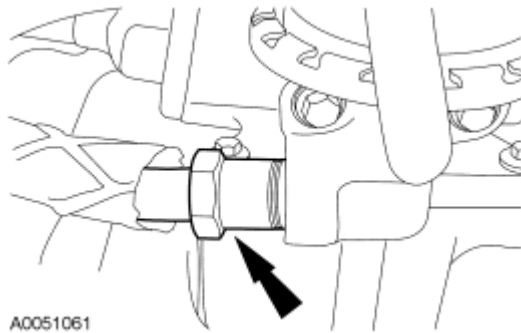


Fig. 504: EGR Tube Nut At EGR
Courtesy of FORD MOTOR CO.

66. Connect the EGR tube-to-exhaust manifold connector.
- Tighten to 43 Nm (32 lb-ft).

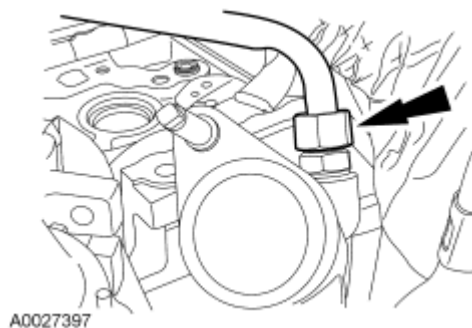


Fig. 505: EGR Tube At Exhaust Manifold
Courtesy of FORD MOTOR CO.

67. Position the fuel charging wiring at 2 locations at the back of the intake manifold.
68. Install the generator and the 2 bolts.

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

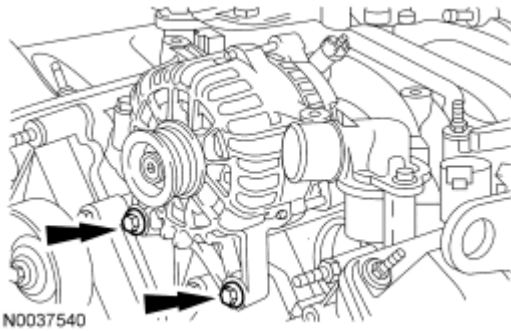


Fig. 506: Generator & Bolts
Courtesy of FORD MOTOR CO.

69. Connect the throttle control and the Throttle Position (TP) sensor electrical connector.

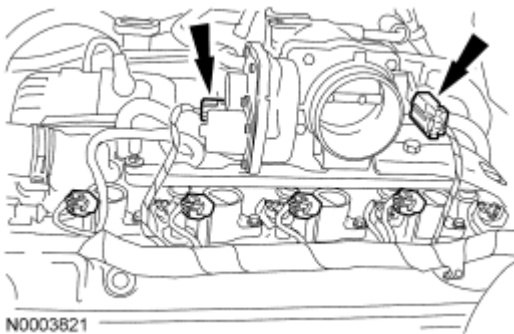


Fig. 507: Locating Throttle Control And Throttle Position (TP) Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

70. Install the generator mounting bracket and the 4 bolts.
- Tighten to 10 Nm (89 lb-in).

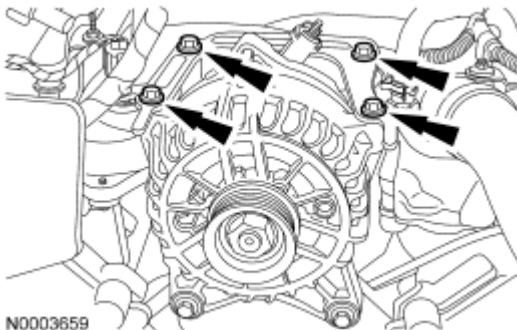


Fig. 508: Generator Mounting Bracket Bolts
Courtesy of FORD MOTOR CO.

71. Attach the wire harness retainer and connect the generator electrical connector.

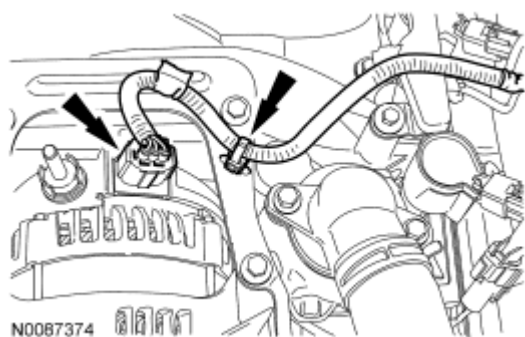


Fig. 509: Electrical Connector And Wire Harness Retainer
Courtesy of FORD MOTOR CO.

72. Connect the electrical connector to the EGR vacuum regulator solenoid.

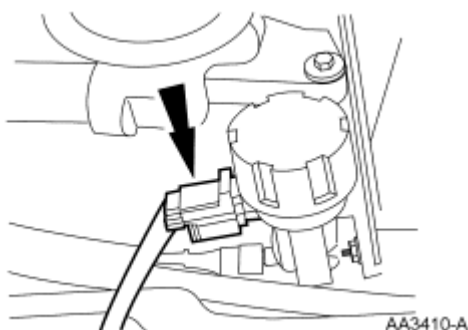


Fig. 510: EGR Vacuum Regulator Solenoid Electrical Connector
Courtesy of FORD MOTOR CO.

73. Connect the crankcase ventilation tube.

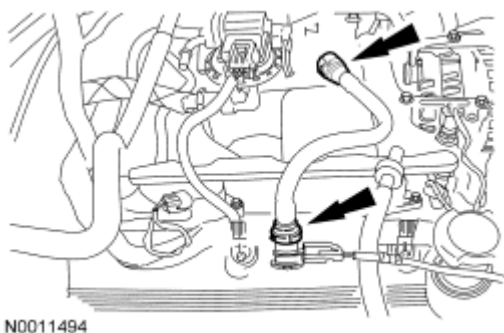


Fig. 511: Crankcase Ventilation Tube
Courtesy of FORD MOTOR CO.

74. Install the intake manifold shield and the 2 bolts.
- Tighten to 10 Nm (89 lb-in).

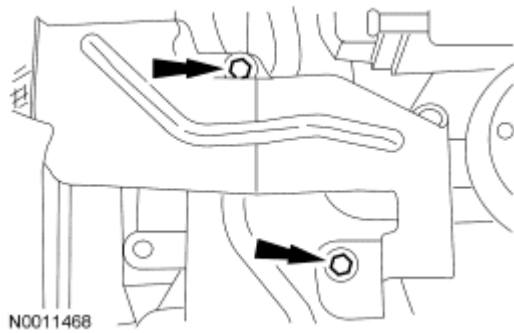


Fig. 512: Intake Manifold Shield
Courtesy of FORD MOTOR CO.

75. Connect the 8 fuel injector electrical connectors (4 shown in illustration).

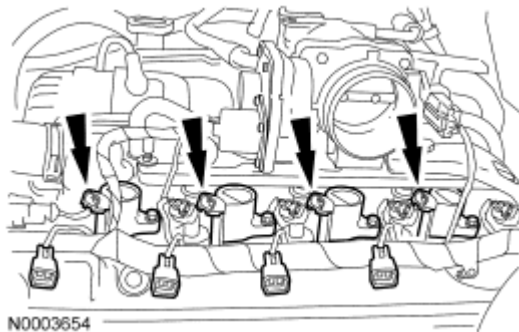


Fig. 513: Ignition Coil Electrical Connectors
Courtesy of FORD MOTOR CO.

76. Connect the 8 ignition coil electrical connectors.

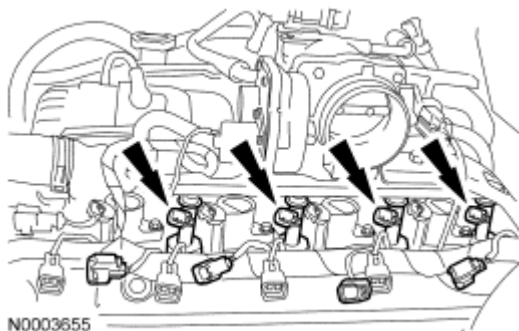


Fig. 514: Fuel Injector Electrical Connectors
Courtesy of FORD MOTOR CO.

77. Connect the Camshaft Position (CMP) sensor electrical connector.

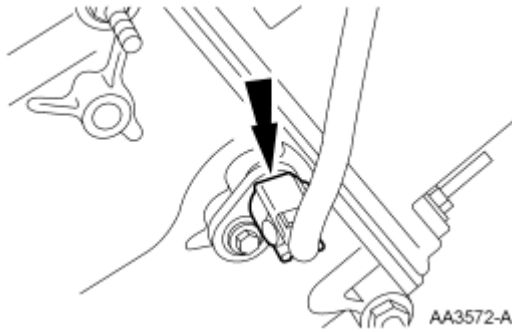


Fig. 515: Camshaft Position (CMP) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

78. Connect the radio interference capacitor electrical connector.

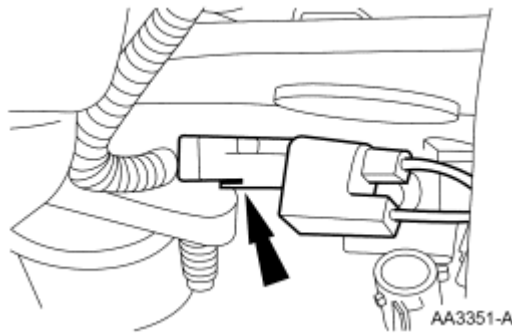


Fig. 516: Radio Ignition Interference Capacitor
Courtesy of FORD MOTOR CO.

79. Connect the Cylinder Head Temperature (CHT) sensor electrical connector.

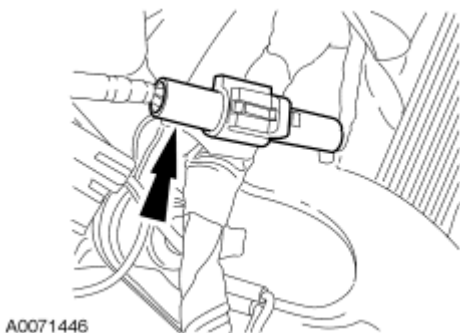


Fig. 517: Cylinder Head Temperature (CHT) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

80. Install the battery cables and the bolt.
81. Install the Engine Lifting Bracket to the RH cylinder head.

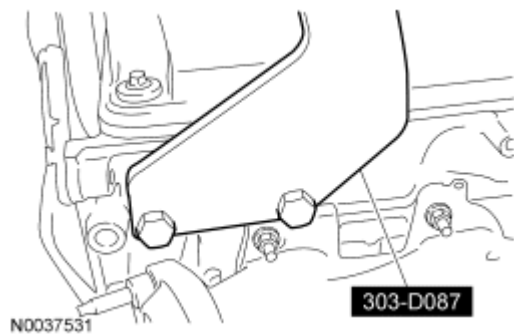


Fig. 518: Installing Special Tool To RH Cylinder Head
Courtesy of FORD MOTOR CO.

82. Install the Engine Lifting Bracket to the LH cylinder head.

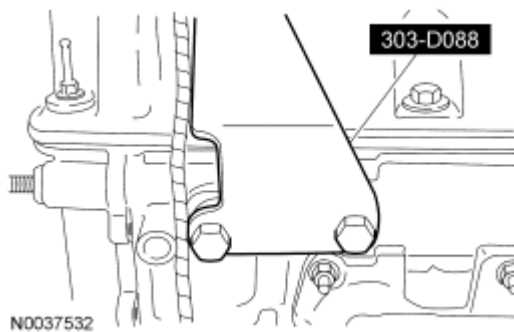


Fig. 519: Installing Special Tool To LH Cylinder Head
Courtesy of FORD MOTOR CO.

83. Using the Engine Lifting Bracket Set, remove the engine from the engine stand.

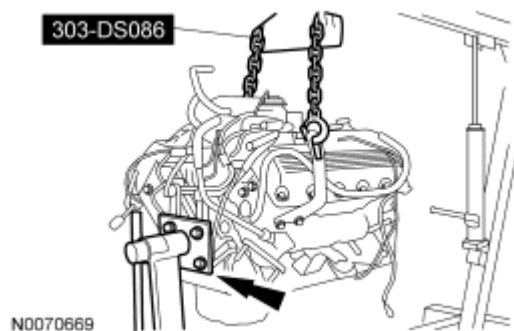


Fig. 520: Mounting Engine On A Suitable Engine Stand
Courtesy of FORD MOTOR CO.

84. Install the engine/transmission spacer plate.

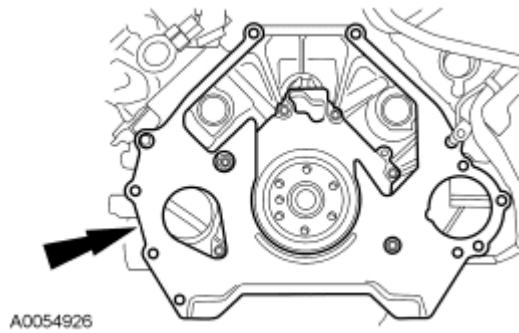


Fig. 521: Engine-To-Transmission Spacer Plate
Courtesy of FORD MOTOR CO.

85. Position the flexplate and install the bolts in the sequence shown in illustration.
- Tighten to 80 Nm (59 lb-ft).

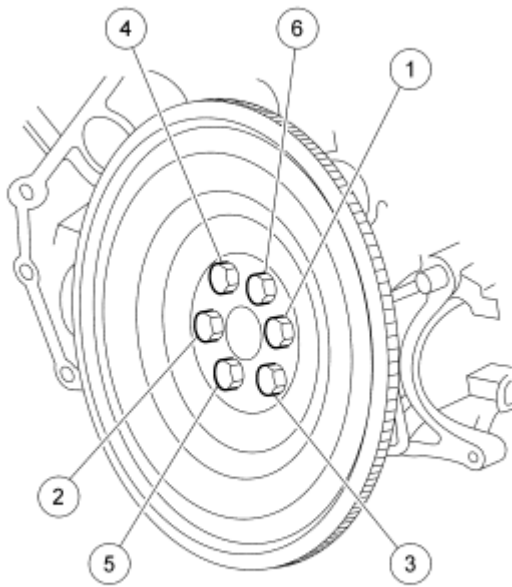


Fig. 522: Tightening Sequence
Courtesy of FORD MOTOR CO.

86. Install the engine. For additional information, refer to **Engine**.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these instructions may result in serious personal injury.

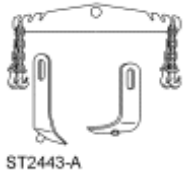
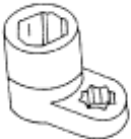
2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

87. If equipped with fire suppression system, repower the system

ENGINE

Special Tools

Illustration	Tool Name	Tool Number
 ST2443-A	Lifting Bracket Set, Engine	303-DS086 (D93P-6001-A) or equivalent
 ST1448-A	Socket, Exhaust Gas Oxygen Sensor	303-476 (T94P-9472-A)

Material

Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2	ESE-M12A4-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	WSS-M2C930-A

INSTALLATION

WARNING: Before servicing a vehicle equipped with a fire suppression system, depower the system by following the procedure in **FIRE SUPPRESSION SYSTEM** article. Failure to follow the instructions may result in serious personal injury.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to **JACKING & LIFTING** article.
2. Using the Engine Lifting Bracket Set, install the engine assembly in the vehicle.

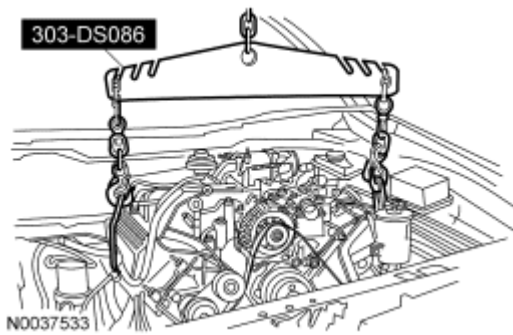


Fig. 523: Special Tools
Courtesy of FORD MOTOR CO.

NOTE: When vehicle is raised, verify that the torque converter is correctly seated.

3. Install the 4 transmission bellhousing bolts and 1 stud.
 - Tighten to 48 Nm (35 lb-ft).

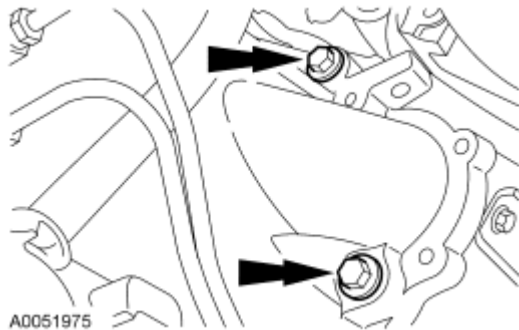


Fig. 524: Transmission Bolts
Courtesy of FORD MOTOR CO.

4. Attach the wiring harness to the retainers on the transmission.
5. Connect the Output Shaft Speed (OSS) sensor, Transmission Range (TR) sensor and the Turbine Shaft Speed (TSS) sensor electrical connectors.

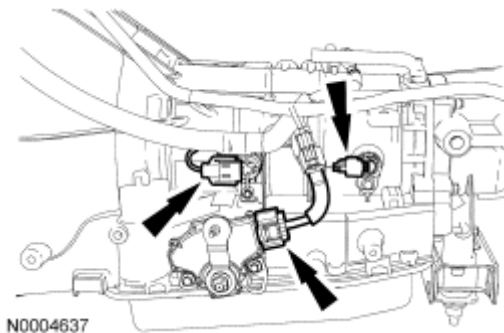


Fig. 525: Output Shaft Speed Sensor, Transmission Range Sensor & Turbine Shaft Speed Sensor Electrical Connectors

Courtesy of FORD MOTOR CO.

6. Connect the Heated Oxygen Sensor (HO2S) and the solenoid body sensor electrical sensors.

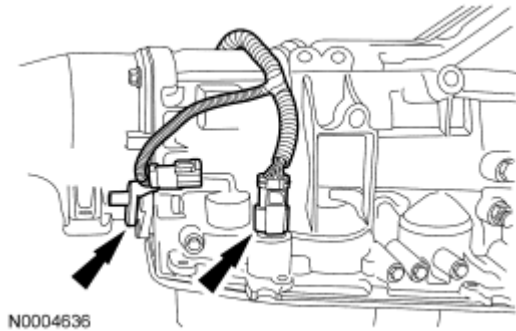


Fig. 526: HO2S Sensor & Solenoid Body Sensor Electrical Connectors
Courtesy of FORD MOTOR CO.

7. Raise the transmission and install the transmission insulator.
8. Install the 2 insulator bolts.
 - Tighten to 90 Nm (66 lb-ft).

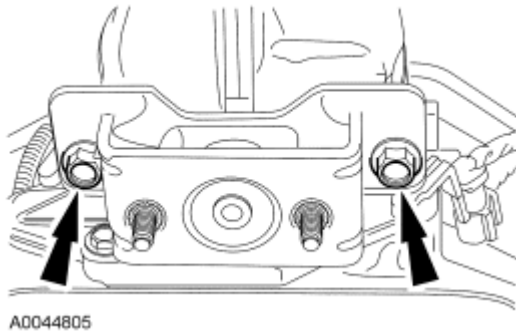


Fig. 527: Rear Transmission Insulator Bolts
Courtesy of FORD MOTOR CO.

9. Lower the transmission and install the 2 transmission insulator nuts.
 - Tighten to 30 Nm (22 lb-ft).

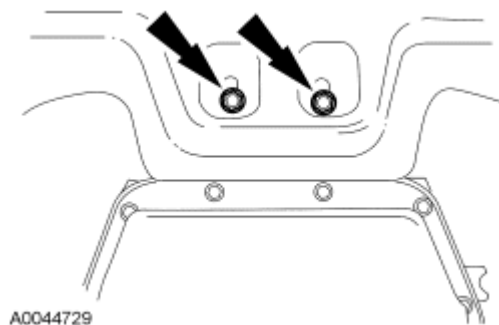


Fig. 528: Rear Transmission Insulator Nuts
Courtesy of FORD MOTOR CO.

NOTE: LH shown in illustration, RH similar.

10. Install the 2 engine mount nuts.
 - Tighten to 90 Nm (66 lb-ft).

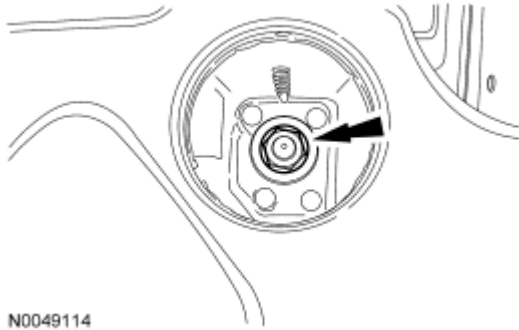


Fig. 529: Engine Mount Nut
Courtesy of FORD MOTOR CO.

NOTE: Apply a light coat of anti-seize lubricant to the threads of the HO2S.

11. Using the Exhaust Gas Oxygen Sensor Socket, install the HO2S.
 - Calculate the correct torque wrench setting for the following torque. For additional information,
 - Tighten to 40 Nm (30 lb-ft).

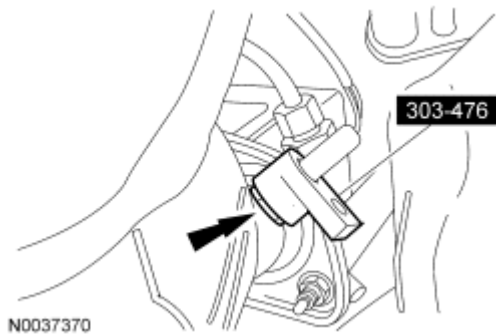


Fig. 530: Heated Oxygen Sensor (HO2S) Special Tool
Courtesy of FORD MOTOR CO.

12. Connect the LH HO2S electrical connector.

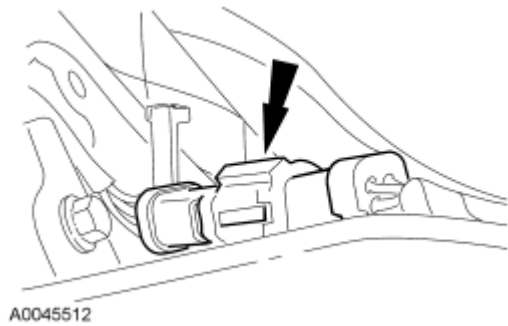


Fig. 531: LH HO2S Electrical Connector
Courtesy of FORD MOTOR CO.

13. Connect the RH HO2S electrical connector.

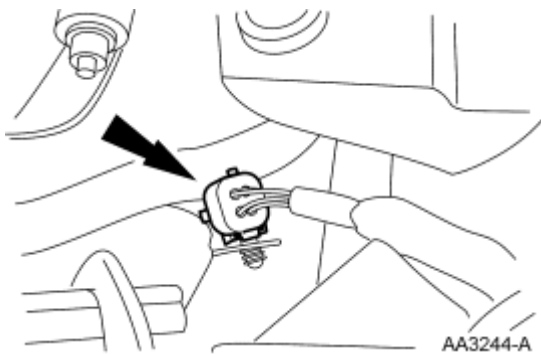


Fig. 532: Right Side Heated Oxygen Sensor (HO2S) Electrical Connector
Courtesy of FORD MOTOR CO.

14. Install the 4 torque converter nuts.
- Rotate the crankshaft to access the nuts.
 - Tighten to 36 Nm (27 lb-ft).



Fig. 533: Torque Converter Nut
Courtesy of FORD MOTOR CO.

15. Install the rubber access plug.

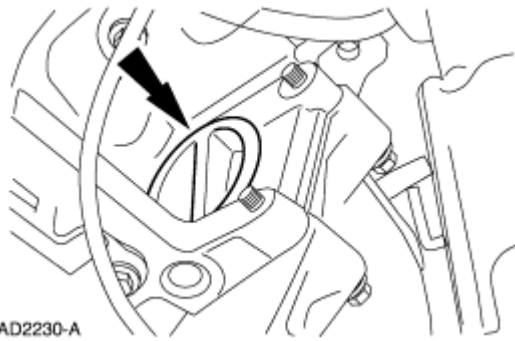


Fig. 534: Locating Rubber Access Plug
Courtesy of FORD MOTOR CO.

16. Install the inspection cover and the 3 bolts.
 - Tighten to 19 Nm (168 lb-in).

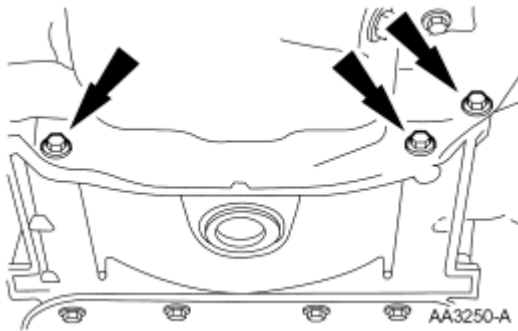


Fig. 535: Inspection Cover & Bolts
Courtesy of FORD MOTOR CO.

17. Install the starter motor. For additional information, refer to **STARTING SYSTEM** article.
18. Position the exhaust, install the 4 new nuts and remove the support.
 - Tighten to 48 Nm (35 lb-ft).

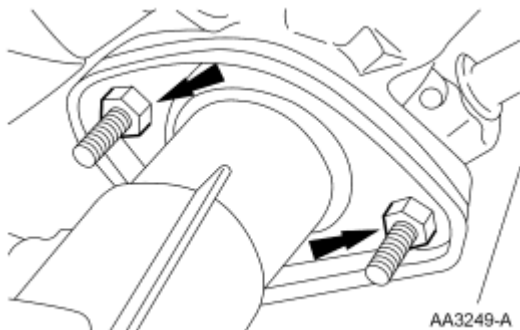


Fig. 536: Exhaust Nuts
Courtesy of FORD MOTOR CO.

19. Install the power steering pump and the 3 bolts.

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

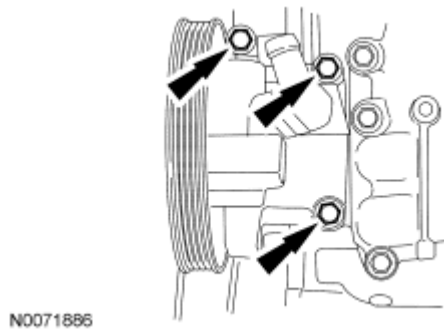


Fig. 537: A/C Compressor Bolts
Courtesy of FORD MOTOR CO.

20. Install the A/C compressor and the 3 bolts.
- Tighten to 25 Nm (18 lb-ft).

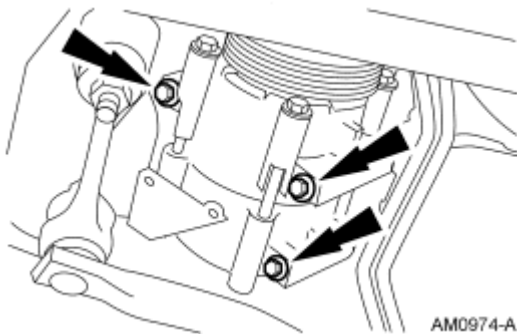


Fig. 538: A/C Compressor Bolts
Courtesy of FORD MOTOR CO.

21. Connect the A/C compressor electrical connector.



Fig. 539: A/C Compressor Electrical Connector
Courtesy of FORD MOTOR CO.

22. Connect the engine wiring harness retainers to the A/C compressor.

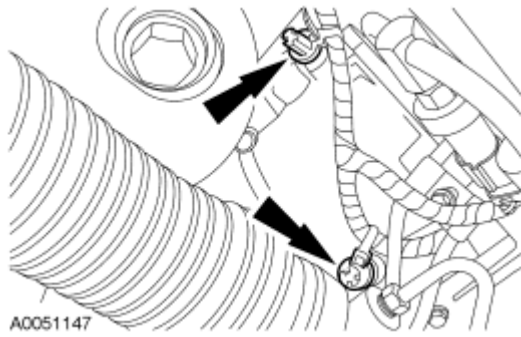


Fig. 540: Engine Wiring Harness Retainers
Courtesy of FORD MOTOR CO.

23. Connect the Crankshaft Position (CKP) sensor electrical connector.

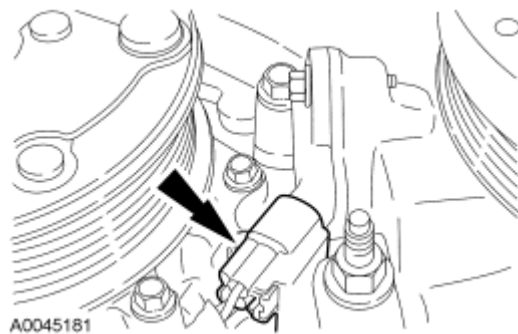


Fig. 541: Crankshaft Position (CKP) Sensor Electrical Connector
Courtesy of FORD MOTOR CO.

24. Position the transmission oil cooler tube bracket and install the bolt.
- Tighten to 15 Nm (133 lb-in).

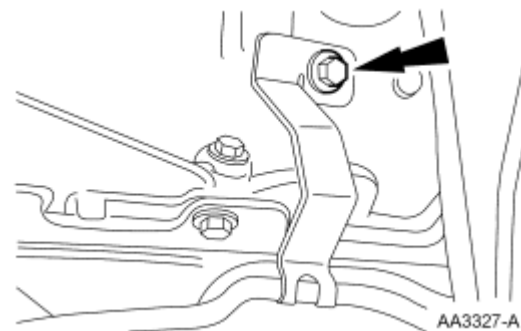


Fig. 542: Transmission Cooler Tube Support Bracket Bolt
Courtesy of FORD MOTOR CO.

25. Install the transmission cooler tube support bracket.
- Tighten to 9 Nm (80 lb-in).

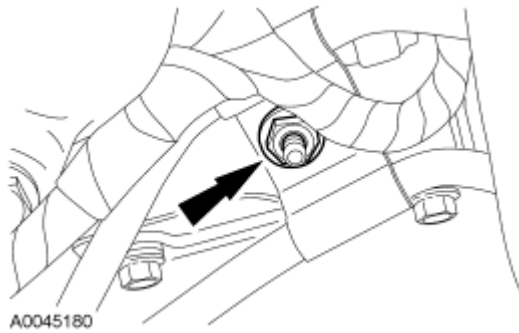


Fig. 543: Transmission Cooler Tube Support Bracket Nut
Courtesy of FORD MOTOR CO.

26. Install the power steering tube bracket.
- Tighten to 10 Nm (89 lb-in).

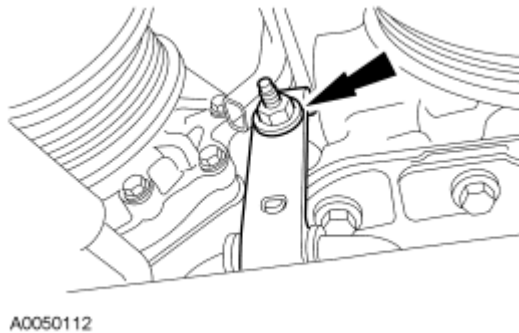


Fig. 544: Power Steering Tube Bracket
Courtesy of FORD MOTOR CO.

NOTE: The oil cooler must be replaced or severe damage to the engine can occur.

27. If equipped, install a new oil cooler and oil cooler hoses. For additional information, refer to **Oil Cooler**.
28. Connect the Power Steering Pressure (PSP) switch electrical connector.

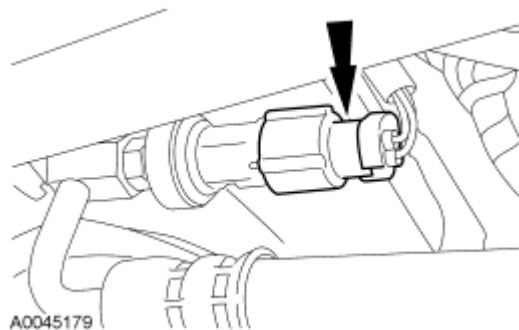


Fig. 545: Power Steering Pressure (PSP) Switch Electrical Connector
Courtesy of FORD MOTOR CO.

29. Connect the power steering electrical connector.

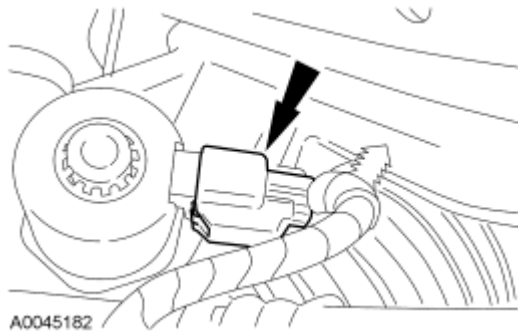


Fig. 546: Block Heater Electrical Connector
Courtesy of FORD MOTOR CO.

30. If equipped, connect the block heater electrical connector.
31. Connect the EOP switch electrical connector.

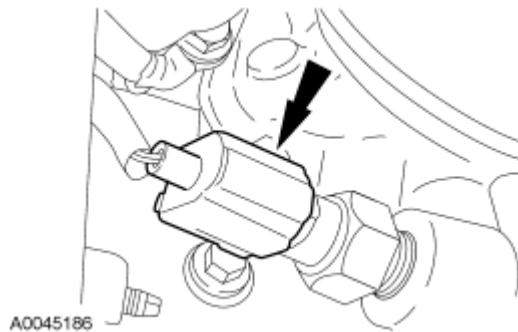


Fig. 547: Oil Pressure Sender Electrical Connector
Courtesy of FORD MOTOR CO.

32. Install the 2 top transmission bellhousing bolts.
- Tighten to 48 Nm (35 lb-ft).

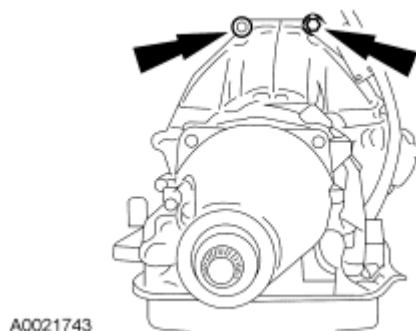


Fig. 548: Top Transmission Bolts
Courtesy of FORD MOTOR CO.

NOTE: Lubricate the oil filter seal with clean engine oil.

33. Install the oil filter.
34. Install the cooling fan. For additional information, refer to **ENGINE COOLING** article.

NOTE: Do not reuse hose clamps. Use appropriately sized worm-style clamps in place of the constant tension clamps.

35. Connect the lower radiator hose.

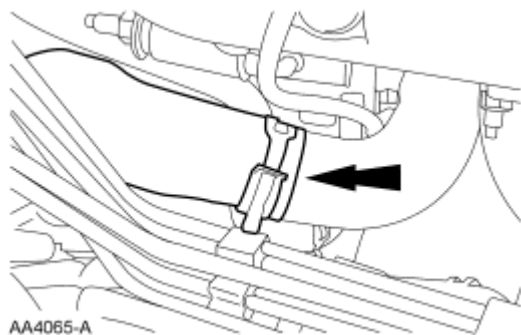


Fig. 549: Lower Radiator Hose
Courtesy of FORD MOTOR CO.

36. Connect the upper radiator hose to the hose connection.



Fig. 550: Upper Radiator Hose
Courtesy of FORD MOTOR CO.

37. Connect the PCM electrical connectors.

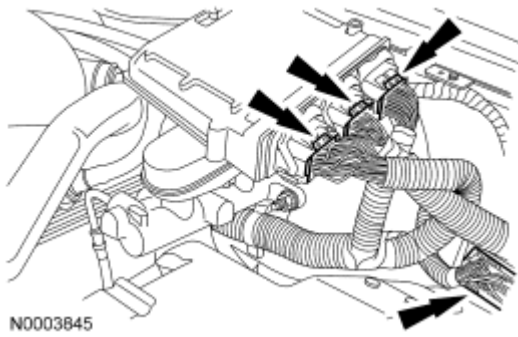


Fig. 551: PCM Electrical Connectors
Courtesy of FORD MOTOR CO.

38. Position the ground strap and install the bolt.
- Tighten to 10 Nm (89 lb-in).

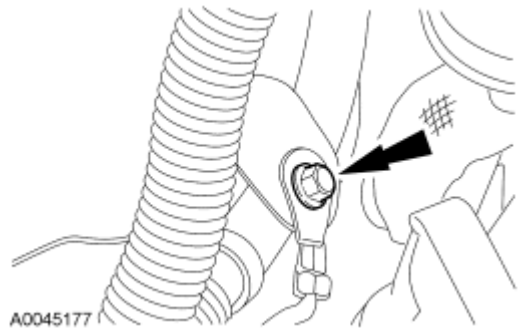


Fig. 552: Ground Strap
Courtesy of FORD MOTOR CO.

NOTE: Do not reuse hose clamps. Use appropriately sized worm-style clamps in place of the constant tension clamps.

39. Connect the heater hoses.

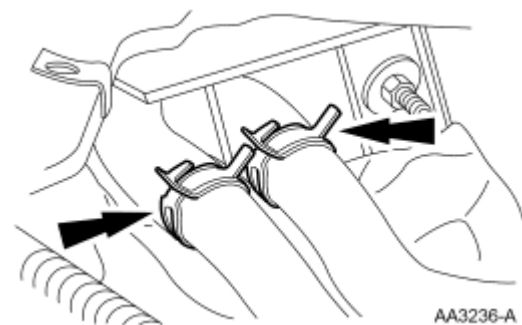
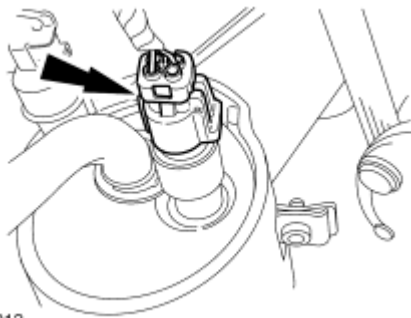


Fig. 553: Heater Hoses
Courtesy of FORD MOTOR CO.

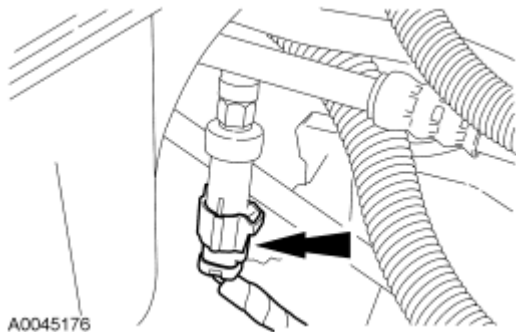
40. Connect the A/C low charge protection switch electrical connector.



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Fig. 554: A/C Low Charge Protection Switch Electrical Connector
Courtesy of FORD MOTOR CO.

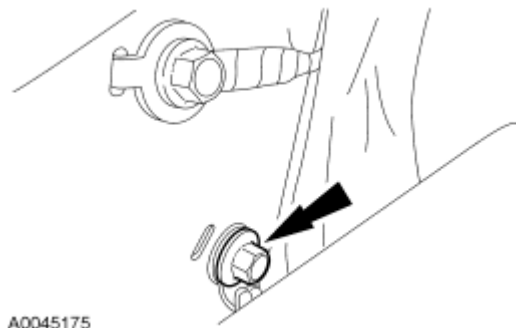
41. Connect the A/C electrical connector.



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Fig. 555: A/C Electrical Connector
Courtesy of FORD MOTOR CO.

42. Install the ground strap and the bolt.
- Tighten to 10 Nm (89 lb-in).



A0045175

Fig. 556: Ground Wire Bolt
Courtesy of FORD MOTOR CO.

43. Attach the pin-type retainer and install the generator battery cable and nut.

- Tighten to 9 Nm (80 lb-in).

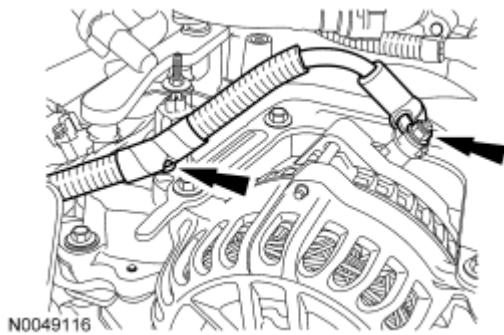


Fig. 557: Generator Battery Cable & Retainer
Courtesy of FORD MOTOR CO.

44. Attach the generator battery cable retainer to the RH valve cover stud bolt.

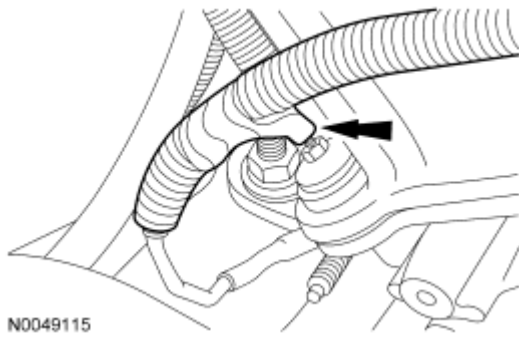


Fig. 558: Generator Battery Cable Retainer
Courtesy of FORD MOTOR CO.

45. Connect the fuel tube spring lock coupling. For additional information, refer to **FUEL SYSTEM - GENERAL INFORMATION** article.
46. Connect the 2 hoses and the Evaporative Emission (EVAP) canister purge valve electrical connection.

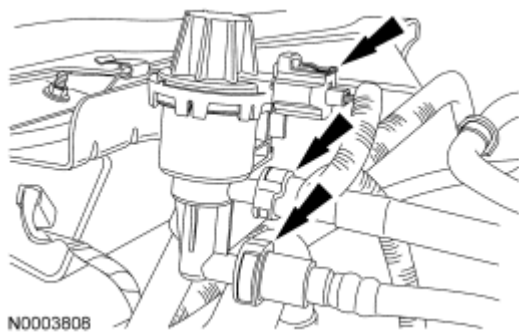


Fig. 559: Evaporative Emission (EVAP) Canister Purge Valve
Courtesy of FORD MOTOR CO.

47. Connect the vacuum hose.

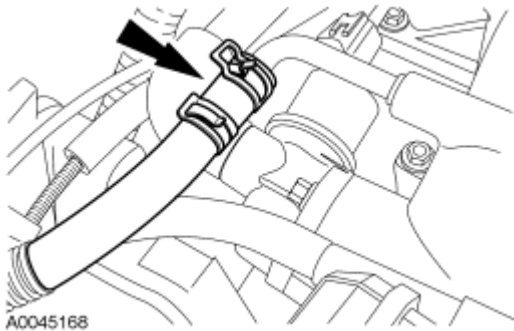


Fig. 560: Vacuum Hose
Courtesy of FORD MOTOR CO.

48. Install the air cleaner and outlet pipe. For additional information, refer to **INTAKE AIR DISTRIBUTION & FILTERING** article.
49. Install the accessory drive belt. For additional information, refer to **ACCESSORY DRIVE** article.
50. Install the support bracket and the 2 nuts.
- Tighten to 10 Nm (89 lb-in).

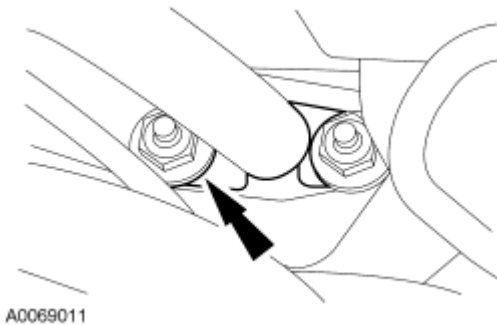


Fig. 561: Support Bracket & Nuts
Courtesy of FORD MOTOR CO.

51. Install the wiper mounting arm and pivot shaft. For additional information, refer to **WIPERS & WASHERS** article.
52. Fill the crankcase with clean engine oil.
53. Connect both battery cables. For additional information, refer to **CHARGING SYSTEM - GENERAL INFORMATION** article.
54. Fill and bleed the cooling system. For additional information, refer to **ENGINE COOLING** article.
55. Install the hood.

WARNING: If the vehicle is equipped with a fire suppression system, repower the system. For important safety warnings and procedures, refer to **FIRE SUPPRESSION SYSTEM** article. Failure to follow these

2008 Mercury Grand Marquis GS

2008 ENGINE Engine - 4.6L (2V) - Crown Victoria & Grand Marquis

instructions may result in serious personal injury.

56. If equipped with fire suppression system, repower the system.