

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	February 1994
	TB 1075
Mfg:	FORD
Model:	WINDSTAR
Liter:	3.8L
V I N:	4
Year:	96-03

Broken Oil Pump Intermediate Shaft On
Ford 3.8L Engines

AERA members have reported several instances of broken oil pump intermediate drive shafts on Ford 3.8L engines. This problem may be the result of an oil pump assembly error.

The 3.8L engine incorporates the oil pump housing as an integral part of the front timing cover. Clearance between the gear set and the oil pump cover is maintained by a .010" metal gasket. This gasket provides the correct amount of gear to cover clearance since the gears normally extend .0020-.0055" beyond the housing.

Some aftermarket oil pump repair kits include a thinner paper gasket to allow extended front cover/oil pump reuse and some don't use a gasket at all. To correctly assemble the oil pump end cover with a .007" paper type gasket, the gears should not extend beyond the housing by more than .0015". If the cover is assembled with insufficient clearance, the gears may bind on the cover when the engine reaches operating temperatures. The desired oil pump end cover to gear clearance should be .0045-.0080".

The AERA Technical Committee

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Reference:	
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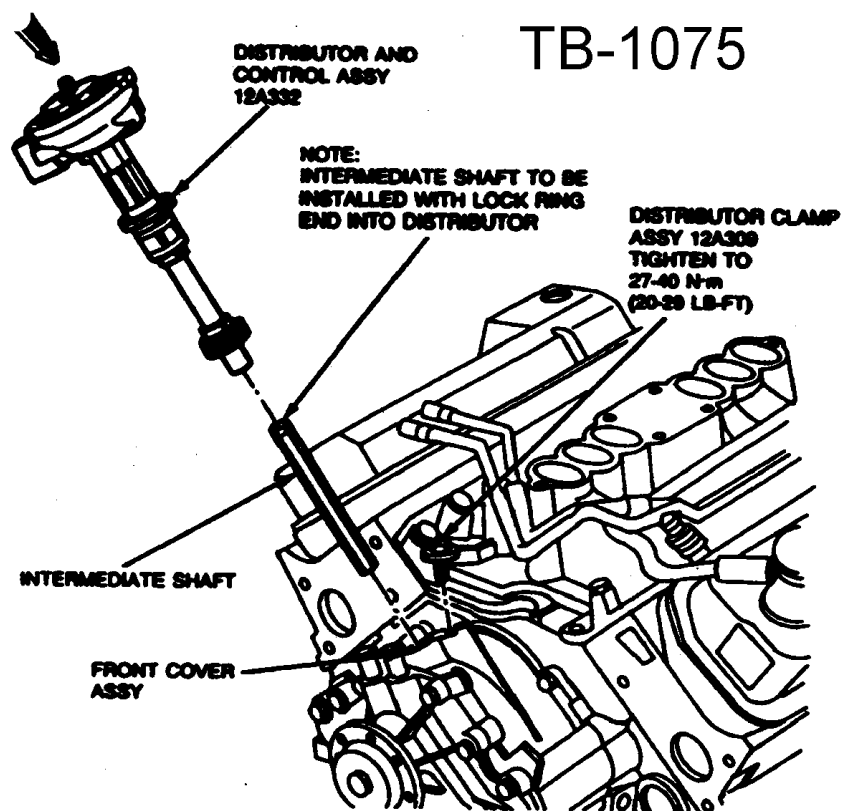
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Bulletin Diagram: Untitled Graphic #1972 for TB 01075

TB-1075



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Reference: