

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

TECHNICAL BULLETIN	
	February 1996 TB 1309
Mfg:	FORD
Model:	RANGER
Liter:	4.0L
V I N:	X
Year:	90-08

Rear Engine Oil Leaks On
1990-2002 Ford 4.0L Engines

AERA members have reported engine oil leaks at the rear of 1990-94 Ford 4.0L engines. This leak has often been misdiagnosed as a leaky rear main seal. The cause of this leak may be uneven mating surfaces on the rear main bearing cap.

The repair requires the oil pan to be removed and thoroughly cleaned of all sealer. The rear main bearing cap must also be removed and cleaned. After all parts are completely clean, they must also be wiped down with denatured alcohol to remove any remaining residue.

To correctly install the rear main bearing cap:

1. Apply small amounts of Loctite 515 sealer, or equivalent, to the cap mating surfaces in the block as shown in figure 1 below.
2. Make sure the bearing insert is in place. Install the cap and finger tighten new mounting bolts Part #F0TZ-6345-A & #E3TZ-6345-E.
3. Align the rear main cap so the rear main seal bore is concentric and torque the new mounting bolts to 66-77 ft. lbs.

Care must be taken when installing the engine's oil pan. After reattaching the oil pump and windage tray, follow the steps listed below:

1. Fill the cavities between the block and rear main cap for the wedge seal with Loctite 515. Install the seal wiping any excess sealer from the area.
2. Place a 1/8" bead of Loctite 598 sealer on the four corners of the oil pan and install the revised (High Crush) oil pan gasket Part #F0TZ-6710-C

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onto the pan.

3. Place a 1/8" bead of Loctite 598 sealer on both ends of the block joint areas. Set the oil pan in place over the 4 studs and snug up the nuts.
4. Align the oil pan within .010" (.25 mm) of rear block face as shown in figure 2 and torque the pan bolts to 5-7 ft. lbs.
5. Install the rear main seal service Part #D7RZ-6701-A, using the revised installation tool T95T-6701-A. The two previous design tools may cause seal damage during installation.

For additional information see AERA Technical Bulletin TB-672

The AERA Technical Committee

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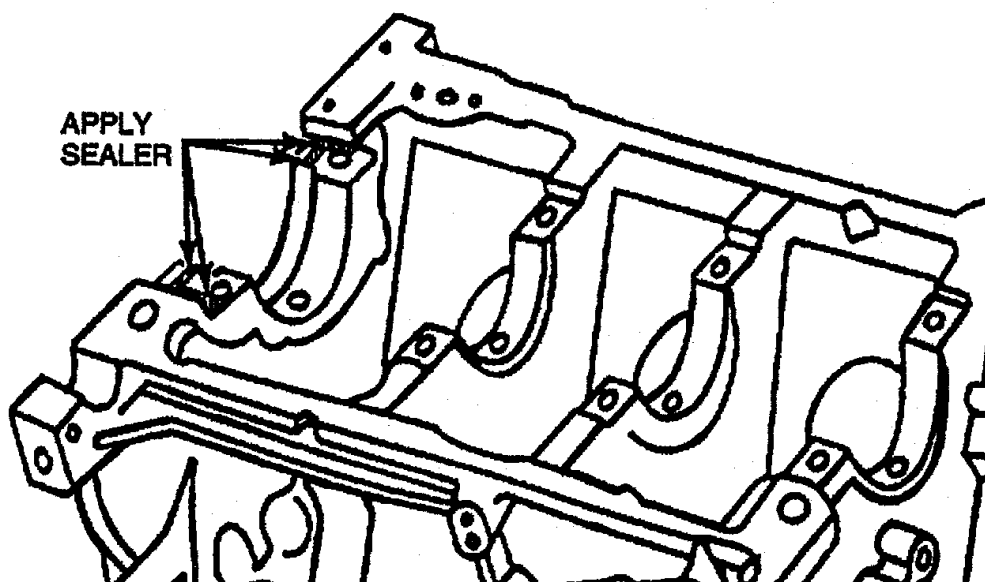


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Bulletin Diagram: Untitled Graphic #2137 for TB 01309



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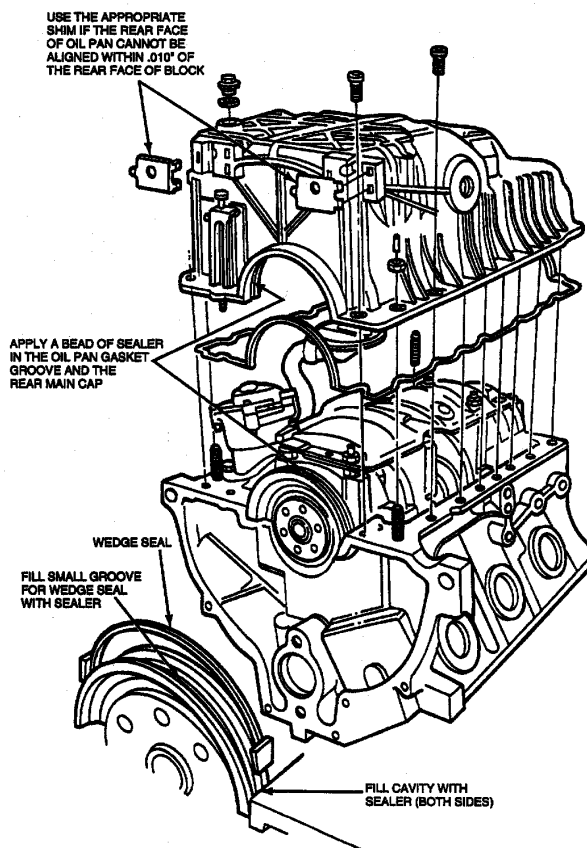


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