

Enginetech Inc
For Technical Assistance Call:
1-800-410-3664 ext 340 or ext 237

TECHNICAL BULLETIN	
	December 2000 TB 1849
Mfg:	FORD
Model:	F-SERIES
Liter:	7.3L
V I N:	F
Year:	95-05

Sudden Loss of Oil Pressure On
1996-97 Ford 7.3L VIN F Engines

AERA members have reported a sudden loss of engine oil pressure on 1996-97 Ford 7.3L VIN F diesel engines. This loss has been noticed while driving the vehicle as well as during initial start-up. In some instances, the engine will not re-start.

The cause of this engine oil pressure loss is resulting from the oil systems threaded de-aeration valve re-locating within its threaded opening. Depending on the movement and location of this valve, varying amounts of pressure loss have been reported. If the valve is completely dislodged, a $\frac{3}{4}$ " opening will exist in the pressure side of the oiling system. The valve may have loosened from extended engine cycles and normal engine vibrations. It is suggested to use Loctite® on the threads of this valve when re-installing. The valve is located within the front cover of the engine as shown below in Figure 1.

Engines built beginning with serial #201681 through 375549 used this de-aeration valve. Engines built beginning with serial #375550 were redesigned and did not incorporate the de-aeration valve.

The front cover was also redesigned with serial #375550 to help keep the oil pump primed for initial start up. To accommodate this change, the oil pump inlet port was rotated approximately 90° which also moved the pick up tube from the engine's left side to the engine's right side as shown below in Figure 2.

Other redesigns include the oil cooler header gasket due to the changes to the front cover. The front cover was also modified for the updated reservoir to front cover gasket and passages have been cast and drilled into the front cover to incorporate the standpipe, which started with engine # 2011681.

The AERA Technical Committee

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Reference:	
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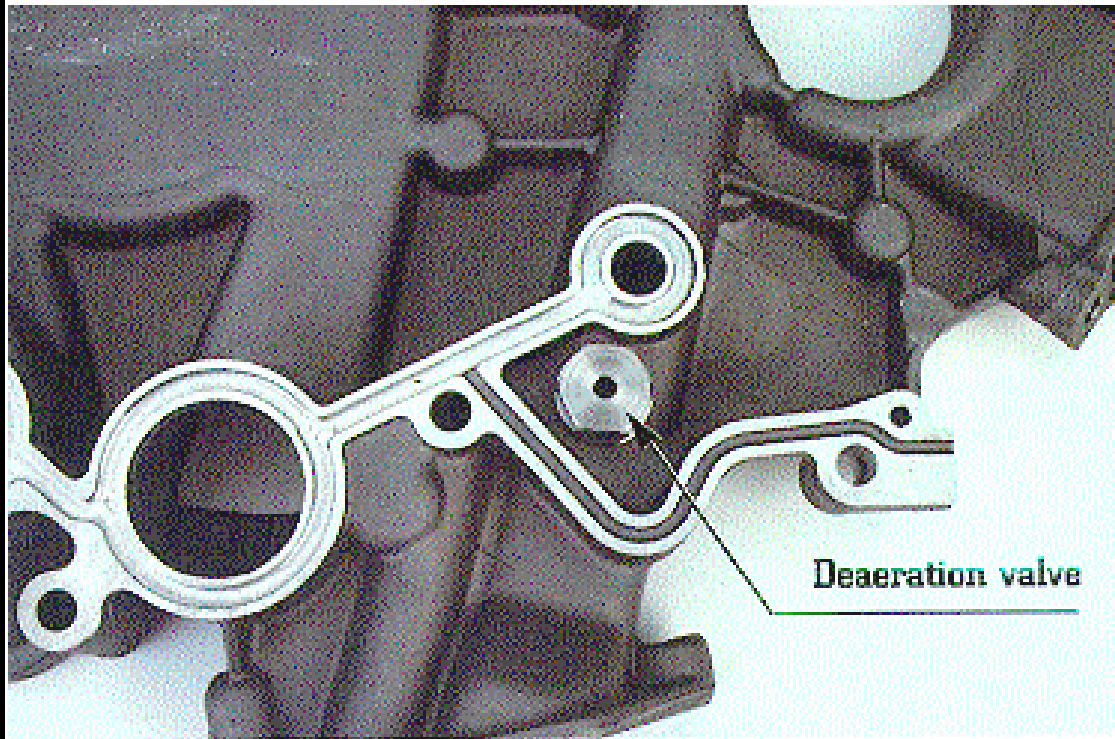


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Bulletin Diagram: FIGURE 1, DEAERATION VALVE - CYLINDER BLOCK



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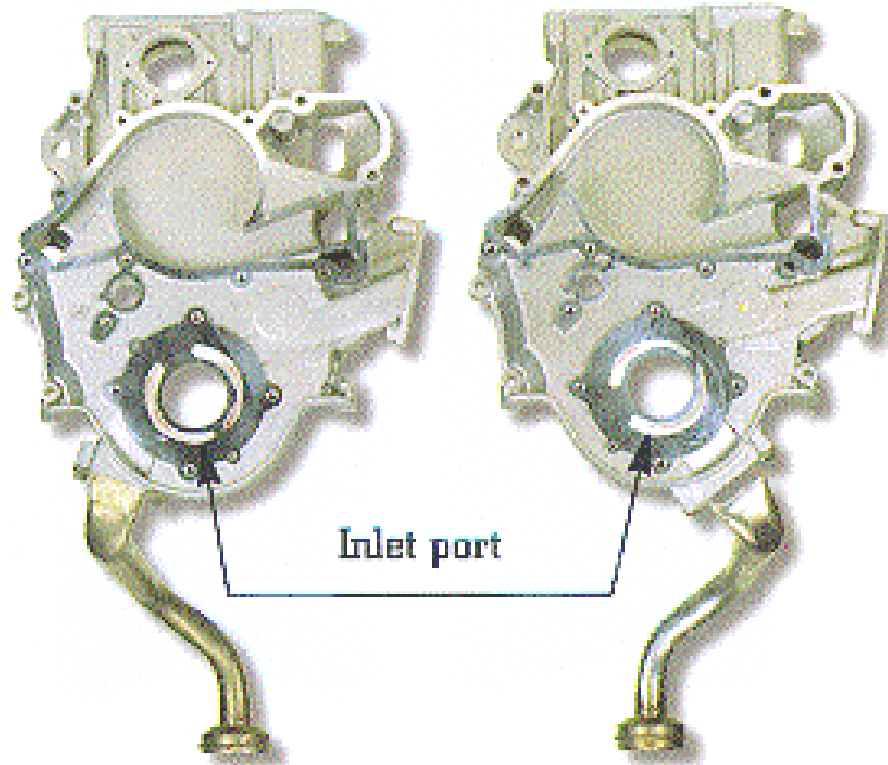
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Bulletin Diagram: FIGURE 2, INLET PORT RELOCATION - CYLINDER BLOCK

1997 Model Year

Pre 1997 Model Year



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