

Engine

Inspection and Verification - Engine Performance

NOTE: There are 2 diagnostic paths that can be followed depending on the type of engine concern. Carry out Inspection and Verification - Engine Performance or Inspection and Verification - NVH.

Some engines and transmissions are equipped with PTLP (powertrain limiting and protection) strategy that will limit power under various conditions to protect the engine and the transmission.

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.
3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. **NOTE:** Make sure to use the latest scan tool software release.

If the cause is not visually evident, connect the scan tool to the DLC.

5. **NOTE:** The VCMLLED prove out confirms power and ground from the DLC are provided to the VCM.

If the scan tool does not communicate with the VCM:

- check the VCM connection to the vehicle.
- check the scan tool connection to the VCM.
- check for No Power To The Scan Tool, to diagnose no power to the scan tool.

REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).

6. If the scan tool does not communicate with the vehicle:
 - verify the ignition key is in the ON position.
 - verify the scan tool operation with a known good vehicle.
 - to diagnose no response from the PCM,REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
7. Carry out the network test.
 - If the scan tool responds with no communication for one or more modules, REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
 - If the network test passes, retrieve and record continuous memory DTCs.
8. Clear the continuous DTCs and carry out the self-test diagnostics for the PCM.
9. If the DTCs retrieved are related to the concern, refer to the appropriate 303-14 section.
10. If no DTCs related to the concern are retrieved, GO to Symptom Chart - Engine Performance.

Inspection and Verification - NVH

1. NVH symptoms should be identified using the diagnostic tools and techniques that are available. For a list of these techniques, tools, an explanation of their uses and a glossary of common terms, REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing).
Since it is possible that any one of multiple systems may be the cause of the symptom, it may be necessary to use a process of elimination type of diagnostic approach to pinpoint the responsible system.
2. Verify the customer concern by operating the engine to duplicate the condition.
3. Check the engine oil level and check the oil for contamination. Low engine oil level or contaminated oil are a common cause of engine noise. If the oil is contaminated, the source of the contamination must be identified and repaired as necessary.
4. Visually inspect for obvious signs of mechanical damage.
5. If the inspection reveals obvious concerns that can be readily identified, repair as necessary.
6. **NOTE:** Make sure to use the latest scan tool software release.
If the cause is not visually evident, connect the scan tool to the DLC.
7. **NOTE:** The VCMLLED prove out confirms power and ground from the DLC are provided to the VCM.
If the scan tool does not communicate with the VCM:
 - check the VCM connection to the vehicle.
 - check the scan tool connection to the VCM.
 - check for No Power To The Scan Tool, to diagnose no power to the scan tool.REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
8. If the scan tool does not communicate with the vehicle:
 - verify the ignition key is in the ON position.
 - verify the scan tool operation with a known good vehicle.
 - to diagnose no response from the PCM,REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
9. Carry out the network test.
 - If the scan tool responds with no communication for one or more modules, REFER to: Communications Network (418-00 Module Communications Network, Diagnosis and Testing).
 - If the network test passes, retrieve and record continuous memory DTCs.
10. Clear the continuous DTCs and carry out the self-test diagnostics for the PCM.
11. If the DTCs retrieved are related to the concern, go to the appropriate 303-14 section.
12. If no DTCs related to the concern are retrieved, continue the inspection and verification if a noise concern is related to the engine. For vibration concerns and noise concerns such as powertrain mounts, air intake system and starter GO to Symptom Chart - NVH.

In some cases, a noise may be a normal characteristic of that engine type. In other cases the noise may require further investigation. Comparing the noise to a similar year/model vehicle equipped with the same engine will aid in determining if the noise is normal or abnormal.

Once a customer concern has been identified as an abnormal engine noise, it is critical to determine the location of the specific noise. Use the EngineEAR/ChassisEAR or stethoscope (the noise will always be louder closer to the noise source) to isolate the location of the noise to one of the following areas.

- Fuel injector(s)
- Upper end of engine
- Lower end of engine
- Front of engine
- Rear of engine

	- Inoperative or damaged cooling system - Inoperative or damaged fuel system	Refer to the appropriate section in Group 303 for the procedure.
	Fail-safe cooling invoked (if equipped)	Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	Incorrect valve clearance	ADJUST valve clearance. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Incorrect valve-to-valve seat contact	INSTALL a new cylinder head. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Damaged head gasket	INSTALL a new cylinder head gasket. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Fouled spark plugs	INSTALL new spark plugs. REFER to: Spark Plugs (303-07A Engine Ignition - 6.2L V8, Removal and Installation). ; REFER to: Spark Plugs (303-07B Engine Ignition - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).
Engine runs rough	- Inoperative or damaged fuel system - Air or vacuum leaks - EGR system fault - Inoperative or damaged cooling system - Inoperative or damaged ignition system - Inoperative or damaged VCT oil control solenoid(s)	Refer to the appropriate section in Group 303 for the procedure. Refer to PC/ED manual.
	Fail-safe cooling invoked (if equipped)	Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	Burnt or sticking valve	INSTALL a new valve. TEST the system for normal operation after the repair.
	Weak or broken valve spring	INSTALL a new valve spring. TEST the system for normal operation after the repair.
	Carbon accumulation in combustion chamber	ELIMINATE carbon buildup. TEST the system for normal operation after the repair.
Excessive oil consumption	Leaking oil	REPAIR oil leakage. TEST the system for normal operation after the repair.
	Blocked or restricted turbocharger oil drain pipe	INSPECT the turbocharger drain pipe. REPAIR as necessary. TEST the system for normal operation after the repair.
	Damaged or collapsed air intake hoses and tubes	Tighten hoses clamps. INSPECT for damage and REPAIR as necessary. TEST the system for normal operation after the repair.
	Damaged exhaust or exhaust leaks at turbocharger housing or exhaust manifold.	INSPECT for leaks. Leaks can be detected audibly or visually, by a discoloration caused by escaping hot exhaust gases. REPAIR as necessary. TEST the system for normal operation after the repair.
	Turbocharger oil seals leaking	REFER to Turbocharger Internal Oil Leak Test. REFER to: Turbocharger (303-04C Fuel Charging and Controls - Turbocharger - 6.7L Power Stroke Diesel, Diagnosis and Testing). or REFER to: Turbocharger (303-04C Fuel Charging and Controls - Turbocharger - 6.7L Power Stroke Diesel, Diagnosis and Testing). TEST the system for normal operation after the repair.
	Inoperative PCV system	REPAIR or INSTALL new components as necessary. TEST the system for normal operation after the repair.
	Incorrect oil	CHANGE oil to correct specification. TEST the system for normal operation after the repair.
	Worn valve stem seal	INSTALL a new valve stem seal. TEST the system for normal operation after the repair.
	Worn valve stem or valve guide	INSTALL a new cylinder head. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Sticking piston rings	INSTALL new piston rings. TEST the system for normal operation after the repair.
	- Worn piston ring groove - Missing or damaged oil control ring	INSTALL a new piston and piston pin. TEST the system for normal operation after the repair.
	Worn piston or cylinder	INSTALL a new piston or cylinder block. TEST the system for normal operation after the repair.

Oil in coolant	- Leaking head gasket - Damaged cylinder block - Damaged cylinder head	INSPECT the engine components. INSTALL new engine components as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Leaking oil cooler	INSPECT the oil cooler and seal for damage. INSTALL new components as necessary. REFER to: Oil Cooler (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Oil Cooler (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). Refer to the appropriate section in Group 303 for the procedure.
Coolant in oil	- Leaking head gasket - Damaged cylinder block - Damaged cylinder head	INSPECT the engine components. INSTALL new engine components as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Insufficient power	- Inoperative or damaged ignition system - Air intake system blockage - Lubrication system blockage - Inoperative or damaged fuel system - Inoperative or damaged TB (throttle body)	Refer to the appropriate section in Group 303 for the procedure. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	Turbocharger turbine or compressor wheel damage	INSPECT the turbocharger. REFER to the Check for Free Rotation. TEST the system for normal operation after the repair.
	Damaged exhaust or exhaust leaks at turbocharger housing or exhaust manifold	INSPECT for leaks. Leaks can be detected audibly or visually, by a discoloration caused by escaping hot exhaust gases. REPAIR as necessary. TEST the system for normal operation after the repair.
	Malfunctioning turbocharger bypass valve	Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	Oil level too high	DRAIN oil to correct level.
	Incorrect engine oil	INSTALL correct specification engine oil. TEST the system for normal operation after the repair.
	- Excessive accessory drive belt loading - Inoperative or damaged cooling system	REFER to: Accessory Drive Belt (303-05A Accessory Drive - 6.2L V8, Removal and Installation). or REFER to: Accessory Drive Belt - Vehicles With: Single Generator (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Accessory Drive Belt - Vehicles With: Dual Generators (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). . Cooling system :REFER to: Engine Cooling (303-03A Engine Cooling - 6.2L V8, Diagnosis and Testing). or REFER to: Engine Cooling (303-03D Engine Cooling - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Diagnosis and Testing).
	Fail-safe cooling invoked (if equipped)	Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
	Damaged or plugged exhaust system	INSPECT exhaust system. TEST the system for normal operation after the repair.
	Incorrect tire size	REFER to: Identification Codes (100-01 Identification Codes, Description and Operation).
	Dragging brakes	REFER to: Brake System (206-00 Brake System - General Information, Diagnosis and Testing).
	Slipping transmission	Refer to the appropriate section in Group 307 for the procedure.
	Slipping clutch	Refer to the appropriate section in Group 308 for the procedure.
	Incorrect valve clearance	ADJUST valve clearance. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Worn or damaged valve tappet	INSTALL a new valve tappet. TEST the system for normal operation after the repair.
	- Damaged valve guide - Compression leakage at valve seat - Seized valve stem	INSTALL a new cylinder head assembly. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Weak or broken valve spring	INSTALL a new valve spring. TEST the system for normal operation after the repair.
	Worn or damaged cam	INSTALL a new camshaft. REFER to: Camshaft LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Camshaft RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Camshaft (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Damaged head gasket	INSTALL a new head gasket. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.

	Cracked or distorted cylinder head	INSTALL a new cylinder head assembly. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Damaged, worn or sticking piston ring(s)	INSTALL a new piston ring(s). TEST the system for normal operation after the repair.
	Worn or damaged piston	INSTALL a new piston and piston pin. TEST the system for normal operation after the repair.
Engine emits excessive black smoke	Clogged Air Cleaner (ACL) element	INSTALL a new ACL element. TEST the system for normal operation after the repair.
	Malfunctioning fuel injection system	INSPECT the fuel injection system. REFER to: Fuel Charging and Controls (303-04A Fuel Charging and Controls - 6.2L V8, Diagnosis and Testing). or REFER to: Fuel Charging and Controls (303-04D Fuel Charging and Controls - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Diagnosis and Testing). TEST the system for normal operation after the repair.
Engine emits excessive white smoke	Damaged cylinder head	INSTALL a new cylinder head. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Damaged head gasket	INSTALL a new cylinder head gasket. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Cracked engine block	INSTALL a new engine. TEST the system for normal operation after the repair.
	Condensation build up in exhaust	Smoke dissipates after start up and doesn't continue after driving/running. Normal no repair needed.
	Overheating engine	INSPECT the cooling system. REFER to: Engine Cooling (303-03A Engine Cooling - 6.2L V8, Diagnosis and Testing). ; REFER to: Engine Cooling (303-03D Engine Cooling - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Diagnosis and Testing). REPAIR as necessary. TEST the system for normal operation after the repair.
Engine emits excessive blue smoke	Engine wear (piston rings, valve guides)	REPAIR as necessary. TEST the system for normal operation after the repair.
	turbo	Install a new turbo. TEST the system for normal operation after the repair.
	Blocked or restricted turbocharger oil drain pipe	INSPECT the turbocharger oil drain pipe. REPAIR as necessary. TEST the system for normal operation after the repair.
	Turbocharger oil seals leaking	REFER to Turbocharger Internal Oil Leak Test. TEST the system for normal operation after the repair.
	Plugged crankcase ventilation system	Visually INSPECT the crankcase ventilation system.
	Worn valve seals	REPAIR as necessary. TEST the system for normal operation after the repair.
	Incorrect type or grade of oil	DRAIN and FILL with specified oil.
Engine emits excessive gray smoke	Blocked or restricted turbocharger oil drain pipe	INSPECT the turbocharger oil drain pipe. REPAIR as necessary. TEST the system for normal operation after the repair.
	Damaged/restricted or leaking turbocharger CAC assembly	REPAIR or INSTALL a new CAC assembly as necessary. TEST the system for normal operation after the repair.
	Plugged crankcase ventilation system	Visually INSPECT the crankcase ventilation system.
	Turbocharger oil seals leaking	REFER to Turbocharger Internal Oil Leak Test. TEST the system for normal operation after the repair.
	Transmission fluid burning on exhaust	INSPECT the transmission for a leak. Refer to the appropriate section in Group 307 for the procedure. REPAIR as necessary. TEST the system for normal operation after the repair.
Black soot	Exhaust tailpipe GTDI engines	Normal condition from rich air/fuel mixture under low load conditions.
Low or no oil pressure after an oil change 2.7L GTDI only	Oil filter housing	REMOVE the oil filter housing. INSPECT the oil filter housing for a missing or damaged center stem. INSPECT for a missing or damaged O-ring seal on the stem. REPAIR as necessary. TEST the system for normal operation after the repair.

Symptom Chart - NVH

Symptom Chart - NVH

Symptom	Possible Sources	Action
NOTE: Possible sources and their listed actions are not limited to the symptoms provided below. Noise may be telegraphed from other areas or excited from associated parts and/or assemblies. The below chart of sources and actions are strictly suggestions and should be used as a guide.		

Rattle - occurs at idle or at light acceleration from a stop	Powertrain mount(s)	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transmission, Refer to the appropriate section in Group 307 for the procedure. TEST the system for normal operation after the repair.
Whine/moan type noise - pitch increases or changes with vehicle speed	Powertrain mount(s)	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transmission, Refer to the appropriate section in Group 307 for the procedure. TEST the system for normal operation after the repair.
Clunk - occurs when shifting from PARK or between REVERSE and DRIVE	Powertrain mounts	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transmission, Refer to the appropriate section in Group 307 for the procedure. TEST the system for normal operation after the repair.
	Driveshaft universal joint	INSPECT the driveshaft universal joints. REPAIR as necessary. TEST the system for normal operation after the repair.
Drone type noise	Powertrain mount(s)	CARRY OUT the Powertrain/Drivetrain Mount Neutralizing procedure. REFER to: Powertrain/Drivetrain Mount Neutralizing (303-00 Engine System - General Information, General Procedures). TEST the system for normal operation after the repair.
	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
Drumming noise - occurs inside the vehicle during idle or high idle, hot or cold. Very low-frequency drumming is very rpm dependent	Engine vibration excites the body resonances inducing interior noise	CARRY OUT the Powertrain/Drivetrain Mount Neutralizing procedure. REFER to: Powertrain/Drivetrain Mount Neutralizing (303-00 Engine System - General Information, General Procedures). TEST the system for normal operation after the repair.
	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
Engine drumming noise - accompanied by vibration	Powertrain mount(s)	CARRY OUT the Powertrain/Drivetrain Mount Neutralizing procedure. TEST the system for normal operation after the repair.
Rattle	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	- Lower end, excessive clearance between the connecting rod bearings and the crankshaft - Lower end, worn or damaged crankshaft main bearings	- CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures). - CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
	Valvetrain	CARRY OUT the Valve Train Analysis Component Test in this section. INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Rattle - occurs at idle or at light acceleration from a stop	Powertrain mount(s)	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transaxle, Refer to the appropriate section in Group 307 or Group 308 for the procedure. TEST the system for normal operation after the repair.
Moaning	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
Whine/moan type noise - pitch increases or changes with vehicle speed	Powertrain mount(s)	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transaxle, Refer to the appropriate section in Group 307 or Group 308 for the procedure. TEST the system for normal operation after the repair.
Clunk	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
Clunk - occurs when shifting from PARK or between REVERSE and DRIVE	Powertrain mounts	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transaxle, Refer to the appropriate section in Group 307 or Group 308 for the procedure. TEST the system for normal operation after the repair.
	Idle speed is too high	CHECK for the correct idle speed. TEST the system for normal operation after the repair.

• Hooting	• Air induction	• CHECK the air intake ducts, air cleaner, throttle body and vacuum hoses for leaks and correct fit. REPAIR or ADJUST as necessary. CHECK the TC and CAC tubes for leaks, correct alignment and damage. REPAIR or INSTALL a new tube as necessary. TEST the system for normal operation after the repair.
	• Powertrain mounts	• powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transaxle, Refer to the appropriate section in Group 307 or Group 308 for the procedure. TEST the system for normal operation after the repair.
• Accessory drive bearing hoot - occurs at idle or high idle in cold temperatures of approximately 4Â°C (40Â°F) or colder at the first start of the day	• Accessory drive idler or tensioner pulley bearing is experiencing stick/slip between ball bearings and the bearing race	• CARRY OUT the Engine Cold Soak procedure. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). • PLACE the EngineEAR probe directly on the idler/ tensioner center post or bolt to verify which bearing is making the noise. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). INSTALL new parts as necessary.REFER to: Accessory Drive Belt Idler Pulley (303-05A Accessory Drive - 6.2L V8, Removal and Installation). orREFER to: Accessory Drive Belt Tensioner (303-05A Accessory Drive - 6.2L V8, Removal and Installation). ; REFER to: Accessory Drive Belt Idler Pulley (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Accessory Drive Belt Tensioner (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
• Accessory drive belt noise, squeal or chirping	• Defective/worn or incorrect accessory drive belt • Misaligned pulley(s) • Pulley runout • Damaged or worn accessory drive component or idler • Fluid contamination of the accessory drive belt or pulleys • Damaged or worn accessory drive belt tensioner • Damaged pulley grooves • Damaged or worn coolant pump pulley	• CARRY OUT the Engine Accessory Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). INSPECT components and INSTALL new parts as necessary. REFER to: Accessory Drive Belt Idler Pulley (303-05A Accessory Drive - 6.2L V8, Removal and Installation). orREFER to: Accessory Drive Belt Tensioner (303-05A Accessory Drive - 6.2L V8, Removal and Installation). ; REFER to: Accessory Drive Belt Idler Pulley (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Accessory Drive Belt Tensioner (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
• Clunking/roaning/grinding noise	• Coolant pump has excessive end play or imbalance	• CHECK the coolant pump for excessive end play. INSPECT the coolant pump for imbalance with the drive belt off. INSTALL a new coolant pump as necessary. REFER to: Coolant Pump (303-03A Engine Cooling - 6.2L V8, Removal and Installation). or REFER to: Coolant Pump (303-03D Engine Cooling - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
• Humming	• Air Induction	• CHECK the air intake ducts, air cleaner, throttle body and vacuum hoses for leaks and correct fit. REPAIR or ADJUST as necessary. CHECK the TC and CAC tubes for leaks, correct alignment and damage. REPAIR or INSTALL a new tube as necessary. TEST the system for normal operation after the repair.
	• Powertrain mounts	• CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transaxle, Refer to the appropriate section in Group 307 or Group 308 for the procedure. TEST the system for normal operation after the repair.
• Whining	• FEAD	• CARRY OUT the Engine Accessory Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). INSPECT components and INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
• Whine or moaning noise	• Air intake system	• CHECK the air cleaner and ducts for correct fit. INSPECT the air intake system for leaks or damage. TEST the system for normal operation after the repair.
• Whistling noise - normally accompanied with poor idle condition	• Air intake system	• CHECK the air intake ducts, air cleaner, throttle body and vacuum hoses for leaks and correct fit. REPAIR or ADJUST as necessary. TEST the system for normal operation after the repair.
	• Turbocharger intake tube assembly leaking	• REPAIR or INSTALL a new tube as necessary. TEST the system for normal operation after the repair.
	• Loose connections or damage to air intake hoses and tubes	• TIGHTEN hose clamps. INSPECT for damage and REPAIR as necessary. TEST the system for normal operation after the repair.
	• Air leaks at turbine housing, blown joints or damaged exhaust	• INSPECT for leaks. Leaks can usually be detected audibly or visually, by a discoloration caused by escaping hot exhaust gases. REPAIR as necessary. TEST the system for normal operation after the repair.
	• Carbon build up in the turbine housing	• INSPECT the TC REFER to the Check for Free Rotation Vehicle. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.

	Turbocharger imbalance due to foreign object/damage	REPAIR as necessary. TEST the system for normal operation after the repair.
Whine or air rush type noise	TC	Acceptable condition. Some whine or air noise is common.
	Air Induction	CHECK the air intake ducts, air cleaner, throttle body and vacuum hoses for leaks and correct fit. REPAIR or ADJUST as necessary. CHECK the turbocharger and CAC tubes for leaks, correct alignment and damage. REPAIR or INSTALL a new tube as necessary. TEST the system for normal operation after the repair.
Hissing noise	Air Induction	CHECK the air intake ducts, air cleaner, throttle body and vacuum hoses for leaks and correct fit. REPAIR or ADJUST as necessary. CHECK the turbocharger and CAC tubes for leaks, correct alignment and damage. REPAIR or INSTALL a new tube as necessary. TEST the system for normal operation after the repair.
Hissing noise - occurs during idle or high idle that is apparent with the hood open	Boost leak noise	Use the Ultrasonic Leak Detector/EngineEAR to locate the source. Scan the air intake system from the inlet to each cylinder intake port. DISCARD the leaking parts, and INSTALL a new component. TEST the system for normal operation after the repair.
	Composite intake manifold	Acceptable condition. Some composite manifolds exhibit this noise, which is the effect of the composite manifold.
Grinding noise - occurs during engine cranking	Incorrect starter motor mounting	INSPECT the starter motor for correct mounting. REPAIR as necessary. REFER to: Starter Motor (303-06A Starting System - 6.2L V8, Removal and Installation). or REFER to: Starter Motor (303-06C Starting System - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Starter motor	CHECK the starter motor. INSTALL a new starter motor as necessary. REFER to: Starter Motor (303-06A Starting System - 6.2L V8, Removal and Installation). or REFER to: Starter Motor (303-06C Starting System - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	- Incorrect starter motor drive engagement - Damage flexplate	- INSPECT the starter motor drive for wear or damage. INSTALL a new starter motor as necessary. REFER to: Starter Motor (303-06A Starting System - 6.2L V8, Removal and Installation). or REFER to: Starter Motor (303-06C Starting System - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair. - INSPECT the flexplate for wear or damage. INSTALL a new flexplate as necessary. REFER to: Flexplate (303-01A Engine - 6.2L V8, Removal and Installation). TEST the system for normal operation after the repair.
	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
Engine noise, front of engine - knocking noise from lower front of engine	Damaged or separated crankshaft pulley/damper	CHECK for obvious signs of damage or wobble during operation. INSTALL new as necessary. REFER to: Crankshaft Pulley (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Crankshaft Pulley (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
Tapping	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	Piston	CARRY OUT the Piston Diameter procedure. REFER to: Piston Diameter (303-00 Engine System - General Information, General Procedures). Measure the cylinder bore diameter. Subtract the piston diameter from the cylinder bore diameter to find the piston-to-cylinder bore clearance. REFER to the appropriate 303-01 Section for specifications. MEASURE the piston pin bore and the piston pin in 2 directions on each side. REFER to the appropriate 303-01 Section for specifications.
Engine noise, front of engine - ticking, tapping or rattling noise from the front of the engine	- Timing drive components - Damaged oil pump	- REMOVE the accessory drive belt. REFER to: Accessory Drive Belt (303-05A Accessory Drive - 6.2L V8, Removal and Installation). or REFER to: Accessory Drive Belt - Vehicles With: Single Generator (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Accessory Drive Belt - Vehicles With: Dual Generators (303-05C Accessory Drive - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). - USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSPECT the timing drive components. INSTALL new parts as necessary. TEST the system for normal operation after the repair.
Engine noise, upper end - ticking noise near the valve cover	Fuel injector	USE the EngineEAR to isolate the noisy injector(s). INSTALL a new injector(s) as necessary. REFER to: Fuel Injectors (303-04A Fuel Charging and Controls - 6.2L V8, Removal and Installation). or REFER to: Fuel Injectors (303-04D Fuel Charging and Controls - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
Engine noise, upper end - ticking, knocking or rattle noise that occurs during idle or high idle during the first cold start of the day and may disappear as the engine warms	Valve train noise	CARRY OUT the Valve Train Analysis in this section. INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.

Engine noise, upper end - rattling noise from the valve train. Worse when the engine is cold	Low oil level	CHECK the oil level. FILL as necessary.
	Thin or diluted oil	INSPECT the oil for contamination. If the oil is contaminated, CHECK for the source. REPAIR as necessary. CHANGE the oil and filter. TEST the system for normal operation after the repair.
	Low oil pressure	CARRY OUT the Oil Pressure Test in this section. If not within specifications, REMOVE the engine oil pan. REFER to: Oil Pan (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Oil Pan (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSPECT for a blocked oil pickup tube. TEST the system for normal operation after the repair.
	Worn valve train components	CARRY OUT the Valve Train Analysis in this section. INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Worn valve guides	CARRY OUT the Valve Guide Inner Diameter procedure. REFER to: Valve Guide Inner Diameter (303-00 Engine System - General Information, General Procedures).
	Excessive runout of the valve seats on the valve face	INSPECT for abnormalities on the valve face and valve seat. INSTALL a new cylinder head assembly if abnormalities are found.
Engine noise, lower end - ticking or knocking noise near the engine front cover	Oil pump	USE the EngineEAR to verify the oil pump as the source of the noise at low rpm. REPAIR as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Engine noise, lower end - light knocking noise, also described as piston slap. Noise is most noticeable when the engine is cold with light to medium acceleration. The noise disappears as the engine warms	Excessive clearance between the piston and the cylinder wall	CARRY OUT the Piston Diameter procedure. REFER to: Piston Diameter (303-00 Engine System - General Information, General Procedures). Measure the cylinder bore diameter. Subtract the piston diameter from the cylinder bore diameter to find the piston-to-cylinder bore clearance. REFER to the appropriate 303-01 Section for specifications.
Engine noise, lower end - light double knock or sharp rap sound. Occurs mostly with a warm engine at idle or low speeds in drive. Increases in relation to engine load. Associated with a poor lubrication history	Excessive clearance between the piston and the piston pin	MEASURE the piston pin bore and the piston pin in 2 directions on each side. REFER to the appropriate 303-01 Section for specifications.
Engine noise, lower end - light knocking noise. The noise is most noticeable when the engine is warm. The noise tends to decrease when the vehicle is coasting or in neutral	Excessive clearance between the connecting rod bearings and the crankshaft	CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
Engine noise, lower end - deep knocking noise. The noise is most noticeable when the engine is warm, at lower rpm and under a light load and then at float	Worn or damaged crankshaft main bearings	CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
Engine noise, rear of engine - knocking noise at rear of engine	Damaged flexplate	INSPECT the flexplate for wear or damage. INSTALL a new flexplate as necessary. REFER to: Flexplate (303-01A Engine - 6.2L V8, Removal and Installation). TEST the system for normal operation after the repair.
Slapping	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	Piston	CARRY OUT the Piston Diameter procedure. REFER to: Piston Diameter (303-00 Engine System - General Information, General Procedures). Measure the cylinder bore diameter. Subtract the piston diameter from the cylinder bore diameter to find the piston-to-cylinder bore clearance. REFER to the appropriate 303-01 Section for specifications. MEASURE the piston pin bore and the piston pin in 2 directions on each side. REFER to the appropriate 303-01 Section for specifications.
Knocking	Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
Engine vibration - vibration felt at all times	Excessive engine pulley runout	CARRY OUT the Engine Accessory Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). INSTALL a new engine pulley as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Damaged or worn accessory component	CARRY OUT the Engine Accessory Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). REPAIR or INSTALL a new component as necessary. TEST the system for normal operation after the repair.
Engine vibration - at idle, a low-frequency vibration (5-20 Hz) or mild shake that is felt through the seat/ floorpan	Cylinder misfire	Using the scan tool, CARRY OUT the cylinder power balance and the relative compression test. REPAIR as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Engine or torque converter out of balance	VERIFY the torque converter to crankshaft pilot clearance is correct. REPAIR as necessary. RE-INDEX the torque converter on the flex plate by 120 degrees for a 3- bolt converter or 180 degrees for a 4-bolt converter. Refer to the appropriate section in Group 307 for the procedure. TEST the system for normal operation after the repair.
Engine vibration - is felt with increases and decreases in engine rpm	Powertrain mount(s)	CHECK the powertrain mounts for damage. INSTALL new mounts as necessary. REFER to: Engine Mount LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Mount RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Engine Mount LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Engine Mount RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). For transmission, Refer to the appropriate section in Group 307 or Group 308 for the procedure. TEST the system for normal operation after the repair.
	Engine or transmission grounded to chassis	INSPECT the powertrain/ drivetrain for correct clearances. REPAIR as necessary. TEST the system for normal operation after the repair.

Engine vibration - increases intensity as the engine rpm is increased	Engine out-of-balance	CARRY OUT the NERU Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). ROTATE the torque converter, 120 degrees for 3- bolt or 180 degrees for 4- bolt. INSPECT the torque converter pilot outer diameter-to-crankshaft pilot inner diameter. REPAIR as necessary. Refer to the appropriate section in Group 307 for the procedure. TEST the system for normal operation after the repair.
Engine vibration - mostly at coast/neutral coast. Condition improves with vehicle acceleration	Combustion instability	CHECK the ignition system. INSTALL new components as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Engine vibration or shudder - occurs with light to medium acceleration above 56 km/h (35 mph)	Worn or damaged spark plugs	INSPECT the spark plugs for cracks, high resistance or broken insulators. INSTALL a new spark plug(s) as necessary. REFER to: Spark Plugs (303-07A Engine Ignition - 6.2L V8, Removal and Installation). or REFER to: Spark Plugs (303-07B Engine Ignition - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Plugged fuel injector	REPAIR or INSTALL a new injector as necessary. REFER to: Fuel Injectors (303-04A Fuel Charging and Controls - 6.2L V8, Removal and Installation). or REFER to: Fuel Injectors (303-04D Fuel Charging and Controls - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	Contaminated fuel	INSPECT the fuel for contamination. DRAIN the fuel system and refill. REFER to: Fuel Tank Draining (310-00A Fuel System - General Information - 6.2L V8, General Procedures). or REFER to: Fuel Tank Draining (310-00C Fuel System - General Information - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), General Procedures). TEST the system for normal operation after the repair.
Bongo	Balance shaft	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Chatter	Valvetrain	CARRY OUT the Valve Train Analysis Component Test in this section. INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Chirping	FEAD	CARRY OUT the Engine Accessory Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). INSPECT components and INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Piston Rings	Inspect the piston, piston rings and piston ring area for damage, and excessive wear. Check that the piston rings move freely. REFER to: Piston Inspection (303-00 Engine System - General Information, General Procedures). REFER to: Piston Ring End Gap (303-00 Engine System - General Information, General Procedures). Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Valvetrain	CARRY OUT the Valve Train Analysis Component Test in this section. INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Clicking	Fuel	Check for normal condition of fuel injectors used in direct injected engines. CHECK that any noise insulators are installed correctly in the correct positions.
	PCV	Acceptable condition for the PCV system. If excessive noise is suspected, REFER to PC/ED for PCV diagnosis.
	Valvetrain	CARRY OUT the Valve Train Analysis Component Test in this section. INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
Clatter	Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	Piston	CARRY OUT the Piston Diameter procedure. REFER to: Piston Diameter (303-00 Engine System - General Information, General Procedures). Measure the cylinder bore diameter. Subtract the piston diameter from the cylinder bore diameter to find the piston-to-cylinder bore clearance. REFER to the appropriate 303-01 Section for specifications. MEASURE the piston pin bore and the piston pin in 2 directions on each side. REFER to the appropriate 303-01 Section for specifications.

• Crickets	• Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
• Dieseling	- Lower end, excessive clearance between the connecting rod bearings and the crankshaft - Lower end, worn or damaged crankshaft main bearings	- CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures). - CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
	• Piston	CARRY OUT the Piston Diameter procedure. REFER to: Piston Diameter (303-00 Engine System - General Information, General Procedures). Measure the cylinder bore diameter. Subtract the piston diameter from the cylinder bore diameter to find the piston-to-cylinder bore clearance. REFER to the appropriate 303-01 Section for specifications. MEASURE the piston pin bore and the piston pin in 2 directions on each side. REFER to the appropriate 303-01 Section for specifications.
• Quacking	• Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	• FEAD	CARRY OUT the Engine Accessory Test. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). INSPECT components and INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
• Scratching	• Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	• Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	- Lower end, excessive clearance between the connecting rod bearings and the crankshaft - Lower end, worn or damaged crankshaft main bearings	- CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures). - CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
• Squeaking	• Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	• Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	- Lower end, excessive clearance between the connecting rod bearings and the crankshaft - Lower end, worn or damaged crankshaft main bearings	- CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures). - CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
• Squealing	• Cam Drive	- USE the EngineEAR to isolate the noise to the engine front cover. REFER to: Noise, Vibration and Harshness (NVH) (100-04 Noise, Vibration and Harshness, Diagnosis and Testing). - REMOVE the engine front cover and INSPECT the timing drive components. REFER to: Engine Front Cover (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Engine Front Cover (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). INSTALL new parts as necessary. Refer to the appropriate section in Group 303 for the procedure. TEST the system for normal operation after the repair.
	• Drivetrain	Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.

	- Lower end, excessive clearance between the connecting rod bearings and the crankshaft - Lower end, worn or damaged crankshaft main bearings	- CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures). - CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
• Thumping	• Drivetrain	• Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	- Lower end, excessive clearance between the connecting rod bearings and the crankshaft - Lower end, worn or damaged crankshaft main bearings	- CARRY OUT the Connecting Rod Bearing Journal Clearance procedure. REFER to: Connecting Rod Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures). - CARRY OUT the Crankshaft Main Bearing Journal Clearance procedure. REFER to: Crankshaft Main Bearing Journal Clearance (303-00 Engine System - General Information, General Procedures).
• Tin-Like	• Drivetrain	• Refer to the appropriate section in Group 205, 307 or 308 for drivetrain diagnosis.
	• Cylinder Head	INSPECT the cylinder head components. INSTALL new engine components as necessary. REFER to: Cylinder Head LH (303-01A Engine - 6.2L V8, Removal and Installation). or REFER to: Cylinder Head RH (303-01A Engine - 6.2L V8, Removal and Installation). ; REFER to: Cylinder Head LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). or REFER to: Cylinder Head RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation). TEST the system for normal operation after the repair.
	• Manifold	• Acceptable condition from expansion and contraction of exhaust components.

Component Tests

The following component tests are used to diagnose engine concerns.

Engine Oil Leaks

NOTE: If an overnight drive is done, the fan air or road air blast can cause erroneous readings.

NOTE: When diagnosing engine oil leaks, the source and location of the leak must be positively identified prior to repair.

Prior to carrying out this procedure, clean the cylinder block, cylinder heads, valve covers, oil pan and flywheel/flexplate with a suitable solvent to remove all traces of oil.

Engine Oil Leaks - Fluorescent Oil Additive Method

NOTE: If the factory fill engine oil with dye is present, change the engine oil and the oil filter prior to using the Dye-Lite.Â® Oil-Based Fluid Dye (164-TP33200601).

NOTE: Oil leaks form drops of oil and while seepage does not. Oil seepage is considered normal.

Use the UV Long-Wave W/12-foot Cord & Alligator Clips (164-R3748) or Leak Tracker UV-LED Leak Detection Flashlight (164-TP8695) to carry out the following procedure for oil leak diagnosis.

- Add 29.6 ml (1 oz) of Dye-Lite.Â® Oil-Based Fluid Dye (164-TP33200601) to a minimum of 0.47L (1/2 qt) and a maximum of 0.95L (1 qt) engine oil. Thoroughly premix the oil based fluid dye or it will not have enough time to reach the crankcase, oil galleries and seal surfaces during this particular 15 minute test. The additive must be added through the oil fill. Check the level on the oil level indicator to determine what amount of oil to premix. If it is in the middle of the crosshatch area or below the full mark, use 0.95L (1 qt). If it is at the full mark, use 0.47L (1/2 qt).
- NOTE:** For best results allow the customer to drive the vehicle for a day.

Run the engine for 15 minutes. Stop the engine and inspect all seal and gasket areas for leaks using the UV Leak Detector Kit. A fluoresces white area will identify the leak. For extremely small leaks, several hours may be required for the leak to appear.
- At the end of test, make sure the oil level is within the upper and lower oil indicator marks. Remove oil as necessary if it registers above the full mark.

Leakage Points - Underhood

Examine the following areas for oil leakage:

- Valve cover gaskets
- Cylinder head gaskets
- Oil cooler, if equipped
- Oil filter adapter
- Engine front cover
- Oil filter adapter and filter body
- Oil level indicator tube connection
- Oil pressure switch or oil pressure sensor
- Turbocharger oil tubes

Leakage Points - Under Engine, With Vehicle on Hoist

Examine the following areas for oil leakage:

- Oil pan gaskets
- Oil pan sealer
- Engine front cover gasket
- Crankshaft front seal
- Crankshaft rear oil seal
- Oil filter adapter and filter body
- Oil cooler, if equipped
- Turbocharger oil tubes

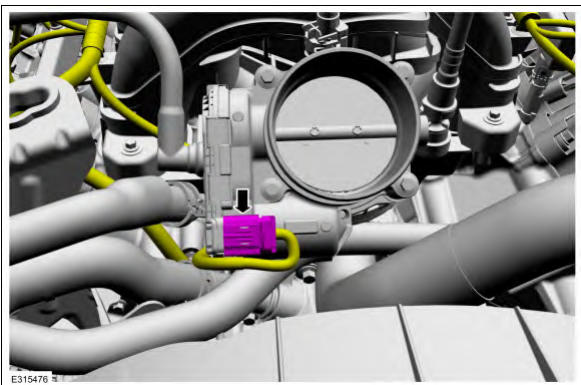
Leakage Points - With Transmission and Flywheel/Flexplate Removed

Examine the following areas for oil leakage:

- Crankshaft rear oil seal
- Rear main bearing cap parting line
- Flexplate mounting bolt holes (with flexplate installed)
- Pipe plugs at the end of oil passages

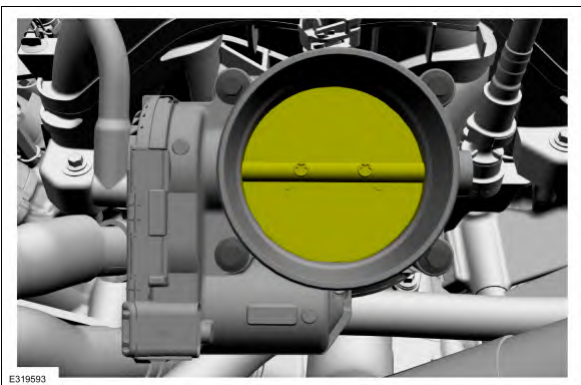
Compression Test 7.3L

- Make sure the oil in the crankcase is of the correct viscosity and at the correct level and that the battery is correctly charged. Operate the vehicle until the engine is at normal operating temperature.
- Turn the ignition switch to the OFF position, then remove all the spark plugs.
REFER to: Spark Plugs (303-07B Engine Ignition - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).
- Disconnect the throttle body electrical connector.

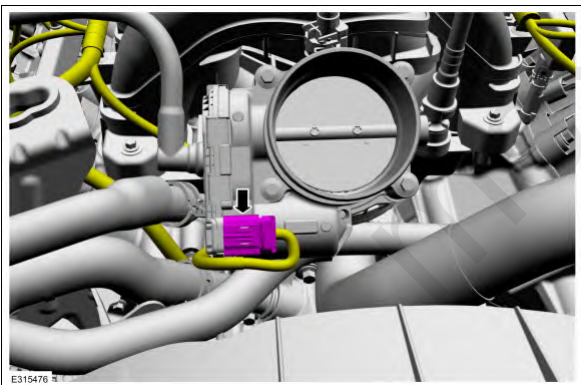


4. Remove the air cleaner outlet pipe.

REFER to: Air Cleaner Outlet Pipe (303-12C Intake Air Distribution and Filtering - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).



5. Manually set the throttle plates to the wide-open position.
6. Install a compression gauge in the No. 1 cylinder.
7. Install an auxiliary starter switch in the starting circuit. With the ignition switch in the OFF position, and using the auxiliary starter switch, crank the engine a minimum of 5 compression strokes and record the highest reading. Note the approximate number of compression strokes necessary to obtain the highest reading.
8. Repeat the test on each cylinder, cranking the engine approximately the same number of compression strokes.
9. Remove the auxiliary starter switch
10. Connect the throttle body electrical connector.



11. Install all the spark plugs.

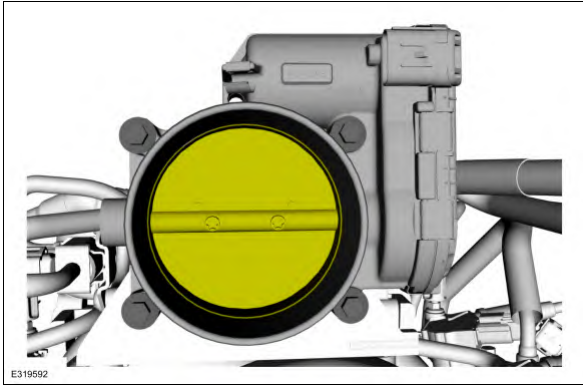
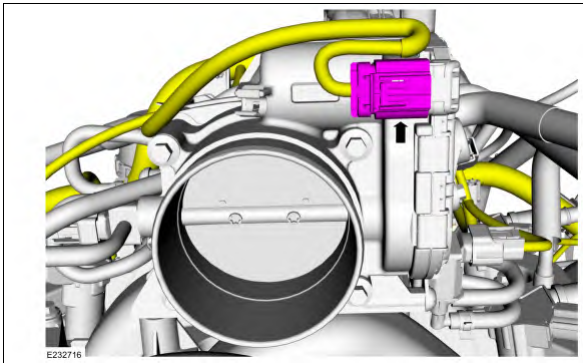
REFER to: Spark Plugs (303-07B Engine Ignition - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).

12. Install the air cleaner outlet pipe.

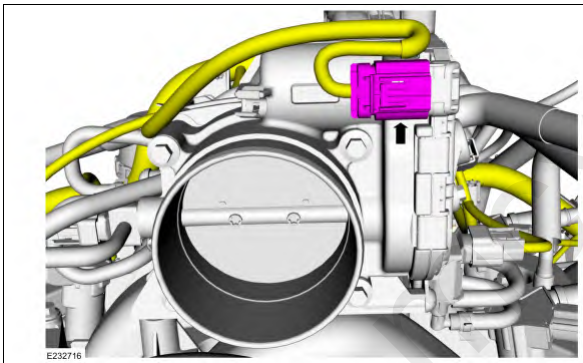
REFER to: Air Cleaner Outlet Pipe (303-12C Intake Air Distribution and Filtering - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).

Compression Test 6.2L

1. Make sure the oil in the crankcase is of the correct viscosity and at the correct level and that the battery is correctly charged. Operate the vehicle until the engine is at normal operating temperature.
2. Turn the ignition switch to the OFF position, then remove all the spark plugs.
REFER to: Spark Plugs (303-07A Engine Ignition - 6.2L V8, Removal and Installation).
3. Remove the air cleaner outlet pipe.
REFER to: Air Cleaner Outlet Pipe (303-12A Intake Air Distribution and Filtering - 6.2L V8, Removal and Installation).
4. Disconnect the throttle body electrical connector.



5. Manually set the throttle plates to the wide-open position.
6. Install a compression gauge in the No. 1 cylinder.
7. Install an auxiliary starter switch in the starting circuit. With the ignition switch in the OFF position, and using the auxiliary starter switch, crank the engine a minimum of 5 compression strokes and record the highest reading. Note the approximate number of compression strokes necessary to obtain the highest reading.
8. Repeat the test on each cylinder, cranking the engine approximately the same number of compression strokes.
9. Remove the auxiliary starter switch
10. Connect the throttle body electrical connector.



11. Install all the spark plugs.
REFER to: Spark Plugs (303-07A Engine Ignition - 6.2L V8, Removal and Installation).
12. Install the air cleaner outlet pipe.
REFER to: Air Cleaner Outlet Pipe (303-12A Intake Air Distribution and Filtering - 6.2L V8, Removal and Installation).

Compression Test - Test Results

The indicated compression pressures are considered within specification if the lowest reading cylinder is at least 75% of the highest reading. Refer to the Compression Pressure Limit Chart.

Compression Pressure Limit Chart

NOTE: The indicated compression pressures are considered within specification if the lowest reading cylinder is at least 75% of the highest reading. Refer to the Compression Pressure Limit Chart.

Maximum Cylinder Pressure - Minimal Cylinder Pressure	Maximum Cylinder Pressure - Minimal Cylinder Pressure	Maximum Cylinder Pressure - Minimal Cylinder Pressure	Maximum Cylinder Pressure - Minimal Cylinder Pressure
134.0 â€”100.9 psi (924 â€”696 kPa)	164.0 â€”123.0 psi (1,131 â€”848 kPa)	194.1 â€”145.0 psi (1,338 â€”1,000 kPa)	223.9 â€”168.0 psi (1,544 â€”1,158 kPa)
136.0 â€”102.0 psi (938 â€”703 kPa)	166.1 â€”124.0 psi (1,145 â€”855 kPa)	195.9 â€”147.1 psi (1,351 â€”1,014 kPa)	226.0 â€”169.0 psi (1,558 â€”1,165 kPa)
138.1 â€”104.0 psi (952 â€”717 kPa)	168.0 â€”126.0 psi (1,158 â€”869 kPa)	198.0 â€”147.9 psi (1,365 â€”1,020 kPa)	228.0 â€”171.0 psi (1,572 â€”1,179 kPa)
140.0 â€”105.0 psi (965 â€”724 kPa)	170.0 â€”127.1 psi (1,172 â€”876 kPa)	200.0 â€”150.0 psi (1,379 â€”1,034 kPa)	230.0 â€”172.0 psi (1,586 â€”1,186 kPa)
142.0 â€”107.0 psi (979 â€”738 kPa)	172.0 â€”128.9 psi (1,186 â€”889 kPa)	201.9 â€”151.0 psi (1,392 â€”1,041 kPa)	232.1 â€”174.0 psi (1,600 â€”1,200 kPa)
143.9 â€”108.1 psi (992 â€”745 kPa)	174.0 â€”131.0 psi (1,200 â€”903 kPa)	204.1 â€”153.0 psi (1,407 â€”1,055 kPa)	233.9 â€”175.1 psi (1,613 â€”1,207 kPa)
146.1 â€”109.9 psi (1,007 â€”758 kPa)	176.1 â€”132.0 psi (1,214 â€”910 kPa)	206.0 â€”154.0 psi (1,420 â€”1,062 kPa)	236.0 â€”176.9 psi (1,627 â€”1,220 kPa)
147.9 â€”111.0 psi (1,020 â€”765 kPa)	178.0 â€”133.0 psi (1,227 â€”917 kPa)	208.0 â€”155.9 psi (1,434 â€”1,075 kPa)	238.0 â€”178.0 psi (1,641 â€”1,227 kPa)
150.0 â€”113.0 psi (1,034 â€”779 kPa)	180.0 â€”135.0 psi (1,241 â€”931 kPa)	210.0 â€”157.1 psi (1,448 â€”1,083 kPa)	240.0 â€”180.0 psi (1,655 â€”1,241 kPa)

152.0 º114.0 psi (1,048 º786 kPa)	182.0 º135.8 psi (1,255 º936 kPa)	212.0 º157.9 psi (1,462 º1,089 kPa)	242.1 º181.0 psi (1,669 º1,248 kPa)
154.0 º115.0 psi (1,062 º793 kPa)	184.1 º138.1 psi (1,269 º952 kPa)	214.1 º160.0 psi (1,476 º1,103 kPa)	244.0 º183.0 psi (1,682 º1,262 kPa)
156.1 º117.0 psi (1,076 º807 kPa)	185.9 º140.0 psi (1,282 º965 kPa)	216.0 º162.0 psi (1,489 º1,117 kPa)	246.0 º184.1 psi (1,696 º1,269 kPa)
157.9 º118.1 psi (1,089 º814 kPa)	188.0 º141.0 psi (1,296 º972 kPa)	218.0 º163.0 psi (1,503 º1,124 kPa)	248.0 º174.3 psi (1,710 º1,202 kPa)
160.0 º119.9 psi (1,103 º827 kPa)	190.0 º142.0 psi (1,310 º979 kPa)	220.0 º165.1 psi (1,517 º1,138 kPa)	250.0 º187.0 psi (1,724 º1,289 kPa)
161.0 º121.0 psi (1,110 º834 kPa)	192.0 º144.0 psi (1,324 º993 kPa)	236.6 º166.1 psi (1,631 º1,145 kPa)	251.9 º189.0 psi (1,737 º1,303 kPa)

If one or more cylinders reads low, squirt approximately one tablespoon of engine oil meeting Ford specification on top of the pistons in the low-reading cylinders. Repeat the compression pressure check on these cylinders.

Compression Test - Interpreting Compression Readings

- If compression improves considerably, piston rings are worn or damaged.
- If compression does not improve, valves are sticking or not seating correctly.
- If 2 adjacent cylinders indicate low compression pressures and squirting oil on each piston does not increase compression, the head gasket may be leaking between cylinders. Engine oil or coolant in cylinders could result from this condition. Use the Compression Pressure Limit Chart when checking cylinder compression so the lowest reading is within 75% of the highest reading.

Cylinder Leakage Detection

When a cylinder produces a low reading, use of a cylinder leakage tester will be helpful in pinpointing the exact cause.

The leakage tester is inserted in the spark plug hole, the piston is brought up to TDC on the compression stroke, and compressed air is admitted.

Once the combustion chamber is pressurized, the leakage tester gauge will read the percentage of leakage. Leakage exceeding 20% is excessive.

While the air pressure is retained in the cylinder, listen for the hiss of escaping air. A leak at the intake valve will be heard in the Throttle Body (TB). A leak at the exhaust valve can be heard at the tailpipe. Leakage past the piston rings will be audible at the PCV connection. If air is passing through a blown head gasket to an adjacent cylinder, the noise will be evident at the spark plug hole of the cylinder into which the air is leaking. Cracks in the cylinder block or gasket leakage into the cooling system may be detected by a stream of bubbles in the radiator.

Excessive Engine Oil Consumption

Nearly all engines consume oil, which is essential for normal lubrication of the cylinder bore walls and pistons and rings. Determining the level of oil consumption may require testing by recording how much oil is being added over a given set of miles.

Customer driving habits greatly influence oil consumption. Mileage accumulated during towing or heavy loading generates extra heat. Frequent short trips, stop-and-go type traffic or extensive idling, prevent the engine from reaching normal operating temperature. This prevents component clearances from reaching specified operating ranges.

The following diagnostic procedure may be utilized to determine internal oil consumption. Make sure that the concern is related to internal oil consumption, and not external leakage, which also consumes oil. Verify there are no leaks before carrying out the test. Once verified, the rate of internal oil consumption can be tested.

A new engine may require extra oil in the early stages of operation. Internal piston-to-bore clearances and sealing characteristics improve as the engine breaks in. Engines are designed for close tolerances and do not require break-in oils or additives. Use the oil specified in the Owner's Literature. Ambient temperatures may determine the oil viscosity specification. Verify that the correct oil is being used for the vehicle in the geographic region in which it is driven.

Basic Pre-checks

- For persistent complaints of oil consumption, interview the customer to determine the oil consumption characteristics. If possible, determine the brand and grade of oil currently in the oil pan. Look at the oil filter or oil-change station tags to determine if Ford-recommended maintenance schedules have been followed. Make sure that the oil has been changed at the specified mileage intervals. If vehicle mileage is past the first recommended drain interval, the Original Equipment Manufacturer (OEM) production filter should have been changed.
- Ask how the most current mileage was accumulated. That is, determine whether the vehicle was driven under the following conditions:
 - Extended idling or curbside engine operation
 - Stop-and-go traffic or taxi operation
 - Towing a trailer or vehicle loaded heavily
 - Frequent short trips (engine not up to normal operating temperature)
 - Excessive throttling or high engine-rpm driving
- Verify that there are no external leaks. If necessary, review the diagnostic procedure under Engine Oil Leaks in the Diagnosis and Testing portion of this section.
- Inspect the crankcase ventilation system for:
 - disconnected hoses at the valve cover or TB.
 - loose or missing valve cover fill cap.
 - missing or incorrectly seated engine oil level indicator.
 - incorrect or dirty PCV valve.
 - a PCV valve grommet unseated in the valve cover (if so equipped).
- Inspect for signs of sludge. Sludge affects PCV performance and can plug or restrict cylinder head drainback wells. It can also increase oil pressure by restricting passages and reducing the drainback capability of piston oil control rings. Sludge can result from either excessive water ingestion in the crankcase or operation at extremely high crankcase temperatures.
- Inspect the air filter for dirt, sludge or damage. A hole in the filter element will allow unfiltered air to bypass into the air induction system. This can cause premature internal wear (engine dusting), allowing oil to escape past rings, pistons, valves and guides.
- If the engine is hot or was recently shut down, wait at least 10-minutes to allow the oil to drain back. Ask the customer if this requirement has been followed. Adding oil without this wait period can cause an overfill condition, leading to excessive oil consumption and foaming which may cause engine damage.
- Make sure the oil level indicator (dipstick) is correctly and fully seated in the indicator tube. Remove the oil level indicator and record the oil level.

Detailed Pre-checks

- Check the thermostat opening temperature to make sure that the cooling system is operating at the specified temperature. If it is low, internal engine parts are not running at specified internal operating clearances.
- Verify the spark plugs are not oil saturated. Oil leaking into one or more cylinders will appear as an oil soaked condition on the plug. If a plug is saturated, a compression check may be necessary at the conclusion of the oil consumption test.

Oil Consumption Test

- NOTE:** *Once all of the previous conditions are met, carry out an oil consumption test.*

Drain the engine oil and remove the oil filter. Install a new manufacturer-specified oil filter. Make sure the vehicle is positioned on a level surface. Refill the oil pan to a level one liter (quart) less than the specified fill level, using manufacturer-specified oil.
- Run the engine for 3 minutes (if hot) or 10 minutes (if cold). Allow for a minimum 10-minute drainback period and then record the oil level shown on the oil level indicator. Place a mark on the backside of the oil level indicator noting the oil level location.
- Add the final one liter (quart) to complete the normal oil fill. Restart the engine and allow it to idle for 2 minutes. Shut the engine down.
- After a 10-minute drainback period, record the location of the oil level again. Mark the oil level indicator with the new oil level location. (Note: Both marks should be very close to the MIN-MAX upper and lower limits or the upper and lower holes on the oil level indicator. These marks will exactly measure the engine's use of oil, with a one quart differential between the new marks.) Demonstrate to the customer that the factory-calibrated marks on the oil level indicator are where the oil should fall after an oil change with the specified fill amount. Explain however, that this may vary slightly between MIN-MAX or the upper and lower holes on the oil level indicator.
- Record the vehicle mileage.
- Advise the customer that oil level indicator readings must be taken every 320 km (200 mi) or weekly, using the revised marks as drawn. Remind the customer that the engine needs a minimum 10-minute drainback for an accurate reading and that the oil level indicator must be firmly seated in the tube prior to taking the reading.
- When the subsequent indicator readings demonstrate a full liter (quart) has been used, record the vehicle mileage. The mileage driven should not be less than 4,800 km (3,000 mi). The drive cycle the vehicle has been operated under must be considered when making this calculation. It may be necessary to have the customer bring the vehicle in for a periodic oil level indicator reading to closely monitor oil usage.

Post Checks, Evaluation and Corrective Action

1. If test results indicate excessive oil consumption, carry out a cylinder compression test. The cylinder compression test should be carried out with a fully charged battery and all spark plugs removed. See the Compression Test Chart in this section for pressure range limits.
2. Compression should be consistent across all cylinders. Refer to the Compression Testing portion of this section. If compression tested within the specifications found in this section, the excessive oil consumption may be due to wear on the valve guides, valves or valve seals.
3. A cylinder leak detection test can be carried out using a cylinder leakage detector. This can help identify valves, piston rings, or worn valve guides/valve stems, inoperative valve stem seals or other related areas as the source of oil consumption.
4. **NOTE:** An oil-soaked appearance on the porcelain tips of the spark plugs also indicates excessive oil use. A typical engine with normal oil consumption will exhibit a light tan to brown appearance. A single or adjoining, multiple cylinder leak can be traced by viewing the tips.

If an internal engine part is isolated as the root cause, determine if the repair will exceed cost limits and proceed with a repair strategy as required.

5. Once corrective action to engine is complete and verifying that all pre-check items were eliminated in the original diagnosis, repeat the Oil Consumption Test as described above and verify consumption results.

Intake Manifold Vacuum Test

Bring the engine to normal operating temperature. Connect the Vacuum/Pressure Tester to the intake manifold. Run the engine at the specified idle speed.

The vacuum gauge should read between 51-74 kPa (15-22 in-Hg) depending upon the engine condition and the altitude at which the test is conducted. Subtract 4.0193 kPa (1 in-Hg) from the specified reading for every 304.8 m (1,000 feet) of elevation above sea level.

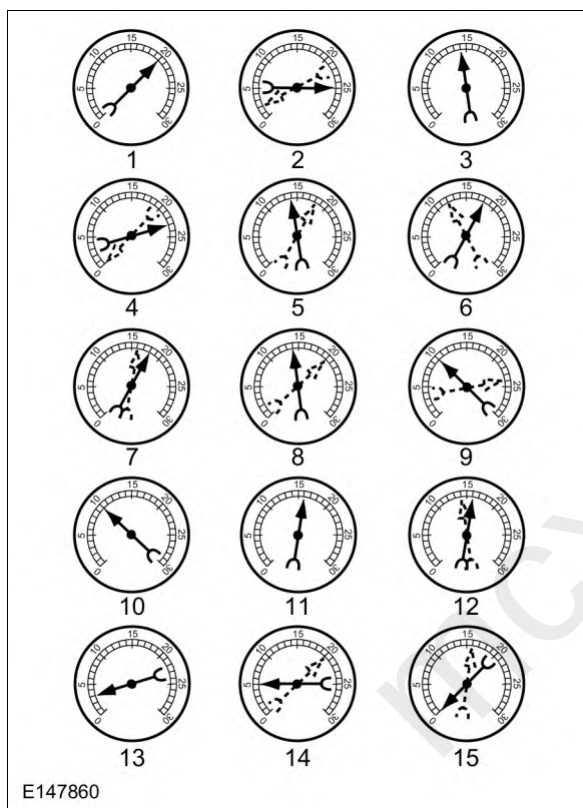
The reading should be steady. If necessary, adjust the gauge damper control (where used) if the needle is fluttering rapidly. Adjust the damper until the needle moves easily without excessive flutter.

Intake Manifold Vacuum Test - Interpreting Vacuum Gauge Readings

A careful study of the vacuum gauge reading while the engine is idling will help pinpoint trouble areas. Always conduct other appropriate tests before arriving at a final diagnostic decision. Vacuum gauge readings, although helpful, must be interpreted carefully.

Most vacuum gauges have a normal band indicated on the gauge face. The following are potential gauge readings. Some are normal; others should be investigated further.

The following are potential gauge readings. Some are normal; others should be investigated further.



1. **NORMAL READING:** Needle between 51-74 kPa (15-22 in-Hg) and holding steady.
2. **NORMAL READING DURING RAPID ACCELERATION AND DECELERATION:** When the engine is rapidly accelerated (dotted needle), the needle will drop to a low reading (not to zero). When the throttle is suddenly released, the needle will snap back up to a higher than normal figure.
3. **NORMAL FOR HIGH-LIFT CAMSHAFT WITH LARGE OVERLAP:** The needle will register as low as 51 kPa (15 in-Hg) but will be relatively steady. Some oscillation is normal.
4. **WORN RINGS OR DILUTED OIL:** When the engine is accelerated (dotted needle), the needle drops to 0 kPa (0 in-Hg). Upon deceleration, the needle runs slightly above 74 kPa (22 in-Hg).
5. **STICKING VALVES:** When the needle (dotted) remains steady at a normal vacuum but occasionally flicks (sharp, fast movement) down and back about 13 kPa (4 in-Hg), one or more valves may be sticking.
6. **BURNED OR WARPED VALVES:** A regular, evenly-spaced, downscale flicking of the needle indicates one or more burned or warped valves. Insufficient valve clearance will also cause this reaction.
7. **POOR VALVE SEATING:** A small but regular downscale flicking can mean one or more valves are not seating.
8. **WORN VALVE GUIDES:** When the needle oscillates over about a 13 kPa (4 in-Hg) range at idle speed, the valve guides could be worn. As engine speed increases, the needle will become steady if guides are responsible.
9. **WEAK VALVE SPRINGS:** When the needle oscillation becomes more violent as engine rpm is increased, weak valve springs are indicated. The reading at idle could be relatively steady.
10. **LATE VALVE TIMING:** A steady but low reading could be caused by late valve timing.
11. **IGNITION TIMING RETARDING:** Retarded ignition timing will produce a steady but somewhat low reading.
12. **INSUFFICIENT SPARK PLUG GAP:** When spark plugs are gapped too close, a regular, small pulsation of the needle can occur.
13. **INTAKE LEAK:** A low, steady reading can be caused by an intake manifold or Throttle Body (TB) gasket leak.
14. **BLOWN HEAD GASKET:** A regular drop of fair magnitude can be caused by a blown head gasket or warped cylinder head-to-cylinder block surface.
15. **RESTRICTED EXHAUST SYSTEM:** When the engine is first started and is idled, the reading may be normal, but as the engine rpm is increased, the back pressure caused by a clogged muffler, kinked tailpipe or other concerns will cause the needle to slowly drop to 0 kPa (0 in-Hg). The needle then may slowly rise. Excessive exhaust clogging will cause the needle to drop to a low point even if the engine is only idling.

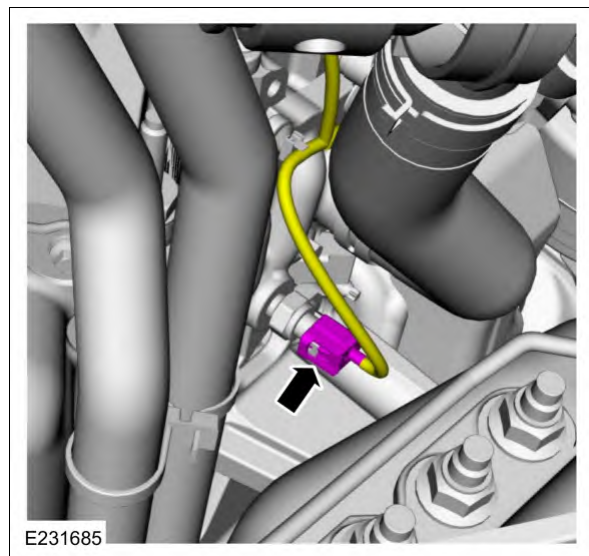
When vacuum leaks are indicated, search out and correct the cause. Excess air leaking into the system will upset the fuel mixture and cause concerns such as rough idle, missing on acceleration or burned valves. If the leak exists in an

accessory unit such as the power brake booster, the unit will not function correctly. Always fix vacuum leaks.

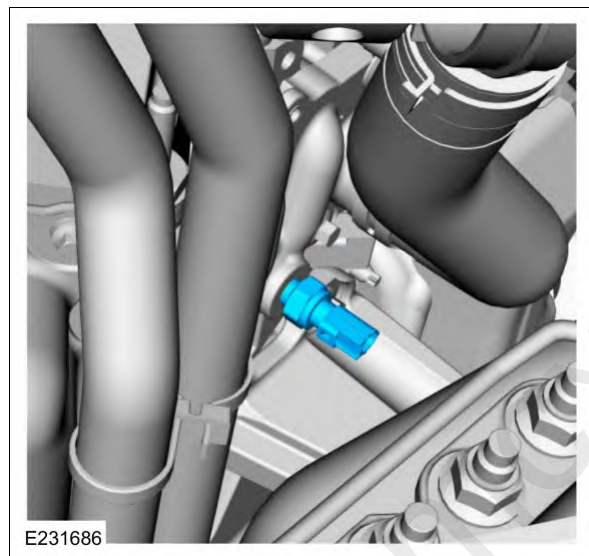
Oil Pressure Test 6.2L

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

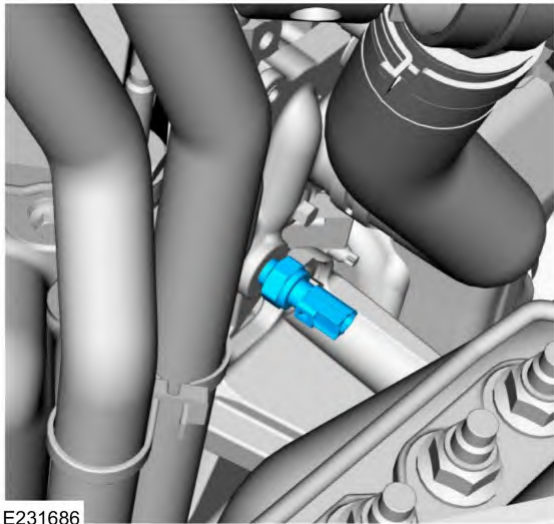
1. With the vehicle in NEUTRAL, position it on a hoist.
REFER to: Jacking and Lifting - Overview (100-02 Jacking and Lifting, Description and Operation).



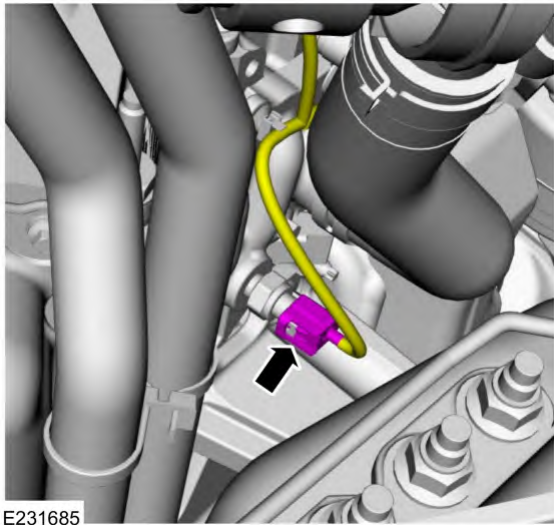
2. Disconnect and position aside the electrical connector.



3. Remove the oil pressure switch.
4. Connect a commercially available oil pressure gauge to the oil gallery port.
5. Run the engine until normal operating temperature is reached.
6. Run the engine at the specified rpm and record the gauge reading.
7. The oil pressure should be within specifications, refer to the specification chart in the appropriate 303-01 engine section.
8. If the pressure is not within specification, check the following possible sources:
 - Insufficient oil
 - Oil leakage
 - Worn or damaged oil pump
 - Oil pump screen cover and tube
 - Excessive main bearing clearance
 - Excessive connecting rod bearing clearance
 - Chain tensioner leak
9. Remove the commercially available oil pressure gauge.



10. Install the oil pressure switch. Torque: Stage 1: 124 lb.in (14 Nm) Stage 2: 180Å°.

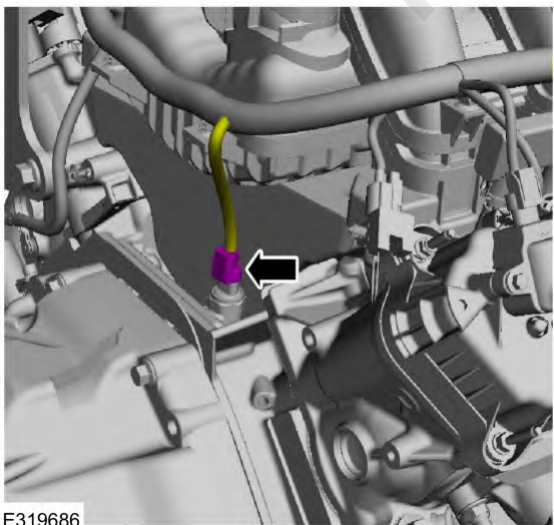


11. Connect the electrical connector.

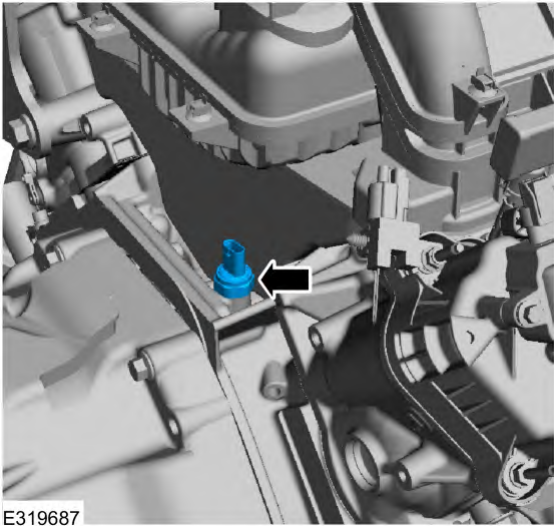
Oil Pressure Test 7.3L

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

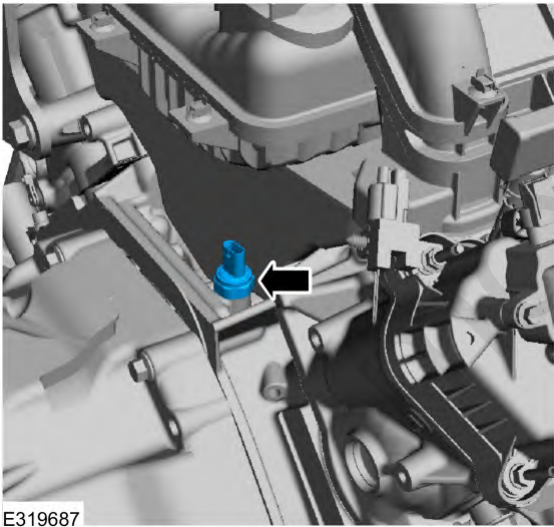
1. With the vehicle in NEUTRAL, position it on a hoist.
REFER to: Jacking and Lifting - Overview (100-02 Jacking and Lifting, Description and Operation).



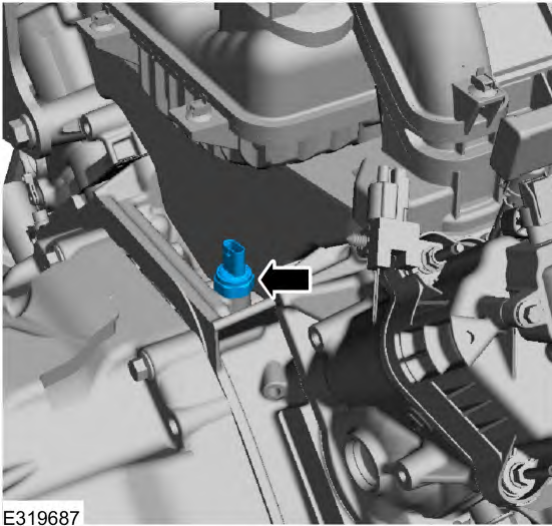
2. Disconnect the electrical connector, remove the EOP sensor.



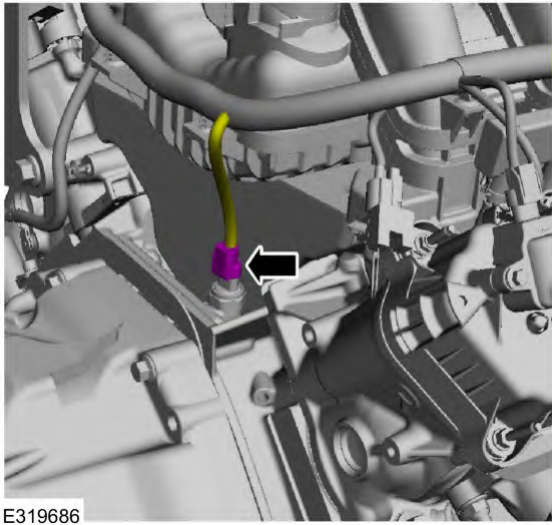
3. Remove the EOP sensor.
4. Connect a commercially available oil pressure gauge to the oil galley port.
5. Run the engine until normal operating temperature is reached.
6. Run the engine at the specified rpm and record the gauge reading.
7. The oil pressure should be within specifications, refer to the specification chart in the appropriate 303-01 engine section.
8. If the pressure is not within specification, check the following possible sources:
 - Insufficient oil
 - Oil leakage
 - Worn or damaged oil pump
 - Oil pump screen cover and tube
 - Excessive main bearing clearance
 - Excessive connecting rod bearing clearance
 - Chain tensioner leak
9. Remove the commercially available oil pressure gauge.



10. Install the EOP sensor hand tight.



11. Tighten the EOP sensor. Torque: 133 lb.in (15 Nm).



12. Connect the electrical connector.

Valve Train Analysis 7.3L

The following component tests are used to diagnose valve train concerns.

Valve Train Analysis - Engine Off, Valve Cover Removed

Check for damaged or severely worn parts and correct assembly. Make sure correct parts are used with the static engine analysis as follows.

REFER to: Valve Cover LH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).

REFER to: Valve Cover RH (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).

Valve Train Analysis - Camshafts and Valve Tappets

- Check for broken or damaged parts.
- Check for loose mounting bolts on camshaft caps.
- Check for worn or damaged valve tappets.

Valve Train Analysis - Valve Springs, Valve Tappets Removed

- Check for broken or damaged parts.

Valve Train Analysis - Valve Spring Retainer and Valve Spring Retainer Keys, Valve Tappets Removed

- Check for correct seating of the valve spring retainer key on the valve stem and in valve spring retainer.
- Check for correct seating on the valve stem.

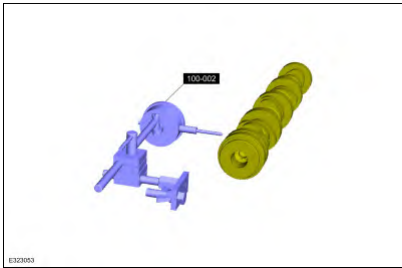
Valve Train Analysis - Valves and Cylinder Head, Valve Tappets Removed

- Check for plugged oil drain back holes.
- Check for worn or damaged valve tips.
- Check for missing or damaged valve stem seals or guide-mounted valve stem seal.
- Check for missing or worn valve spring seats.

Valve Train Analysis - Camshaft Lobe Lift

Check the lift of each camshaft lobe in consecutive order and make a note of the readings.

1. Remove the camshaft.
REFER to: Camshaft (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).
2. Install the Dial Indicator Gauge with Holding Fixture so the rounded tip of the dial indicator is on top of the camshaft lobe and on the same plane as the valve tappet.



3. Zero the dial indicator. Continue to rotate the camshaft until the high-lift point of the camshaft lobe is in the fully raised position (highest indicator reading).
4. To check the accuracy of the original dial indicator reading, continue to rotate camshaft until the base circle is reached. The indicator reading should be zero. If zero reading is not obtained, repeat Steps 2 through 5.
5. If the lift on any lobe is below specified service limits, install a new camshaft and camshaft roller followers or valve tappets.
6. Install the camshaft.
REFER to: Camshaft (303-01C Engine - 7.3L 2V DEVCT V8 (239kW/320PS) (J0), Removal and Installation).

Valve Train Analysis 6.2L

The following component tests are used to diagnose valve train concerns.

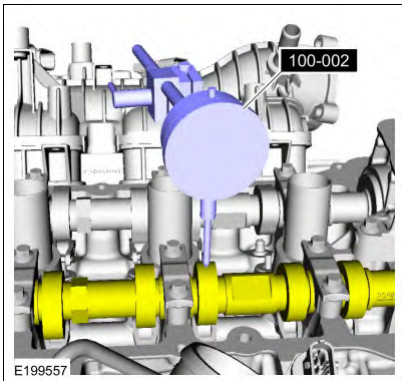
Valve Train Analysis - Engine Off, Valve Cover Removed

Check for damaged or severely worn parts and correct assembly.

Valve Train Analysis - Camshaft Lobe Lift

Check the lift of each camshaft lobe in consecutive order and make a note of the readings.

1. Remove the valve covers.
REFER to: Valve Cover LH (303-01A Engine - 6.2L V8, Removal and Installation).
REFER to: Valve Cover RH (303-01A Engine - 6.2L V8, Removal and Installation).
2. Install the Dial Indicator Gauge with Holding Fixture so the rounded tip of the dial indicator is on top of the camshaft lobe and on the same plane as the valve tappet.



3. Rotate the crankshaft using a breaker bar and socket attached to the crankshaft pulley retainer bolt. Rotate the crankshaft until the base circle of the camshaft lobe is reached.
4. Zero the dial indicator. Continue to rotate the crankshaft until the high-lift point of the camshaft lobe is in the fully raised position (highest indicator reading).
5. To check the accuracy of the original dial indicator reading, continue to rotate crankshaft until the base circle is reached. The indicator reading should be zero. If zero reading is not obtained, repeat Steps 2 through 5.
6. If the lift on any lobe is below specified service limits, install a new camshaft and camshaft roller followers or valve tappets.
7. Install the valve cover.
REFER to: Valve Cover LH (303-01A Engine - 6.2L V8, Removal and Installation).
REFER to: Valve Cover RH (303-01A Engine - 6.2L V8, Removal and Installation).