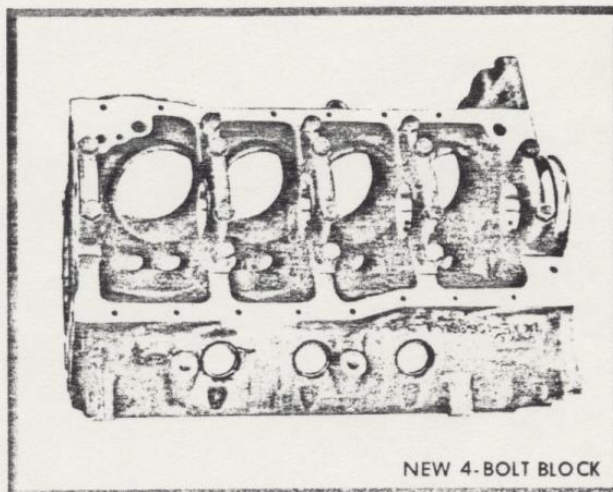


UPDATING THE GT-40 OHV 289 CID V-8 ENGINE

This section of the booklet is written specifically for owners of the 289 cubic-inch GT-40 engine — particularly those who are interested in updating their current engines.

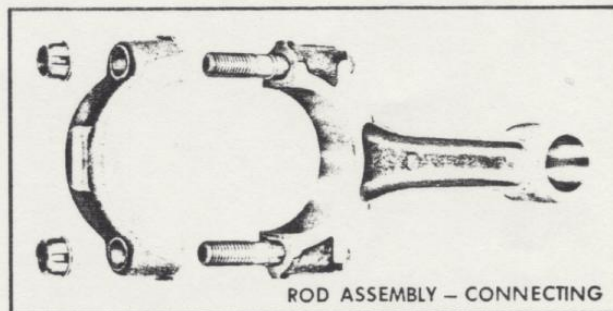
The standard engine in your Ford GT-40 is a 289 cubic-inch 90° V-8. The original version of this powerplant developed 375 bhp. at 6800 rpm. The bore and stroke are 4.00" x 2.87" and the compression ratio is 10.50:1.

The components listed on the following pages are designed primarily to update the engine for increased durability and performance.



NEW 4-BOLT BLOCK

This new engine block provides beefed-up main webs and pan rail. It also incorporates four-bolt main bearing caps in the center three positions for improved durability.



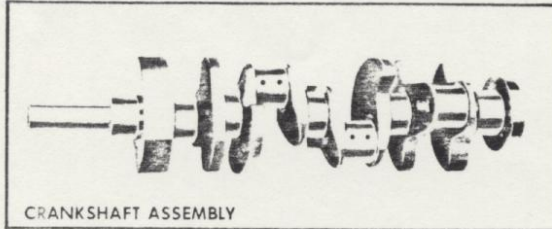
ROD ASSEMBLY — CONNECTING

The new connecting rod assembly has been fatigue tested at 7000 rpm.



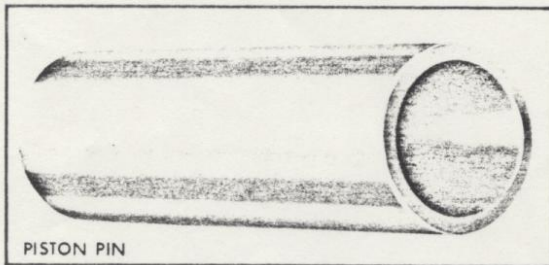
CAMSHAFT

This is the same as the 1966 Le Mans camshaft, except it has new castings to insure uniform lobe hardness and machining.



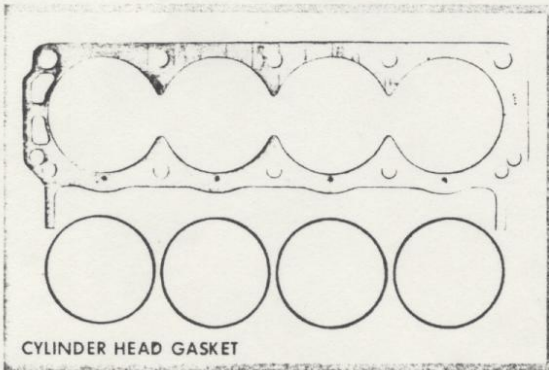
CRANKSHAFT ASSEMBLY

This new crankshaft has revised counterweights to reduce main bearing loads.



PISTON PIN

The new piston pin is a cantilevered design for greater fatigue life.



CYLINDER HEAD GASKET

This new head gasket has metallic "O" rings with a periphery mattress.

PART NUMBERS FOR UPDATING THE GT-40 OHV 289 CID V-8 ENGINE

NAME	QUANTITY REQUIRED	PART NUMBER
BLOCK ASSEMBLY, CYLINDER	1	
Block - Cylinder	1	
Plug - Cup (to Plug Core Clean Out Holes)	6	376053-S
Plug - Main Oil Gallery Front	1	376301-S
Plug - Tappet Oil Gallery Front	2	376301-S
Plug - Tappet Oil Gallery Rear	3	87744-S
Plug - Tappet Oil Gallery Rear	3	87709-S
Plug - Tappet Crossover	1	376099-S
Dowel - Cylinder Head to Block	2	C2OE-6A008-A
Cap - Main Bearing Front	1	C6FE-6329-A
Cap - Main Bear. Intermediate Front and Rear	2	C5FE-6327-A
Cap - Main Bearing Center	1	
Cap - Main Bearing Rear	1	C6FE-6325-A
Bolt - 7/16-14 x 3.16 Hex Head	10	C2OE-6345-A
Bolt - 3/8	6	48007-52
Washer - 3/8 Flat	6	377428-S2
Pin - 5/16 x .62 Dowel	6	377432-S
Dowel - Cylinder Block to Flywheel HSG	2	EAD-6397-A
Plug - 1/4-18 Pipe (Drain Hole)	2	374259-S8
Plug - 1/4-18 Pipe	2	87658-S
Plug - Camshaft Rear Bearing	1	C2OE-6266-A
Bearing - Camshaft Front	1	C2OE-6261-A
Bearing - Camshaft Front - Intermediate	1	C2OE-6267-A
Bearing - Camshaft Center	1	C2OE-6262-A
Bearing - Camshaft Rear Intermediate	1	C2OE-6270-A
Bearing - Camshaft Rear Intermediate	1	C2OE-6265-A
Plug - Distributor Oil Hole	1	EAA-66025-A
Pin - Crankshaft Rear Oil Seal	1	CODE-66336-A
GASKET, CYLINDER HEAD	2	
Seal, Combustion Chamber	8	
PISTON AND CONNECTING ROD ASSEMBLY	8	C7FE-6100-A
Piston	8	C7FE-6110-B
Ring - Upper Compression	8	C6FE-6150-A
Ring - Lower Compression	8	C6FE-6152-A
Segment - Piston Oil Control	16	C6FE-6159-A
Spacer - Piston Oil Control	8	C6FE-6161-A
Pin - Piston	8	C7FE-6135-A
Rod Assembly - Connecting	8	C7FE-6200-A
Rod - Connecting	8	C7FE-6205-A
Cap - Connecting Rod	8	C7FE-6210-A
Bolt - Connecting Rod	16	C5FE-6214-A
Nut - Connecting Rod	16	C5FE-6212-A
Camshaft	1	C7FE-6250-A
CRANKSHAFT ASSEMBLY	1	
Crankshaft	1	
Plug - Cup	8	377436-S
Retainer	8	380249-S
C' WEIGHT	1	
DAMPER ASSEMBLY - CRANKSHAFT VIBRATION	1	
Seat, Valve Spring	16	C7FE-6A536-A

TORQUE SPECIFICATIONS

Main Bearing (10-Bolts) — 7/16	75-85 ft.-lb.
(6-Bolts) — 3/8	35-40 ft.-lb.

(Refer to page 8-9 of this book for proper torquing of cylinder head)

Rod Bolt	45-50 ft.-Tb.
Damper Press Fit on Crankshaft001 minimum
Balance the Flywheel to	9.8 oz-in. at 180° 26'
Crankshaft Bobweight	1780.9 grams

For all other specifications see pages 7, 8, 9.

Pages covering periodic improvements and updated specifications will be forwarded as available.