

Ford Zetec Engine Torque Wrench Settings

Description	Nm	lbf ft	kgf m
Main bearing cap bolts and studs:	90 Nm	66 lbf ft	9.18 kgf m
Big-end bearing caps:	20 Nm	15 lbf ft	2.04 kgf m
Stage 1:			
Stage 3:			
Crankshaft rear oil seal carrier:	18 Nm	13 lbf ft	1.84 kgf m
Camshaft bearing caps:	10 Nm	07 lbf ft	1.02 kgf m
Stage 1:	20 Nm	15 lbf ft	2.04 kgf m
Stage 2:	117 Nm	86 lbf ft	11.93 kgf m
Flywheel:	34 Nm	25 lbf ft	3.47 kgf m
Clutch pressure plate:	09 Nm	07 lbf ft	0.92 kgf m
Engine speed/crankshaft position sensor (CPS) to bracket:	23 Nm	17 lbf ft	2.35 kgf m
CPS bracket to cylinder block:	40 Nm	30 lbf ft	4.08 kgf m
Timing belt guide pulleys:	115 Nm	85 lbf ft	11.73 kgf m
Crankshaft vibration damper/belt pulley:	20 Nm	15 lbf ft	2.04 kgf m
Water pump:	12 Nm	09 lbf ft	1.22 kgf m
Water pump belt pulley:	28 Nm	21 lbf ft	2.86 kgf m
Engine lifting eyes:	11 Nm	08 lbf ft	1.12 kgf m
Timing belt tensioner bracket, tension spring retaining pin:	24 Nm	18 lbf ft	2.45 kgf m
Sump:	40 Nm	30 lbf ft	4.08 kgf m
Timing belt tensioner:	08 Nm	06 lbf ft	0.82 kgf m
Timing belt cover to cylinder block/head:	11 Nm	08 lbf ft	1.12 kgf m
Timing belt cover studs:	18 Nm	13 lbf ft	1.84 kgf m
Oil filter:	11 Nm	08 lbf ft	1.12 kgf m
Oil pump intake to oil pump:	11.5 Nm	09 lbf ft	1.17 kgf m
Oil pump:	21 Nm	15 lbf ft	2.14 kgf m
Oil baffle:	29 Nm	21 lbf ft	2.96 kgf m
Oil pressure switch:	25 Nm	18 lbf ft	2.55 kgf m
Oil filter adaptor to block (inlet-union screw):	28 Nm	21 lbf ft	2.86 kgf m
Oil drain plug:	30 Nm	22 lbf ft	3.06 kgf m
Cylinder head bolts:	50 Nm	37 lbf ft	5.10 kgf m
Stage 1:			
Stage 2:			
Stage 3:			
Camshaft timing pulley:	72 Nm	53 lbf ft	7.34 kgf m
Cylinder head cover:	03 Nm	02 lbf ft	0.31 kgf m
Stage 1:	08 Nm	06 lbf ft	0.82 kgf m
Stage 2:	10 Nm	07 lbf ft	1.02 kgf m
Exhaust manifold studs in cylinder head:	17 Nm	13 lbf ft	1.73 kgf m
Exhaust manifold nuts:	10 Nm	07 lbf ft	1.02 kgf m
Inlet manifold studs in cylinder head:	20 Nm	15 lbf ft	2.04 kgf m
Fuel rail to inlet manifold:	22 Nm	16 lbf ft	2.24 kgf m
Thermostat housing:	11 Nm	08 lbf ft	1.12 kgf m
Thermostat housing connector:	05 Nm	04 lbf ft	0.51 kgf m
Upper timing belt cover to centre nut:	20 Nm	15 lbf ft	2.04 kgf m
Intermediate manifold:	20 Nm	15 lbf ft	2.04 kgf m
Inlet manifold bolts:	10 Nm	07 lbf ft	1.02 kgf m
Temperature gauge sender unit:	18 Nm	13 lbf ft	1.84 kgf m
Engine coolant temperature sensor (ECT):	23 Nm	17 lbf ft	2.35 kgf m
Bracket of DIS ignition coil to cylinder head:	18 Nm	13 lbf ft	1.84 kgf m
Air charge temperature sensor:	11 Nm	08 lbf ft	1.12 kgf m
M6 x 10 oil splash gallery blanking plug:	27 Nm	20 lbf ft	2.75 kgf m
M10 x 11.5 cylinder block oil gallery blanking plug:	28 Nm	21 lbf ft	2.86 kgf m
1/4 RTF, cylinder block oil gallery blanking plug:	08 Nm	06 lbf ft	0.82 kgf m
Idle speed control valve to inlet manifold:	11 Nm	08 lbf ft	1.12 kgf m
Throttle assembly to inlet manifold:	20 Nm	15 lbf ft	2.04 kgf m
Spark plugs:	11 Nm	08 lbf ft	1.12 kgf m
Crankcase breather valve/oil separator to cylinder block:	25 Nm	18 lbf ft	2.55 kgf m
Crankcase breather valve pipe to cylinder head:	23 Nm	17 lbf ft	2.35 kgf m
Camshaft position sensor to cylinder head:	34 Nm	25 lbf ft	3.47 kgf m
Clutch pressure plate to flywheel:	104 Nm	77 lbf ft	10.61 kgf m
Right-hand engine mounting, support bracket to cylinder block:	97 Nm	72 lbf ft	9.89 kgf m
Right-hand engine mounting to bracket:			

1997 Ford Zetec Engine Settings

Clifford Lane



1997 Ford Zetec Engine Settings:

How to Build Max-Performance Buick Engines Jefferson Bryant, 2008-06 The photos in this edition are black and white Skylarks GSXs Grand Nationals Rivas Gran Sports the list of formidable performance Buicks is impressive From the torque monsters of the 1960s to the high flying Turbo models of the 80s Buicks have a unique place in performance history During the 1960s when word of the mountains of torque supplied by the big inch Buicks hit the street nobody wanted to mess with them Later big inch Buicks and the Hemi Chryslers went at it hammer and tongs in stock drag shootouts and in the pages of the popular musclecar magazines of the day The wars between the Turbo Buicks and Mustang GTs in the 1980s were also legendary as both cars responded so well to modifications How to Build Max Performance Buick Engines is the first performance engine book ever published on the Buick family of engines This book covers everything from the Nailheads of the 50s and early 60s to the later evolutions of the Buick V 8 through the 60s and 70s through to the turbo V 6 models of the 70s and 80s Veteran magazine writer and Buick owner Jefferson Bryant supplies the most up to date information on heads blocks cams rotating assemblies interchangeability and oiling system improvements and modifications along with details on the best performance options available avenues for aftermarket support and so much more Finally the Buick camp gets the information they have been waiting for and it s all right here in How to Build Max Performance Buick Engines Buying and Maintaining a Modern Traditional Morgan David Wellings, 2018-02-19 From 1997 traditional four wheeled Morgans were modernized with superformed aluminium wings a stainless steel bulkhead stainless exhausts and alterations to the body tub that provided longer doors an increase in interior width and a roll hoop under the dashboard Buying and Maintaining a Modern Traditional Morgan provides practical advice on choosing running and even modifying one of these exceptional cars including full technical specifications of each model since 1997 Topics covered in the book include buying your first Morgan and the variations available making the best of the cockpit area and optimizing comfort staying dry in the rain and protecting the bodywork from wear and tear Morgan suspension the practicalities and the modifications available service and maintenance for the home mechanic and finally a practical guide to touring holidays in a Morgan Includes a Foreword by Steve Morris Superbly illustrated with 251 colour photographs *Focus On: 100 Most Popular Sedans* Wikipedia contributors, *The Complete Car Cost Guide, 1996* Inc Intellichoice, 1996-03 **Robust Control Design 2000 (ROCOND 2000)** Vladimír Kučera, Michael Šebek, 2000 Car and Driver, 2003-07 *The Complete Small Truck Cost Guide 1997* Intellichoice, Intellichoice Staff, 1997-02 **Advances in Automotive Control 2004 (2-volume Set)** G Rizzo, L Glielmo, C Pianese, F Vasca, 2005-11-07 **Complete Car Cost Guide 1997** IntelliChoice, Inc, 1997-02 **Options Alert**, 1978 Edmunds.com Used Cars & Trucks Buyer's Guide 2004 The Editors at Edmunds.com, 2004-05-01 Vehicle shoppers can benefit from the what they ve come to expect from the Edmunds name true market values for trade ins private party and dealership highlighted yearly model changes and in depth advice Direct Fuel Injection, Engine Diagnostics, and New

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