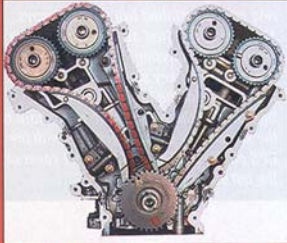
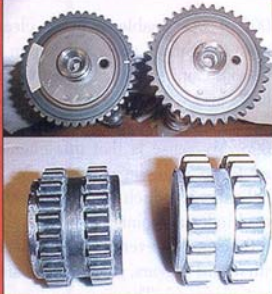




**Figure 7** Early and late pistons are identical except for the four valve reliefs that were introduced in 2003 when the VVT engines came online.



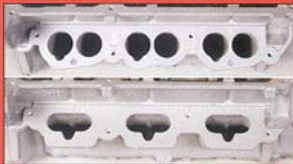
**Figure 8** This is a 36-tooth camshaft-timing configuration that allows you to see the components assembled. Notice the crankshaft reluctor ring that identifies this assembly as a Taurus/Sable – do you know why?



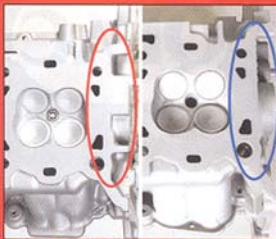
**Figure 9** Comparison of 42-tooth (left) cam and crank gears with 36-tooth (right).



**Figure 10** 42-tooth hydraulic tensioner (left) has smaller pin and contact point (left guide) and smaller (top) chain than 36-tooth.



**Figure 11** Top: Look for six round single intake ports for 1996-'99 RFF cylinder heads. Bottom: 1999-'05 used three oval intake ports for both RFF and DAMB cylinder heads.



**Figure 12** On the left, cylinder head c/n F7DE, XW4E, with the additional boss area to cover the VVT port on block. On the right, c/n F5DE cylinder head without boss.