

Figure 1 The top of the F5DE block has a single water outlet and "Indy Track" PCV Oil Separator port (red arrows). If the separator is not installed before the cylinder heads one of the heads must be removed for all 3.0L Duratec engines. Note: there is no coolant flange toward

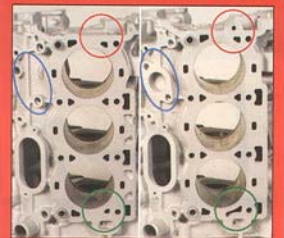


Figure 4 On the left, F5DE (the "without" block), on the right, XW4E or 3W4E (the "with" blocks), with oil feed to right head for VVT if used (red circle); with coolant port flange if used (blue circle); and with expanded coolant flow (green circle).

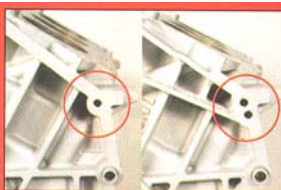


Figure 2 On the left you see the back of the F5DE 1996-'98 block has a single bolt hole just above the dowel pin. On the right, the XW4E 1999-'02 and 3W4E 2003-'05 blocks have two.



Figure 5 Crank forging number V 10 on left has shallow rear pilot hole with a depth of .524" and a bushing height of .970" (top view). Crank V1 60 on the right has a deeper pilot hole depth of .647" and a bushing height of 1.167" (lower view) which yield a protrusion height of .446" and .520" respectively.

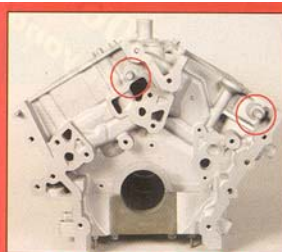


Figure 3 In the front of the F5DE block there are two dowel pins and bosses, which are eliminated in the XW4E and 3W4E blocks.

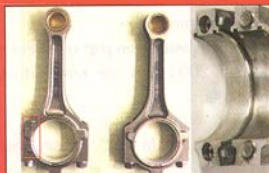


Figure 6 Dimple rod on left and plain on right, they are completely interchangeable. No difference in weight total or end for end. Insert shows the "cracked" rod parting line. Notice the pin bushings for a full floating piston pin.