

Remanufactured High Output Engine Introduced

DETROIT, MI — Ford Authorized Remanufacturers (FAR) enter the high performance market segment with the introduction of a 5.0L, 302 cubic inch High Output V-8 Engine.

Developed in a cooperative effort with Ford's Special Vehicle Operations (SVO), Remanufactured Products Department and the FARs, the Remanufactured High Output (RHO) Engine is now available nationwide through Ford, Lincoln-Mercury and Ford Truck dealers, Ford's national retail parts stores and most Ford SVO distributors.

The RHO Engine is the first FAR product line entry in the high performance field. Dynamometer tested, the engine has produced approximately 278 horsepower and a little over 300 ft/lbs torque using a four-barrel carburetor.

"Available for off-road use only, the engine is primarily for performance-minded auto enthusiasts looking for an upgrade in horsepower, for restoration purposes, and hot rod builders," says Mark Hopkins, Remanufactured Products Department

Manager of Fords Parts and Service Division. "It fits Ford, Lincoln-Mercury and Ford Truck 302 applications," Hopkins added.

According to Hopkins, "the RHO engine is everything we envisioned it to be from the start. It uses new Ford component parts and is available from Ford dealers as a low cost

performance assembly."

The engine modifications, beyond normal remanufacturing, include internal balancing, forged pistons, high output head gaskets, high tension valve springs, high volume oil pump, SVO roller camshaft, high strength rod bolts and nuts.

RHO FACT SHEET

Base Engine:

5.0L/302 cubic inch High Output V-8 Engine (short block with heads).

Projected Output:

Approximately 278 horsepower and 300 ft/lbs torque (using four-barrel carburetor).

Key Customers:

Hot rod and custom car builders; people looking for an upgrade in horsepower; performance-minded auto enthusiasts; applications for restoration purposes.

Modifications:

(Beyond Normal Ford Authorized Remanufacturing Processes) Parts: forged pistons; high output head gaskets; high tension valve springs; high volume oil pump; SVO roller camshaft; high strength rod bolts/nuts; double roller timing set. Machining Process: balance internal assembly; minor head exhaust port polishing/clean up.

Core Requirements:

Block: Late model 302 CID version that accommodates the roller camshaft and roller lifters.

Head: D-shaped combustion chamber heads preferably from 1986 or newer E and F series truck with fuel injection.

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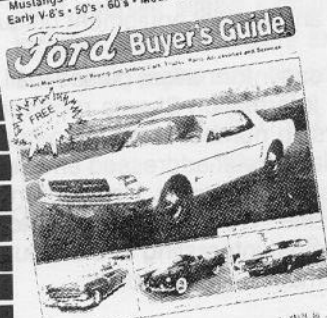
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