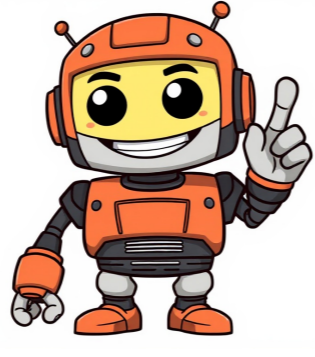


I'm not a robot



10w40, 20w50 and what not. i been lookin for best oil for my '68 f250 360. heard alot of thing's about 30wt and 5w30 is too thin. some say use shell rotella t for breakin but dont no if thats good enuf for long term. anyone got experience with this kinda thing? what kind of oil pressure can you expect at idle when its hot. i been told to run a lower viscosity in the winter.It seems youre looking for some 390 parts to upgrade your old F100. Youve got a good deal on a toploader 4-speed with a Lakewood bellhousing ID tag and RugJ headers that are adjustable, matching number heads and intake. Now that you're doing the 4.6 conversion, you need to free up some space.Recently, I bought a '66 F100 with the 352 engine, which had been running conventional Pennzoil 5W-30 oil for over 11.3k miles. The guy had been using this oil, and it seemed fine with good oil pressure (60 psi on startup, 25 when idling, and back up to 60 with RPM). However, after switching to Lucas Oil Hot Rod/Classic 10W-30 (synthetic), there was a slight knock from the bottom end once the engine warmed up.Now you're wondering if you should switch to 10W-40 or 20W-50, or go back to what was originally used. You live in Texas where it's mostly warm, but lately, it's been chilly with temperatures ranging from the 30s-40s.If you're using a short oil filter, consider the passenger car oil filter adapter or possibly a car engine. In my case, I've been running my 352 with 15W-40 Rotella Triple T for nine years now. Researching the Zinc content on an official site, I found it satisfactory.I would advise against relying solely on an oil change to diagnose issues like fuel pump knocking. However, if you're new to this sound, it's essential to pull the fuel pump and inspect it. Alternatively, try replacing it with a new one or block the fuel line by leaving it off and starting the car while warmed up.chris401 suggests dropping the pan, unbolting the oil pump, and pulling it out for further inspection. If you need to use a short oil filter, you'll likely have another problem, possibly related to engine performance.The original poster has been using 15W-40 Rotella Triple T in their 352 for nine years without any major issues. However, after switching to conventional 10w-40 Castrol GTX with zinc additive, they noticed an improvement in oil pressure and the knock disappeared. They also experienced a slight decrease in engine performance when filling up at the gas station.To further diagnose the issue, Ross suggests installing a timing light to monitor engine activity. Additionally, using good-quality battery cables is crucial for these trucks.Reading through the original 1965 Ford Trucks Full Line Catalog provided valuable specs for the 352 FE engine. The gross and net ratings differ due to factors like accessories and measured output shaft. A K&N air filter with an X-Treme top made a significant difference in power, even with a single exhaust system. However, the accuracy of the "Butt Dyno" results may vary.A good dual exhaust setup can add around 10-20 horsepower, depending on the type and configuration. Installing headers and a higher performance cam can lead to more substantial gains, potentially up to 40 hp.But realistically, around 20 horsepower. Keep in mind that this will mostly be mid-range and top-end horsepower. Remember when you do these mods, you need to re-tune accordingly, like advancing the timing. Also, make sure your vacuum advance is working properly and adjusted correctly... and upgrading to a better Dizzy is always helpful, but stick with a vacuum advance Dizzy so you can maintain semi-respectable mileage.Joined: Jan 2010 Posts: 398 Likes: 3 From: AR Quote: Originally Posted by Jetcopterpilot Net is actual wheel horsepower under normal conditions. I don't think manufacturers' net horsepower ratings are at the wheel.#####ARTICLEWell, my old car is an okay weather car, but definitely not a trailer queen. As soon as salt hits the road, it's off till spring comes and brings good rain, then you see it on the road only about 2K miles a year. I use Amsoil 20W50 Z Rod all year round, with very small gaps (.002) all year round. It has everything needed for older engines, and it lasts for two years, also resistant to rust & corrosion. I know you can get cheaper oil, but I think you get what you pay for, so I look for the best price within my brand. Nov 15, 2021#82021-11-15T12:48+00:00#####ARTICLEThe 1965 Ford 352 engine was a powerful V8 with impressive power output, thanks to its compression ratio of 9.6:1 and two-barrel carburetor. Its cast-iron block and cylinder heads provided durability and strength, making it a popular choice among car enthusiasts of that era.#####ARTICLEthe process of finding a dipstick tube for a 352 engine on a 66 f100 can be challenging due to the limited availability of parts on eBay. However, it is possible to find similar tubes that may work with some creativity and modification.some individuals have suggested using a 3/8 o.d. brake line tube as an alternative, which could potentially work given its similar diameter. others have recommended consulting a trusted mechanic or the vehicle's manual for guidance on selecting the correct filter part number.it is essential to follow the recommended engine oil specifications and service intervals for the 1967 ford 352 engine to maintain its health and longevity. proper lubrication and regular maintenance can help ensure the smooth operation of the engine.The 1965 Owners Manual recommends approximately 5 quarts of oil for the 352 engine. Notably, there is an asterisk at the top of the capacity column and a message at the bottom to add 1 quart with filter changes. One enthusiast suggests filling the 5-quart container to the full mark, while others have found that adding 6 quarts provides peace of mind.Some users claim that the manual's instructions are ambiguous due to the lack of experience from those who wrote it. A veteran mechanic shares his expertise gained from changing oil in numerous trucks during his childhood working at a gas station. He notes that Ford may have intentionally placed the drain plug in the cross member as an assembly-line additive, which could be why some people encounter messy oil spills.Others offer their own insights and experiences, suggesting that the asterisk implies adding 1 quart if only the filter is changed, but 5 quarts for a complete oil/filter change. Despite potential confusion, many users have successfully followed these guidelines without issues.The oil change intervals for a 1965 F100 were every 2000/2500 miles, depending on dusty/sandy conditions, and the filter was changed every other time. It's surprising that some owners might not know the correct oil capacity, given the age of these trucks and the experience of those who worked with them. In fact, the Ford owners manuals for 1965 and 1966 explicitly state SIX quarts of oil with a filter change.However, in today's world, it's not uncommon to find confusion about the original parts, including the oil pan and dipstick. While some people might know their truck's specifications, many others may need guidance or have had incorrect information passed down through generations. It's worth noting that Ford introduced a new program in 1965 with premium gold-colored oil and filters, which were referred to as The Quality Twins. This change aimed to improve the quality of their vehicles.Some users have reported varying results when it comes to oil capacity, with some claiming six quarts while others claim five or more. It's essential to ensure that any changes are made according to the original specifications to avoid potential issues with the engine.Regarding the type and weight of oil recommended for these older F100 pickups, opinions are divided between traditional and synthetic oils. Some users have switched to synthetic oil, such as Royal Purple 0-40, while others stick to traditional oil. The choice often depends on personal preference, engine performance, and cost considerations.The recommended oil capacity for a 352 engine with the next oil change is 6 quarts, and it's essential to note the level on the dipstick. Before doing so, use a file to create a groove at the new full mark A on the oil pan. Many users are experiencing issues with their engines smoking when the oil pan is filled with 6 quarts of oil, leading them to suspect that there might be a different oil pan involved. Joined: Feb 2009 Posts: 43 Likes: 0 From: Brainerd, MNSome individuals have reported receiving conflicting information online regarding the correct oil capacity for their 352 engines. One user has recently purchased a 1966 Galaxie with no manual and is seeking clarification on what type of oil to use during filter changes.According to the manufacturer's recommendations, 5 quarts of oil are sufficient for passenger cars with a Motorcraft FL1A filter. For original owner's manuals, sales brochures, and other resources, users can visit faxonautoil.com.Several experienced mechanics have indicated that they typically add 6 quarts of oil to their Ford V8 engines during maintenance. However, some believe that the 1965 Falcon engine might have required only 4 quarts of oil with a filter change. A 1965 F100 owner's manual confirms the recommended oil capacity at approximately 170 pounds: 3.5 quarts, 240 pounds: 4 quarts, and 300 pounds: 4 quarts. The manual also advises adding an additional quart when performing a filter change.One user has a 1965 F100 with the original owner's manual, which specifies 5 quarts of oil as the recommended capacity. However, upon filling the engine with all 5 quarts and replacing the filter, the oil level read exactly at the full mark after several hours. A key point to consider is that if no FE engine was ever produced with a 4-quart oil pan, this would effectively resolve the ongoing debate about the correct oil capacity.Some users have noticed that their engines appear to be running rich or using more oil than necessary due to the presence of a GM yellow dipstick. However, it's essential to note that these issues may not necessarily be related to the engine itself but rather the dipstick and oil pan configuration.I recently came across an interesting discussion regarding the oil capacities for my 1965 truck. The owner's manual mentions that the recommended capacity is 6 quarts with a filter change, but some individuals claim that the "real" capacity is around 5.5 quarts.A few years ago, I lent my old 1965 truck owner's manual to Randy (37 Ford Cuy) since his was missing. When handing it over, I pointed out the page listing capacities and showed him the asterisk indicating a filter change. Quoting deadageek0666: "By any chance is there a part number for the oil dipstick and the tube?" It seems that many people are searching for this information, especially those who have purchased Ford trucks with 352 engines.Apparently, some models use 6 quarts of oil, while others may only require 5. The difference lies in the size of the oil pan and filter, which can vary depending on the vehicle. Galaxie owners, for instance, need to be aware that their pans have limited room for extra oil.I also found a comment from Santa Monica, CA, where someone mentioned using an adaptor to increase the oil capacity from 5 quarts to 6.5 quarts. Another individual shared their experience with a "Quick Oil Drain Valve" which has worked perfectly for them over the years.It's worth noting that putting 6 quarts of oil in won't hurt anything, as it's unlikely to reach the engine crankshaft. However, some people have experimented and found that using 8 quarts can fill up the entire oil pan.Looking forward to seeing everyone at the meeting tomorrow and discussing our strategies.Many people have successfully completed one FE oil change without recalling filter orientation, a crucial step that can lead to noisy lifters on startup. The Wix, Motorcraft, Fram Tough Guard, and other filters often come equipped with an antidrainback valve that prevents this issue. I used cheaper Fram filters for years with no problems, but now prefer Motorcrafts as they are affordable at Walmart.The correct oil filter adapter varies by model year: horizontal for 1965-1971 F100/350 FE's and vertical for passenger cars from 1965-1971. Using a vertical adapter on a truck can lead to the filter hitting the engine crossmember, causing damage. The original Auto-Lite/Motorcraft 'spin on' oil filter was FL-1, while today's is Motorcraft FL-1A.Some may disagree, but the manual clearly states that approximately 5 quarts plus 1 quart with filter change is recommended, ensuring a proper level of over 5 quarts. This can vary depending on the dipstick and tubes used, making it easy to be off by an inch or more.Interestingly, some owners have found that using six quarts can lead to internal sludge buildup in engines with neglected maintenance or high mileage. Leaded gasoline and old motor oil can cause significant sludge accumulation over time. For a 66 F350, engine oil options like 10/40W and 15-40W may be too high for colder climates. Motorcraft oil filter is already chosen, ensuring compatibility.There's no denying that filter quality is crucial. My truck has around 70k miles on it, but I'm not sure how well it was maintained previously. As a mechanic with over 50 years of driving experience, I've never had an engine failure. In fact, I always ran 10w-40 and changed it at 5,000 miles - still do today. If I were in a warmer climate, I'd switch to 15-40. Eric Logistics Pro agrees that Rotella T4 15-40 has some zinc left in it, but at 70k miles, it might not make much difference. Valvoline VR1 is another option with high zinc content, which is essential for flat tappet cams. Fleet Mechanic suggests using Delo 15w40, but Eric recommends 10-40 instead.Logistics Pro Joined: Dec 2003 Posts: 3,710 Likes: 757 From: Foothills of NC Using a 15w40 synthetic blend like Rotella T5 could be beneficial for your engine. I've been using this oil in my trucks and noticed improved performance, especially in cold weather. The engines are quieter, and there's more power - it's really surprising how well the oil performs. My Ford 4.9 has been with me since '91, and the Dodge V10 since '07. Oil usage is basically zero now.John From: Mariposa, Ca. Don't change your oil! Someone must have believed in using a lot of STP and never changing it. I took apart a '351C and even with soaking for three days, it didn't remove the residue completely. This highlights the mystique surrounding what people believe about oil and additives. It's often entertaining to watch people discuss their opinions.

390 fe oil capacity. Ford fe 352 oil capacity. Ford 352 oil capacity. 352 oil capacity. Ford fe 352 oil type.

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