

# 53-56 FORD F-100 ENGINE INFO

## QUICK HISTORY

The 1953 F-100 was the last year for the flathead engine in the US. Models in Canada, however, (Mercury M-Series), retained the flathead. 1954 saw the introduction of the new 239 CID overhead valve Y-block V8, dubbed "Power King." The six-cylinder engine's displacement was also increased from 215 to 223 CID and power steering was introduced as an option. In 1955 the 239 Y-block was replaced with the 272 and 292.

## ENGINE LIST

Engine	Years	Power
215 CID Straight-6	1953	101 hp (75 kW)
239 CID Flathead V8	1953	100 hp (75 kW)
223 CID Mileage Maker I6	1954–55	115 hp (86 kW)
239 CID Y-block V8	1954–55	130 hp (97 kW)
223 CID Mileage Maker I6	1956	137 hp (102 kW)
272 CID Y-block V8	1956	173 hp (129 kW)
292 CID Y-block V8	1956	

## THE FORD Y-BLOCK

The Y-block engine is a family of overhead valve V8 automobile piston engines from Ford Motor Company. It was introduced in 1954 (1953 trucks celebrated 50 years of Ford with a Flathead V8) on Ford trucks and cars to replace the side-valved Ford Flathead engine and was replaced by the Ford FE engine (on medium cars) and the Ford Windsor engine (on small cars) in 1962, and lasted until 1964 in Ford trucks.

### 239

The first Y-block on Ford automobiles was the 1954 239 in<sup>3</sup> (3.9 L) Ford engine; known for its deep skirting, which causes the engine to resemble a Y. Rated at 130 hp (97 kW), it replaced the 239 in<sup>3</sup> (3.9 L) flathead which was rated at 106 hp (79 kW). The Y-block was considered a major advancement over the flathead.

### 272

The 272 in<sup>3</sup> (4.5 L) version was introduced in 1955. Most standard Fords used this engine. This engine, as well as the 292 version starting in 1956, was also produced by Ford of Brazil at its São Paulo plant facility (Ipiranga plant). The 272 version was used on Brazilian F-series trucks until 1977 and on the Brazilian Galaxie 500, launched in April 1967.

### 292

The 292 in<sup>3</sup> (4.8 L) was also introduced in 1955. It was used in the Ford Thunderbird, Mercury, and some high-end Ford cars. In 1956, it was an optional engine for Ford cars, was commonly used in high-end models, and called the "Thunderbird V8" (the optional larger 312 in<sup>3</sup> engine was called the "Thunderbird Special V8"). The 292 in<sup>3</sup> was also used in Ford trucks, namely the F-100, through 1964.

## 223 MILEAGE MAKER I6

The 215 from the F1 trucks grew to 223 cu in (3.7 L) I-6 for the 1954 F-series. Output was at 115 hp (86 kW) (as the "Mileage Maker" in the trucks) and 120 hp (89 kW) in the 1955 Ford cars. Power was up to 137 hp (102 kW) in the 1956 trucks. The 223 cu in (3.7 L) I-6 was also used in 1963-1964 Ford Trucks which also used the Autolite 1100 Carburetor with stamping C4TF-E and produced 145 hp (108 kW) with 206 ft-lbs of torque.

## 239 FLATHEAD

Ford introduced the 239 cu in (3.9 L) engine in 1939. It produced 95 hp and 170 lb-ft. This was done to provide a more powerful engine for the Mercury cars, which Ford Motor Company started making in 1939. It was used in Mercurys in 1939 and in Fords in 1946. The latest iteration of this engine, used from 1948 to 1953, was initially designated the 8BA in automobiles and the 8RT in trucks. 8RT remained the truck engine designation throughout the entire run from 1948 through 1953. They were essentially identical. Earlier Ford V8s had the unique Ford designed distributor driven directly from the forward end of the camshaft, which was an inconvenient location for maintenance. This final flathead used a more conventional distributor driven at a right angle to the crankshaft and located at the right front of the engine where it was readily accessible. The water inlets and thermostat housings were moved to the front end of the heads, and the 24 studs and nuts that attached the heads on the old engine were replaced by 24 bolts.

