

Water Flow Diagram Ford Engines

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The water jacket is a collection of passages within the block and head. These passages let the coolant circulate around the "hot spots" (valve seats and guides, cylinder walls, combustion chamber, etc.) in order to cool them off. The engine block is actually manufactured in one piece with the water jackets cast into the block and cylinder head.

[coolant flow radiator and engine block](#)

The water flow on all small block fords is the same. In the water pump through the lower hose. Through the block (with trace amounts going to the head through the holes through the head gasket. At the back of the block the water flows through 2 big holes up into the head. Then the water flows forward through the heads.

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A year later, in 1970, the Boss 302 engine was fitted with the D0ZZ- 8501-B water pump. The 351C engine, introduced in 1970, was fitted with the D0AZ-8501-E water pump with a left-hand inlet, just like Boss 302, 302, and 351W engines from 1970 and up. The only real difference in these water pumps is flow rate.

[Ford Small Block Engine Interchange Guide: Cooling System](#)

The water pump hose connects to the lower connection of the heater core. The return from the heater core goes to the top of the intake manifold. The top radiator hose returns water to the radiator. 1912 Model T Ford touring Salmon (ugh!) 1917 Model T Ford Torpedo runabout green 1915 Model T Ford touring Black of course!

[Coolant flow direction on the FE - 332-428 Ford FE Engine ...](#)

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A water-cooled engine block and cylinder head have interconnected coolant channels running through them. At the top of the cylinder head all the channels converge to a single outlet. A pump, driven by a pulley and belt from the crankshaft, drives hot coolant out of the engine to the radiator, which is a form of heat exchanger. Unwanted heat is passed from the radiator into the air stream, and ...

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The cylinder heads are aluminum, and all EcoBoost engines but the 1.0L and the 2.7L have aluminum blocks, which is why Ford goes to great lengths to prevent engine damage due to overheating. The compression ratio is a modest 10:1 for all GTDI engines except the 2.0L, which is 9.3:1, and the 2.3L, which is 9.5:1.

~~Dissecting Ford's EcoBoost Engine | MOTOR~~

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Originates (pushes) at the water pump, flows through the heater core, back to the intake manifold. Note: at the manifold the heater inlet sits next to the engine outlet. Movement of water through the manifold and into the radiator causes a small vacuum at the heater return line (it sucks)!

~~289 Coolant flow direction? | StangNet~~

Ford Products past 1967 Mercury Montclair Breezeway 390 2bbl ... Some FE blocks had a carburetor spacer between the carb and the intake manifold that also had coolant flow. The coolant flows from the front of the engine through the spacer inlet hose and into the carburetor coolant spacer, circulates through the spacer and flows into the heater ...

~~390 intake coolant passage? | Ford Forums~~

The bottom line here is, specify a high-flow water pump for your 429/460 engine. The aftermarket offers a wealth of high-quality water pumps for highperformance use. Edelbrock, Weiand, and Ford Motorsport SVO are all players in this market. Each offers high flow water pumps for the 429/460.

~~Cooling System Interchange for Big-Block Ford Engines Guide~~

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