# 302 Ford Engine Torque Specs



## UNDERSTANDING THE 302 FORD ENGINE TORQUE SPECS: A COMPLETE BUILDERS GUIDE

Few engines in automotive history command the same level of respect and enthusiasm as the Ford 302 small-block, also known as the 5.0L Windsor. Since its introduction in 1968, this powerplant has powered everything from Mustangs and Broncos to F-150s and sedans. Whether you are rebuilding a classic 1969 Boss 302, breathing new life into a Fox Body Mustang, or assembling a crate engine for a hot rod, one element will determine the success of your build more than almost any other: getting the torque specs right.

Torque specifications are the unsung heroes of engine assembly. Applying the correct clamping force ensures gaskets seal properly, fasteners do not fatigue, and critical components like the cylinder heads and main bearings remain securely in place under extreme heat and pressure. This guide provides a thorough, component-by-component walkthrough of the 302 Ford engine torque specs, helping you assemble a powerplant that is both reliable and powerful.

## WHY ACCURATE 302 FORD ENGINE TORQUE SPECS MATTER

Before diving into specific numbers, it is vital to understand why precision matters. An under-torqued bolt can loosen under vibration, leading to oil leaks, coolant leaks, or catastrophic failure. An over-torqued bolt can stretch beyond its yield point, snap during assembly, or distort the component it is securing. For the 302 Ford engine, which features a thin-wall casting design in many variations, even small deviations can cause cylinder bore distortion or head gasket failure. Always use a calibrated torque wrench and follow the specified tightening sequences and steps.

## CYLINDER HEAD TORQUE SPECS FOR THE 302 FORD ENGINE

The cylinder heads are arguably the most critical area for precise torque application. The 302 Ford engine uses a variety of head bolts depending on the year and casting. Early small-block Fords (pre-1969) used 7/16-inch bolts, while most 302 engines from 1969 onward use 1/2-inch bolts. It is essential to identify your specific head bolt set before proceeding.

# 302 Ford Cylinder Head Bolt Torque Sequence

Ford specifies a strict tightening sequence for the 302 head bolts. Always follow this pattern, which is the same for both sides of the engine. The sequence is usually printed on a quality head gasket set or available in the factory service manual. A typical 10-bolt sequence starts at the center and works outward in a spiral pattern.

1. Step 1: Torque all bolts to 55 ft-lbs in the specified sequence.
2. Step 2: Torque all bolts to 65 ft-lbs in the same sequence.
3. Step 3: Retorque all bolts to 70-75 ft-lbs (depending on bolt type) in the same sequence.

For engines using 1/2-inch head bolts, the final torque is typically 70-75 ft-lbs. For 7/16-inch bolts, final torque is usually 65-70 ft-lbs. After the engine has been run and fully warmed up, then cooled down, many builders perform a final hot retorque, especially with composition-style head gaskets. Note that if you are using aftermarket aluminum cylinder heads with a 302 Ford engine block, torque specifications often differ and you must use the head manufacturer's recommendations, typically lower (around 50-65 ft-lbs) to avoid distorting the aluminum casting.

## MAIN BEARING CAP TORQUE SPECS

Main bearing caps secure the crankshaft within the block. For the 302 Ford engine, these are critical to crankshaft end play and oil clearance. The main bearing cap bolts are typically torqued in a specific sequence to ensure even loading of the bearing saddles.

**Standard 302 Main Bearing Torque:** 95-105 ft-lbs for 2-bolt main caps. For 4-bolt main caps (common in high-output and marine versions), the inner bolts are typically 95-105 ft-lbs, and the outer bolts are 65-70 ft-lbs. Always apply engine oil to the bolt threads and under the bolt heads before torquing. Tighten in two or three steps, starting from the center main and working outward. Do not forget to install the main bearing cap alignments and check crankshaft rotation after each cap is torqued.

## CONNECTING ROD TORQUE SPECS

Connecting rod bolts experience extreme cyclical loads. For the 302 Ford engine, two common rod bolt types exist: the standard 3/8-inch bolt and the heavy-duty 3/8-inch bolt used in performance

applications. Using a stretch gauge is the most accurate method for rod bolts, but torque specs remain a reliable reference for standard assemblies.

**Standard 302 Connecting Rod Torque:** 40-45 ft-lbs with engine oil applied to threads and under the nut. If using a torque-to-angle method (common with aftermarket rods and ARP bolts), the spec is often 15 ft-lbs initial, followed by a 90-degree turn. Always verify rotation of the connecting rod on the crankshaft journal after tightening—there should be some side-to-side clearance, and the crank should rotate freely.

## INTAKE MANIFOLD TORQUE SPECS

The intake manifold on a 302 Ford engine is subject to both vacuum and coolant pressure. A warped manifold or improper torque can cause vacuum leaks, coolant leaks, and rough idle. The torque specs vary slightly between cast iron and aluminum manifolds, but the sequence is what matters most.

**302 Intake Manifold Torque:** 25-30 ft-lbs for cast iron manifolds, and 20-25 ft-lbs for aluminum. Tighten in a crisscross pattern starting from the center and working outward, in three stages. Ford's factory sequence for the 302 is specific: start at the center bolts on each side, then work toward the ends. Always apply a small amount of thread sealant to the bolts that go into the water jacket (the front and rear bolts on each side). Retorque after the engine has reached operating temperature and cooled down once.

## EXHAUST MANIFOLD TORQUE SPECS

Exhaust manifolds on the 302 Ford engine are notorious for warping and cracking if not torqued evenly. Use new bolts and lock washers for the best results. Torque the bolts in a spiral pattern from the center outward.

**302 Exhaust Manifold Torque:** 20-25 ft-lbs. Do not overtighten cast iron manifolds, as they can crack around the bolt holes. If using headers, follow the header manufacturer's torque spec, which is often 15-20 ft-lbs with a second retorque after the first heat cycle.

## HARMONIC BALANCER TORQUE SPECS

The harmonic balancer (damper) is pressed onto the crankshaft snout and secured with a large bolt. This bolt must be tight enough to prevent the balancer from walking on the crankshaft but not so tight that it damages the balancer or threads.

**302 Harmonic Balancer Bolt Torque:** 70-90 ft-lbs. For 1969-1970 models with a 7/16-inch bolt, use 70-80 ft-lbs. For 1971 and later models with a 1/2-inch bolt, use 90-100 ft-lbs. Use thread locker (Loctite) on the bolt threads to prevent loosening. Always use a proper balancer installation tool; hammering the balancer on can damage the thrust bearing.

## FLYWHEEL AND FLEXPLATE TORQUE SPECS

The flywheel or flexplate transfers engine power to the transmission. These bolts are subjected to high shear loads and must be torqued precisely with thread locker applied. The torque spec depends on whether you have a manual or automatic transmission application.

**302 Flywheel (Manual Transmission) Torque:** 75-85 ft-lbs. Use 5/16-inch or 3/8-inch bolts depending on the application. Always install new bolts. Apply medium-strength thread locker to the bolts. Torque in a star pattern in two steps.

**302 Flexplate (Automatic Transmission) Torque:** 75-85 ft-lbs. Same general specs, but ensure the flexplate is properly seated against the crankshaft flange. Some later model 302 engines using a one-piece rear main seal require a specific flexplate offset—verify before torquing.

## OIL PAN TORQUE SPECS

The oil pan on a 302 Ford engine has a stamped steel or cast aluminum design, depending on application. The gasket area is large and prone to leaks if over-torqued or under-torqued. Use a quality rubber or cork-rubber gasket and follow a specific tightening sequence.

**302 Oil Pan Torque:** 8-10 ft-lbs for the 1/4-inch bolts. This is quite low and often surprises builders. Over-tightening will distort the pan rail and cause leaks. Tighten in a spiral pattern starting from the center and working outward. Retorque after the first engine run. For aftermarket deep sump oil pans, use the manufacturer's recommended torque, which may be higher if using larger bolts.

## TIMING COVER AND WATER PUMP TORQUE SPECS

The timing cover houses the timing chain and gears, and the water pump mounts directly to the front of the engine. Proper torque on these components prevents coolant leaks and timing cover distortion.

**302 Timing Cover Bolts:** 12-18 ft-lbs. Use a thin bead of silicone sealant at the bottom corners of the cover where it meets the oil pan gasket. The bolts are small and strip easily—do not overtighten.

**302 Water Pump Bolts:** 15-20 ft-lbs. Torque in a crisscross pattern. Apply thread sealant to the bolts that go into the water jacket (the lower bolts). The upper bolts may go into blind holes and do not require sealant. Use new gaskets and ensure the surfaces are clean.

## GENERAL TORQUE TIPS FOR THE 302 FORD ENGINE

To ensure your 302 Ford engine torque specs achieve the intended clamping force, follow these universal best practices:

- **Clean all threads and bolt holes.** Use a thread chaser to remove any debris, rust, or old thread locker from the block and bolt threads. Dirty threads can give a false torque reading.
- **Lubricate threads properly.** Most torque specs assume lightly oiled threads. If using dry threads, the torque reading will be lower than actual clamping force. If using thread locker, use medium strength on critical fasteners like main caps and connecting rods.
- **Use a click-type or beam-type torque wrench.** Digital wrenches are also acceptable. Calibrate your wrench annually. Never use a torque wrench to loosen bolts, as this can

damage the calibration.

- **Always tighten in stages.** A single-stage tightening to final torque can cause uneven loading and distortion. Use at least two stages (50% then 100%) and a third stage for final torque on critical fasteners like head bolts.
- **Follow tightening sequences.** Ford engineered specific sequences to distribute clamping load evenly. Always start at the center and work outward in a spiral pattern for heads and manifolds. For bearing caps, start at the center and work toward the ends.
- **Do not use impact wrenches for final torque.** Impact wrenches can easily overtighten and damage threads. Use them only for quick removal or initial rundown, then switch to a torque wrench for the final spec.

## SPECIAL CONSIDERATIONS FOR PERFORMANCE AND MODIFIED 302 ENGINES

If you are building a high-performance 302 Ford engine, such as a stroker or a boosted application, you will likely use aftermarket fasteners. ARP (Automotive Racing Products) bolts and studs are common upgrades.