

Ford 460 Rv Engine

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~~70's Ford 460 Big Block Budget Build Part 2 - Cleaning PartsFord 460 Rv Engine~~

The Ford 460 V8 engine was part of the Ford 385 series of V8 engines which included the Ford 429 V8 that was used by Lincoln. These two engines proved to be the last of Ford's V8 big block engines but are still quite popular today among engine enthusiasts. Beginning in 1968, the Ford 460 was manufactured at Ford's plant in Lima, Ohio.

~~Ford 460 V8 Engine Specs, Firing Order and Information ...~~

hi i'm a newcommer to the forums and have a few questions about replacing the oem 460 engine in my E350 rv (25 ft, 11,000 pounds) ... Big Block 36 Ford 1 ton truck 460 5spd 1929 Ford Model A 1972 Gran Torino Sport 1987 Thunderbird Turbo Coupe 2006 Ford Ranger. Save Share. Reply. C. C-Leigh Racing · Registered. Joined Mar 9, 2009 · 279 Posts #3 Mar 20, 2009 (Edited) You think the small cc ...

~~best 460 choice for Rv | 460 Ford Forum~~

The Ford 460-cubic-inch, V8 engine has a cylinder bore of 4.36 inches and a crankshaft stroke of 3.85 inches. The output for 460 engines built before 1972 is 365 horsepower at 4,600 rpm and 485 pound-feet of torque at 2,800 rpm. The compression ratio is 10.5:1, and fuel delivery is by an Autolite four-barrel carburetor.

~~Ford 7.5 460 Specifications | It Still Runs~~

As you can surmise from all the answers on this thread, the Ford 460 of that vintage is a great engine except that in RV's they tend to suffer from the dreaded dual fuel pump problem. If one fails (usually in the fuel tank), the other will also fail. The transmission/torque converter is likely to give out before the engine.

~~Topic: What's the life expectancy of a Ford 460 - RV.net~~

I have used 460 Ford V8 engines in drag cars for years and it is a great motor. They NEVER had a problem blowing out sparkplugs that was the later V-10. That is a better engine than a Big Block Chevy ever hopes to be. What transmission comes with that? Is it the Ford EO4D? What ever transmission comes in it make sure you change the ATF every 30,000 miles. You can change the tranny filter every ...

~~Ford chassis 460 Engine any good? - iRV2 Forums~~

My son is looking at a 1995 Dolphin 35ft motorhome with a Ford 460 engine in it. It's his first rv and we have only owned one and our MH has the Ford V10 in it and we are very happy with the engine. I told him I would ask all you wonderful, experienced people about the Dolphin MH and the 460 engine. He is planning on towing a boat behind it. Any information would be appreciated. Thank you ...

~~RV.Net Open Roads Forum: Beginning RVing: Ford 460 engine~~

The 460 was designed from the outset to provide massive low-end torque (as opposed to high-end horsepower) for large truck and car applications, which does give it some potential as a gas saver when built to that end. However, you will have to start with a completely disassembled engine and build it up from scratch. Building the Short Block

~~How Do I Increase Fuel Mileage on a Ford 460 Motor? | It ...~~

The ol 460 is a very durable engine. It's also the most thirsty of the gas engines powering motorhomes. My 95 Bounder w/460 has just clocked over 100K miles. Don't use any oil and runs very well.

~~Ford 460 CID/ 7.6L What do you think? - RV Forum~~

The 429/460 comes from the factory with an dismal flowing exhaust port that backs up quickly and kills engine power. Cleaning up the ports transforms the engine a la Jeckyl and Hyde. In your case, it may help to install a freer flowing exhaast system, but this will help only so much as the exhaust ports will still be the primary restriction.

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~~Ford 460 in 1996 motorhome | Ford Forums~~

Nor is that necessarily how Ford addressed certain matters when a production 460 was to be released as a J-series (Industrial/Marine) engine. Hence, my Point #2 that if it is a build with passenger car clearances and has half-grooved bearings you are asking for trouble, let alone making the poor engine gasp for air at those rpms while trying to pump it in though a tiny 750 cfm carb and then ...

~~460 motorhome motor | 460 Ford Forum~~

460 vs. V-10 in 26' motorhome? Jump to Latest Follow 1 - 15 of 15 Posts. G ... My experience with the Modular line of Ford engines have been ok I guess. My first one a 2002 E-250 with a 5.4L V-8 ran well and got 10 to 11 miles per gallon on a 8,500 lb truck with 3.23:1 rear gears. The engine blew a couple of plugs out and the transmission was going when the odometer reached about 98,000 miles ...

~~460 vs. V 10 in 26' motorhome? | Ford Forums~~

It is the second GM built motorhome I have owned and have had no problems with it. It seems whenever I hear of a catastrophic engine failure in a gas engine it is a Ford product. I know my 5.7L won't run up a mountain like the old 460 or a current V10, but it consistently give far better fuel mileage and little or no problems. I'm not ...

~~RV Gas Engines | MotorHome Magazine~~

I have a 1988 Winnebago with a Ford 460 engine. The RV has a digital dash. I was driving at 60 MPH and the digital dash AND the engine stopped. I cannot get it restarted and the dash is still dark. What do I need to replace? I spoke with the prior owner and he said it had happened B4.

~~I have a 1988 Winnebago with a Ford 460 engine. The RV has ...~~

1973 - 1979 F-100 & Larger F-Series Trucks - RV 460 vs. regular truck 460 - After searching for a good 390/C6 swap for my 1975 F350, I seem to have struck out. FE motors seem to be hard to find around here. Got a question about another candidate. I found a carb'd 460 out of an older RV. Is there any reason I should...

~~RV 460 vs. regular truck 460 | Ford Truck Enthusiasts Forums~~

Ford 460 Engine, Truck or Motorhome, with Electronic Fuel Injection: Application: 2006-2016 Ford 6.8L Gas, 30-Valve, Motorhome Class A: Application: 1988-1998 Ford F53 Ford 7.5L Gas Motorhome, John Deere, OshKosh, Ford 460 Motorhome Class A, Electronic Fuel Injection: Banks Power 49090 PowerPack System New Low Price: \$2,329.00. Banks Power 49091 PowerPack System New Low Price: \$2,209.00. Banks ...

~~Banks Products for GAS MOTORHOMES | FORD~~

Looking at a 1998 Winnebago 33 WQ built on a 1997 F53 chassis with 460 engine and I believe a E4OD but may have a 4R100. Has Banks power pack but not sure it has Banks Transcommand module. Has what looks like to be a Class III bolt on hitch which is probably rated for 3500 lbs. Looking at towing a 16 foot flat deck car trailer and a Volvo XC 90 on the trailer. Volvo weighs in at 4800lbs and ...

~~Towing Capacity of F53 with 460 engine and E4OD trans ...~~

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What is the recommended weight oil for a 460 Ford in a 27' motorhome chassis. I do not have the owners manual and all I can find online is for 96 and newer Fords. I am guessing 10w- 30w but just a guess. Thanks for any advise. Don. Don, The Ford Motorhome Chassis Service Guide published in 1994 says 5W30 is preferred for all temperatures and also shows 15W40 as acceptable for operating in ...

~~Oil for 460 Ford | rec.outdoors.rv travel~~

Ford: 000 miles..a trip from NY to Indiana, the RV kept stalling I have a 1995 Four Winds RV, built by Ford with their 460ci V8 engine. The RV has about 120,000 miles on it. Recently, on a trip from NY to Indiana, the RV kept stalling towards the end of the trip (a

Ford was unique in that it had two very different big-block engine designs during the height of the muscle car era. The original FE engine design was pioneered in the late 1950s, primarily as a more powerful replacement for the dated Y-block design. What began as torque engines meant to move heavyweight sedans morphed into screaming high-performance mills that won Le Mans and drag racing championships throughout the 1960s. By the late 1960s, the FE design was dated, so Ford replaced it with the 385 series, also known as the Lima design, in displacements of 429 and 460 ci, which was similar to the canted-valve Cleveland design being pioneered at the same time. It didn't share the FE pedigree of racing success, mostly due to timing, but the new design was better in almost every way; it exists via Ford Motorsports' offerings to this day. Beginning in 1971, the 429 found its way between the fenders of Mustangs and Torinos in high-compression 4-barrel versions called the Cobra Jet and Super Cobra Jet, and they were some of the most powerful passenger car engines Ford had ever built. If the muscle car era had not died out shortly after the release of these powerful engines, without a doubt the 429 performance variants would be ranked with the legendary big-blocks of all time. In this revised edition of How to Rebuild Big-Block Ford Engines, now titled Ford 429/460 Engines: How to Rebuild, Ford expert Charles Morris covers all the procedures, processes, and techniques for rebuilding your 385 Series big-block. Step-by-step text provides details for determining whether your engine actually needs a rebuild, preparation and removal, disassembly, inspection, cleaning, machining and parts selection, reassembly, start-up, and tuning. Also included is a chapter in building the

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special Boss 429 engines, as well as a bonus chapter on the Ford 351 Cleveland, Ford's little brother to the big-block.

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