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Introduction The automotive world witnessed a revolution in 1908 when Henry Ford introduced the iconic Model T, forever changing the landscape of personal transportation. While the Model T itself was a breakthrough, the heart of any vehicle lies beneath its hood – the engine. In this journey through time, we'll explore the evolution of Ford car engines from the birth of the Model T in 1908 to the early 1950s. The Birth of the Model T and the Model A Henry Ford's vision was to make automobiles accessible to the masses, and the Model T was the embodiment of that vision. Introduced in 1908, the Model T featured a 2.9L, 4-cylinder engine capable of producing 20 horsepower. This engine was a significant departure from the complex and expensive engines of the time, focusing on simplicity, durability, and affordability. As the Model T gained popularity, so did the need for more power and versatility. In 1927, the Model A replaced the Model T, featuring a more advanced 3.3L, 4-cylinder engine with an improved 40 horsepower. The transition from the Model T to the Model A marked a shift toward more refined and powerful engines. Primarily developed for the Model A car application it was one of the most mass-produced automobile engines of the 1920s and 1930s, widely used in automobiles, trucks, tractors and a wide variety of other vehicles and machinery. The Model A Engine was replaced 1932, with an updated 4-cylinder engine,for the Model B. The V8 Revolution The early 1930s marked a pivotal moment in Ford's engine evolution with the introduction of the flathead V8 engine. In 1932, Ford stunned the automotive world by launching the Ford V8 Model 18. This innovative engine design featured eight cylinders arranged in a V-shaped configuration, providing a substantial boost in power and performance compared to its predecessors. The flathead V8 became an automotive legend, with various displacements over the years, ranging from 2.2L to 3.6L. This engine not only set new standards for power but also became a favorite among hot rodders and custom car enthusiasts due to its modifiability. World War II and the Post-War Boom During World War II, Ford, like other automakers, shifted its focus to wartime production. The production of civilian vehicles was put on hold, and resources were dedicated to building military vehicles and equipment. The war effort accelerated technological advancements, which later influenced post-war car designs. After the war, Ford was ready to meet the demands of a rapidly growing economy and a burgeoning middle class. The late 1940s saw the introduction of the first post-war cars, including the iconic Ford F-Series trucks. These vehicles were equipped with engines that continued to evolve in terms of efficiency and power. The Y-Block and the OHV Engine In 1954, Ford introduced the Y-Block V8 engine, featuring a more modern overhead valve (OHV) design. This engine marked a departure from the flathead V8 and offered improved efficiency and power. The Y-Block engines were available in various displacements, ranging from 239 cubic inches to 312 cubic inches. This period laid the groundwork for Ford's future engine developments, setting the stage for the Windsor, FE, and Cleveland engine families that would dominate Ford's lineup in the coming decades. Conclusion The evolution of Ford car engines from 1908 to 1953 reflects not only advancements in technology but also the changing needs and aspirations of society. From the simplicity of the Model T's 4-cylinder engine to the power and performance of the flathead V8 and the Y-Block, each era brought new innovations that contributed to the legacy of Ford. Photos from Wikipedia Related Ford engines are those used in Ford Motor Company vehicles and in aftermarket, sports and kit applications. Different engine ranges are used in various global markets. A series of Ford DOHC 12-valve straight-three engines with Twin Independent Variable Camshaft Timing (Ti-VCT), labelled as Fox (1.0 L), Duratec (1.1 L), Dragon (1.2 L and 1.5 L)[1] and as EcoBoost (1.0 L and 1.5 L) when turbocharged. 2012–present 1.0 L Fox Ti-VCT I3, naturally aspirated. The smallest Ford 3-cylinder engine. Displacement: 998 cc Bore x stroke: 71.9 mm x 82.0 mm Compression ratio: 12.0:1 Maximum power: 65–85 PS (48–63 kW; 64–84 hp) at 6300–6500 rpm Maximum torque: 100–105 N·m (74–77 lb·ft) at 4100–4500 rpm Applications: 2013–2017 Ford Fiesta 2016–2021 Ford Ka 2012–present 1.0 L EcoBoost I3 The turbocharged version of 1.0 L Fox engine. 2017–2023 1.1 L Duratec Ti-VCT I3, naturally-aspirated. Displacement: 1084 cc Bore x stroke: 73.0 mm x 86.3 mm Compression ratio: 12.0:1 Maximum power: 70–85 PS (51–63 kW; 69–84 hp) at 5000–6500 rpm Maximum torque: 108–110 N·m (80–81 lb·ft) at 3500 rpm Application: 2017–2023 Ford Fiesta 2017–2021 1.2 L Dragon Ti-VCT I3, naturally aspirated. Based from 1.5 L Dragon engine but with smaller piston and without balancer shaft.[2] Displacement: 1194 cc Bore x stroke: 75.0 mm x 90.0 mm[citation needed] Compression ratio: 11.2:1 Maximum power: 96 PS (71 kW; 95 hp) PS at 6500 rpm Maximum torque: 119 N·m (88 lb·ft) at 4250 rpm Applications: 2017–2021 Ford Figo/Aspire/Freestyle 2017–present 1.5 L Dragon Ti-VCT I3, naturally aspirated. Displacement: 1497 cc Bore x stroke: 84.0 mm x 90.0 mm Compression ratio: 11.0:1 Maximum power: 123–128 PS (90–94 kW; 121–126 hp) at 6500 rpm 136 PS (100 kW; 134 hp) at 5500 rpm (ethanol) Maximum torque: 150–158 N·m (111–117 lb·ft) at 4250–4750 rpm 150–158 N·m (111–117 lb·ft) at 4750 rpm (ethanol) Applications: 2017–2023 Ford EcoSport 2018–present Ford Focus 2018–2021 Ford Ka 2018–present 1.5 L EcoBoost I3 The turbocharged version of 1.5 L Dragon engine. 1904–1906 Ford Model B (1904) engine 1906–1908 Ford Model N/R/S engine 1908–1927 Ford Model T engine 1928–1931 Ford Model A engine (also see Ford Model A (1927–1931)) 1932–1934 Ford Model B engine (see Ford Model B (1932)) 1932–1962 Ford Sidevalve 1951–1966 Consul 4—(United Kingdom) 1955–1965 Taunus M—(Germany) 1961–1977 Essex V4—(United Kingdom: Used in Transit Mk.1, Granada Mk.1/Consul, Capri Mk.1) (South Africa: Used in Ford Corsair, Ford Capri Mk. 1, Ford Cortina Mk III) 1962–1981 Taunus V4 (or Cologne V4)—(Germany) Used in Ford Taunus V4, Saab Saab 95, Saab Sonett and Saab 96 until 1980. 1968–1983 Renault Cléon engine—Ford Corcel from Willys/Renault Dauphine (Brazil) 1983–1995 CHT—(Brazil) 1959–2002 Kent—(UK) 1.0–1.6 L I4 (Europe) 1959–1968 Kent (Original) 1.0–1.5 L (used in Anglia, Consul Capri, Cortina Mk.1) 1962–1975 Lotus Twin Cam 1.6 L (used in Lotus Elan, Cortina, Europa, Ford Escort, and Caterham Super Seven) 1967–1980 Crossflow 1.1 L, 1.3 L, 1.6 L (used in Cortina Mk.2, Capri Mk.1, Escort Mk.1 & Mk.2, Ford Fiesta Mk.1 (1.6 versions), Reliant Anadol (1.3 and 1.6 versions) 1969–198? BDA 1.6 L (used in Escort RS1600, and Caterham Super Seven) 1976–1989 Valencia 1.0 L, 1.1 L, 1.3 L (used in Fiesta Mk.1 & Mk.2, Escort Mk.3, Orion 1989–1995 HCS 1.0 L, 1.1 L, 1.3 L (used in Fiesta Mk.3, Orion Mk.2/Escort Mk3-6) 1995–2002 Endura-E 1.3 L OHV (UK: Fiesta Mk.4, Ka) 1970s OHC/Pinto/T-88 Series 1970–1989 EAO—1.3 L–2.0 L Cortina Mk.3-Mk.5, Sierra, Capri Mk.2&3, Granada Mk.2&3, Scorpio, Transit 1974–1990s OHC—2.3 L (used in the Pinto, Mustang, the Merkur XR4Ti, 1975–79 Brazilian Maverick and Thunderbird Turbo Coupe) 1983– OHC—2.0 L 2.3 L and the 2.5 L for the Ranger 1989– I4 DOHC (used in Sierra, Scorpio/Granada Mk.3, Transit) 1972–2000 York (Diesel) 2.3 L, 2.4 L, 2.5 L (Used in Transit, A-Series (4 and 6-cyl version), London Taxi, also Ford-Iveco trucks, "DI" (Direct-Injection) version from 1984–on) 1980–2002 CVH—1.1 L/1.3 L/1.4 L/1.6 L/1.8 L/1.9 L/2.0 L Escort (International), Escort (North America), Orion, Fiesta Mk.2, Sierra (Europe, Sierra from '89 onwards, 1.9 L and 2.0 L for USA only) 1984–1994 HSC—2.3 L/2.5 L for Tempo and Taurus 1983–1996 LT—(Diesel) 1.6 L/1.8 L/ 1.8 L turbodiesel. Used in Escort, Orion, Fiesta 1986–2000 Lynx—(Diesel) 1.8 L/ 1.8 L turbodiesel. Used in Escort, Orion, Fiesta, Mondeo. Later branded as Endura-DE and developed to Duratorq DLD-418. 1990s Mazda F—Mazda-engine 2.2 L for Probe 1992–2004 Zeta/Zetec/Zetec-E (Used in Escort ZX2 (North America), Escort Mk.5 / Orion, Fiesta Mk.4, Ford Fiesta Mk.3/3.5, Mondeo Mk.1, Focus) (Ford Aspire/Kia) 1995– Zetec-SE (Sigma) (Used in Fiesta Mk.4, Puma, Focus) 2000– Duratorq—Diesel (Europe: Used in Mondeo Mk.3, Focus, Transit, Transit Connect, London Taxi TX1 (from 2002 onwards)) 2000– Duratec 8v/HE/20/23—(Duratec branded Mazda-engine used in Mondeo Mk.3, Focus Mk.2) 2000–present Power Stroke 3.0[3]—3.0 L Diesel (Brazil), Used in Ford Ranger (Argentina) 2009–present EcoBoost—1.6 L/2.0 L Ford Sigma 1.6 L and L 2.0 L-engine with Direct Injection Spark Ignition 2013–present EcoBoost—1.5 L 2016–present EcoBlue—Diesel 2012–present; The 3.2 is an I5 engine used in the Ford Transit, the Ford Ranger, Ford Everest, Mazda BT-50 and the Vivarail. For the North American-spec Transit, * the 3.2 L Duratorq is modified to meet American and Canadian emissions standards and is branded as a Power Stroke engine. The 3.2 Power Stroke is rated 188 PS (138 kW; 185 hp) and 470 N·m (350 lb·ft).[8] 2004–2011;The 2.5 Duratec is an inline 5 engine used in the Ford Focus ST225,Kuga,S-Max ST and various Volvo T5 models.It features DOHC, 20 valves and Ti-VCT.It displaces 2521cc and produces 166 kW (225hp) and 320 N.m (236lb.ft) in the ST or 227 kW (305hp) and 440 N.m (324.5lb.ft) in the Focus RS, or even up to 257kW (345hp) and 460 N.m (339lb.ft) in the RS500 Ford was late to offer a six-cylinder engine in their cars, only introducing a six in 1941 after the failure of the 1906 Model K. The company relied on its famous Flathead V8 for most models, only seriously producing six-cylinder engines in the 1960s. The company was also late with a V6 engine, introducing a compact British V6 in 1967 but waiting until the 1980s to move their products to rely on V6 engines. The company has relied on seven major V6 families ever since, the Cologne/Taunus V6, British Essex V6, Canadian Essex V6, Vulcan V6, Mondeo V6, Cyclone V6, and Nano V6. The first five of these lines are no longer in production, leaving only the Cyclone and Nano as the company's midrange engines. 1906–1907 Model K straight-6 1941–2016 Straight-6 1941–1951 226 CID Flathead 1948–1953 254 CID Flathead used in buses and two ton trucks 1952–1964 OHV (215, 223, 262) 215-223 used in car and non-HD pickups. 262 used in HD trucks only. 144 CID straight-6 in a 1964 Ford Falcon 1960–1993 (Longer in Australia) 'Falcon Six' OHV (144, 170, 200, 250) car usage. 1964–1996 OHV (240, 300, 4.9 L) truck 6 built in Cleveland, Ohio 1988–2002 Ford Australia SOHC I6 Falcon engines 1988–1989 3.2 L SOHC 1988–1992 3.9 L SOHC 1992–2002 4.0 L SOHC 1998–2002 4.0 L SOHC VCT 2002–2016 Ford Australia Barra DOHC I6 4.0 L engines 1951–1966 Zephyr 6—(United Kingdom) 1964–2011 Cologne/Taunus V6—1.8–4.0 L pushrod and SOHC V6 1966–1988 (2000 in South Africa) British Essex V6—60° British V6 2.5/3.0/3.1/3.4 L 1982–2008 Canadian Essex V6—90° V6, 3.8/3.9/4.2 L models 1986–1987 Ford-Cosworth GBA engine—120° V6, 1.5 L (Formula One engine) 1986–2007 Vulcan V6—60° pushrod V6 3.0 L, originally designed for the Taurus 1989–1995 SHO V6 3.0/3.2 L DOHC V6 1994–2012 Mondeo V6 aluminum 60° DOHC 1994–2002 Duratec 25—2.5 L 1996–2012 Duratec 30—3.0 L 2000–2011 Jaguar AJ-V6—2.1/2.5/3.0 L 2003–present Ecotorq—7.3/9.0/12.7 L Diesel 2004–present AJD-V6—2.7 L Diesel 2006–2016 SI6—3.0/3.2 L I6 designed by Volvo[citation needed] 2006–present Cyclone V6 aluminum 60° DOHC 2018 Duratec 33—3.3 L 2006–present Duratec 35—3.5 L 2007–present Duratec 37—3.7 L 2009–present EcoBoost V6 engine 2015–present EcoBoost—2.7 L 2016–present EcoBoost—3.0 L 2009–present EcoBoost—3.5 L "Ford V-8" and "Ford V8" redirect here. For Ford's first mass-produced car with a V-8 engine, see 1932 Ford. Ford introduced the Flathead V8 in their affordable 1932 Model 18, becoming a performance leader for decades. In the 1950s, Ford introduced a three-tier approach to engines, with small, mid-sized, and larger engines aimed at different markets. All of Ford's mainstream V8 engines were replaced by the overhead cam Modular family in the 1990s and the company introduced a new large architecture, the Boss family, for 2010. 1920–1932 Lincoln 60 Degree Fork & Blade V8—(357.8 and 384.8 cu in (5.9 and 6.3 L)) The Fork and Blade V8 used a novel approach for the piston connecting rods, which meant two connecting rods shared one bearing on the crankshaft, which allowed for a short crankshaft and a smaller overall engine size. 1932–1953 Flathead V8 1940–1950 Ford GAA engine, exclusively for armored fighting vehicle military use 1952–1963 Lincoln Y-block V8 engine(317/341/368), HD truck (279/302/317/332) 1954–1964 Y-block V8—small-block Ford/Mercury/Edsel (239/256/272/292/312) 1958–1968 MEL V8—big-block Mercury/Edsel/Lincoln (383/410/430/462) 1958–1976 FE V8—medium-block Ford/Edsel 1958–1971 Generation I (332/352/360/361/390) 1962–1973 Generation II (406/410/427/428) 1965–1968 Ford 427 side oiler FT truck (330/359/361/389/391) 427 SOHC** 1958–1981 Super Duty truck engine—big-block (401/477/534) 1962–2000 small-block (221/255/260/289/289HP/302/351W/Boss 302/427 aluminum) 1963–1971 Ford Indy V8 engine (U.S.A.C. IndyCar engine) 1968–1997 385 V8—big-block (370/429/Boss 429/460/514) 1975–2007 Ford-Cosworth Indy V8 engine (U.S.A.C. IndyCar engine) 1970–1982 335/Cleveland V8—small-block (351 Cleveland/400/351M/Boss 351) 1969–1982 Ford Australia produced Cleveland V8 engines 302/351 (Geelong plant) 1983–2010 Ford/Navistar Diesel V8 1983–1987—6.9 L IDI (indirect injection) 1988–1993—7.3 L IDI 1993–1994.5—7.3 L IDI with Turbo 1994.5–2003.5—7.3 L DI (direct injection) "Power Stroke" 2003.5–2009—6.0 L DI "Power Stroke" (E and F-series vehicles) 2008–2010—6.4 L DI "Power Stroke" (F-series only) 1989–1993 Ford-Cosworth HB engine—DOHC 3.5 L (Formula One racing engine) 1991–present Modular V8 —SOHC/DOHC 4.6/5.0/5.4/5.8 L 1997–present Triton V8—truck versions of the Modular 2003–2004 Terminator V8 DOHC Supercharged 4.6 L 2010–2016 'Ford Miami Coyote V8 based Ford Australia Ford Performance Vehicles 5.0 L Supercharged DOHC VCT on intake cams only 2011–present Coyote V8 —DOHC TiVCT 5.0 L; In 2018 dual fuel injection added providing both port and direct injection. 2013–2014 Trinity V8 5.8 L, supercharged (Shelby GT500) 2016–2020 Voodoo V8 —DOHC 5.2 L (Shelby GT350/350R) 2020–2022 Predator V8 —DOHC 5.2 L, supercharged (Shelby GT500 & 2022 F-150 Raptor R) 2023–present Carnivore V8 —DOHC 5.2 L, supercharged (2023 F-150 Raptor R) 1994–1997 Ford-Cosworth EC / ED engine—DOHC 3.0/3.5 L (Formula One racing engine) 1996–2020 Jaguar AJ-V8—small displacement DOHC V8 engine family also used by Lincoln LS and Ford Thunderbird 1996–1999 SHO V8—3.4 L DOHC 60° V8 designed and produced with Yamaha Motor Corporation.[citation needed] This engine was only used in the Taurus SHO V-8. 2005–2010 Volvo V8—4.4 L DOHC 60° V8 produced by Yamaha Motor Company in Japan in connection with Volvo Skövde Engine plant Sweden.[citation needed] Cosworth DFV—DOHC 3.0-liter Formula One racing engine 2006–present AJD-V8—DOHC 3.6 L twin-turbo Diesel 2009–2022 4.4 Turbo Diesel V8—DOHC 4.4 L twin-turbo Diesel 2010–2022 Boss V8—SOHC 6.2 L 2011–present Scorpion Diesel V8—"Power Stroke" OHV 6.7 L 32-valve DI turbo diesel (F-series only) 2020–present Godzilla V8 — Pushrod V8 7.3 L (445 cu in), gasoline, naturally aspirated, port fuel injected, variable timing, 16valve, 10.5:1 compression made for F-series Super Duty models. 1997–2021Triton V10—6.8 L SOHC 90° Modular V10 truck engine 1999–2005 Ford-Cosworth JD / VJ engine (Formula One engine) 1999–2005 Ford-Cosworth CR engine (Formula One engine) 2001 5.8 L DOHC 90° Modular V10, 4 valves/cyl. (Experimental). Ford Powertrain Division.[4] 1932–1942 Lincoln L-head V12 (382/414/448) 1936–1948 Lincoln-Zephyr V12 (267/292/306) 1941 Ford V-12 aero engine 1941 Ford GAC V12 1995 Ford GT90 engine (used in the Ford GT90 concept car.) ^ Kelshikar, Tushar (27 December 2017). "Ford to debut Dragon 1.2 L petrol engine on Figo crossover". www.team-bhp.com. ^ Parekh, Nishant (27 December 2017). "Dragon 1.2 petrol, new gearbox to debut on new compact Ford". www.autokarindia.com. ^ Ford Ranger Owner's manual - p.192 Archived 2012-03-21 at the Wayback Machine (in Spanish) - Accessed 03/08/2011 ^ "Undercover Boss—A Look Inside Ford's Prototype V10 Mustang". 29 September 2018. Website & Forums dedicated to the Ford Windsor Engine Specs on Ford overhead valve V8 engines Retrieved from " Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. From its founding in 1903 by Henry Ford in Detroit, Ford Motor Company grew to become one of the world's largest and most influential automakers over the next 120 years. Powered by the revolutionary Model T and assembly line production, Ford revolutionized personal travel and manufacturing alike as it expanded globally. The following timeline chronicles the major events, vehicles, acquisitions, innovations and more in the remarkable history of Ford.EARLY HISTORY (1903-1929)© History Oasis1903 — Henry Ford & FoundingThe Ford Motor Company founded by Henry Ford and 11 associates on June 16th, 1903 in Detroit, Michigan, beginning production of the Model A from the company's Mack Avenue plant.1908 — Model TThe revolutionary mass-market Model T is introduced, initially selling for $850. Its simple design and affordability help make car ownership accessible to middle class Americans. By 1918 half of all cars on the road were Model Ts.1911 — International ExpansionTo meet international demand, Ford opens its first factory abroad in Trafford Park, Manchester, England. This begins Ford's expansion into Europe and the global marketplace.1914 — 40 Hour Workweek A landmark $5 per 8-hour workday offered to Ford factory workers in Detroit, more than doubling pay. This establishes the modern 40-hour, 5-day work week that becomes the labor standard.1916 — Assembly LineFord pioneers moving assembly lines and mass production, selling over 1 million Model Ts in one year for the first time.1919 — Lincoln Motor CompanyFord acquires the prestigious luxury automaker Lincoln Motor Company to expand into the high-end market. The acquisition costs $8 million.1927 — Model AAfter selling over 15 million Model Ts, the cornerstone Model A goes into production as Ford shifts to a more conventional design. Features standard electrical systems and hydraulics.MID-CENTURY EXPANSION (1930-1979) © History Oasis1932 — V8 EngineFord unveils its groundbreaking flathead V8 engine, the first affordable and mass-produced V8 bringing unprecedented power to mainstream cars.1941-1945 — WW2With American auto plants redirected for the war effort—Ford manufactures bombers, jeeps, tanks, aircraft engines helping the Allies achieve victory in WWII.1946 — 1 Million CarsPost-war economic boom fuels massive auto demand—Ford division sells over 1 million vehicles again now that factories have retooled for consumer production.1952 — Ford MainlineFord Mainline becomes the first low-priced, mass production car with power steering offered as an option, seen as a major innovation.1956 — IPOFord completes its IPO, selling common stock publicly for the first time. The Ford family retains 40% ownership, establishing precedent for dual-class share structure.1959 — Ford FalconThe compact Ford Falcon introduced to compete with popular imports like Volkswagen. Wins Motor Trend Car of the Year award.1964 — European ExpansionFollowing earlier European success, Ford creates Ford Europe joint holding company to consolidate manufacturing and selling operations across the continent.1965 — 2 Million Auto SalesTotal Ford division sales eclipse 2 million vehicles in one year for the first time, establishing it as an auto sales leader.1966-1969 — Le MansThe legendary Ford GT40 dominates endurance racing, winning the iconic 24 Hours of Le Mans 4 straight years demonstrating Ford's engineering prowess.1970 — Continental Mark IIIContinuing to target the lucrative high-end market, Ford launches the Continental Mark III luxury coupe, sparking the "personal luxury car" craze.MODERN ERA (1980-PRESENT) © History Oasis1981 — HertzFord acquires Hertz Rent-a-Car corporation, the largest US car rental company, for $1.3 billion in cash as part of a diversification strategy.1985 — Jaguar MotorsFord purchases storied British sports car maker Jaguar Motors and forms the Premier Automotive Group division to manage new luxury brands.1989 — Aston MartinContinuing high-end brand acquisition, Ford buys legendary Aston Martin of James Bond fame for $150 million at auction.1999 — VolvoExpands European presence purchasing Sweden's Volvo car group for $6.45 billion, attracting safety-focused customer segment.2000 — Bill FordBill Ford, the great grandson of Henry Ford, assumes CEO role—the first non-family member to lead the company in its history after owning family had controlled for nearly 100 years.2008 — Luxury Burnout Facing dire financial pressures during the Great Recession, Ford sells ultra luxury brands Jaguar and Land Rover to India's Tata Motors. The brands were part of the Premier Auto Group.2020 — EV ExpansionAnnounces major global reorganization and $11 billion investment to rapidly transition vehicle production to EVs, autonomous, and mobility technologies.2022 — Reorganization Launches first major reorganization in 120 years, splitting into 3 distinct auto divisions: Ford Blue (ICE vehicles), Ford Model E (EVs), and Ford Pro (commercial vehicles).2023 — Mustang Mach-EPioneers hands-free "BlueCruise" driving assistance in the UK, allowing drivers to remove hands from wheel on highways when system activated. First offered on electric Mustang Mach-E. From revolutionizing the automotive industry to shaping the way we perceive vehicles, Ford has left an indelible mark on history. At the heart of this legacy lies its engines, the powerhouse that propels the iconic vehicles we know and love. Join us on a captivating journey through time as we delve into the fascinating history of Ford engines. Unveiling the Legacy: A Journey through The history of Ford engines The story of Ford engines traces back to the company's inception in 1903 when Henry Ford revolutionized mass production with the Model A. This pioneering spirit extended to engines, with the Model T debuting in 1908, equipped with a simple yet robust four-cylinder engine. This engine set the stage for Ford's dominance in the automotive industry. Unveiling the Legacy: A Journey through The history of Ford engines In the 1930s, Ford introduced the flathead V8 engine, a technological marvel that offered unparalleled power and performance for its time. This engine not only powered Ford's passenger cars but also found its way into trucks and even military vehicles during World War II. The flathead V8 cemented Ford's reputation as an innovator in engine design. Unveiling the Legacy: A Journey through The history of Ford engines As the automotive landscape evolved, so did Ford's engines. In the 1960s, the Windsor engine family emerged, featuring a lightweight and compact design coupled with impressive power output. The legendary Windsor engines powered iconic vehicles like the Mustang, delivering exhilarating performance on the open road and the racetrack alike. Unveiling the Legacy: A Journey through The history of Ford engines In the 21st century, Ford embraced innovation with the EcoBoost engine lineup, heralding a new era of efficiency without compromising performance. By leveraging turbocharging and direct injection technology, EcoBoost engines deliver the power of a larger displacement engine with the fuel efficiency of a smaller one. From compact cars to rugged trucks, EcoBoost engines have become synonymous with Ford's commitment to sustainability and performance. Unveiling the Legacy: A Journey through The history of Ford engines Ford's engine prowess extends beyond the realm of streetcars, with a rich legacy in motorsports. From dominating NASCAR to conquering the grueling terrain of the Baja 1000, Ford engines have consistently pushed the boundaries of performance and endurance. The iconic Ford GT40, powered by a roaring V8 engine, famously clinched victory at the 24 Hours of Le Mans, solidifying Ford's place in racing history. Unveiling the Legacy: A Journey through The history of Ford engines As we gaze into the future, Ford continues to innovate with electric and hybrid powertrains, ushering in a new era of mobility. With a relentless pursuit of excellence and a commitment to sustainability, Ford's engines will undoubtedly play a pivotal role in shaping the future of transportation. Unveiling the Legacy: A Journey through The history of Ford engines The history of Ford engines is a testament to the company's ingenuity, perseverance, and commitment to excellence. From the pioneering days of the Model T to the cutting-edge technology of EcoBoost, Ford engines have continuously evolved to meet the ever-changing demands of drivers worldwide. As we celebrate this rich legacy, we eagerly anticipate the exciting innovations that lie ahead, ensuring that the spirit of innovation that defines Ford engines will continue to drive us forward for generations to come. Unveiling the Legacy: A Journey through The history of Ford engines Toyota 1VD-FTV Engine Review Yanmar 8LV Diesel Marine Engines Ford Automatic Transmissions For Sale Chevrolets Engines For Sale Mercedes M278 Engine Ford engines are those used in Ford Motor Company vehicles and in aftermarket, sports and kit applications. Different engine ranges are used in various global markets. A series of Ford DOHC 12-valve straight-three engines with Twin Independent Variable Camshaft Timing (Ti-VCT), labelled as Fox (1.0 L), Duratec (1.1 L), Dragon (1.2 L and 1.5 L)[1] and as EcoBoost (1.0 L and 1.5 L) when turbocharged. 2012–present 1.0 L Fox Ti-VCT I3, naturally aspirated. The smallest Ford 3-cylinder engine. Displacement: 998 cc Bore x stroke: 71.9 mm x 82.0 mm Compression ratio: 12.0:1 Maximum power: 65–85 PS (48–63 kW; 64–84 hp) at 6300–6500 rpm Maximum torque: 100–105 N·m (74–77 lb·ft) at 4100–4500 rpm Applications: 2013–2017 Ford Fiesta 2016–2021 Ford Ka 2012–present 1.0 L EcoBoost I3 The turbocharged version of 1.0 L Fox engine. 2017–2023 1.1 L Duratec Ti-VCT I3, naturally-aspirated. Displacement: 1084 cc Bore x stroke: 73.0 mm x 86.3 mm Compression ratio: 12.0:1 Maximum power: 70–85 PS (51–63 kW; 69–84 hp) at 5000–6500 rpm Maximum torque: 108–110 N·m (80–81 lb·ft) at 3500 rpm Application: 2017–2023 Ford Fiesta 2017–2021 1.2 L Dragon Ti-VCT I3, naturally aspirated. Based from 1.5 L Dragon engine but with smaller piston and without balancer shaft.[2] Displacement: 1194 cc Bore x stroke: 75.0 mm x 90.0 mm[citation needed] Compression ratio: 11.2:1 Maximum power: 96 PS (71 kW; 95 hp) PS at 6500 rpm Maximum torque: 119 N·m (88 lb·ft) at 4250 rpm Applications: 2017–2021 Ford Figo/Aspire/Freestyle 2017–present 1.5 L Dragon Ti-VCT I3, naturally aspirated. Displacement: 1497 cc Bore x stroke: 84.0 mm x 90.0 mm Compression ratio: 11.0:1 Maximum power: 123–128 PS (90–94 kW; 121–126 hp) at 6500 rpm 136 PS (100 kW; 134 hp) at 5500 rpm (ethanol) Maximum torque: 150–158 N·m (111–117 lb·ft) at 4250–4750 rpm 150–158 N·m (111–117 lb·ft) at 4750 rpm (ethanol) Applications: 2017–2023 Ford EcoSport 2018–present Ford Focus 2018–2021 Ford Ka 2018–present 1.5 L EcoBoost I3 The turbocharged version of 1.5 L Dragon engine. 1904–1906 Ford Model B (1904) engine 1906–1908 Ford Model N/R/S engine 1908–1927 Ford Model T engine 1928–1931 Ford Model A engine (also see Ford Model A (1927–1931)) 1932–1934 Ford Model B engine (see Ford Model B (1932)) 1932–1962 Ford Sidevalve 1951–1966 Consul 4—(United Kingdom) 1955–1965 Taunus M—(Germany) 1961–1977 Essex V4—(United Kingdom: Used in Transit Mk.1, Granada Mk.1/Consul, Capri Mk.1) (South Africa: Used in Ford Corsair, Ford Capri Mk. 1, Ford Cortina Mk III) 1962–1981 Taunus V4 (or Cologne V4)—(Germany) Used in Ford Taunus V4, Saab Saab 95, Saab Sonett and Saab 96 until 1980. 1968–1983 Renault Cléon engine—Ford Corcel from Willys/Renault Dauphine (Brazil) 1983–1995 CHT—(Brazil) 1959–2002 Kent—(UK) 1.0–1.6 L I4 (Europe) 1959–1968 Kent (Original) 1.0–1.5 L (used in Anglia, Consul Capri, Cortina Mk.1) 1962–1975 Lotus Twin Cam 1.6 L (used in Lotus Elan, Cortina, Europa, Ford Escort, and Caterham Super Seven) 1967–1980 Crossflow 1.1 L, 1.3 L, 1.6 L (used in Cortina Mk.2, Capri Mk.1, Escort Mk.1 & Mk.2, Ford Fiesta Mk.1 (1.6 versions), Reliant Anadol (1.3 and 1.6 versions) 1969–198? BDA 1.6 L (used in Escort RS1600, and Caterham Super Seven) 1976–1989 Valencia 1.0 L, 1.1 L, 1.3 L (used in Fiesta Mk.1 & Mk.2, Escort Mk.3, Orion 1989–1995 HCS 1.0 L, 1.1 L, 1.3 L (used in Fiesta Mk.3, Orion Mk.2/Escort Mk3-6) 1995–2002 Endura-E 1.3 L OHV (UK: Fiesta Mk.4, Ka) 1970s OHC/Pinto/T-88 Series 1970–1989 EAO—1.3 L–2.0 L Cortina Mk.3-Mk.5, Sierra, Capri Mk.2&3, Granada Mk.2&3, Scorpio, Transit 1974–1990s OHC—2.3 L (used in the Pinto, Mustang, the Merkur XR4Ti, 1975–79 Brazilian Maverick and Thunderbird Turbo Coupe) 1983– OHC—2.0 L 2.3 L and the 2.5 L for the Ranger 1989– I4 DOHC (used in Sierra, Scorpio/Granada Mk.3, Transit) 1972–2000 York (Diesel) 2.3 L, 2.4 L, 2.5 L (Used in Transit, A-Series (4 and 6-cyl version), London Taxi, also Ford-Iveco trucks, "DI" (Direct-Injection) version from 1984–on) 1980–2002 CVH—1.1 L/1.3 L/1.4 L/1.6 L/1.8 L/1.9 L/2.0 L Escort (International), Escort (North America), Orion, Fiesta Mk.2, Sierra (Europe, Sierra from '89 onwards, 1.9 L and 2.0 L for USA only) 1984–1994 HSC—2.3 L/2.5 L for Tempo and Taurus 1983–1996 LT—(Diesel) 1.6 L/1.8 L/ 1.8 L turbodiesel. Used in Escort, Orion, Fiesta 1986–2000 Lynx—(Diesel) 1.8 L/ 1.8 L turbodiesel. Used in Escort, Orion, Fiesta, Mondeo. Later branded as Endura-DE and developed to Duratorq DLD-418. 1990s Mazda F—Mazda-engine 2.2 L for Probe 1992–2004 Zeta/Zetec/Zetec-E (Used in Escort ZX2 (North America), Escort Mk.5 / Orion, Fiesta Mk.4, Ford Fiesta Mk.3/3.5, Mondeo Mk.1, Focus) (Ford Aspire/Kia) 1995– Zetec-SE (Sigma) (Used in Fiesta Mk.4, Puma, Focus) 2000– Duratorq—Diesel (Europe: Used in Mondeo Mk.3, Focus, Transit, Transit Connect, London Taxi TX1 (from 2002 onwards)) 2000– Duratec 8v/HE/20/23—(Duratec branded Mazda-engine used in Mondeo Mk.3, Focus Mk.2) 2000–present Power Stroke 3.0[3]—3.0 L Diesel (Brazil), Used in Ford Ranger (Argentina) 2009–present EcoBoost—1.6 L/2.0 L Ford Sigma 1.6 L and L 2.0 L-engine with Direct Injection Spark Ignition 2013–present EcoBoost—1.5 L 2016–present EcoBlue—Diesel 2012–present; The 3.2 is an I5 engine used in the Ford Transit, the Ford Ranger, Ford Everest, Mazda BT-50 and the Vivarail. For the North American-spec Transit, * the 3.2 L Duratorq is modified to meet American and Canadian emissions standards and is branded as a Power Stroke engine. The 3.2 Power Stroke is rated 188 PS (138 kW; 185 hp) and 470 N·m (350 lb·ft).[8] 2004–2011;The 2.5 Duratec is an inline 5 engine used in the Ford Focus ST225,Kuga,S-Max ST and various Volvo T5 models.It features DOHC, 20 valves and Ti-VCT.It displaces 2521cc and produces 166 kW (225hp) and 320 N.m (236lb.ft) in the ST or 227 kW (305hp) and 440 N.m (324.5lb.ft) in the Focus RS, or even up to 257kW (345hp) and 460 N.m (339lb.ft) in the RS500 Ford was late to offer a six-cylinder engine in their cars, only introducing a six in 1941 after the failure of the 1906 Model K. The company relied on its famous Flathead V8 for most models, only seriously producing six-cylinder engines in the 1960s. The company was also late with a V6 engine, introducing a compact British V6 in 1967 but waiting until the 1980s to move their products to rely on V6 engines. The company has relied on seven major V6 families ever since, the Cologne/Taunus V6, British Essex V6, Canadian Essex V6, Vulcan V6, Mondeo V6, Cyclone V6, and Nano V6. The first five of these lines are no longer in production, leaving only the Cyclone and Nano as the company's midrange engines. 1906–1907 Model K straight-6 1941–2016 Straight-6 1941–1951 226 CID Flathead 1948–1953 254 CID Flathead used in buses and two ton trucks 1952–1964 OHV (215, 223, 262) 215-223 used in car and non-HD pickups. 262 used in HD trucks only. 144 CID straight-6 in a 1964 Ford Falcon 1960–1993 (Longer in Australia) 'Falcon Six' OHV (144, 170, 200, 250) car usage. 1964–1996 OHV (240, 300, 4.9 L) truck 6 built in Cleveland, Ohio 1988–2002 Ford Australia SOHC I6 Falcon engines 1988–1989 3.2 L SOHC 1988–1992 3.9 L SOHC 1992–2002 4.0 L SOHC 1998–2002 4.0 L SOHC VCT 2002–2016 Ford Australia Barra DOHC I6 4.0 L engines 1951–1966 Zephyr 6—(United Kingdom) 1964–2011 Cologne/Taunus V6—1.8–4.0 L pushrod and SOHC V6 1966–1988 (2000 in South Africa) British Essex V6—60° British V6 2.5/3.0/3.1/3.4 L 1982–2008 Canadian Essex V6—90° V6, 3.8/3.9/4.2 L models 1986–1987 Ford-Cosworth GBA engine—120° V6, 1.5 L (Formula One engine) 1