

Fixing Head Gasket Problems In Ford Power Stroke 6.0L Engines

INSIDE THE PROBLEM

Used in 2003-2007 Ford Super Duty trucks and 2003-2010 Ford Econoline vans, the Ford Power Stroke 6.0L diesel engine was revolutionary in many respects. It offered exceptional power, lightning-quick turbo response and good fuel economy.

Unfortunately, it also presented owners with head gasket failures and the resulting engine damage caused by leakage of combustion gases into the cooling system. In short, 6.0L Power Stroke engines are known to be “tough on head gaskets.” Many engine professionals who have utilized OE-style replacement gaskets in their repairs have encountered repeat failures.

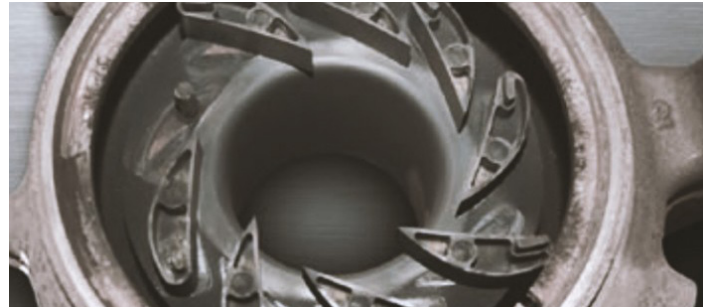
Another common problem is excessive pushrod wear due to the undersized pushrod guide holes in the head gasket. The head gasket's sharp edges at the pushrod guide holes have been known to wear away the sides of the pushrods. This interference results in wear marks and grooves in the pushrods, creating weak spots as well as spreading fine metal particles into the oil.

OTHER POWER STROKE 6.0L PROBLEMS INCLUDE:



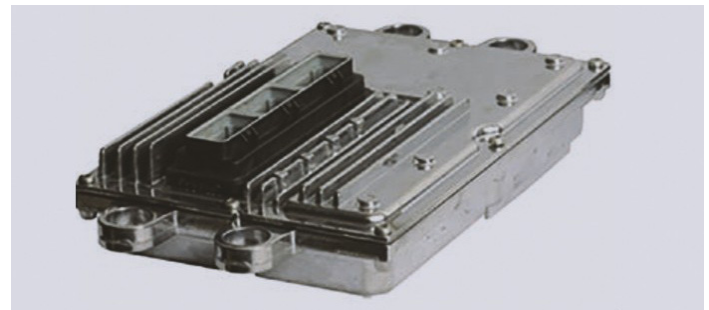
CLOGGED EGR VALVES/COOLER

Carbon contamination can affect power and cause coolant to leak into the exhaust stream.



TURBO LAG

Soot buildup on the vanes that power the turbo can cause a lag in the turbo.



FICM REPLACEMENT

The fuel injection control module is prone to damage due to heat and vibration.

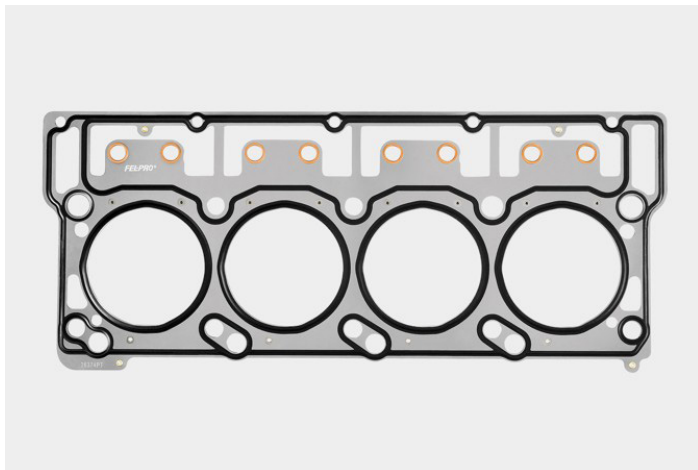


COOLANT LEAKS

A blown head gasket or a cracked degas bottle can be the source of a coolant leak.

THE SOLUTION

FEL-PRO® PERMATORQUE® MLS HEAD GASKET 26374PT AND 26375PT



Engineered and manufactured specifically for imperfect sealing surfaces found in the repair environment, Fel-Pro® PermaTorque® MLS (multi-layer steel) head gaskets stand up to the demands of 6.0L Power Stroke engines, providing the long-lasting, trouble-free sealing professionals demand. Part [26374PT](#) is designed for 18mm dowel pin applications and part [26375PT](#) is for 20mm dowel pin applications. We offer these as separate pieces to accommodate the different size dowel pins.

These head gaskets feature an advanced embossed design that creates increased spring force and robust sealing contact under extreme loads. Additionally, they have precisely-controlled thicknesses of proprietary rubber in all critical sealing areas and are designed to accommodate overbore.



Both of these head gaskets include a patent-pending oversized pushrod guide hole surrounded by a non-abrasive material that protects potential contact areas. This unique feature helps technicians eliminate premature pushrod wear and potential oil contamination caused by pushrod debris entering the engine oil.

FINAL TIPS

Fel-Pro PermaTorque MLS head gaskets and Torque-To-Yield (T-T-Y) head bolts (important: never re-use T-T-Y bolts) provide excellent reliability in this engine. In cases where power-adding modifications have been made, consider swapping out conventional head bolts with a high-quality aftermarket stud kit. This will significantly increase clamp load and sealing strength in extreme conditions.

It is important to thoroughly inspect the pushrods before reassembly, as you may encounter other issues besides the aforementioned wear. When checking for wear on the sides of the pushrods, check the ends for excessive wear as well. Also, check the hydraulic lifters for proper function, as they are known to overextend. This can force the pushrod out of alignment, causing excessive wear, and can lead to bending the pushrods.

Visit [FelPro.com](https://www.felpro.com) to learn more about how our gaskets are designed for the repair environment to help seal imperfect sealing surfaces. Find Fel-Pro products with our easy [part finder](#) and products near you with our [part store and repair shop locator](#).

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