



Head Gasket Failure on 2016-2017 Ford 2.3L Engines

The AERA Technical Committee offers the following information regarding a failed head gasket on 2016-2017 Ford 2.3L engines used in their Focus RS vehicles. The information in this bulletin does not apply to other 2.3L turbo engines for these year models.

In some of the affected vehicles, the cylinder head gasket may develop a coolant leak into the engine combustion chamber. A leaking cylinder head gasket may exhibit noticeable white smoke and/or low engine coolant level without an external leak. Dealers have been instructed to pressure test the cooling system and replace the cylinder head gasket. Based on the pressure test results, some engines may require a new cylinder head assembly.

An in-chassis pressure test has been devised to determine if cylinder head replacement is necessary. Follow the steps below to make that determination.

1. Install a coolant pressure tester with adapter onto the degas bottle. Pressurize to 138 kPa (20 psi). Once stabilized, pressure should hold at 138 kPa (20 psi) for a minimum of 5 hours.
 - ✓ If pressure drop over 5 hours exceeds 27.57 kPa (4 psi), go to Step 2.
 - ✓ If pressure drop is less than 27.57 kPa (4 psi), replace only the head gasket, following the workshop manual procedures in Section 303-01D.
2. Remove the spark plugs following WSM procedures in Section 303-07D.
3. Using a bore scope, check for evidence of coolant in any of the cylinders.
4. If coolant is found in any of the cylinders replace the cylinder head and gasket, following the workshop manual procedures in Section 303-01D.
5. If coolant is not found in any of the cylinders, replace the cylinder head gasket only, following the workshop manual procedures in Section 303-01D.

IMPORTANT! During cylinder head removal and installation or replacement, it is required to replace all parts/seals/gaskets that are included in the service kit, even if the workshop manual allows reuse of the component.