



## Cam Bearing Caution on 2011-2016 Ford 6.7L Diesel Engines

The AERA Technical Committee offers the following information on a cam bearing caution for 2011-2016 Ford 6.7L diesel engines. This caution expressed should be considered anytime engine disassembly is anticipated or an estimate for repair is being done.

The original camshaft bearings for this engine are a semi-finish design, which means the bearing inside diameters was machined for the oil clearance after bearing installation. While this is somewhat common with industrial engines, it is uncommon for automotive engines and adds an additional expense to an engine rebuild when the original bearing design is used.

Aftermarket bearing manufacturers are currently supplying only a finished inside diameter bearing design Part #F-67. It therefore becomes important that the proper oil clearance of .0009-.0020" (.025-.075 MM) be verified after installation. It is equally important that the camshaft total indicated runout (TIR) be less than .001" (.0254 MM) as there is a minimal oil clearance specification.

Camshaft Journal Diameter	Oil Clearance	Installed Bearing Inside Diameter
2.3610-2.3621" 59.970-59.998 MM	.0009-.0020" .025-.075 MM	2.3637-2.3647" 60.0375-60.0625 MM

Be sure that the cam housing bore diameter measures 2.5130-2.5140" (63.850-63.875 MM) to qualify the block for cam bearing installation. It should also be noted that the rear cam journal is fully grooved to receive oil through the bearing allowing pressurized oil distribution to the other four cam journals. Exact placement of the rear bearing oil hole is critical for optimum bearing lubrication.

Note: Some machine shops have reported successful qualifying the existing cam bearings during rebuild while maintaining the minimal bearing oil clearance.

