

# The 192 Ford engine: a great upgrade for tractors in the Ford hundred series

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## One of the most reliable power units money can buy

IN THE SHOP with Rachel

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The 192 Ford engine is worth the price either as a stand-alone power unit or as an inexpensive upgrade to a Ford tractor.

The 192 Ford power unit gets its common name from the motor size – 192 cubic inches. This fantastic engine was sold as a stand-alone unit at Ford tractor dealerships across North America. It was never factory installed into a Ford tractor, although it was designed as an easy bolt-in upgrade for tractors in the Ford hundred series – 600, 700, 800 or 900.

As a stand-alone power unit, the 192 is phenomenal. It's consistent, easy to start, gets a reasonable fuel economy and is relatively simple to work on. These power units were commonly used in industrial operations, but you'll find them on farms as well. Plenty of parts are available – some even interchange with the 800 Ford.

The 192 power unit really gets fun, though, when you swap it out for an engine in one of the hundred-series Ford tractors. The 192 was designed for this, so it's a simple switch. When done well, the only giveaway is the different location of the fuel pump.

On larger model tractors, this can be a good way to get more bang for your buck, upping the horsepower of a standard 800 or 900 Ford –even 2000 and 4000 Ford tractors with a four-cylinder gas engine. This was the original intention of the 192 - an economical upgrade for farmers who needed to get more horsepower without

purchasing an entire new tractor. The 192 engine lives up to this intention and performs beautifully.

On smaller models, the 192 power unit turns the 600 or 700 Ford into a fabulous pulling tractor. The power offered by the 192 engine is a massive upgrade – so much that it would overpower the rear end if used for everyday farming. For occasional tractor pulling, though, the rear end will hold up just fine. A 600 Ford modified in this way could pull in the 3,250 lb farm class and could be quite competitive. It's a cheap thrill that's very manageable for intermediate mechanics.

There was more than one 192 Ford... the three cylinder, and the four. The 192 4 cylinder Ford MAY exhibit more power than the 134 and 172ci engines of the same family, but it was certainly NOT a powerhouse, and certainly not 'bulletproof'. The 192 FOUR had problematic 'hot spots' that tended to accumulate steam between the two center cylinders. Resultant thermal expansion would cause coolant to leak past the head gasket, and it also caused the fire ring to be burned out at top of #2 and #3 cylinders. HYSTER published a cooling system modification to mitigate this problem. The 192 four also used a hexagonal distributor shaft that would wear down, and cause erratic ignition, and failure of oil pump drive... but unfortunately, it would continue to keep the distributor turning, so it'd be running without oil pressure. In general, the 192 FOUR was a genuine pooch. The 192 THREE CYLINDER... was an entirely different engine.