AMA-40A

AMA Specifications – Passenger Car

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MANUFACTURER	CAR NAME	
Ford Motor Company	Ford Galaxie With High Performance Packages	
MAILING ADDRESS	MODEL YEAR	ISSUED: 11-6-61
20,000 Rotunda Drive, Dearborn, Michigan	1962	REVISED (•)

NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to the standard model without optional equipment. Significant deviations are noted.
   b. Specifications apply basically to 4-door sedan or equivalent.
   c. Nominal design dimensions are used throughout these specifications.

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BODY—TYPES AND STYLE NAMES— Body type, number of passenger & style names; use manufacturer's code for series & body style.

The High Performance Packages in this A.M.A. Specification are available in all 1962 Ford Galaxie Passenger Car Models, except Station Wagons.

Body models are listed in the basic Ford Galaxie A.M.A. Specifications issued separately.

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MAKE OF CAR Ford Galaxie High Performance MODEL YEAR 1962 DATE: ISSUED 11-6-61 REVISED(•) _____

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	All Models Except Station Wagon			
Wheelbase (L-101)		23	119.0			
Tread	Front (W-101)	24	61.0			
	Rear (W-102)	24	60.0			
Maximum Overall Dimensions	Length (L-103)	23	209.0			
	Width (W-103)	24	79.9			
	Height (H-101)	22	54.8" All Except 76A - 55.1"			
Transmission—(Specify trade name - opt., not available)	Manual	13	Standard (A)			
	Overdrive	14	Optional			
	Automatic	14	Not Available			
Axle ratio	Manual	15	3.56:1 *			
	Overdrive	15	4.11:1 *			
	Automatic	15	Not Available			
Tire size		16	6.70 x 15 - 4 PN Optional 7.10 x 15 - 4 PN (X)			
Engine	Type, no. cyl., valve arr.	2	90° V8 O.H.V.			
	Fuel system (Carb., other)	6	4V - Carb.	3 - 2V Carb.	4V - Carb.	3 - 2V Carb.
	Bore and stroke	2	4.05 x 3.78		4.13 x 3.78	
	Piston displ., cu.in.	2	390		406	
	Std. compression ratio	2	10.6:1 (Nominal) **		10.9:1 (Nominal) **	
	Max. bhp at engine rpm	2	375 @ 6000	401 @ 6000	385 @ 5800	405 @ 5800
	Max. torque at rpm	2	427 @ 3400	430 @ 3500	444 @ 3400	448 @ 3500

* Option Ratios Available.

3.00:1 4.11:1 5.43:1
3.10:1 4.29:1 5.67:1
3.22:1 4.57:1 5.83:1
3.40:1 4.71:1
3.56:1 4.86:1
3.89:1 5.14:1

(X) See Page 16

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** See Page 2A

(A) 4-Speed Transmission Optional

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MODEL All Models Except Station Wagon

ENGINE—GENERAL

Type, no. cyls., valve arr.		90° V8 Cyl. O.H.V.			
Bore and stroke (nominal)		4.05 x 3.78		4.13 x 3.78	
Piston displacement, cu. in.		390		406	
Bore spacing (C/L to C/L)		4.63			
No. system (front to rear)	L. Bank	5-6-7-8			
	R. Bank	1-2-3-4			
Firing order		1-5-4-2-6-3-7-8			
Compres. ratio (nominal)		10.6:1 (Nominal) *		10.9:1 (Nominal) *	
Cylinder Head Material		Cast Iron			
Cylinder Sleeve-Wet, dry, none		None			
Number of mounting points	Front	Two			
	Rear	One			
Engine installation angle		4° 40'			
Taxable horsepower $\frac{\text{Dia.}^2 \times \text{No. Cyl.}}{2.5}$		52.49		54.58	
Published max. bhp* @ eng. RPM		375 @ 6000	401 @ 6000	385 @ 5800	405 @ 5800
Published max. torque* (lb. ft. @ RPM)		427 @ 3400	430 @ 3500	444 @ 3400	448 @ 3500
Recommended fuel regular - premium		Super Premium			
Idle speed (spec. neutral or drive)	Manual	700 RPM			
	Automatic	Not Available			

ENGINE—PISTONS

Material	Aluminum
Description and finish	Autothermic Type - Slipper Skirt (♦)
Weight (piston only) oz.	24.41 - 24.62

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

(Continued)

* See Page 2A

* Cam Ground Forged Aluminum Pistons Optional. (♦)

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)
	Displ. cu. in.	Carburetor	Compr. Ratio	BPH @ RPM	Torque @ RPM		
All Except Station Wagon	390	4V	11.1 Max.	375 @ 6000	427 @ 3400	Manual Overdrive 4-Speed	3.56 4.11 3.56
	390	3 - 2V	11.1 Max.	401 @ 6000	430 @ 3500	Manual Overdrive 4-Speed	3.56 4.11 3.56
	406	4V	11.4 Max.	385 @ 5800	444 @ 3400	Manual Overdrive 4-Speed	3.56 4.11 3.56
	406	3 - 2V	11.4 Max.	405 @ 5800	448 @ 3500	Manual Overdrive 4-Speed	3.56 4.11 3.56

ADDITIONAL LIMITS AND SPECIFICATIONS:

390 Cu. In. Top of Block to Top of Piston .010 - .030 Inches		406 Cu. In. Top of Block to Top of Piston .045 - .065 Inches	
.010"	13.3 CC.	.045"	11.7 CC
.015"	14.4 CC	.050"	12.9 CC
.020"	15.4 CC	.055"	14.0 CC
.025"	16.5 CC	.060"	15.1 CC
.030"	17.5 CC	.065"	16.2 CC

Cylinder Head Gasket Volume

6.2 CC | 6.5 CC

Combustion Chamber Volume (With Valves & Spark Plugs)

56.2 CC - 61.0 CC | 62.1 CC - 67.5 CC *

* Optional Altitude Cylinder Head Combustion Chamber Volume 56.2 CC to 61.0 CC (With Valves and Spark Plug In Place)

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MODEL All Except Station Wagon

ENGINE PISTONS (Cont.)

			390 Cu. In.	406 Cu. In.
Clearance (limits)	Top land (Radial)		.036 - .043	.034 - .042
	Skirt	Top (Dia.)	.0045 - .0049 (Center Line Of Piston Pin)	.0043 - .0049
		Bottom		
Ring groove depth	No. 1 ring		.1890 - .1960	.206 - .213
	No. 2 ring		.1890 - .1960	.206 - .213
	No. 3 ring		.1855 - .1925	.1865 - .1935
	No. 4 ring		----	

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil Control
	No. 4, oil or comp.	----
Compression	Description - material, type, coating, etc.	#1 Plain Face Cast Iron, Alloy Chrome Plated #2 Plain, Scraper Groove, Cast Iron Alloy, Phosphated Coated
	Width	#1 .0774-.0781, #2 .0930-.0960 / #1 .0774-.0781, #2 .0930-.0940
	Gap	.015 - .025 / .015 - .025
Oil	Description - material, type, coating, etc.	Three Piece, Sectional Blued Expanders, SAE 1070 Steel Rail Chrome Plated.
	Width	3/16 Nominal - Snug In Groove
	Gap	.015 - .055
Expanders		Integral With Oil Ring

ENGINE—PISTON PINS

Material			Alloy Steel Heat Treated - SAE 5015 Steel
Length			3.212 - 3.202
Diameter			.9750 - .9753
Type	Locked in rod, in piston, floating, etc.		Full Floating, Tubular
	Bushing	In rod or piston	In Rod
		Material	Bronze
Clearance	In piston		.0001 - .0003
	In rod		.0003 - .0005
Direction & amount offset in piston			To Right - .0575 - .0675

ENGINE—CONNECTING RODS

Material			Forged Steel With Separately Forged Caps
Weight (oz.)			25.25 - 25.68 / 26.64 - 27.20
Length (center to center)			6.486 - 6.490
Bearing	Material & Type		Steel Backed, Copper-Lead Alloy Replaceable Inserts
	Overall length		.736 - .746
	Clearance (limits)		.0009 - .0029
	End play		.014 - .024 (Two Rods)

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MODEL All Except Station Wagon

ENGINE—CRANKSHAFT

Material			Precision Molded, Alloy Cast Iron
Vibration damper type			Rubber Floated
End thrust taken by bearing (No.)			#3
Crankshaft end play			.004 - .008
Main bearing	Material & type		Steel Backed Copper-Lead Alloy Replaceable Inserts
	Clearance		.0010 - .0031
	Journal dia. and bearing overall length	No. 1	2.7488 x .907
		No. 2	2.7488 x .907
		No. 3	2.7488 x 1.119
		No. 4	2.7488 x .907
		No. 5	2.7488 x .907
		No. 6	----
		No. 7	----
	Dir. & amt. cyl. offset		None
Crankpin journal diameter			2.4380 - 2.4388

ENGINE—CAMSHAFT

Location			In Block, Directly Above Crankshaft
Material			Precision Molded, Special Alloy Iron
Bearings	Material		Steel-Backed Babbitt Replaceable Inserts
	Number		Five
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Sintered Iron Or Steel
	Camshaft gear or sprocket material		Cast Iron
	Timing chain	No. of links	48
		Width	.86
		Pitch	.50

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		N.A.
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.76:1
Operating tappet clearance (indicate hot or cold)	Intake	.025 - * - Hot
	Exhaust	.025 - * - Hot
Timing marks on flywheel, damper, other		Crankshaft Damper - Pointer On Front Cover

(Continued)

* Hot Setting is to be Made After a Minimum of Thirty Minutes @ 1200 RPM (No Load)

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MODEL All Except Station Wagon

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	24° @ .025 Valve Clearance Cold
		Closes (°ABC)	72° @ .025 Valve Clearance Cold
		Duration - deg.	276° @ .025 Valve Clearance Cold
	Exhaust	Opens (°BBC)	72° @ .025 Valve Clearance Cold
		Closes (°ATC)	24° @ .025 Valve Clearance Cold
		Duration - deg.	276° @ .025 Valve Clearance Cold
	Valve opening overlap		48° (•)
Intake	Material		Special Alloy Valve Steel (Aluminum Coated)
	Overall length		5.446
	Actual overall head dia.		2.022 - 2.037
	Angle of seat & face		121° - 121° 30'
	Seat insert material		None
	Stem diameter		.3718 - .3711
	Stem to guide clearance		.0010 - .0024
	Lift		.500 @ Valve
	Outer spring press. and length	Valve closed (lb. @ in.)	80 - 90 Lbs. @ 1.82" - * 92 - 98 Lbs. @ 1.82"
		Valve open (lb. @ in.)	255 - 280 Lbs. @ 1.32" - * 186 - 194 Lbs. @ 1.32"
	Inner spring press. and length	Valve closed (lb. @ in.)	Damper Only - * 28 - 32 Lbs. @ 1.72"
		Valve open (lb. @ in.)	* 91 - 99 Lbs. @ 1.22"
Exhaust	Material		214N Forged Steel (Chrome Plated Stem - Silchrome Tip)
	Overall length		5.426
	Actual overall head dia.		1.645 - 1.660 (•)
	Angle of seat & face		91° 30' - 91°
	Seat insert material		None
	Stem diameter		.3708 - .3701
	Stem to guide clearance		.0020 - .0034
	Lift		.500 @ Valve
	Outer spring press. and length	Valve closed (lb. @ in.)	80 - 90 Lbs. @ 1.82" - * 92 - 98 Lbs. @ 1.82"
		Valve open (lb. @ in.)	255 - 280 Lbs. @ 1.32" - * 186 - 194 Lbs. @ 1.32"
	Inner spring press. and length	Valve closed (lb. @ in.)	Damper Only - * 28 - 32 Lbs. @ 1.72"
		Valve open (lb. @ in.)	* 91 - 99 Lbs. @ 1.22"

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Oil Mist
	Camshaft bearings	Pressure
	Tappets	Splash
	Timing gear or chain	Splash
	Cylinder walls	Splash (•)

(Continued)

* Optional Dual Valve Springs Available

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MODEL All Except Station Wagon

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotor
Normal oil pressure (lb. @ engine rpm)	45 - 60 PSI @ 2000 (At Sending Unit)
Oil pressure sending unit (elect. or mech.)	Electrical
Type oil intake (floating, stationary)	Stationary Shrouded Screen In Sump
Oil filter system (full flow, partial, other)	Full Flow
Filter replacement (element, complete)	Complete
Capacity of crankcase, less filter-refill (qt.)	5 *
Oil grade recommended (SAE viscosity and temperature range)	SAE 30 or 10W-30 Above 90°F SAE 20 or 20W or 10W-30, 20°F to 90°F SAE 5W-20, 10W or 10W-30, -10°F to 20°F SAE 5W-20 Below -10°F
Engine Service Requirement (MM, MS, etc.)	MS

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)		6" Round - Reverse Flow
Exhaust pipe dia. (O.D. & wall thickness)	Branch	2.0 x .084 Laminated
	Main	2.25 x .090 Solid
Tail pipe diameter (O.D. & wall thickness)		Integral With Muffler

ENGINE—FUEL SYSTEM

(See Supplement to Page 6 for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor
Fuel Tank	Capacity (gals.)		20
	Filler location		Center Back Panel
Fuel Pump	Type (elec. or mech.)		Mechanical
	Locations		Left Side On Front Cover
	Pressure range		5.5 - 6.5 PSI
Vacuum booster (std., optional, none)			None
Fuel Filter	Type		Wire Cloth - Plastic; Paper
	Locations		Wire Cloth-Plastic In Tank; Paper In Fuel Line
Carburetor	Make & Model No.		Holley
	Number of carbs., bbls. per carb. & type	One Four Barrel	Three Two Barrel
	Barrel size	1.560 Primary & Secondary	1.500
	Choke type	Automatic	Automatic Center Carb. Only
	Intake manifold heat control (exhaust or water)		Exhaust
	Air clnr. type — Standard		Dry Replaceable Element
	Air clnr. type — Optional		----

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* Opt. Oil Cooler & 7 Quart Oil Pan Available

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ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure		
Radiator cap relief valve pressure			12 - 15 Lbs.		
Circulation thermostat	Type (choke, bypass)		Choke - Poppet Type		
	Starts to open at (°F)		185° - 191°		
Water pump	Type (centrifugal, other)		Centrifugal		
	Number of pumps		One		
	Drive (V-belt, other)		V-Belt		
	Bearing type		Double Row, Sealed Ball		
By-pass recirculation type (internal, external)			External		
Radiator core type (cellular, tube and fin, other)			Cross Flow, Tube & Corrugated Fin *		
Cooling system capacity	With heater (qt.)		20.5		
	Without heater (qt.)		19.5		
	Opt. equipment-specify (qt.)		----		
Water jackets full length of cylinder (yes, no)			Yes		
Water all around cylinder (yes, no)			Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, Formed		
		Inside diameter	1.75"		
	Upper	Number and type (molded, straight)	One, Formed		
		Inside diameter	1.75		
	By-pass	Number and type (molded, straight)	One, Straight		
		Inside diameter	.576 - .620		
Fan	Number of blades & Spacing		6 Uneven	(a) 4 Uneven	(b) 4 Uneven
	Diameter		18.5	18.0	14.0
	Ratio-fan to crankshaft rev.		.90:1	.90:1	.90:1
	Fan cutout type		Fan Clutch Optional		
	Bearing type		Same As Water Pump		
*Drive belts (indicate belt used by letter)	Fan		See Below		
	Generator		See Below		
	Water Pump		See Below		
	Power Steering		Not Available		
	Air Conditioning		Not Available		
			Not Available		

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* Drive Belt Dimensions	
Angle of V	36°
Nominal length (SAE)	45.31
Width	.38

* Extra Cooling Radiator Optional
(a) and (b) Optional Fans

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MODEL All Except Station Wagon

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Various
	Voltage Rtg. & Total Plates		12 Volts - 66 Plates - 6 Cells
	SAE Designation & Amp Hr. Rtg		55
	Location		Engine Compartment Right Front
	Terminal grounded		Negative
Generator	Make		Ford
	Model		----
	Type		Shunt
	Ratio—Gen. to Cr/s rev.		1.55:1
	Gen. cut-in (hot)—engine rpm		880 RPM
Regulator	Make		Ford or American Bosch
	Model		----
	Type		Three Coil
	Cutout relay	Closing voltage @ generator rpm	12.4 - 13.2 @ 1200
		Reverse current to open	8 AMP Max. @ 12.2 Volts
	Regulated	Voltage	14.6 - 15.4 @ 75° F.
		Current	28 - 32
	Voltage test conditions	Temperature	75°
		Load	5 Amperes
		Other	----

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Ford
	Model		FAR-11001-A
	Rotation (drive end view)		Clockwise
	Engine cranking speed		150 - 180 RPM
	Test conditions		85°F.
	Lock test	Amps	580
		Volts	5
		Torque (lb. ft.)	14.8
	No load test	Amps	110
		Volts	12
		RPM (min.)	5200
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		Turn Ignition Key to the Right Beyond the "On Position"

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Bendix Folo-Thru
	Pinion meshes (front, rear)		Rear
	Number of teeth	Pinion	Synchro - 9
		Flywheel	Synchro - 146
	Flywheel tooth face width		.355 - .375

ELECTRICAL—IGNITION SYSTEM

			390 Cu. In.	406 Cu. In.
Coil	Make		Ford	
	Model		FAC-12029-A	
	Amps	Engine stopped	4.5	
		Engine idling	2.5	
Distributor	Make		Ford	
	Model		C0AA-12127-K	
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	21° @ 750 RPM	
		Intermediate points deg. @ rpm	8 - 10 @ 1200 12 - 14 @ 1400 18.8 - 21.4 @ 3000	
		Max deg. @ rpm	24.4 - 27.6 @ 4350	
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	None	
		Intermediate points, deg @ in Hg	None	
		Max. deg. in. Hg.	None	
	Breaker gap (in.)		.018 - .022 *	
	Cam angle (deg.)		26° - 28.5°. *	
	Breaker arm tension (oz.)		27 to 32 Oz. *	
Timing	Crankshaft deg. @ rpm.		12° - 14° @ 700	9° - 11° @ 700
	Mark location		Vibration Damper	
	Cylinder numbering system (see page 2)		R-1-2-3-4 L-5-6-7-8	
	Firing order (see page 2)		1-5-4-2-6-3-7-8	
Spark Plug	Make and model		Autolite BF-32 **	
	Thread (mm)		18 MM	
	Tightening torque (lb. ft.)		20-30	
	Gap		.032 - .036	
Cable	Conductor type		Steel	
	Insulation type		Neoprene Sheath	
	Spark plug protector		Hypalon Boot	

ELECTRICAL—SUPPRESSION

Locations & type	Capacitors @ the Generator and Generator Regulator - Wheel Static Collectors In Front Wheel.

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* Dual Point Distributor Is Used

** Alternate BTF-1 (.025 Gap)
BF-22 (.025 Gap)

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MODEL All Models Except Station Wagons

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	King Seeley
	Trip odometer (yes, no)	No
Charge indicator—type		Warning Light
Temperature indicator—type		Electric Gage
Oil pressure indicator—type		Warning Light
Fuel indicator—type		Electric Gage
Other		
Ignition switch	Identify positions in order and circuits controlled	To Left: Accessories "On" Center: Accessories and Engine "Off" To Right: First Position: Accessories and Engine "On" Second Position: Starter and Engine "On" With Accessories "Off"
	Provision for illumination	None
	Location	Instrument Panel - Left of Steering Column
Main lighting switch	Identify positions and lamps controlled	Pull Out: - 1st Position: Parking, Tail Lights, License and Instrument Panel Lights. 2nd Position: Headlights, Tail Lights, License and Instrument Panel Lights. Rotate Knob Clockwise to Dim Inst. Panel Lights, & Counterclockwise to Brighten Inst. Panel Lights & Turn Dome Lamp and/or Courtesy Lamp on.
Other light switches	Locations and lamps controlled	Stop Lamp Switch On Master Cylinder. Dome Lamp-Automatic Switch-Both Front Doors. Turn Signal Lamps-Control Switch In Steering Column. Trunk Lighted by Bleed Through Hole In Rear Light Unit.
Other switches	Locations and devices controlled	Convertible Top Switch-Instrument Panel. Front Seat Adjuster-Left Lower Side Shield Front Seat. Window Regulator-Door Panels.
Windshield wiper	Make	Autolite
	Type	Electric Single Speed (a)
	Vacuum booster provision	None
	Washer provision	Yes
Horn	Type	Air Electric
	Number used	Two
	Amp draw (each)	10

(a) Two Speed R.P.O.

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MODEL All Except Station Wagons

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Long Mfg. - Semi-Centrifugal
Type pressure plate springs		Coil
Effective plate pressure (lb.)		1710
No. of clutch driven discs		One
Clutch facing	Material	Woven Asbestos
	Outside & inside dia.	11:0 x 7.0
	Total eff. area (sq.in.)	113.10
	Thickness	.125
	Engagement cushioning method	Torbend Disc With Vibration Damper
Release bearing	Type & method of lubrication	Pre-Packed Sealed Ball Thrust
Torsional damping	Methods: springs, friction material	Steel Springs

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	Standard	4-Speed Optional
Manual with overdrive (std. or opt.)	Optional	
Automatic (std. or opt.)	Not Available	

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds			Three	Four
Transmission ratios	In first		2.37:1	2.36:1
	In second		1.51:1	1.78:1
	In third		1:1	1.41:1
	In fourth		----	1.00:1
	In reverse		2.81:1	2.42:1
Synchronous meshing, specify gears			Second and Third	1st, 2nd, 3rd, 4th
Shift lever location			(A) Steering Column	Floor
Lubricant	Capacity (pt.)		3-1/4	3
	Type recommended		Mild-Extreme Pressure	Mild-Extreme Pressure
	SAE viscosity number	Summer	SAE 80	SAE 80
		Winter	SAE 80	SAE 80
		Extreme cold	SAE 80	SAE 80

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(A) Optional Floor Shift Available

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DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Overdrive	Type (planetary or other)			Planetary
	Manual lockout (yes, no)			Yes
	Downshift acelerator control (yes, no)			Yes
	Minimum cut-in speed			28 MPH (Approx.)
	Gear ratio			2.49:1 1st., 1.59 2nd., 1.00:1 3rd., 0.72 Overdrive, 3.15:1 Reverse
	Lubricant	Capacity (pt.) (Overdrive only)		1.72
		Separate filler (yes, no)		Yes
		Type recommended		Mild-Extreme Pressure
		SAE viscosity number	Summer	SAE 80
			Winter	SAE 80
			Ext. cold	SAE 80

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		N/A
Type describe		N/A
Method of Selection (Lever, Push Button or other)		
Selector Pattern		
List gear ratios Selector Pattern and indicate which are used in each selector position		
Max. upshift speeds—drive range		
Max. kickdown speeds—drive range		
Torque convertor	Number of elements	
	Max. ratio at stall	
	Type of cooling (air, water)	
Lubricant	Capacity—refill (pt.)	
	Type recommended	
Special transmission features		

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DRIVE UNITS—PROPELLER SHAFT

Number used			One
Type (exposed, torque tube)			Exposed
Outer diameter x length* x wall thickness	Manual transmission		3.00 x 56.54 x .065
	Overdrive transmission		3.00 x 56.54 x .065
	Automatic transmission		----
Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		None
Universal joints	Make		Cleveland
	Number used		Two
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Needle
		Lubric. (fitting, prepack)	Pre-Packed
Drive taken through (torque tube or arms, springs)			Springs
Torque taken through (torque tube or arms, springs)			Springs

DRIVE UNITS—REAR AXLE

Description – (incl. limited slip differential)			Semi-Floating Hypoid
Drive Pinion Offset			2.25
No. of differential pinions			Four
Gear ratio and No. of teeth	Manual transmission		See Page #1
	Overdrive transmission		See Page #1
	Automatic transmission		None
Ring gear pitch diameter & O.D.			8.75 P.D. & O.D. - 1.375 Face Width
Pinion adjustment (shim, other)			Shims
Pinion bearing adj. (shim, other)			Collapsible Spacer
Wheel bearing type			Single Row, Doubled Sealed Ball Bearing
Lubricant	Capacity (pt.)		5.0
	Type recommended		Hypoid Extreme Pressure
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme cold	SAE 80

*Center to center of universal joints, or to centerline of rear attachment.

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DRIVE UNITS—WHEELS

Type & material		Stamped Steel Disc
Rim (size and flange type)		15 x 5.5 (a)
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.5
	Number and size	5-1/2 x 20

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	670 x 15 4 Ply (b)
	Type - Nylon, etc.	Nylon Tubeless
Rev/mile at 30 mph.		770
Inflation press.(cold)	Front	30 PSI
	Rear	30 PSI

BRAKES—SERVICE

Type (duo-servo, balanced, self adjusting, etc.)				Self-Adjusting, Hydraulic, Duo Servo Spindle Anchor Front - Fixed Anchor Rear
Power brake make & type (remote, integral, etc.)				Not Available
Effective area (sq. in.)*				190
Gross lining area (sq. in.)**				234
Swept drum area (sq. in.)***				381
Percent brake effectiveness—front				54%
Drum	Diameter	Front		11.03 x 3.0
		Rear		11.03 x 2.5
	Type and material			Composite, Pressed Steel Disc & Cast Iron Drums
Brake lining	Bonded or riveted			Riveted
	Front Shoe	Material		Molded Asbestos
		Size (length x width x thickness)	Front wheel	9.35 x 3.0 x 0.207
			Rear wheel	9.35 x 2.5 x 0.207
		Segments per shoe		One
	Rear Shoe	Material		Molded Asbestos
		Size (length x width x thickness)	Front wheel	11.96 x 3.0 x 0.290
			Rear wheel	11.96 x 2.5 x 0.227
		Segments per shoe		One
Wheel cylinder bore	Front			1.094
	Rear			.94
Master cylinder bore				1.00
Available pedal travel				7.20 Inch
Line pressure at 100 lb. pedal load				705 PSI
Shoe clearance adjustment				.010

* Excludes rivet holes, grooves, chamfers, etc.
** Includes rivet holes, grooves, chamfers, etc.
*** Total swept areas for four brakes:
Widest lining contact width for each brake x its drum circumference.

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(a) 14 x 5½J and 14 x 6K Optional
(b) 7.50 x 14, 8.00 x 14, 7.10 x 15 Optional

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BRAKES—PARKING

Type of control		Foot
Location of control		Under Inst. Panel-Left Side.Release by Pull Knob to Left of Strg.Col.
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	----
	Drum diameter	----
	Lining size (length x width x thickness)	----

FRAME or UNITIZED CONSTRUCTION

Type and description	Ladder Type With Full Length Boxed Side Rails And (5) Crossmembers

SUSPENSION—GENERAL (See Supplemental page 17 for details on Air Suspension)*

Provision for car leveling		None
Provision for brake dip control		Front Geometry, Semi-Elliptic Splay Mounted Rear Spring
Provision for acc. squat control		Asymmetrical Type Rear Spring Mounting
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct Acting
	Make	Various
	Piston dia.	1-3/16
Other special features		

SUSPENSION—FRONT

Type and description	Independent S.L.A. Suspension With Ball Joints And Coil Springs

(Continued)

* Air Suspension:
- Air spring type
- Compressor data
  - type
  - make
  - drive ratio
- Normal operating pressures
- spring rates
- leveling data

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SUSPENSION FRONT (cont.)

Spring	Type		Coil
	Material		Steel SAE 9260 - 5160
	Size (coil design height & I.D.; bar length x dia.		1045 x 4.03 132.35 x .725
	Spring rate (lb. per in.)		500
	Rate at wheel (lb. per in.)		130
	Design load (lb. @ design height)		2550
Stabilizer	Type (link, linkless, frameless)		Link
	Material & bar diameter	SAE 1090	.62 Dia. and Opt. .75 Dia.

STEERING

Mechanical (std., opt., NA)				Standard
Power (std., opt., NA)				N/A
Wheel diameter				17"
Turning diameter	Outside front	Wall to wall (l. & r.)		45.95
		Curb to curb (l. & r.)		41.12
	Inside rear	Wall to wall (l. & r.)		25.82
		Curb to curb (l. & r.)		26.62
Outside wheel angle with inside wheel at 20°				Approx. 17° - 18°
Mechanical	Gear	Type		Recirculating Ball & Nut
		Make		Ford
		Ratios	Gear	22:1
			Overall	30:1 *
	No. wheel turns			5 (Approx.) Lock to Lock
Power	Type (coxial, linkage, etc.)			N/A
	Make			
	Trade name			
	Gear	Type		N/A
		Ratios	Gear	
			Overall	
	Pump driven by			
	Number wheel turns			
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			Transverse
	Tie rods (one or two)			Two

(Continued)

* Linkage Available to Reduce Overall Ratio to 22:1

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STEERING (cont.)

Steering Axis	Inclination at camber (deg.)		6° 45' With 1° Camber (Curb Weight)
	Bearings (type)	Upper	Pre-Lubrication - Ball Joint - Spring Loaded
		Lower	Pre-Lubrication - Ball Joint - Spring Loaded
		Thrust	Teflon Bearing In Lower Joint
Wheel alignment (range and preferred)	Caster (deg.)		Curb -½° to +½°
	Camber (deg.)		1/4° to 1°
	Toe-in (outside tread-inches)		1/8° to 1/4°
Steering spindle & joint type			Pre-Lubrication - Ball Socket Joint
Wheel spindle	Diameter	Inner bearing	1.12 I.D.
		Outer bearing	.75 I.D.
	Thread size		3/4 16 NF 3
	Bearing type		Tapered Roller

SUSPENSION—REAR

Type and description				Hotchkiss Drive
Drive and torq. taken through (see page 15)				Rear Spring
Spring	Type			Semi-Elliptic
	Material			SAE-Spring Steel 5160
	Size (length x width, coil design height and I.D.; bar length & dia.)			60 x 2.50
	Spring rate (lb. per in.)			140
	Rate at wheel (lb. per in.)			135
	Design load (lb. at design height)			955
	Mounting insulation type			Rubber Bushed Shackle
	If leaf	No. of leaves		5
		Inserts	Type and size	Flat
			Material	Fabric
		Shackle (comp. or tens.)		Tension
Stabilizer	Type (link, linkless, frameless)			None
	Material			None
Track bar type				None

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Supplement to Page

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SUPPLEMENTARY INFORMATION

MODEL ALL MODELS

For Information Relative to Pages 11, 12 - Electrical - and Pages 20 Through 27 - Body Dimensions - See "1962 Ford Galaxie A.M.A. Specifications".

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