AMA Specifications—Passenger Car

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MANUFACTURER	CAR NAME	
FORD MOTOR COMPANY	FAIRLANE	
MAILING ADDRESS	MODEL YEAR	ISSUED 10-13-67
P. O. BOX 2053 — DEARBORN, MICHIGAN	1968	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 standard models without optional equipment. Significant deviations are noted.
   b. 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.

	Body Code	Base Engine
Fairlane Series		
4-Door Sedan	54A	200 Six-cyl.
2-Door Hardtop	65A	200 Six-cyl.
4-Door Station Wagon	71D	200 Six-cyl.
Fairlane 500 Series		
4-Door Sedan	54B	200 Six-cyl.
2-Door Hardtop — Fastback	63B	200 Six-cyl.
2-Door Hardtop — Formal	65B	200 Six-cyl.
Convertible	76B	200 Six-cyl.
4-Door Station Wagon	71B	200 Six-cyl.
Torino Series		
4-Door Sedan	54C	200 Six-cyl.
2-Door Formal	65C	200 Six-cyl.
4-Door Squire Station Wagon	71E	200 Six-cyl.
Torino GT Series		
2-Door Hardtop — Fastback	63D	302-V8
2-Door Hardtop — Formal	65D	302-V8
Convertible	76D	302-V8

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CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and three in rear, except where otherwise noted.

MODEL	SAE Ref. No.	Sedan 4-Door 54-A-B-C	Fastback 2-Door 63-B-D	Formal 2-Door 65-A-B-C-D	Conv. 2-Door 76-B-D	Station Wagon 71-B-D-E
WIDTH						
Track – Front	W101	58.83	X	X	X	X
Track – Rear	W102	58.93	X	X	X	X
Maximum overall car width	W103	74.5	X	X	X	X
Body width at No. 2 pillar	W117	74.1	73.9	X	X	X
LENGTH						
Body "O" to front of dash	L 30	0.0	X	X	X	X
Wheelbase	L101	116.0	X	X	X	113.0
Overall car length	L103	201.1	X	X	X	203.9
Overhang – front	L104	35.9	X	X	X	X
Overhang – rear	L105	49.2	X	X	X	55.1
Body upper structure length	L123	102.5	110.9	102.9	101.5	128.8
Body "O" line to ℄ of rear wheel	L127	99.9	X	X	X	96.9
Body "O" line to w s cowl point	L130	9.7	X	X	X	X
HEIGHT						
Overall height	H101	55.0	53.5	53.5	54.5	56.0
Cowl height	H114	38.0	37.0	37.0	37.0	38.0
Deck height	H138	38.0	41.0	37.5	38.0	—
Rocker panel – front: To ground	H112	8.0	7.5	7.5	7.5	8.5
Rocker panel – front: From front wheel ℄	H112					
Rocker panel – rear: To ground	H111	8.0	7.0	7.0	7.0	8.0
Rocker panel – rear: From rear wheel ℄	H111					
Windshield slope angle	H122	51.5°	54.0°	54.0°	54.0°	54.0°
GROUND CLEARANCE						
Bumper to ground – front	H102	12.0	11.5	11.5	11.5	12.0
Bumper to ground – rear	H104	11.5	11.0	11.0	11.0	10.5
Angle of approach	H106	21.2°	20.3°	20.3°	20.3°	22.0°
Angle of departure	H107	14.7°	14.0°	14.1°	14.1°	11.0°
Ramp breakover angle	H147	11.0°	11.0°	11.0°	10.6°	11.6°
Min. running clearance (Specify)	H156	5.3	5.3	5.3	5.2	5.8

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CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	Sedan 4-Door 54-A-B-C	Fastback 2-Door 63-B-D	Formal 2-Door 65-A-B-C-D	Conv. 2-Door 76-B-D	Station Wagon 71-B-D-E
FRONT COMPARTMENT						
Effective head room	H61	38.5	37.5	37.5	38.5	38.5
Max. eff. leg room – accelerator	L34	42.5	42.5	42.5	42.0	42.0
H Point to Heel point	H30	9.0	9.0	9.0	9.0	9.0
H Point travel	L17	5.0	X	X	X	X
Shoulder room	W 3	58.0	57.5	57.5	57.5	57.5
Hip room	W 5	59.5	59.0	59.0	59.0	59.0
Upper body opening to ground	H50	50.0	48.5	49.0	49.5	49.5
REAR COMPARTMENT						
H Point couple distance	L50	33.5	29.0	30.0	30.5	31.5
Effective head room	H63	37.5	36.0	36.5	37.0	39.0
Min. effective leg room	L51	36.0	33.0	34.0	33.5	34.5
H Point to Heel point	H31	11.0	10.5	10.5	11.5	11.5
Min. knee room	L48	4.5	.8	2.5	1.5	2.5
Rear Compartment room	L 3	27.5	23.5	25.5	25.0	27.0
Shoulder room	W 4	58.0	56.5	56.5	48.0	57.5
Hip room	W 6	59.5	58.5	58.5	49.0	58.8
Upper body opening to ground	H51	49.5	X	X	X	50.0
LUGGAGE COMPARTMENT						
Usable luggage capacity	V 1	16.2	17.0	16.2	12.1	—
Liftover height	H195	22.4				
Position of spare tire storage		Rear Trunk				
Method of holding lid open		Torsion Arm				
STATION WAGON – THIRD SEAT						
Shoulder Room	W85					46.0
Hip room	W86					35.5
Effective leg room	L86					—
Effective head room	H86					37.0
Seat facing direction						Rear
STATION WAGON – CARGO SPACE						
Cargo length at floor – front seat	L202					89.0
Cargo length at belt – front seat	L204					77.5
Cargo width – wheelbase	W201					42.5
Opening width at belt	W204					49.1
Maximum cargo height	H201					33.0
Rear opening height	H202					29.0
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2					85.2 cu. ft.
	V501		Back of Front Seat			48.2 cu. ft.
			Back of Second Seat			

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY See Front Page	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)		
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM		Std.	Option	Locking
Sedan and Hardtop	200	1V	8.8:1	115@ 3800	190@ 2200	Manual 3-Speed	3.20	3.00	3.00, 3.25
						Cruise-O-Matic	2.83(a)	3.00, 3.20	3.00, 3.25
Convertible						Manual 3-Speed	3.25		3.25
						Cruise-O-Matic	3.25	3.00(a)	3.25
Station Wgn.						Manual 3-Speed	3.25		3.25
						Cruise-O-Matic	3.25		3.25
Sedan and Hardtop*	302	2V	9.0:1	210@ 4600	300@ 2600	Manual 3-Speed	2.79(a)	3.00, 3.25	3.00, 3.25
						Manual 4-Speed	3.00	3.25	3.00, 3.25
						Cruise-O-Matic	2.79(a)	3.00	3.00
Convertible*						Manual 3-Speed	2.79(a)	3.00	3.00, 3.25
						Manual 4-Speed	3.00	3.25	3.00, 3.25
						Cruise-O-Matic	2.79(a)	3.00	3.00
Station Wgn. *						Manual 3-Speed	3.00	3.25	3.00, 3.25
						Cruise-O-Matic	3.00	—	3.00
Sedan-Hardtop and Conv.	390	2V	9.5:1	265@ 4400	390@ 2600	Manual 3-Speed	3.00	3.25	3.00, 3.25
						Manual 4-Speed	3.00	3.25	3.00, 3.25
		4V	10.5:1	335@ 4800	427@ 3200	Cruise-O-Matic	2.75	3.00, 3.25	3.00, 3.25
Station Wgn.	390	2V	Same As Above			Manual 3-Speed	3.00	3.25	3.00
		4V	Same As Above			Cruise-O-Matic	3.00	3.25	3.00
Hardtop & Conv. Model 63D, 65D and 76D	390	4V GT	10.5:1	335@ 4800	427@ 3200	Manual 3-Speed	3.25	3.00	3.00, 3.25
						Manual 4-Speed	3.25	3.00	3.00, 3.25
						Cruise-O-Matic	3.25	3.00	3.00, 3.25
Hardtop	427	4V	10.9:1	390@ 5600	460@ 3200	Cruise-O-Matic	3.50	—	3.50

All axle ratios used with A/C except
(a) optional axle required with A/C.

* 289-2V 195 HP is released for this application, however it is not scheduled for production.

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ENGINE – GENERAL

MODEL		200-Six	302-2V, V8
Type, no. cyls., valve arr.		Six Cyl. OHV	V8, OHV
Bore and stroke (nominal)		3.68 x 3.13	4.00 x 3.00
Piston displacement, cu. in.		200	302
Bore spacing (℄ to ℄)		4.08	4.38
No. system (front to rear)	L. Bank		5-6-7-8
	R. Bank		1-2-3-4
Firing order		1-5-3-6-2-4	1-5-4-2-6-3-7-8
Compres. ratio (nominal)		8.8:1	9.0:1
Cylinder Head Material		Cast Iron	
Cylinder Block Material		Cast Iron	
Cyl. Sleeve-Wet, dry, none		None	
Number of mtg. points	Front	Two	
	Rear	One	
Engine installation angle		4°	
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		32.5	51.2
Publishing max. bhp* @ eng. RPM		115 @ 3800	210 @ 4600
Publishing max. torque * (lb. ft. @ RPM)		190 @ 2200	300 @ 2600
Recommended fuel regular – premium		Regular or Premium	

ENGINE – PISTONS

Material			Aluminum Alloy with Steel Struts	
Description and finish			Autothermic Type, Slipper Skirt, Tin Plated, Cam Ground	
Weight (piston only) oz.			17.1	21.15
Clearance (limits)	Top land		.022-.028	.030-.041
	Skirt	Top	.0014-.0020	.0018-.0026#
		Bottom	.0008-.0014	
Ring groove depth	No. 1 ring		.193-.200	.202-.209
	No. 2 ring		.193-.200	.202-.209
	No. 3 ring		.193-.200	.184-.191
	No. 4 ring		—	

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

At centerline of pin hole.

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MODEL	390-2V, V8	390-4V, V8	427-4V
ENGINE – GENERAL			
Type, no. cyls., valve arr.	V8, OHV		
Bore and stroke (nominal)	4.05 x 3.78		4.23 x 3.78
Piston displacement, cu. in.	390		427
Bore spacing (℄ to ℄)	4.63		4.63
No. system (front to rear) L. Bank	5-6-7-8		
No. system (front to rear) R. Bank	1-2-3-4		
Firing order	1-5-4-2-6-3-7-8		
Compres. ratio (nominal)	9.5:1	10.5:1	10.9:1
Cylinder Head Material	Cast Iron		
Cylinder Block Material	Cast Iron		
Cyl. Sleeve-Wet, dry, none	None		
Number of mtg. points Front	Two		
Number of mtg. points Rear	One		
Engine installation angle	4°		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$	52.49	52.49	57.3
Publishing max. bhp* @ eng. RPM	265 @ 4400	335 @ 4800	390 @ 5600
Publishing max. torque* (lb. ft. @ RPM)	390 @ 2600	427 @ 3200	460 @ 3200
Recommended fuel regular – premium	Regular or Premium	Premium	
ENGINE – PISTONS			
Material	Aluminum Alloy, With Steel Struts		
Description and finish	Autothermic Type, Slipper Skirt, Tin Plated, Cam Ground		
Weight (piston only) oz.	23.1		23.4
Clearance (limits) Top land	.036-.044		.030-.037
Clearance (limits) Skirt Top (a)	.0015-.0023		.0030-.0038
Clearance (limits) Skirt Bottom			
Ring groove depth No. 1 ring	.204-.211		.2005-.2035
Ring groove depth No. 2 ring	.204-.211		.2005-.2035
Ring groove depth No. 3 ring	.1855-.1925		.1720-.1790
Ring groove depth No. 4 ring	—		—

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) At centerline of pin hole.

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ENGINE – RINGS

		MODEL: 200 Six	MODEL: 302-2V
Function (top to bottom)	No. 1, oil or comp.	Compression	
	No. 2, oil or comp.	Compression	
	No. 3, oil or comp.	Oil	
	No. 4, oil or comp.	None	
Compression	Description - material, coating, etc.	#1 Cast Iron Alloy, Straight Face, Inside Beveled molybdenum filled groove. (a) #2 Cast Iron Alloy, Straight Face, Scraper Groove Phosphate Coated	
	Width	#1 .0774-.0781, #2 .077-.078	
	Gap	.010-.020	
Oil	Description - material, coating, etc.	Multi-piece: Two Rolls and One Expander Rails: Steel, Chrome Plated, Oxide Coated Spacer Expander: Blue Steel	
	Width	.1875	
	Gap (Rails)	.015-.055	.015-.069
Expanders		Integral With Oil Ring Assembly	

ENGINE – PISTON PINS

			MODEL: 200 Six	MODEL: 302-2V
Material			SAE-5015 Alloy Steel	
Length			3.025	3.025
Diameter			.9121	.9121
Type	Locked in rod, in piston, floating, etc.		Pressed Fit in Rod	
	Bushing	In rod or piston	None	
		Material	-	
Clearance	In piston		.0003-.0005	.0002-.0004
	In rod		Press Fit	
Direction & amount offset in piston			-	Right .0625

ENGINE – CONNECTING RODS

		MODEL: 200 Six	MODEL: 302-2V
Material		Forged Steel-SAE-1041	
Weight (oz.)		18.65	19.85
Length (center to center)		4.715	5.090
Bearing	Material & Type	(b)	Plated Copper-Lead Alloy On Steel Back Replaceable Inserts
	Overall length	.800-.810	.721
	Clearance (limits)	.0008-.0024	.0008-.0026
	End play	.004-.011	.010-.020 Two Rods

(a) #1 Cast Iron Alloy, Barrel Face, Molybdenum Filled Groove — 302 Engine
(b) Unplated copper-lead Alloy on Steel Back — Replaceable Inserts.

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ENGINE – RINGS

MODEL		390-2V, V8	390-4V, V8	427-4V
Function (top to bottom)	No. 1, oil or comp.	Compression		
	No. 2, oil or comp.	Compression		
	No. 3, oil or comp.	Oil		
	No. 4, oil or comp.	None		
Compression	Description - material, coating, etc.	(a)		(b)
	Width	#1 and #2 .077-.078		(c)
	Gap	.010- 020		(d)
Oil	Description - material, coating, etc.	Multi-piece: Two Rails and One Spacer Expander Rails: Steel, Chrome Plated, Oxide Coated Spacer Expander: Stainless Steel		
	Width	.1875		.125
	Gap	.015-.066 (Rail Only)		.015-.055 (Rail Only)
Expanders		Integral With Oil Ring Assy.		

ENGINE – PISTON PINS

Material			Alloy Steel SAE-5015	
Length			3.163	3.163
Diameter			.9752	.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	.0001-.0003
	In rod		.0001-.0005	.0001-.0005
Direction & amount offset in piston			Right-.0625	None

ENGINE – CONNECTING RODS

Material		Forged Steel SAE 1041	
Weight (oz.)		27.10	29.6
Length (center to center)		6.488	6.488
Bearing	Material & Type	Plated Copper-Lead Alloy on Steel Back, Replaceable Inserts	
	Overall length	.741	.741
	Clearance (limits)	.0008-.0026	.0008-.0032
	End play	.010-.020 (Two Rods)	.018-.028 (Two Rods)

(a) #1 Cast Iron Alloy, Inside Bevel, Reverse Twist, Taper Face, Chrome Plated.
#2 Cast Iron Alloy, Straight Face, Scraper Groove — Phosphate Coated.
(b) #1 and #2 Cast Iron Alloy, Barrel Face, Chrome Plated.
(c) # 1 & #2 .0619-.0626.
(d) #1 .018-.028 #2 .015-.025

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ENGINE – CRANKSHAFT

MODEL			200 Six	302-2V, V8
Material			Cast Iron Alloy	
Vibration damper type			Rubber Floated Inertia Member	
End thrust taken by bearing (No.)			Five	Three
Crankshaft end play			.004-.008	.004-.008
Main bearing	Material & type		(a)	Steel Backed, Plated Copper-Lead Alloy Replaceable Inserts
	Clearance		.0005-.0022	.0005-.0024 (b)
	Journal dia. and bearing overall length	No. 1	2.248 x 1.015	2.2486 x .885
		No. 2	2.248 x 1.015	2.2486 x .885
		No. 3	2.248 x 1.015	2.2486 x 1.132
		No. 4	2.248 x 1.015	2.2486 x .885
		No. 5	2.248 x 1.270	2.2486 x .885
		No. 6	2.248 x 1.015	—
		No. 7	2.248 x 1.015	—
	Dir. & amt. cyl. offset		None	Right Bank Lead .84
Crankpin journal diameter			2.1232	2.1232

ENGINE – CAMSHAFT

Location			In Block	
Material			Special Alloy Iron, Induction Hardened, Phosphate Coated	
Bearings	Material		Steel-Backed, SAE-15 Lead Base Babbitt	
	Number		Four	Five
Type of Drive	Gear or chain		Chain	
	Crankshaft gear or sprocket material		Sintered Iron or Steel	
	Camshaft gear or sprocket material		Cast Iron	Aluminum Body With Molded Nylon Teeth
	Timing chain	No. of links	50	58
		Width	.762 (c)	.637
		Pitch	.375	.375

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	
Valve rotator, type (intake, exhaust)		Ford Free Turn Intake and Exhaust	None
Rocker ratio		1.50:1	1.60:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	

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(a) Micro-babbitt on steel back.
(b) #1 Main Bearing -.001-.0020
(c) .875 alternate

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MODEL			390-2V, V8	390-4V, V8	427-4V, V8
ENGINE – CRANKSHAFT					
Material			Molded Cast Iron Alloy		
Vibration damper type			Rubber Floated Inertia Member		
End thrust taken by bearing (No.)			Three		Three
Crankshaft end play			.004-.010		.004-.010
Main bearing	Material & type		Plated Copper-Lead Alloy on Steel Back, Replaceable Inserts		
	Clearance		.0005-.0025		
	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			2.4389		2.4384
ENGINE – CAMSHAFT					
Location			In Block		
Material			Molded Special Alloy Iron, Induction Hardened, Phosphate Coated		
Bearings	Material		Steel Backed SAE-15 Lead Base Babbitt		
	Number		Five		
Type of Drive	Gear or chain		Chain		
	Crankshaft gear or sprocket material		Sintered Iron		
	Camshaft gear or sprocket material		Aluminum Body With Molded Nylon Teeth		
	Timing chain	No. of links	48		
		Width	.86		
		Pitch	.50		
ENGINE – VALVE SYSTEM					
Hydraulic lifters (Std., opt., NA)			Standard		
Valve rotator, type (intake, exhaust)			Ford Free Turn-Intake and Exhaust		
Rocker ratio			1.73:1		1.73:1
Operating tappet clearance (indicate hot or cold)	Intake		Zero		
	Exhaust		Zero		

(Continued)

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ENGINE – VALVE SYSTEM (cont.)

MODEL			200 Six	302-2V, V8
Timing (based on top of ramp points)	Intake	Opens (°BTC)	9	15
		Closes (°ABC)	51	61
		Duration - deg.	240	256
	Exhaust	Opens (°BBC)	42	55
		Closes (°ATC)	18	19
		Duration - deg.	240	254
	Valve opening overlap		27°	34°
Intake	Material		SAE-1047 Steel Alumized Head-Chrome Plated Stem & Foot	
	Overall length		4.26	4.873
	Actual overall head dia.		1.642-1.657	1.773-1.788
	Angle of seat & face		Seat 44° 30" -45°; Face 45° 30" -45° 45"	
	Seat insert material		None	
	Stem diameter		.3100-.3107	.3416-.3423
	Stem to guide clearance		.0008-.0025	.0010-.0027
	Lift (- zero lash)		.348	.426
	Outer spring press. & length	Valve closed (lb. @ in.)	54 @ 1.59	71-79 @ 1.66
		Valve open (lb. @ in.)	150 @ 1.22	171-189 @ 1.23
	Inner spring press. & length	Valve closed (lb. @ in.)	None	
		Valve open (lb. @ in.)	None	
Exhaust	Material		Cast Austenitic Steel, -Aluminized Head-Chrome Plated Stem & Foot	
	Overall length		4.26	4.873
	Actual overall head dia.		1.381-1.396	1.442-1.457
	Angle of seat & face		Seat 44° 30" - 45°; Face 45° 30" -45° 45"	
	Seat insert material		None	
	Stem diameter		.3098-.3105	.3416-.3423
	Stem to guide clearance		.0010-.0027	.0010-.0027
	Lift (zero lash)		.348	.425
	Outer spring press. & length	Valve closed (lb. @ in.)	54 @ 1.59	71-79 @ 1.66
		Valve open (lb. @ in.)	150 @ 1.22	171-189 @ 1.23
	Inner spring press. & length	Valve closed (lb. @ in.)	None	
		Valve open (lb. @ in.)	None	

ENGINE – LUBRICATION SYSTEM

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

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (*)

ENGINE – VALVE SYSTEM (cont.)

MODEL			390-2V, V8	390-4V, V8	427-4V, V8
Timing (based on top of ramp points)	Intake	Opens (°BTC)	13	18	18
		Closes (°ABC)	63	72	72
		Duration - deg.	256	270	270
	Exhaust	Opens (°BBC)	63	82	82
		Closes (°ATC)	23	28	28
		Duration - deg.	266	290	290
	Valve opening overlap		36°	46°	46°
Intake	Material		Special Alloy Steel Aluminized Head-Chrome Plated Stem & Foot		
	Overall length		5.446		
	Actual overall head dia.		2.022-2.037		2.080-2.097
	Angle of seat & face		Seat 44° 30" -45°; Face 45° 30" -45° 45"		(a)
	Seat insert material		None		
	Stem diameter		.3711-.3718		
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.427	.4809	.4809
	Outer spring press. & length	Valve closed (lb. @ in.)	85-95 @ 1.82	80-90 @ 1.82	
		Valve open (lb. @ in.)	209-231 @ 1.38	254-281 @ 1.32	
	Inner spring press. & length	Valve closed (lb. @ in.)	None	None	Damper Only
		Valve open (lb. @ in.)	None	None	Damper Only
Exhaust	Material		Cast Austenitic Steel, Aluminized Head (b)		21-4N Forged Steel (c)
	Overall length		5.426		5.426
	Actual overall head dia.		1.551-1.566		1.645-1.660
	Angle of seat & face		Seat 44° 30' -45° Face 45° 30" -45°		(a)
	Seat insert material		None		
	Stem diameter		.3701-.3708		
	Stem to guide clearance		.0010-.0027		.0020-.0037
	Lift (@ zero lash)		.430	.490	.490
	Outer spring press. & length	Valve closed (lb. @ in.)	85-95 @ 1.32	80-90 @ 1.82	
		Valve open (lb. @ in.)	209-231 @ 1.38	254-281 @ 1.32	
	Inner spring press. & length	Valve closed (lb. @ in.)	None	None	Damper Only
		Valve open (lb. @ in.)	None	None	Damper Only

ENGINE – LUBRICATION SYSTEM

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

(Continued)

(a) Seat 30° to 30° -30', Face 29° 15" to 29° 30'
(b) Chrome Plated Stem & Foot
(c) Chrome Plated Stem

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (*)

ENGINE – LUBRICATION SYSTEM (cont.)

MODEL	200 Six	302-2V, V8
Oil pump type	Gerotor	Rotor
Normal oil pressure (lb. engine rpm)	35-55 @ 2000	
Oil press. sending unit (elect. or mech.)	Electrical	
Type oil intake (floating, stationary)	Stationary Shrouded Screen in Sump	
Oil filter system (full flow, part., other)	Full Flow	
Filter replacement (element, complete)	Complete	
Capacity of c case, less filter-refill (qt.)	3.5	4.0
Oil grade recommended (SAE viscosity and temperature range)	90°F and above — SAE 30 or 20W 40 20°F to 90°F — SAE 20 or 20W or 10W 30 -10°F to 20°F — SAE 5W-20 or 10W or 10W 30 -10°F and below° — SAE 5W-20	
Engine Service Reqmt. (MM, MS, etc.)	MS	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single Y Type (a)
Muffler No. & type (reverse flow, straight thru, separate resonator)		One Reverse Flow	
Exhaust pipe dia. (O.D., wall thick.)	Branch	2.00 x .084-Laminated	1.88 x .084-Laminated (b)
	Main	2.00 x .075-Solid	2.00 x .075 (c)
Tail pipe dia. (O.D. & wall thickness)		1.88 x .060 Integral With Muffler (d)	

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Induction System
		Optional	—
Control Unit	Make and model		Ford, A/C or Chicago Screw
	Location		Rocker Cover
	Energy source (manifold vacuum, carburetor air stream, other)		Manifold Vacuum
	Control method (variable orifice, fixed orifice, other)		Variable Orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Carburetor Spacer and Carburetor Air Cleaner
	Air inlet (breather cap, carburetor air cleaner, other)		Carburetor Air Cleaner
	Flame arrestor (screen, check valve, other)		Emission Valve

(a) Convertible dual
(b) 2.00" diameter on sedans and hardtops.
(c) 2.50" x .075" sedans and hardtops.
(d) 2.25" diameter on sedans and hardtops.

AMA Specifications—Passenger Car

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (a)

ENGINE – LUBRICATION SYSTEM (cont.)

MODEL	390-2V, V8	390-4V, V8	427-4V, V8
Oil pump type	Rotor		
Normal oil pressure (lb. engine rpm)	35-65 @ 2000		40-55 @ 2000
Oil press. sending unit (elect. or mech.)	Electrical		
Type oil intake (floating, stationary)	Stationary Shrouded Screen in Sump		
Oil filter system (full flow, part., other)	Full Flow		
Filter replacement (element, complete)	Complete		
Capacity of c case, less filter-refill (qt.)	4.0	4.0	4.0
Oil grade recommended (SAE viscosity and temperature range)	90° and above — SAE 20W-40 or SAE 30 20°F to 90°F — SAE 20-20W or SAE 10W-30 -10°F to 20°F — SAE 5W-20, or 10W-30 or 10W Below -10°F — SAE 5W-20		
Engine Service Reqmt. (MM, MS, etc.)	MS		

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single "Y" Type	Dual (b)	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, Reverse Flow	Dual (b)	Dual
Exhaust pipe dia. (O.D., wall thick.)	Branch	2.00 x .084 Laminated		2.25 x .075
	Main	2.50 x .075	2.25 x .075	
Tail pipe dia. (O.D. & wall thickness)		2.25 x .060	2.25 x .060	

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Induction System	
	Optional	—	
Control Unit	Make and model	Ford, A/C or Chicago Screw	
	Location	Rocker Cover	
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold Vacuum	
	Control method (variable orifice, fixed orifice, other)	Variable Orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Carburetor Air Cleaner and Intake Manifold	
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor Air Cleaner	
	Flame arrestor (screen, check valve, other)	Emission Valve	

(a) Convertible dual
(b) Except station wagons

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (*)

MODEL		200 Six	302-2V, V8
ENGINE – EXHAUST EMISSION CONTROL		Manual Transmission	
Type (Air injection, engine modifications, other)		Air Injection-Carburetor and Distributor Modifications	
Air Injection Pump	Type	Positive Displacement Vane Pump	
	Displacement	19.3 Cu. In./Rev.	
	Drive ratio	1.25:1	1.30:1 1.25:1 With A/C
	Drive type	V-Belt and Pulley	
	Relief valve (type)	Pressure Sensitive Poppet	
	Filter (describe)	Centrifugal	
Air Injection System	Air distribution (hose, manifold, etc.)	Manifold	Manifold
	Point of entry	At Exhaust Port	
	Injection tube I.D.	.260	.260
	Check valve type	Spring Loaded Plate-Poppet	
	Backfire protection (type)	By-Pass Valve	
Carburetor	Make	Autolite	
	Model -9510	C8OF-A	C8AF-AK
	Barrel size	1.437	1.437
	Idle speed: Drive	—	—
	Idle speed: Neutral	700-725	625-650
	F/A	.093 @ 8 CFM	.084 @ 10.5 CFM
Distributor	Aux. Adv. Systems (type)	Centrifugal & Vacuum	
	Make	Autolite	
	Model -12127-	C8DF-12127-E	C8AF-12127-E
	Centrifgal adv. in crank degrees / eng. rpm: Start (rpm)	0° @ 850	0° @ 950
	Intermed. points deg. / rpm	19°-15° @ 1150 24°-19° @ 4000	14.5° @ 1550 28-20 @ 4000
	Max. deg. / rpm	28° @ 4000	28° @ 4000
	Vacuum adv. in crank degrees / eng. rpm: Start (in Hg)	0° @ 1.0"	0° @ 1.0"
	Intermed. points deg. / in. Hg	0°-6° @ 6.0" 17°-11° @ 9.0" 25-20 @ 14.5"	0°-6° @ 10.0" 17°-11° @ 15.0" 22°-17° @ 20.0
	Max. deg. / in.	25° max.	22° max.
	X Spark Retard	12-10	12°-10°
	Vacuum Source	Carburetor Air Stream and Intake Manifold	
Timing - Crank degrees / rpm		4° to 8° BTC @ Idle	3° to 9° BTC @ Idle
Cooling System (describe changes)			
Exhaust System (describe changes)			

X Retard from base initial setting at idle.

With lights off.

AMA Specifications—Passenger Car

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (*)

ENGINE – EXHAUST EMISSION CONTROL

MODEL			390-2V, V8	390-4V, V8 (a)
			Manual Transmission	
Type (Air injection, engine modifications, other)			Air Injection-Carburetor and Distributor Modifications	
Air Injection Pump	Type		Positive Displacement Vane Pump	
	Displacement		19.3 Cu. In./Rev.	
	Drive ratio		1.254 1.33:1 With A/C	1.06:1 1.04:1 With A/C
	Drive type		V-Belt and Pulley	
	Relief valve (type)		Pressure Sensitive-Poppet	
	Filter (describe)		Centrifugal	
Air Injection System	Air distribution (head, manifold, etc.)		Air Manifold	
	Point of entry		At Exhaust Port	
	Injection tube I.D.		.260	
	Check valve type		Spring Load Plate Poppet	
	Backfire protection (type)		By-Pass Valve	
Carburetor	Make		Autolite	Holley
	Model -9510		C8AF-M	C8OF-C (b)
	Barrel size		1.687	1.562
	# Idle speed	Drive		
		Neutral	625-650	625-650 (c)
	Idle F/A mixture		.093 @ 11 CFM	.082 @ 16 CFM
Distributor	Aux. Adv. Systems (type)		Centrifugal & Vacuum	
	Make		Autolite	
	Model		C8AF-12127-M	C8OF-12127-D
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	0° @ 800	0° @ 850
		Intermed. points deg. @ rpm	6.5°-2.5° @ 1100 21.5°-16.5° @ 4000	19° @ 1460 29°-24 @ 4000
		Max. deg. @ rpm	22° @ 4000	29° @ 4000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	0° @ 1" 0°-6° @ 9.0" 10-16 @ 13.0" 20°-25° @ 21.0"	0° @ 1.0" 0°-6° @ 8.6" 8.5°-14.2° @ 12" 19°-14° @ 15.0
		Intermed. points deg. @ in. Hg	25° Max.	19° Max.
		Max. deg. @ in. ** Spark Retard	12°-10°	5°-7°
	Vacuum Source		Carburetor Port and Manifold	
Timing - Crank degrees @ rpm			4° to 8° @ Idle	4° to 8° BTC @ Idle
Cooling System (describe changes)				
Exhaust System (describe changes)				

(**) Retard from base initial setting of idle.
(a) Manual and Auto. Trans. Information
(b) C8OF-9510-D — Auto. Trans.
(c) 525-575 RPM in drive for Auto. Trans.
With lights off..

AMA Specifications—Passenger Car

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (*)

MODEL			200 CID	302-2V, V8	390-2V
ENGINE – EXHAUST EMISSION CONTROL			Automatic Transmission		
Type (Air injection, engine modifications, other)			Engine-Carburetor-Distributor Modifications *		
Air Injection Pump	Type				
	Displacement				
	Drive ratio				
	Drive type				
	Relief valve (type)				
	Filter (describe)				
Air Injection System	Air distribution (head, manifold, etc.)				
	Point of entry				
	Injection tube I.D.				
	Check valve type				
	Backfire protection (type)				
Carburetor	Make				
	Model	-9510-	C80F-B	C8ZF-G	C80F-U
	Barrel size		1.437	1.437	1.687
	# Idle speed	Drive	550-575	525-575	
		Neutral			
	Idle F/A mixture		.080 @ 9CFM	.079 @ 12.5CFM	.071 @ 13.7CFM
Distributor	Aux. Adv. Systems (type)		Centrifugal and Vacuum		
	Make		Autolite		
	Model	-12127-	C8DF-D	C8DF-C	C8AF-N
	Centrifgal adv. in crank degrees @ eng. rpm	Start (rpm)	0^{o} @ 950	0^{o} @ 950	0^{o} @ 1000
		Intermed. points deg. @ rpm	9.5^{o}-5.5^{o} @ 1500 28-24^{o} @ 3800	10^{o}-14^{o} @ 1520 25^{o}-20^{o} @ 4000	12.5-8.5 @ 1500 24-19^{o} @ 4000
		Max. deg. @ rpm	28^{o} @ 4000	25^{o} @ 4000	24^{o} @ 4000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	0^{o} @ 1.0"	0^{o} @ 1.0"	0^{o} @ 1.0"
		Intermed. points deg. @ in. Hg	0^{o}-6^{o} @ 5.0" 14^{o}-8^{o} @ 8.0"	0^{o}-6^{o} @ 7.7" 16^{o}-10^{o} @ 14.0"	0^{o}-8^{o} @ 7.6" 10.5^{o}-16.8^{o} @ 11"
		Max. deg. @ in. Hg	19-14 @ 11.0"	23^{o}-18^{o} @ 23"	23^{o}-18^{o} @ 16"
		(**) Spark retard	19^{o} Max. 12-10^{o}	23^{o} Max. 12-10^{o}	23^{o} Max. None
	Vacuum Source		Carburetor Air Stream and Intake Manifold		
Timing - Crank degrees @ rpm			4^{o} to 8^{o} BTC @ Idle	3^{o} to 9^{o} BTC @ Idle	4^{o} to 8^{o} BTC @ Idle
Cooling System (describe changes)					
Exhaust System (describe changes)					

* Ford improved combustion system (IMCO).
** Retard from base initial setting at idle.
# With lights off.

AMA Specifications—Passenger Car

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (•)

MODEL | Automatic Transmission 427-4V

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Air Injection-Carburetor and Distributor Modifications
Air Injection Pump	Type		Positive Displacement Vane Type
	Displacement		19.3 Cu. In/Rev.
	Drive ratio		1.06:1, 1.04:1 With A/C
	Drive type		V-Belt and Pulley
	Relief valve (type)		Pressure Sensitive Poppet
	Filter (describe)		Centrifugal
Air Injection System	Air distribution (head, manifold, etc.)		Air Manifold
	Point of entry		Exhaust Ports
	Injection tube I.D.		.260
	Check valve type		Spring Loaded Plate-Poppet
	Backfire protection (type)		By-Pass Valve
Carburetor	Make		Holley
	Model		C8AF-AD
	Barrel size		
	# Idle speed	Drive	575-625
		Neutral	
	Idle A/F mixture		
Distributor	Aux. Adv. Systems (type)		Centrifugal and Vacuum
	Make		Autolite
	Model		C7OF-12127-F
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	0^{o} @ 850
		Intermed. points deg. @ rpm	17^{o}-18.8^{o} @ 1450 26^{o}-29^{o} @ 4000
		Max. deg. @ rpm	29^{o} @ 4000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	0^{o} @ 1.0"
		Intermed. points deg. @ in. Hg	0^{o}-8^{o} @ 9.5" 10.5^{o}-16.5^{o} @ 13"
		Max. deg. @ in.	16^{o}-22^{o} @ 16.4" 22^{o} max.
	Vacuum Source		Carburetor Air Stream
Timing - Crank degrees @ rpm			4^{o} to 8^{o} BTC @ Idle
Cooling System (describe changes)			
Exhaust System (describe changes)			

With lights off.

AMA Specifications—Passenger Car

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (•)

MODEL	CID	200	302-2V	390-2V	390-4V	427-4V
ENGINE – FUEL SYSTEM		(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)				
Induction type: Carburetor, fuel injection, supercharger		Carburetor				
Fuel Tank	Refill capacity (U.S. gals.)	20 Gallons — Passenger — 20 Gallons S/W				
	Filler location	Rear Fill — Passenger Side Fill S/W				
Fuel Pump	Type (elec. or mech.)	Mechanical				
	Locations	Left Side — Front				
	Pressure range	4-6 PSI		4.5-6.5 PSI		
Vacuum booster (std., optional, none)		None				
Fuel Filter	Type	#1 Nylon & Monel Cloth (Disposable) #2 Saran Plastic				
	Locations	#1 Fuel Line #2 In Fuel Tank				
Carburetor	Choke type	Automatic				
	Intake manifold heat control (exhaust or water)	Hot and Cold Air Cleaner System				Exhaust
	Air cleaner type — Standard	Dry — Replaceable Element				
	Air cleaner type — Optional	None				
	Idle speed (spec. neutral or drive) — Manual	525-575			600-650	N. A.
	Idle speed (spec. neutral or drive) — Automatic	500-550			525-575	N. A.
	* (a) — Idle A/F mix.	.110 @ 5	(b) .097 @ 10	(c) .105 @ 11	.095 @ 10	N. A.

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size CFM
Non-Emission				(9510)		
All	200	Manual	Autolite	C8DF-E	One-1V	1.437
All	200	Automatic	Autolite	C8OF-F	One-1V	1.437
All	302	Manual	Autolite	C8AF-AF	One-2V	1.437
All	302	Automatic	Autolite	C8OF-S	One-2V	1.437
All	390	Manual	Autolite	C8AF-AH	One-2V	1.687
All	390	Automatic	Autolite	C8OF-T	One-2V	1.687
All	390	Manual	Holley	C7OF-A	One-4V	1.562-P&S
All	390	Automatic	Holley	C7OF-B	One-4V	1.562-P&S
Exhaust Emission						
All	200	Manual	Autolite	C8OF-A	One-1V	1.437
All	200	Automatic	Autolite	C8OF-B	One-1V	1.437
All	302	Manual	Autolite	C8AF-AK	One-2V	1.437
All	302	Automatic	Autolite	C8ZF-G	One-2V	1.437
All	390	Manual	Autolite	C8AF-M	One-2V	1.687
All	390	Automatic	Autolite	C8OF-U	One-2V	1.687
All	390	Manual	Holley	C8OF-C	One-4V	1.562-P&S
All	390	Automatic	Holley	C8OF-D	One-4V	1.562-P&S
All 63	427	Automatic	Holley	C8AF-AD	One-4V	1.562-P&S

* With Headlamps Off — Man. Trans. in Neutral — Auto. Trans. In Drive Range

(a) Non-Emission Information — See Pages 9, 9A, 9B & 9C for Emission Information

(b) Auto — .095 @ 10 CFM

(c) Auto — .097 @ 10.5 CFM

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (•)

MODEL 200-1V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure
Radiator cap relief valve pressure		12-15 PSI 14-17 PSI-Auto. Trans. with Exh. Emission Control Sys.
Circulation thermostat	Type (choke, bypass)	Poppet Valve
	Starts to open at (°F)	185°-192°
Water pump	Type (centrifugal, other)	Centrifugal
	GPM 1000 pump rpm	8
	Number of pumps	One
	Drive (V-belt, other)	V-Belt
	Bearing type	Double Row — Sealed Ball & Roller
By-pass recirculation type (inter., ext.)		Internal
Radiator core type (cellular, tube and fin, other)		Down Flow — Tube & Fin
Cooling system capacity	With heater (qt.)	9.5
	Without heater (qt.)	8.5
	Opt. equipment-specify (qt.)	None
Water jackets full length of cyl (yes, no)		Yes
Water all around cylinder (yes, no)		Yes
Radiator hose	Lower — Number and type (molded, straight)	One, Molded
	Lower — Inside diameter	1.25 Radiator 1.50 Water Pump
	Upper — Number and type (molded, straight)	One, Molded
	Upper — Inside diameter	1.25
	By-pass — Number and type (molded, straight)	None
	By-pass — Inside diameter	
Fan	Number of blades & spacing	
	Diameter	
	Ratio-fan to crankshaft rev.	
	Fan cutout type	
	Bearing type	
*Drive belts (indicate belt used by letter)	Fan	
	Generator or alternator	
	Water Pump	
	Power Steering	
	Air Conditioning	

See Attached Supplement — Page 11-A

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V											
Nominal length (SAE)					See Page 11-A						
Width											

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (•)

MODEL

ENGINE		200 CID							
RATIO — FAN TO CRANKSHAFT REV.		1.04:1	1.04:1	1.04:1	1.04:1	1.18:1	1.18:1	1.18:1	1.18:1
Fan	Number of Blades & Spacing	4-Uneven	4-Uneven	4-Uneven	4-Uneven	6 Uneven	6-Uneven	6-Uneven	6-Uneven
	Diameter	16.0	16.0	16.0	16.0	17.25	17.25	17.25	17.25
	Fan Cutout Type	None	None	None	None	Viscous	Viscous	Viscous	Viscous
	Bearing Type	Double Row Bearing							
*Drive Belts (Indicate Belt used by Letter)	Fan	A	A	A-D	A-D	Two-C	Two-C	Two-C E	Two-C E
	Alternator	A	A	A	A	Two-C	Two-C	Two-C	Two-C
	Water Pump	A	A	A-D	A-D	Two-C	Two-C	Two-C E	Two-C E
	Power Steering		B		B		B		B
	Air Conditioning					Two-C	Two-C	Two-C	Two-C
	Crankshaft	A	A-B	A-D	A-B-D	Two-C	Two-C B	Two-C	Two-C B
	Air Injection Pump			D	D			E	E
	#	1	2	5	6	3	4	7	8

#1. No Access.
2. Power Steering
3. Air Conditioning
4. Power Steering & A/C
5. Air Injection Pump
6. Power Steering & Air Injection Pump
7. A/C & Air Injection Pump
8. Power Steering, A/C & Air Injection Pump

*Drive Belt	A	B	C	D	E
Angle of "V"	36°	36°	36°	36°	36°
Nominal Length (SAE)	34.00	41.00	46.00	45.75	34.50
Width	15/32	15/32	15/32	15/32	3/8

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (a)

MODEL 302-2V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-15 PSI
Circulation thermostat	Type (choke, bypass)		Poppet Valve
	Starts to open at (°F)		188°-195°
Water pump	Type (centrifugal, other)		Centrifugal
	GPM @ 1000 pump rpm		18
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row — Sealed Ball & Roller
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Down Flow, Tube & Fin
Cooling system capacity	With heater (qt.)		15.0
	Without heater (qt.)		14.0
	Opt. equipment-specify (qt.)		None
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower — Number and type (molded, straight)		One, Molded
	Lower — Inside diameter		1.75
	Upper — Number and type (molded, straight)		One, Molded
	Upper — Inside diameter		1.50
	By-pass — Number and type (molded, straight)		One, Molded
	By-pass — Inside diameter		
Fan		1 or 2	3
	Number of blades & spacing	4 Uneven	5 Flex
	Diameter	17.5"	17.5"
	Ratio-fan to crankshaft rev.	0.95:1	1.04:1
	Fan cutout type	None	None
	Bearing type	Double Row Sealed Ball (Water Pump Bearing)	
*Drive belts (indicate belt used by letter)	Fan		
	Generator or alternator		
	Water Pump		
	Power Steering		
	Air Conditioning		

See Attached Supplement — Page 11-C

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V											
Nominal length (SAE)					See Page 11-C						
Width											

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ENGINE		302-2V							
RATIO — FAN TO CRANKSHAFT REV.		.95:1	.95:1	.95:1	.95:1	1.04:1	1.04:1	1.04:1	1.04:1
*Drive Belts (Indicate Belt Used By Letter)	Fan	A	A-B	F-G	B-F-G	Two-C	C-E	Two-F	E-F
	Alternator	A	A	F	F	Two-C	C	Two-F	F
	Water Pump	A	A-B	F-G	B-F-G	Two-C	C-E	Two-F	E-F
	Power Steering		B		B		E		E
	Air Conditioning					D	D	H	H
	Crankshaft	A	A-B	F-G	B-F-G	Two-C D	C-D-E	Two-F H	E-F-H
	Fixed Idler					D	D	H	H
	Adjustable Idler					D	D	H	H
	Air Injection Pump			G	G			H	H
	#	1	2	5	6	3	4	7	8

#1. No Access.
2. Power Steering (P/S
3. Air Conditioning (A/C)
4. P/S & A/C
5. Air Injection Pump (A. I. P.)
6. P/S & A. I. P.
7. A/C & A. I. P.
8. P/S, A/C & A. I. P.

*Drive Belt	A	B	C	D	E	F	G	H
Angle of V	36°	36°	36°	36°	36°	36°	36°	36°
Nominal Length (SAE)	40.25	46.75	40.00	51.75	47.25	40.50	44.75	61.75
Width	15/32	15/32	15/32	1/2	15/32	15/32	15/32	1/2

AMA Specifications—Passenger Car

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MODEL	390-2V & 4V	427-4V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-15 PSI
Circulation thermostat	Type (choke, bypass)		Poppet Valve
	Starts to open at (°F)		188°-195°
Water pump	Type (centrifugal, other)		Centrifugal
	GPM - 1000 pump rpm		17
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row — Sealed Ball & Roller
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Down Flow, Tube & Fin
Cooling system capacity	With heater (qt.)		20.5
	Without heater (qt.)		19.5
	Opt. equipment-specify (qt.)		None
Water jackets full length of cyl. (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower — Number and type (molded, straight)		One, Molded
	Lower — Inside diameter		1.75 @ Radiator 2.07 @ Water Pump
	Upper — Number and type (molded, straight)		One, Molded
	Upper — Inside diameter		1.50 @ Radiator 1.75 @ Outlet
	By-pass — Number and type (molded, straight)		One, Straight
	By-pass — Inside diameter		

Code Belt Arrangement	1	.576-.620 2	3
Fan — Number of blades & spacing	4 Uneven	7 Uneven	7 Uneven
Fan — Diameter	19.0	18.25	18.25
Fan — Ratio-fan to crankshaft rev.	0.94:1	1.25:1	1.10:1
Fan — Fan cutout type	None	(a)	(a)
Fan — Bearing type	Double Row, Sealed Ball		

*Drive belts (indicate belt used by letter) — Fan	
Generator or alternator	
Water Pump	
Power Steering	
Air Conditioning	

See Attached Supplement — Page 11-E

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V											
Nominal length (SAE)					See Page 11-E						
Width											

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ENGINE		390-2V & 390-4V (Non GT)							
RATIO — FAN TO CRANKSHAFT REV.		.94:1	.94:1	.94:1	.94:1	1.25:1	1.25:1	1.25:1	1.25:1
*Drive Belts (Indicate Belt used by Letter)	Fan	A	A	Two-F G	Two-F G	Two-C	C-E	Two-J	E-J
	Alternator	A	A	Two-F	Two-F	Two-C	C	Two-J	J
	Water Pump	A	A	Two-F G	Two-F G	Two-C	C-E	Two-J	J
	Power Steering		B		B		E		E
	Air Conditioning					D	D	H	H
	Crankshaft	A	A-B	Two-F	Two-F B	Two-C D	C-D-E	Two-J H	E-J-H
	Fixed Idler					D	D	H	H
	Adjustable Idler					D	D	H	H
	Air Injection Pump			G	G			H	H
	#	1	2	5	6	3	4	7	8

#1. No Access.
2. Power Steering (P/S)
3. Air Conditioning (A/C)
4. P/S & A/C
5. Air Injection Pump (A. I. P.)
6. P/S & A. I. P.
7. A/C & A. I. P.
8. P/S, A/C & A. I. P.

*Drive Belt	A	B	C	D	E	F	G	H	J
Angle of V	36°	36°	36°	36°	36°	36°	36°	36°	36°
Nominal Length (SAE)	44.75	42.50	41.75	59.50	50.75	42.00	35.00	66.25	41.00
Width	15/32	1/2	15/32	1/2	15/32	15/32	15/32	1/2	15/32

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MODEL	CID	200 Six	302-2V	390-2V	390-4V	427-4V

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model -10655-		C5AF-A	C5AF-B (*)	C5AF-C (*) (b)	
	Voltage Rtg. & Total Plates		12V-54 Plate	12V-66 Plate	12V-66 Plate	
	SAE Designation & Amp. Hr. Rtg.		45 Amp. Hr.	55 Amp. Hr.	70 Amp. Hr.	
	Location		Right Hand Front Engine Compartment			
	Terminal grounded		Negative			
Generator or Alternator	Make		Autolite 38, 42, 55 Amp. Leece-Neville 53 Amp.			
	Model		38 Amp. C6DF-10300-A 42 Amp. C5AF-10300-B (c)			
	Type and rating		3 Phase Full Wave Bridge Rectified Self Limiting			
	Output at engine idle (neutral)		16.0 Amp @ 600 rpm	19.7 Amp @ 625 rpm	16.5 Amp @ 600 rpm	
	Ratio-Gen. to Cr s rev.		2.3:1	2.5:1 (d)	2.36:1 (d)	
Regulator	Make		Autolite			
	Model		38, 42 Amp C8AF-10316-A, 55 Amp C8TF-10316-A			
	Type		Two Unit — Voltage Control & Field Relay			
	Cutout relay	Closing voltage generator rpm	12.0-12.8 @ 1200 RPM			
		Reverse current to open	Open Circuit			
	Regulated	Voltage	14.1-14.7 @ 75°			
		Current	Not Applicable			
	Voltage test conditions	Temperature	75°			
		Load	5 Amp.			
		Other	None			

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make			(b)	Autolite	
	Model -11001-		C7ZF-A(e)	C7AF-F	C7AF-C	
	Rotation (drive end view)		Clockwise			
Motor control	Switch (solenoid, manual)		Solenoid			
	Starting procedure		Turning Ignition Key to Right Against Spring to Actuate the Starter Motor. Release when Engine Starts.			
Motor Drive	Engagement type		Positive — Electro Mechanical			
	Pinion meshes (front, rear)		Front			
	Number of teeth	Pinion	9	9	9	
		Flywheel Manual	136	164	176	
		Flywheel Auto.	132	157	184	
	Flywheel tooth face width	Manual	.365	.365	.365	
		Auto.	.365	.365	.365	

(*) Heavy duty option — All except as noted in (a) & (b), (70 A. H. not available with 200 engine)
(a) C5AF-10655-B — 55 amp. hr. std for 200 engine with A/C and 390 engine with auto. trans.
(b) C5VF-10655-A — 80 amp. hr. std for 427 engine
(c) 55 Amp C6AF-10300-G (200 CID), C6AF-10300-F (302 CID), C6TF-10300-F (390 CID)
53 Amp L-N C5AF-10300-J (200 CID), C5AF-10300-A (302 CID), C5OF-10300-H (390 CID).
(d) 390 CID — 2.36:1, A/C 3.07:1, A/C & P.S. 2.8:1.
(e) For Std. Trans. Only. Use C7OF-11001-A for Auto. Transmission.
(f) For Std. Trans. Only. Use C7AF-11001-B for Auto. Transmission.

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MODEL			200 Six	302-2V, V8
ELECTRICAL – IGNITION SYSTEM			Manual Transmission	
Type	Conventional – Std., Opt., N.A.		Standard	
	Transistorized – Std., Opt., N.A.		N.A.	
	Other (specify)			
Coil	Make		Autolite	
	Model		FAC-12029-A	
	Amps	Engine stopped	4.5	
		Engine idling	2.5	
Distributor (a)	Make		Autolite	
	Model	-12127-	C5DF-E	C7OF-A
	Centrifgal adv. in c'shaft degrees@ engine rpm (nominal)	Start (rpm)	(b)	0^0-2^0 @ 1150
		Intermediate points deg.@rpm	0^0-2^0 @ .3" @ 1100 15.5^0-17.5^0 @ .6" @ 2200	14^0-16^0 @ 1800 19.6^0-22.4^0 @ 3000
		Max. deg.@rpm	20.5^0-23^0 @ 3.8" @ 4000	24^0-27.5^0 @ 4000
	Vacuum adv. in c'shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	(c) 27.5^0-30.5^0 @ 6.8" @ 1000	0^0-2.3^0 @ 5.8"
		Intermediate points, deg.@in. Hg.	(c) 28^0-31^0 @ 7.9" @ 1800	0^0-5.8^0 @ 7.0" 10.8^0-16.8^0 @ 12.0"
		Max. deg. in. Hg.	(c) 25.5^0-28.5^0 @ 7.0" @ 3200	16^0-22^0 @ 17.0"
	Breaker gap (in.)		.024-.026	.014-.016
	Cam angle (deg.)		35^0-38^0	26^0-28.5^0
	Breaker arm tension (oz.)		17-21	17-21
Timing(a)	Crankshaft deg.@rpm (d)		3^0 to 9^0 BTDC	3^0 to 9^0 BTDC
	Mark location		Front Cover	Crankshaft Damper
Spark Plug	Make		Autolite	Autolite
	Model		BF-82	BF-32
	Thread (mm)		18mm	
	Tightening torque (lb. ft.)		.15-.20	
	Gap		.032-.036	
Cable	Conductor type		Resistance Core Cable	
	Insulation type		Neoprene Sheath	
	Spark plug protector		Hypalon Boot	

ELECTRICAL – SUPPRESSION

Locations & type	Capacitor in Alternator and Voltage Regulator Resistance Core Ignition Cable & Hood Ground

(a) Non-emission information — see page 9 for emission information
(b) Wide open throttle vacuum advance — 200 engine
(c) Part throttle vacuum advance — 200 engine
(d) At idle: 525-575 rpm with lights off

AMA Specifications—Passenger Car

MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (e)

MODEL			200 Six	302-2V, V8
ELECTRICAL – IGNITION SYSTEM			Automatic Transmission	
Type	Conventional – Std., Opt., N.A.		Standard	
	Transistorized – Std., Opt., N.A.		N. A.	
	Other (specify)			
Coil	Make		Autolite	
	Model		FAC-12029-A	
	Amps	Engine stopped	4.5	
		Engine idling	2.5	
Distributor (a)	Make		Autolite	
	Model -12127-		C5DF-K	C7OF-B
	Centrifgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	(b)	0^{o}-2^{o} @ 780
		Intermediate points deg.@rpm	0^{o}-2^{o} @ .44" @ 1425 7.4^{o}-9.6^{o} @ 1.9" @ 2400	13.5^{o}-15.5^{o} @ 1320 17^{o}-19.5^{o} @ 2600
		Max. deg.@rpm	14^{o}-16.5^{o} @ 3.8" @ 4000	21^{o}-24^{o} @ 4000
	Vacuum adv. in c/shaft degrees" in. Hg. (nominal)	Start (in. Hg.)	(c) 22.5^{o}-26.5^{o} @ 6.8" @ 1000	0^{o}-2.5^{o} @ 6"
		Intermediate points, deg.@in. Hg.	(c) 22^{o}-25^{o} @ 7.9" @ 2200	0^{o}-7.3^{o} @ 7.4" 12.3^{o}-18.3^{o} @ 11"
		Max. deg. in. Hg.	(c) 21^{o}-24^{o} @ 7" @ 3200	19^{o}-25^{o} @ 16"
	Breaker gap (in.)		.024-.026	.014-.016
	Cam angle (deg.)		35^{o}-38^{o}	26^{o}-28.5^{o}
	Breaker arm tension (oz.)		17-21	17-21
Timing(a)	Crankshaft deg.@rpm (d)		9^{o} to 15^{o} BTDC	3^{o} to 9^{o} BTDC
	Mark location		Front Cover	Crankshaft Damper
Spark Plug	Make		Autolite	
	Model		BF-82	BF-32
	Thread (mm)		18mm	
	Tightening torque (lb. ft.)		15-20	
	Gap		.032-.036	
Cable	Conductor type		Resistance Core Cable	
	Insulation type		Neoprene Sheath	
	Spark plug protector		Hypalon Boot	

ELECTRICAL – SUPPRESSION

Locations & type	Capacitor in Alternator and Voltage Regulator Resistance Core Ignition Cable & Hood Ground

(a) Non-emission information — see page 9B for emission information.
(b) Wide open throttle vacuum advance — 200 engine
(c) Part throttle vacuum advance — 200 engine
(d) At idle: 500-550 RPM with lights off, in drive

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MODEL			390-2V, V8	390-4V, V8
ELECTRICAL – IGNITION SYSTEM			Manual Transmission	
Type	Conventional – Std., Opt., N.A.		Standard	
	Transistorized – Std., Opt., N.A.		N. A.	
	Other (specify)			
Coil	Make		Autolite	
	Model		FAC-12029-A	
	Amps	Engine stopped	4.5	
		Engine idling	2.5	
Distributor (a)	Make		Autolite	
	Model	-12127	C7AF-AD	C7OF-H
	Centrifgal adv. in c'shaft degrees @ engine rpm (nominal)	Start (rpm)	0^{o}-2^{o} @ 950	0^{o}-2^{o} @ 760
		Intermediate points deg. @ rpm	3.5^{o}-5.5^{o} @ 1300 10.7^{o}-13.3^{o} @ 2800	9.6^{o}-11.6^{o} @ 1080 14^{o}-16.5^{o} @ 2400
		Max. deg. @ rpm	16.5^{o}-19.5^{o} @ 4000	19.5^{o}-22.5^{o} @ 4000
	Vacuum adv. in c'shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	0^{o}-2.5^{o} @ 6"	0^{o}-2.5^{o} @ 8"
		Intermediate points, deg. @ in. Hg.	0^{o}-7.5^{o} @ 7.3" 10^{o}-16^{o} @ 10"	0^{o}-8^{o} @ 9.5" 8.4^{o}-14.4^{o} @ 12"
		Max. deg. in. Hg.	19^{o}-25^{o} @ 16"	12^{o}-18^{o} @ 13.8"
	Breaker gap (in.)		.014-.016	
	Cam angle (deg.)		26^{o}-28.5^{o}	
	Breaker arm tension (oz.)		17-21	
Timing (a)	Crankshaft deg. @ rpm (b)		7^{o} to 13^{o} BTDC	
	Mark location		Crankshaft Damper	
Spark Plug	Make		Autolite	
	Model		BF-32	
	Thread (mm)		18mm	
	Tightening torque (lb. ft.)		15-20	
	Gap		.032-.036	
Cable	Conductor type		Resistance Core Cable	
	Insulation type		Neoprene Sheath	
	Spark plug protector		Hypalon Boot	

ELECTRICAL – SUPPRESSION

Locations & type	Capacitor in Alternator and Voltage Regulator Resistance Core

Ignition Cable & Hood Ground

(a) Non-emission information — see page 9A for emission information

(b) At idle: 525-575 RPM with lights off — 390-2V
600-650 RPM with lights off — 390-4V

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MODEL			390-2V	390-4V
ELECTRICAL – IGNITION SYSTEM			Automatic Transmission	
Type	Conventional – Std., Opt., N.A.		Standard	
	Transistorized – Std., Opt., N.A.		N.A.	
	Other (specify)			
Coil	Make		Autolite	
	Model		FAC-12029-A	
	Amps	Engine stopped	4.5	
		Engine idling	2.5	
Distributor (a)	Make		Autolite	
	Model -12127-		C7AF-AG	
	Centrifgal adv. in c. shaft degrees @ engine rpm (nominal)	Start (rpm)	0^{o}-2^{o} @ 1050	0^{o}-2^{o} @ 750
		Intermediate points deg. @ rpm	10.5^{o}-12.5^{o} @ 1700 16^{o}-18.5^{o} @ 3000	10.5^{o}-12.5^{o} @ 1100 15^{o}-17.5^{o} @ 2600
		Max. deg. @ rpm	20^{o}-23^{o} @ 4000	19.5^{o}-22.5^{o} @ 4000
	Vacuum adv. in c. shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	0^{o}-2^{o} @ 5"	0^{o}-3^{o} @ 8"
		Intermediate points, deg. @ in. Hg.	0^{o}-6^{o} @ 5.8" 12.5^{o}-18.5^{o} @ 10"	0^{o}-8^{o} @ 9.5" 8.4^{o}-14.5^{o} @ 12"
		Max. deg. in. Hg.	19^{o}-25^{o} @ 14.5"	16^{o}-22^{o} @ 16.4"
	Breaker gap (in.)		.014-.016	.014-.016
	Cam angle (deg.)		26^{o}-28.5^{o}	26^{o}-28.5^{o}
	Breaker arm tension (oz.)		17-21	17-21
Timing (a)	Crankshaft deg. @ rpm		7^{o} to 13^{o} BTDC	9^{o} to 15^{o} BTDC
	Mark location		Crankshaft Damper	
Spark Plug	Make		Autolite	
	Model		BF-42	
	Thread (mm)		18mm	
	Tightening torque (lb. ft.)		15-20	
	Gap		.032-.036	
Cable	Conductor type		Resistance Core Cable	
	Insulation type		Neoprene Sheath	
	Spark plug protector		Hypalon Boot	
ELECTRICAL – SUPPRESSION			Capacitor in Alternator and Voltage Regulator	
Locations & type				

(a) Non-emission information — see pages 9A & 9B for emission information.
(b) At idle: 500-550 with lights off, in drive — 390-2V
525-575 with lights off, in drive — 390-4V

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MODEL All

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	
	Trip odometer (yes,no)	
Charge indicator – type		Warning Lights
Temperature indicator – type		Cold and Hot
Oil pressure indicator – type		Warning Lights
Fuel indicator – type		Electric Gauge
Other		None
Windshield wiper	Type – Standard	Two Speed Electric
	Type – Optional	
Windshield washer	Type – Standard	Standard
	Type – Optional	
Horn	Type	Air Electric
	Number used	(2) Two
	Amp draw (each)	5.5 Amps

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		200-Six (a)	With 302-2V	390-2V, V8	390-4V, V8
		Long Manufacturing Semi-Centrifugal, Single Disc Dry Plate			
Type pressure plate springs		Coil			
Total spring load (lb.)		1158	1404	1818	1818
No. of clutch driven discs		One			
Clutch facing	Material	Woven Asbestos			
	Outside & inside dia.	9x6	10x6.75	11x7	11x7.0
	Total eff. area (sq.in.)	70.6	85.5	113.1	113.1
	Thickness	.125			
	Engagement cushioning method	Torbend Disc			
Release bearing	Type & method of lubrication	Ball Thrust Prepacked Seal			
Torsional damping	Methods: springs, friction material	Spring Steel			

(a) Non-centrifugal single dry plate.

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MODEL All

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard, Except 427-4V-V8
Manual 4-speed (std. or opt.)	Opt.
Manual with overdrive (std. or opt.)	Opt. 302-2V
Automatic (std. or opt.)	All

DRIVE UNITS – MANUAL TRANS.

		200 Six	302-2V	390-2V	390-4V	302-2V	390-2V	390-4V
Number of forward speeds		3	3	3	3	4	4	4
Transmission ratios	In first	2.99:1	2.99:1	2.42:1	2.42:1	2.78:1	2.32:1	2.78:1
	In second	1.75:1	1.75:1	1.61:1	1.61:1	1.93:1	1.69:1	1.93:1
	In third	1.00:1	1.00:1	1.00:1	1.00:1	1.36:1	1.29:1	1.36:1
	In fourth	–	–	–	–	1.00:1	1.00:1	1.00:1
	In reverse	3.17:1	3.17:1	2.33:1	2.33:1	2.78:1	2.32:1	2.78:1
Synchronous meshing, specify gears		1-2-3	1-2-3	1-2-3	1-2-3	1 thru 4	1 thru 4	1 thru 4
Shift lever location		Column				Floor Shift		
Lubricant	Capacity (pt.)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
	Type recommended	ESW-M2C83-B						
	SAE viscosity number – Summer	SAE-80						
	SAE viscosity number – Winter	SAE-80						
	SAE viscosity number – Extreme cold	SAE-80						

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

Type (planetary or other)		Not Available
Manual lockout (yes, no)		
Downshift accelerator control (yes, no)		
Minimum cut-in speed		
Gear ratio		
Lubricant	Capacity (pt.) (Overdrive only)	
	Separate filler (yes, no)	
	Type recommended	
	SAE viscosity number – Summer	
	SAE viscosity number – Winter	
	SAE viscosity number – Extreme cold	

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MODEL	200 Six	302-2V	390-2-4V	427-4V

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Cruise-O-Matic (Select Shaft)			
Type describe		Torque Convertor with Planetary Gears			
Selector location		Column or Floor Shift (P-R-N-D-2-1)			
List gear ratios Selector Pattern and indicate which are used in each selector position		Gear Ratios — 1st 2.46:1, 2nd 1.46:1, 3rd 1.00:1, Reverse 2.20:1 P - Park R - Reverse N - Neutral D - 1st Gear Start, Automatic Upshift 2 - 2nd Gear Start and Hold - 1st-1st Gear Start and Hold			
Max. upshift speed-drive range					
Max. kickdown speed-drive range					
Torque convertor	Number of elements	Three			
	Max. ratio at stall	2.10	2.02	2.10	2.10
	Type of cooling (air, liquid)	Liquid Passed Through Heat Exchanger on Radiator			
	Nominal diameter				
Lubricant	Capacity-refill (pt.)	16.0	18.0	26	26
	Type recommended	Type "A" Transmission Fluid — M2C33F			
Special transmission features		Engine Starts Only When Shift Lever is in "N" or "P" Position			

DRIVE UNITS – PROPELLER SHAFT

		200 Six	302-2V, V8	390-2V & 4V, V8
Number used		One		
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Exposed Tube-In-Tube		
Outer diam. x length* x wall thickness	Manual 3-speed trans. Sedans	3.00x58.67x.065	3.00x58.67x.065	3.00x57.43x.065
	Manual 3-speed trans. S/W	3.00x55.64x.065	3.00x55.64x.065	3.00x54.46x.065
	Manual 4-speed trans.		3.00x58.67x.065	3.00x57.43x.065
	Overdrive transmission			
	Automatic transmission Sedans	3.00x58.67x.065	3.00x58.67x.065	3.00x54.03x.065 (a)
	Automatic transmission S/W	3.00x55.64x.065	3.00x55.64x.065	3.00x51.01x.065

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

(Continued)

(a) Use with 427-4V Auto. Transmission

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DRIVE UNITS – PROPELLER SHAFT (cont.)

MODEL			200 Six	302-2V	390-2V 390-4V	427-4V
Intermediate bearing	Type (plain, anti-friction)		None			
	Lubrication (fitting, prepack)		None			
Slip Yoke	Type					
	Number of teeth		28	28	28 Man 31 Auto	31
	Spline O.D.		1-1/2	1-1/2.	1-1/2 Man 1-11/16 Auto	1-11/16
Universal joints	Make and Mfg. No		Ford			
	Number used		Two			
	Type (ball and trunnion, cross)		Cross			
	Rear attach. (u bolt, clamp, etc.)		U-Bolt			
	Bearing	Type (plain, anti-friction)	Anti-Friction			
		Lubric. (fitting, prepack)	Pre-Packed			
Drive taken through (torque tube or arms, springs)			Spring			
Torque taken through (torque tube or arms, springs)			Spring			

DRIVE UNITS – AXLE

Type (front, rear)			Rear			
Description			Conventional Rear Axle, with Semi-Floating Axle Shafts and Straddle Mounted Ring Gear Pinion			
Limited Slip differential, type			Ford Equalock			
Drive Pinion Offset			1.50		2.25	
No. of differential pinions			Two		Four	
Pinion adjustment (shim, other)			Shim			
Pinion bearing adj. (shim, other)			Collapsible Spacer			
Wheel bearing type			Single Row Double Sealed Ball Bearing			
Lubricant	Capacity (pt.)		4		5.0	
	Type recommended		Hypoid-Extreme Pressure (b)		M-23105-A	M-23105-A
	SAE viscosity number	Summer	SAE-90			
		Winter	SAE-90			
		Extreme cold	SAE-90			

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.75:1	2.79:1	2.83:1	3.00:1	3.20:1	3.25:1	3.50:1
No. of teeth	Pinion	16	14	12	13	10	12	10
	Ring gear	44	39	34	39	32	39	35
Ring Gear O.D.								

(a) M2C104-A for Equalock and 200 Six, 289-302-V8
(b) M2

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MODEL: All Models

DRIVE UNITS – WHEELS

Type & material		Stamped Steel Disc
Rim (size & flange type)	Std.	14x5JJ on All Except GSA which has 14x5.5JJ
	Opt.	14x6JJ and 14x6JJ Styled (Chrome-Plated)
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.5
	Number and size	Five-1/2-20

DRIVE UNITS – TIRES

MODEL			All Except GT, S/W		All S/W 200, 302	All S/W 390	All GT Except 427 CID (a)
Standard	Size, ply rating, & ply		7.35x14 4 PR	7.75x14 4 PR	7.75x14 2 ply 4 PR	7.75x14 4 ply 8 PR	F70x14
	Type (bias, radial, etc.)						
	Full rated Inflation Press. (e)	Front	24	24	22	22	24
		Rear	26 (d)	26	32	34	24
	Rev./Mile at 50 MPH		741	761	761	761	786
Optional	Size, ply rating, & ply		7.75-14-2/4 PR 7.75-14-4/8 PR 185R-14 E70-14-2/4 PR F70-14-2/4 PR FR70-14				

BRAKES – PARKING

Type of control		Foot Operated Hand Release
Location of control		Left of Steering Column
Operates on		Rear Service Brake
If separate from service brakes	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	

(a) 427 CID GT FR70x14 Tire Std. @ 28/28 psi
(b) Must use 14x6" wheels.
(c) FR70x14" on HT & Conv. Only with 14x6" Wheels and Handling Susp.
(d) Except conv. which is 27 psi rear
(e) Tire pressures to provide maximum fuel economy
4 ply rated tires — inflate to 32 psi maximum
8 ply rated tires — inflate to 40 psi maximum
Note: When using maximum fuel economy inflation pressures any front and rear tire pressure differential shown above must be maintained but do not exceed the maximum pressure.

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MODEL

BRAKES – SERVICE				Sedans, HT 200,302	Convertible 200, 302	Sedan, HT 390	427	Station Wagon 200,302	390
Type (drum or disc)				Duo-Servo					
Self adjusting (std., opt., N.A.)				Standard					
Power brake make & type (remote, int., etc.)	Std.						Std. Disc Brakes See Page 19A		
	Opt.			Disc Only				Disc Only	
Effective area (sq. in.)*				129.7	146.6			146.6	165.2
Gross lining area (sq. in.)**				154.7	174.0			174.0	193.4
Swept area (sq. in.)***				251.4	282.8			282.8	314.2
Percent brake effectiveness – front				60.6	60.6			57.6	57.6
Drum or Disc	Diameter (nominal)	Front		10.0x2.25	10.0x2.50			10.0x2.50	10.0x2.50
		Rear		10.0x1.75	10.0x2.00			10.0x2.00	10.0x2.50
	Type and material		(a)	Front: Full Cast Rear: Composite		Flared Flared		(b)	
	Disc (vented or solid)								
	No. pistons per caliper								
Wheel cylinder bore	Front			1.125	1.094	1.094		1.094	1.094
	Rear			.906	.906	.875		.938	.938
Master Cylinder	Bore				1.00				
	displacement distribution	Front	%	58	58	58		58	
		Rear	%	42	42	42		42	
Disc Brk. Valve	Type (proportion, delay, metering, other)			Proportion					
Pedal arc ratio				6.22					
Line pressure at 100 lb. pedal load				795 psi					
Shoe clearance adjustment				.015					
Brake lining	Drum or Disc			Drum-Frt. & Rear					
	Bonded or riveted			Riveted					
	Front Wheel	Material		Molded Asbestos					
		Size (length x width x thickness)	Prim. or outboard	8.46x2.25 x.180	8.46x2.50x.180		See 19A	8.46x2.50x.180	
			Second. or inboard	10.88x2.25 x.250	10.88x2.50x.250			10.88x2.50x.250	
		Segments per shoe		One					
	Rear Wheel	Material		Molded Asbestos					
		Size (length x width x thickness)	Prim. or outboard	8.46x1.75 x.180	8.46x2.00x.180			8.46x2.50x.250	
			Second. or inboard	10.88x1.75 x.250	10.88x2.50x.250			10.88x2.50x.250	
		Segments per shoe		One					

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

(a) Disc brakes standard with 390 G. T. engine. See page 19A.
(b) Flared 302-390 Only
200/302 Compos. - 390 Flared

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MODEL

BRAKES – SERVICE				Optional — Disc Brakes - (Front)
Type (drum or disc)				Caliper Disc
Self adjusting (std., opt., N.A.)				
Power brake make & type (remote, int., etc.)		Std.		Dual Master Cyl.
		Opt.		—
Effective area (sq. in.)*				35.6
Gross lining area (sq. in.)**				35.6
Swept area (sq. in.)***				228
Percent brake effectiveness – front				
Drum or Disc	Diameter (nominal)	Front		11.3 (Disc)
		Rear		10.0 (Drum)
	Type and material			Cast-Iron Disc, Duclite Iron Caliper
	Disc (vented or solid)			Vented
	No. pistons per caliper			One
Wheel cyl. Indiv. bore	Front			2.38
	Rear			See Page 19
Master Cylinder	Bore			.937
	displacement distribution	Front %		65
		Rear %		35
Disc Brk. Valve	Type (proportion, delay, metering, other)			Proportion
Pedal arc ratio				3.00
Line pressure at 100 lb. pedal load				780 @ 20 HG.
Shoe clearance adjustment				0
Brake lining	Drum or Disc			Front Disc
	Bonded or riveted			Bonded
	Front Wheel	Material		Molded Asbestos
		Size (length x width x thickness)	Prim. or outboard	4.90 x 2.07 x .38
			Second. or inboard	4.90 x 2.07 x .38
		Segments per shoe		One Each Side of Disc
	Rear Wheel	Material		
		Size (length x width x thickness)	Prim. or outboard	(See Page 19)
			Second. or inboard	
		Segments per shoe		

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

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MODEL				All Models
STEERING				
Manual (std., opt., NA)				Standard
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		
		(std., opt., NA)		NA
Wheel diameter		Manual		16
		Power		16
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		NA
		Curb to curb (l. & r.)		41.45
	Inside rear	Wall to wall (l. & r.)		NA
		Curb to curb (l. & r.)		NA
Outside whl. angle with inside whl. at 20°				18°3'
Manual	Gear	Type		Recirculating Ball & Nut
		Make		Ford
		Ratios	Gear	22:1
			Overall	29.4:1
	No. wheel turns			5.25 Lock to Lock
Power	Type (coaxial, linkage, etc.)			Linkage Booster
	Make			Bendix
	Gear	Type		Recirculating Ball & Nut
		Ratios	Gear	16:1
			Overall	21.6:1
	Pump driven by			Belt off Crankshaft Pulley
	Number wheel turns			3.5 Lock to Lock
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear of Wheels
	Drag link (trans. or longit.)			Transverse
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			7° All
	Bearings (type)	Upper		Joint with Sintered Iron Ball — Teflon Coated Fabric Washer
		Lower		Joint with Sintered Iron Ball — Teflon Coated Fabric Washer
		Thrust		Steel Spring and Cap in All Joints
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			+ 1/2° + 1/2°
	Camber (deg.)			+ 1/4° + 1/2°
	Toe-in (outside track inches)			1/4 + 1/16
Steering spindle & joint type				Integral Assembly with Ball Socket Joints
Wheel Spindle	Diameter	Inner bearing		1.25 I.D.
		Outer bearing		.75 I.D.
	Thread size			3/4" - 16 NF3
	Bearing type			Tapered Roller

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (*)

MODEL: All Models

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		None
Provision for brake dip control		Tilted Upper Control Arm Anti-Dive Front Suspension
Provision for acc. squat control		Asymmetrical Type Rear Spring Mounting
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct Acting, Rebound Cut-Off Front
	Make	Ford G. P. D. Autolite / Gabriel
	Piston dia.	1.00 Std. / 1.18 Heavy Duty
Other special features		

SUSPENSION – FRONT

Type and description		Independent S. L. A. Suspension with Ball Joints & Coil Springs				
Spring	Type	Coil				
	Material	SAE-5160 Steel				
	Size (coil design height & I.D. bar length x dia.)	10.61" x 3.88", 127"-149" Bar Length, .575-.66 Bar Diam.				
	Spring rate (lb. per in.)	225 (a)	235 (b)	255 (c)	320 (d)	365 (e)
	Rate at wheel (lb. per in.)	66	72	86	118	123
Stabilizer	Type (link, linkless, frameless)	Link Type				
	Material & bar diameter	SAE-1090 Steel, .69 Diam. all 6 Cyl. Exc. S/W, .72 all 8 Cyl. Models Except "GT" which is .85				

SUSPENSION – REAR

Type and description		Hotchkiss				
Drive and torque taken through		Rear Spring				
Spring	Type	Semi-Elliptic Leaf				
	Material	SAE-5160 Spring Steel				
	Size (length x width, coil design height & I.D.; bar length & dia.)	58.0"x2.50"				
	Spring rate (lb. per in.)	88 (f)	88 (f)	88 (f)	138 (g)	138 (g)
	Rate at wheel (lb. per in.)	93.5	93.5	93.5	133	133
	Mounting insulation type	Rubber Bushings				
	If leaf: No. of leaves	4	4	4	4	4
	If leaf: Shackle (comp. or tens.)	Compression				
Stabilizer	Type (link, linkless, frameless)	None				
	Material	—				
Track bar type		None				

Front — (a) 200 CID Models 54, 62, 63, 71 & 76
(b) 302 Models 54, 62, 63, 71, 76
(c) 390 Models 54, 62, 63 & 76
(d) 302 GT Models 65D, 63D, 76D
(e) 390 & 427 GT Models 65D, 63D, 76D
Rear — (f) 200, 302 & 390-2V CID Models 54, 62, 63
(g) 302, 390-2V & 4V 427 GT Models

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MODEL ALL MODELS

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)		Enamel
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle Indent. No. location		Right Front Side Between W/Shield and Instrument Panel Pad
Engine No. location		Under Coil Mounting Strap
Theft protection - type		Door Locks, Ignition Key Start, Theft Retarder Ignition Switch
Vent window control method (crank, friction pivot)	Front	Friction Pivot Models 54, 71 Only
	Rear	NA
Seat cushion type	Front	Formed Wire Springs, Moulded Urethane Pads
	Rear	Formed Wire Springs, White Cotton Pads
	3rd seat	Polyfoam Pads on Supported Platform
Seat back type	Front	Formed Wire Springs, Cotton Pads
	Rear	Formed Wire Springs, Cotton Pads
	3rd seat	Polyfoam Pad
Windshield glass type (i.e., single curved - laminated plate)		Double Curved — Laminated Plate
Side glass type (i.e., curved - tempered plate)		Single Curved — Tempered Sheet

Backlight glass type (i.e., compound curved - tempered plate, three piece)	Compound Curved Tempered Sheet 54 A-B	62 A-B	Comp. Curved Prem. Sheet 63 B-C	Flat Temp. Plate 76 B-C	Sing. Curved Temp.-Prem.Sht. 71 B-D-E
Windshield glass exposed surface area	1218.96	1218.96	1028.40	1022.40	1218.96
Side glass exposed surface area	1343.20	1255.86	1342.00	1132.60	2475.90
Backlight glass exposed surface area	951.02	953.26	1211.16	708.84	767.22
Total glass exposed surface area	3513.18	3428.08	3581.56	2863.84	4462.08

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MODEL

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	NA on Squire
	Vent windows	NA
	Backlight or tailgate	Opt.
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Opt.
Radios (specify type as well as availability)		AM Transistorized (Optional)
Rear seat speaker		Opt.
Power antenna		NA
Clock		Opt.
Air conditioner (specify type and availability)		Integrated Re-Heat (Optional) NA on 200 CID St. Wag.
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Std.
Glove compartment lamp		Opt.
Luggage compartment lamp		Opt.
Underhood lamp		NA
Courtesy lamp		Opt.
Map lamp		Opt.
Auto. trans. quad. lamp		Std.
Cornering light lamp		NA
Stereo Tape Player		Opt.
Brake Trouble Warning Lamp		Std.
Seat Belt Warning Lamp		Std.
Tachometer		Opt.

LAMP HEIGHT AND SPACING

			Passenger 54-62-76	63-B-C	Station Wagon
Height above ground to center of bulb or marker	Headlamp	Highest *	31.29	31.39	31.69
		Lowest	24.06	24.16	24.46
	Tail	Highest	—	—	—
		Lowest	26.9	26.2	27.30
	Sidemarker	Front			
		Rear			
Distance from C/L of car to center of bulb	Headlamp	Inside	—	—	—
		Outside *	30.06	30.06	30.06
	Tail	Inside	32.31	32.31	33.08
		Outside	—	—	—
	Directional	Front	29.92	29.92	29.92
		Rear	32.31	32.31	33.08

* If single headlamps are used enter here.

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MAKE OF CAR Fairlane MODEL YEAR 1968 DATE ISSUED 10-13-67 REVISED (e)

WEIGHTS

Model		CURB WEIGHT – POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
					Pass. In Front		Pass. In Rear		
		Front	Rear	Total	Front	Rear	Front	Rear	
Fairlane Series (a)									
4-Door Sedan	54A	1777	1460	3237	49	51	20	80	3083
2-Door Sedan	65A	1791	1488	3279	49	51	21	79	3125
4-Door Station Wagon	71D	1660	1916	3576	47	53	19	81	3422
Fairlane "500" Series (b)									
4-Door Sedan	54B	1638	1432	3070	49	51	20	80	2927
2-Door H.T. Fastback	63B	1650	1476	3126	49	51	23	77	2983
2-Door H.T. Formal	65B	1652	1460	3112	49	51	21	79	2969
Convertible	76B	1700	1572	3272	49	51	22	78	3129
4-Door Station Wagon	71B	1523	1908	3431	47	53	19	81	3288
Torino Series (c)									
4-Door Sedan	54C	1653	1455	3108	49	51	20	80	2965
2-Door Formal	65C	1663	1481	3144	49	51	21	79	3001
4-Door Squire S/W	71E	1534	1945	3479	47	53	19	81	3336
Torino G.T. Series (d)									
2-Door H.T. Fastback	63D	1827	1535	3362	49	51	23	77	3208
2-Door H.T. Formal	65D	1829	1519	3348	49	51	21	79	3194
Convertible	76D	1895	1611	3506	49	51	22	78	3352

Accessories & Equipment Differential Weights				Remarks
289-2V Vs. 200 Six	139	28	167	
302-2V Vs. 200 Six	158	34	192	
289-2V Vs. 302-2V	-19	-6	-25	
390-2V Vs. 302-2V	175	68	243	
390-4V Vs. 390-2V	14	23	37	
427-4V Vs. 390-4V	62	8	70	
Cruise-O-Matic Vs. 3 Spd.	-23	0	-23	With 200 Six Engine
Cruise-O-Matic Vs. 3 Spd.	-25	-1	-26	With 302-2V; V8
Cruise-O-Matic Vs. 3 Spd.	0	3	3	With 390-2V, V8
Cruise-O-Matic Vs. 3 Spd.	23	3	26	With 390-4V, V8
4 Spd. Vs. 3 Spd.	12	3	15	With 302-2V, V8
4 Spd. Vs. 3 Spd.	4	1	5	With 390-2V-4V, V8
Radio and Antenna	5	2	7	
Power Steering	28	0	28	
Power Brakes	22	2	24	With 302 V8
Power Brakes	15	2	17	With 390 V8
55 Amp. Battery — HD	8	-1	7	
70 Amp. Battery — HD	17	-2	15	
Air Conditioner	75	0	75	Integral
Luggage Rack	0	14	14	Station Wagon

(a) Base Engine — 289-2V, V8. 3 Spd. Manual Transmission.
(b) and (c) Base Engine 200 Six. 3 Spd. Manual Transmission.
(d) Base Engine 302-2V, V8. 3 Spd. Manual Transmission.

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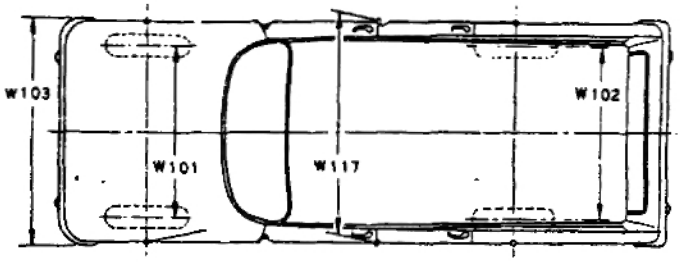
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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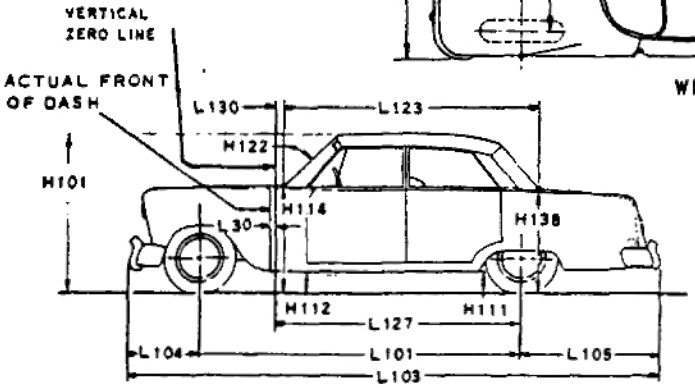

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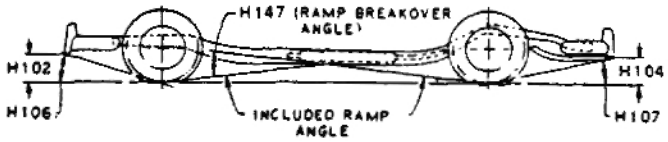
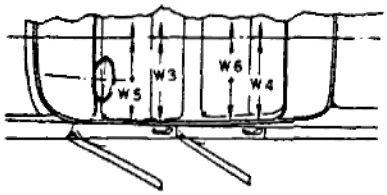


GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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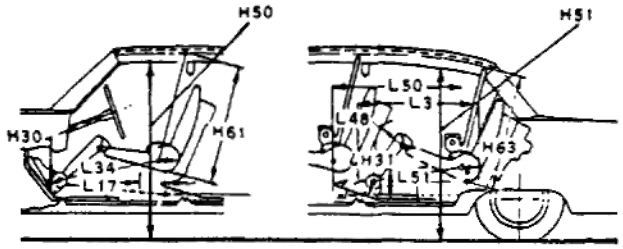
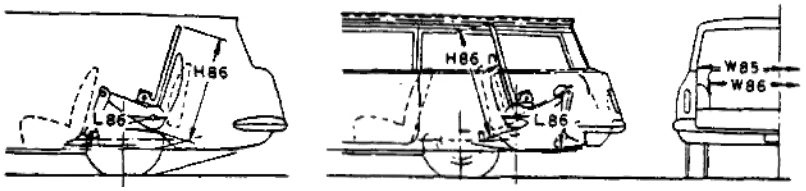
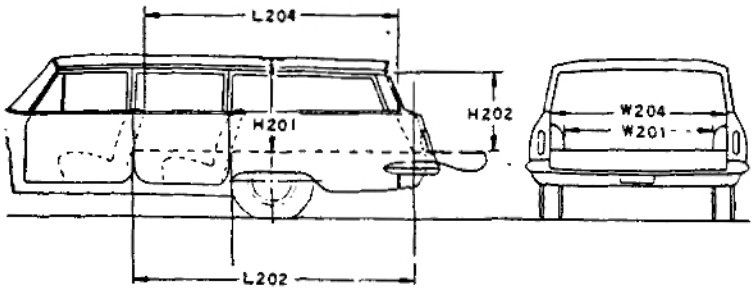


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

AMA Specifications—Passenger Car

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CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD – FRONT. Measured at centerline of tires, with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 – 108) or graphically for reporting purposes.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H 30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 – 105.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.

V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W4 \times L204 \times H201}{1728}$$

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