AMA–40A

AMA Specifications—Passenger Car

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MANUFACTURER	CAR NAME	
FORD MOTOR COMPANY	FAIRLANE	
MAILING ADDRESS	MODEL YEAR	ISSUED: 10-1-68
P. O. BOX 2053 — DEARBORN, MICHIGAN	1969	REVISED (●)

NOTES:
1. The General 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, style names; use manufacturer's code for series & body style.

	Body Code
Fairlane Series	
4-Door Sedan	54A
2-Door Hardtop	65A
4-Door Station Wagon	71D
Fairlane 500 Series	
4-Door Sedan	54B
2-Door Fastback	63B
2-Door Fastback	63E*
2-Door Hardtop	65B
2-Door Hardtop	65E*
Convertible	76B
Convertible	76E*
4-Door Station Wagon	71B
Torino Series	
4-Door Sedan	54C
2-Door Formal	65C
4-Door Squire Station Wagon	71E
Torino GT Series	
2-Door Fastback	63F
2-Door Fastback	63D*
2-Door Hardtop	65F
2-Door Hardtop	65D*
Convertible	76F
Convertible	76D*
Cobra	
2-Door Hardtop	63H
2-Door Hardtop	65H

* Bucket Seats

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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. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	Sedan 4-Door 54	Fastback 2-Door 63	Formal 2-Door 65	Conv. 2-Door 76	Station Wagon 71
WIDTH						
Track – Front	W101	58.8				
Track – Rear	W102	58.5				
Maximum overall car width	W103	74.8	74.6	74.6	74.6	74.6
Body width at No. 2 pillar	W117	74.1	74.0	74.0	74.0	74.1
LENGTH						
Body "O" to front of dash	L 30	0.0				
Wheelbase	L101	116.0				113.0
Overall car length	L103	201.1				203.9
Overhang – front	L104	35.9				
Overhang – rear	L105	49.2				55.1
Body upper structure length	L123	102.5	110.2	103.0	101.5	128.7
Body "O" line to ℄ of rear wheel	L127	99.9				96.9
Body "O" line to w/s cowl point	L130	9.7				
HEIGHT						
Passenger Distribution (front & rear)		2.3				
Trunk/Cargo load (lbs.)						
Overall height	H101	53.7	52.2	52.4	52.8	56.1
Cowl height	H114	36.8	36.4	36.4	36.4	38.1
Deck height	H138	36.4	39.2	35.7	35.9	37.8
Rocker panel – front: To ground	H112	7.4	6.9	6.9	6.9	8.5
Rocker panel – front: From front wheel ℄	H112					
Rocker panel – rear: To ground	H111	6.1	5.5	5.5	5.5	7.9
Rocker panel – rear: From rear wheel ℄	H111					
Windshield slope angle	H122	51.5°	53.6°	53.6°	53.6°	51.5°
GROUND CLEARANCE						
Bumper to ground – front	H102	11.1	10.8	10.8	10.8	11.9
Bumper to ground – rear	H104	9.3	8.6	8.6	8.6	10.2
Angle of approach	H106	20.1°				21.8°
Angle of departure	H107	13.2°				11.6°
Ramp breakover angle	H147	10.6°				12.4°
Min. running clearance (Specify)	H156	5.3				6.0

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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	Fastback 2-Door 63	Formal 2-Door 65	Conv. 2-Door 76	Station Wagon 71
FRONT COMPARTMENT						
Effective head room	H61	38.6	37.4	37.7	38.7	38.6
Max. eff. leg room – accelerator	L34	42.4				
H Point to Heel point	H30	8.9			9.0	8.9
H Point travel	L17	5.0				
Shoulder room	W 3	58.0	57.5	57.5	57.5	58.0
Hip room	W 5	59.5	59.0	59.0	59.0	59.5
Upper body opening to ground	H50	48.7	47.5	47.6	47.7	50.1
REAR COMPARTMENT						
H Point couple distance	L50	33.3	29.2	31.1	30.7	31.6
Effective head room	H63	37.4	36.2	36.7	36.8	39.2
Min. effective leg room	L51	36.0	31.9	33.7	33.7	34.5
H Point to Heel point	H31	11.0	10.4	10.4	11.4	11.3
Min. knee room	L48	4.3	.8	2.6	1.6	2.7
Rear Compartment room	L 3	27.3	23.3	25.5	25.0	26.8
Shoulder room	W 4	58.0	56.7	56.7	48.0	58.0
Hip room	W 6	59.5	58.0	58.0	48.8	59.5
Upper body opening to ground	H51	48.2	–	–	–	49.9
LUGGAGE COMPARTMENT						
Usable luggage capacity	V 1	16.2	17.0	16.2	12.1	–
Liftover height	H195	21.3	29.5	20.7	20.7	–
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					35.4
Effective leg room	L86					33.9
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					77.6
Cargo width – Wheelhouse	W201					42.6
Opening width at belt	W204					49.1
Maximum cargo height	H201					32.7
Rear opening height	H202					29.0
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2		Back of Front Seat			85.2 cu. ft. (a)
	V501		Back of Second Seat			48.2 cu. ft.

(a) Additional hidden compartment storage: 7.6 cu. ft. 2-seat models; 4.6 cu. ft. 3-seat models.

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM					Locking
54-63-65	250	1V	9.0	155 @ 4000	240 @ 1600	Manual 3-Speed	3.00	2.79	3.25	(3.00)
						Automatic	2.79	3.00	3.25	(3.00)
76						Manual 3-Speed	3.00	3.25		(3.00)
						Automatic	3.00	3.25		(3.00)
71						Manual 3-Speed	3.00	3.25		(3.25 3.00)
						Automatic	3.00	3.25		(3.25 3.00)
54-63-65-76	302	2V	9.5	220 @ 4600	300 @ 2600	Manual 3-Speed	2.79	3.00	3.25	(3.00)
						Automatic	2.79	3.00		(3.00)
71						Manual 3-Speed	3.25	3.00		(3.00 3.25)
						Automatic	3.00	-		(3.00)
54-63-65-76	351	2V	9.5	250 @ 4600	355 @ 2600	Manual 3-Speed	3.00	3.25		(3.25 3.00)
		2V G. T.				Manual 4-Speed	3.00	3.25		(3.25 3.00)
		4V				Automatic (b)	2.75	3.25	3.00	(3.25 3.00)
71	351	2V				Manual 3-Speed (a)	3.00	3.25		(3.25 3.00)
		4V				Automatic (a)	3.00	3.25		(3.25 3.00)
54-63-65-76	390	4V	10.5	320 @ 4600	427 @ 3200	Manual 3-Speed	3.00	3.25		(3.25 3.00)
						Manual 4-Speed	3.00	3.25		(3.25 3.00)
						Automatic	3.00	3.25		(3.25 3.00)
71						Manual 3-Speed (a)	3.00	3.25		(3.25 3.00)
						Automatic (a)	3.00	3.25		(3.25 3.00)
63D-65D-76D						Manual 3-Speed	3.25	3.00		(3.25 3.00)
						Manual 4-Speed	3.25	3.00		(3.25 3.00)
						Automatic	3.25	3.00		(3.25 3.00)
54-63-65-76	428	4V	10.6	335 @ 5200	440 @ 3400	Manual 4-Speed	3.25	3.50		(3.50 3.91 4.30)
						Automatic	3.25	3.50		(3.50 3.91 4.30
								3.00		3.00)
54-63-65-76	428	4V	10.6	335 @ 5200	440 @ 3400	Manual 4-Speed	3.50	-		(3.50 3.91 4.30)
						Automatic	3.50	3.00		(3.50 3.91 4.30
										3.00)

(a) 3.25 Std. - 3.00 Optional for G. T. Model S/W & Ranchero
(b) 3.00 Std. - 2.75 Optional for 351-2V G. T. & 4V
NOTE: A/C Ratio 3.00 unless noted.
Locking Ratios Shown in Brackets ( ).

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MODEL CID	250-1V	302-2V	351-2V	351-4V
ENGINE – GENERAL				
Type, no. cyls., valve arr.	In-Line, 6, OHV	90°V, 8, OHV		
Bore and stroke (nominal)	3.682 x 3.91	4.002 x 3.00	4.002 x 3.50	
Piston displacement, cu. in.	250	302	351	
Bore spacing (℄ to ℄)	4.08	4.38		
No. system (front to rear) L. Bank		5-6-7-8		
No. system (front to rear) R. Bank		1-2-3-4		
Firing order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	
Compres. ratio (max. ~~nominal~~)	9.0:1	9.5:1	9.5:1	10.7:1
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° 7'	4°		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$	32.5	51.2		
Publishing max. bhp* @ eng. RPM	155 @ 4000	220 @ 4600	250 @ 4600	290 @ 4800
Publishing max. torque * (lb. ft. @ RPM)	240 @ 1600	300 @ 2600	355 @ 2600	385 @ 3200
Recommended fuel regular – premium	Regular			Premium
ENGINE – PISTONS				
Material	Aluminum Alloy with Steel Struts			
Description and finish	Autothermic Type, Slipper Skirt, Cam Ground, and Tin Plated			
Weight (piston only) oz.	17.42	21.16	22.86	
Clearance (limits) Top land	.022-.0308	.0304-.0408		
Clearance (limits) Skirt Top	.0013-.0021 (a)	.0018-.0026 (a)		
Clearance (limits) Skirt Bottom	.0008-.0014	-		
Ring groove depth No. 1 ring	.1925-.1995	.202-.209		
Ring groove depth No. 2 ring	.1925-.1995	.202-.209		
Ring groove depth No. 3 ring	.1925-.1995	.184-.191		
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 and 90° to axis of pin hole.

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ENGINE – GENERAL

MODEL CID		390-4V, I, P.	428-4V
Type, no. cyls., valve arr.		90° V, 8, OHV	
Bore and stroke (nominal)		4.052 x 3.784	4.132 x 3.984
Piston displacement, cu. in.		390	428
Bore spacing (℄ to ℄)		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)		10.5:1	10.6:1
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° 40'	4° 40'
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		52.49	54.58
Publishing max. bhp* @ eng. RPM		320 @ 4600	335 @ 5200
Publishing max. torque * (lb. ft. @ RPM)		427 @ 3200	440 @ 3400
Recommended fuel regular – premium		Premium	

ENGINE – PISTONS

Material			Aluminum Alloy with Steel Struts	
Description and finish			Autothermic Type, Slipper Skirt, Cam Ground, and Tin Plated	
Weight (piston only) oz.			23.1	24.4
Clearance (limits)	Top land		.024-.0316	.024-.0316
	Skirt	Top	.0015-.0023 (a)	.0023-.0031 (a)
		Bottom	–	–
Ring groove depth	No. 1 ring		.208-.215	.211-.218
	No. 2 ring		.210-.217	.213-.220
	No. 3 ring		.1945-.2015	.194-.201
	No. 4 ring		–	–

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

(a) At centerline and 90° to axis of pin hole.

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MODEL		CID	250-1V	302-2V	351-2V-4V

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.		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, Oxide Coated. (b)	
	Width		#1 & #2 (.077-.078)	#1 and #2 (.077-.078)
	Gap		.008-.016	.010-.020
Oil	Description - material, coating, etc.		Multi-Piece: Two Rails and One Spacer-Expander. Rails: Steel (SAE 1070) Chrome Plated, Black Oxide Coated. Spacer-Expander: Steel (AISI-C-1075) 302, Blued (c)	
	Width		.187	
	Gap		.015-.055 Rails Only	
Expanders			Part of Oil Ring Assembly	

ENGINE – PISTON PINS

Material			Steel (SAE 5015) Heat Treated	
Length			3.040-3.010	
Diameter			.9124-.9118 Select Fit	
Type	Locked in rod, in piston, floating, etc.		Press 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 .090	Right .0625

ENGINE – CONNECTING RODS

Material			Forged Steel (SAE 1041-H)	
Weight (oz.)			20.88	19.86	24.92
Length (center to center)			5.88	5.09	5.956
Bearing	Material & Type		(d)	Plated Copper-Lead Alloy on Steel Back (Replaceable)	
	Overall length		.790-.810	.706-.726	.706-.726
	Clearance (limits)		.0008-.0024	.0008-.0026	.0007-.0025
	End play		.0035-.0105	.010-.020 (2 Rods)	.010-.020 (2 Rods)

(a) 302 and 351 #1 Ring, Cast Iron Alloy, Barrel Face, Moly. Filled Groove.
(b) 351-CID Same Except Tapered Face.
(c) 351-CID Rustless Steel (SAE 30201)
(d) 250-CID Unplated Copper-Lead Alloy on Steel Back (Replaceable)

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MODEL CID	390-4V	428-4V

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.	None
Compression	Description - material, coating, etc.	#1 Cast Iron Alloy, Straight Face, Chrome Plated. #2 Cast Iron Alloy, Straight Face, Scraper Groove, Phosphate Coated. (a)
	Width	#1 (.0777) #2 (.0935) / #1 (.0777) #2 (.0775)
	Gap	#1 and #2 (.010-.020)
Oil	Description - material, coating, etc.	Multi-Piece: Two Rails and One Spacer-Expander. Rails: Steel (SAE 1070) Chrome Plated and Black Oxide Coated. Spacer-Expander: Rustless Steel (SAE 30201) (b)
	Width	.187
	Gap	.015-.055 Rails Only
Expanders		Part of Oil Ring Assembly

ENGINE – PISTON PINS

Material			Steel (SAE 5015) (SAE 1016 Optional)
Length			3.160 / 3.170
Diameter			.9754-.9749
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		.0001-.0003
Direction & amount offset in piston			Right .0625

ENGINE – CONNECTING RODS

Material		Forged Steel (SAE 1041-H)
Weight (oz.)		27.09
Length (center to center)		6.488 / 29.7
Bearing	Material & Type	Plated Copper-Lead Alloy on Steel Back (Replaceable Inserts)
	Overall length	.724-.734
	Clearance (limits)	.0008-.0026
	End play	.010-.020 Two Rods

(a) 428 CID Same Except Oxide Coated.
(b) 428 CID Blued Steel (AISI-C-1075)

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MODEL	CID	250-1V	302-2V	351-2V-4V

ENGINE – CRANKSHAFT

Material			Nodular Cast Iron, Precision Molded		
Vibration damper type			Tuned, Elastic Suspended, Inertia Member		
End thrust taken by bearing (No.)			Five	Three	
Crankshaft end play			.004-.008	.004-.008	
Main bearing	Material & type		(a)	Plated Copper-Lead Alloy on Steel Back (Replaceable Insert) (c)	
	Clearance		.0005-.0022	.0005-.0024 (b)	.0012-.0029
	Journal dia. and bearing overall length	No. 1	2.3986 x .965	2.2486 x .880	2.9998 x .880
		No. 2	2.3986 x .965	2.2486 x .880	2.9998 x .880
		No. 3	2.3986 x .965	2.2486 x 1.132	2.9998 x 1.132
		No. 4	2.3986 x .965	2.2486 x .880	2.9998 x .880
		No. 5	2.3986 x 1.194	2.2486 x .880	2.9998 x .880
		No. 6	2.3986 x .965	—	—
		No. 7	2.3986 x .965	—	—
	Dir. & amt. cyl. offset		None	R.B. Leads .84	R.B. Leads .84
Crankpin journal diameter			2.1232	2.1232	2.3107

ENGINE – CAMSHAFT

Location			In Block		
Material			Special Alloy Iron, Precision Molded, Induction Hardened, Phosphate Coated		
Bearings	Material		SAE 15 Lead Base Babbitt on SAE 1010 Steel Back (Replaceable)		
	Number		Four	Five	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 Die Cast Body with Molded Nylon Teeth	
	Timing chain	No. of links	56	58	
		Width	1.113 (1.013 Alternate)	.637 (.750 Alternate)	
		Pitch	.375	.375	

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard		
Valve rotator, type (intake, exhaust)		Ford Free Turn Intake & Exhaust	Two Piece	
Rocker ratio		1.50	1.61	1.61
Operating tappet clearance (indicate hot or cold)	Intake	Zero (.095-.195)(d)	Zero (.067-.167)(d)	Zero (.083-.183)(d)
	Exhaust	Zero (.095-.195)(d)	Zero (.067-.167)(d)	Zero (.083-.183)(d)

(Continued)

(a) SAE-15 Lead Base Babbitt on SAE 1010 Steel Back (Replaceable).
(b) #1 Main Bearing .0001-.0020.
(c) 351-CID Same Except Unplated Copper-Lead Alloy.
(d) Tappets Collapsed.

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MODEL CID 390-4V 428-4V

ENGINE – CRANKSHAFT

Material			Nodular Cast Iron Alloy, Precision Molded
Vibration damper type			Tuned, Elastic Suspended, Inertia Member.
End thrust taken by bearing (No.)			Three
Crankshaft end play			.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 1.117
		No. 4	2.7488 x .907
		No. 5	2.7488 x .907
		No. 6	—
		No. 7	—
	Dir. & amt. cyl. offset		Right Bank Leads .88
Crankpin journal diameter			2.4384

ENGINE – CAMSHAFT

Location			In Block, above Crankshaft
Material			Special Alloy, Cast Iron, Precision Molded, Induction Hardened, Phosphate Coated.
Bearings	Material		SAE-15 Lead Base Babbitt on SAE 1010 Steel Back, Replaceable
	Number		Five
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Sintered Iron or Steel
	Camshaft gear or sprocket material		Aluminum Die Cast Body with Molded Nylon Teeth
	Timing chain	No. of links	48
		Width	.875 (.890 Alternate)
		Pitch	.50

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)			Standard
Valve rotator, type (intake, exhaust)			Ford Free Turn, Intake & Exhaust None
Rocker ratio			1.73:1
Operating tappet clearance (indicate hot or cold)	Intake		Zero (.100-.200 Tappets Collapsed)
	Exhaust		Zero (.100-.200 Tappets Collapsed)

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MODEL			CID	250-1V	302-2V	351-2V	351-4V
ENGINE – VALVE SYSTEM (cont.)							
Timing (based on top of ramp points)	Intake	Opens (°BTC)		10°	16°	11°	
		Closes (°ABC)		62°	70°	65°	
		Duration - deg.		252°	266°	256°	
	Exhaust	Opens (°BBC)		49°	44°	68°	
		Closes (°ATC)		25°	20°	22°	
		Duration - deg.		254°	244°	270°	
	Valve opening overlap			35°	36°	33°	
Intake	Material			Steel (SAE-1047), Aluminized Head, Chrome Plated Stem & Foot (a)-(b)			
	Overall length			4.26	5.050	5.070	
	Actual overall head dia.			1.657-1.642	1.788-1.773	1.849-1.834	
	Angle of seat & face			Seat 44°30' to 45°	Face 45°30' to 45°45'		
	Seat insert material			None			
	Stem diameter			.3107-.3100	.3423-.3416	.3423-.3416	
	Stem to guide clearance			.0008-.0025	.0010-.0027	.0010-.0027	
	Lift (@ zero lash)			.368	.368	.418	
	Outer spring press. & length	Valve closed (lb. @ in.)		51-57 @ 1.59	76-84 @ 1.69	79-87 @ 1.79	
		Valve open (lb. @ in.)		142-158 @ 1.22	190-210 @ 1.31	204-226 @ 1.34	
	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, Chrome Plate Stem & Foot (a)			
	Overall length			4.26	4.990 (.06 Cap)	5.070	
	Actual overall head dia.			1.396-1.381	1.457-1.442	1.548-1.533	
	Angle of seat & face			Seat 44°30' to 45°	Face 45°30' to 45°45'		
	Seat insert material			None			
	Stem diameter			.3105-.3098	.3418-.3411	.3418-.3411	
	Stem to guide clearance			.0010-.0027	.0015-.0032	.0015-.0032	
	Lift (@ zero lash)			.368	.380	.448	
	Outer spring press. & length	Valve closed (lb. @ in.)		51-57 @ 1.59	76-84 @ 1.69	79-87 @ 1.79	
		Valve open (lb. @ in.)		142-158 @ 1.22	190-210 @ 1.31	204-226 @ 1.34	
	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		Pressure	
	Connecting rods			Pressure		Pressure	
	Piston pins			Oil Mist		Timed Pressure Stream	
	Camshaft bearings			Pressure		Pressure	
	Tappets			Pressure		Pressure	
	Timing gear or chain			Splash		Metered Pressure	
	Cylinder walls			Pressure Stream, Splash		Oil Mist, Spray or Splash	

(a) 351-CID, 21-4N Steel, Aluminized Head, Chrome Plate Stem & Foot

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ENGINE – VALVE SYSTEM (cont.)

MODEL		CID	390-4V	428-4V
Timing (based on top of ramp points)	Intake	Opens (° BTC)	16°	18°
		Closes (° ABC)	60°	72°
		Duration - deg.	256°	270°
	Exhaust	Opens (° BBC)	55°	82°
		Closes (° ATC)	21°	28°
		Duration - deg.	256°	290°
	Valve opening overlap		37°	46°
Intake	Material		#1 Sil-Chrome, Hardened Face and Foot (a)	
	Overall length		5.446	5.446
	Actual overall head dia.		2.037-2.022	2.097-2.082
	Angle of seat & face		(b)	Seat - 59°30'-60° Face 60°30'-60°45'
	Seat insert material		None	
	Stem diameter		.3718-.3711	
	Stem to guide clearance		.0010-.0027	
	Lift (@ zero lash)		.438	.481
	Outer spring press. & length	Valve closed (lb. @ in.)	85-95 @ 1.82	86-94 @ 1.82
		Valve open (lb. @ in.)	209-231 @ 1.38	271-299 @ 1.32
	Inner spring press. & length	Valve closed (lb. @ in.)	Damper Only	Damper Only
		Valve open (lb. @ in.)	Damper Only	Damper Only
Exhaust	Material		Cast Austenitic Steel, Aluminized Head, Chrome Plate Stem (c)	
	Overall length		5.426	5.426
	Actual overall head dia.		1.566-1.551	1.660-1.645
	Angle of seat & face		Seat 44°30'-45° -45°, Face 45°30'-45°45'	
	Seat insert material		None	
	Stem diameter		.3713-.3706	.3708-.3701
	Stem to guide clearance		.0015-.0032	.0020-.0037
	Lift (@ zero lash)		.438	.489
	Outer spring press. & length	Valve closed (lb. @ in.)	85-95 @ 1.82	86-94 @ 1.82
		Valve open (lb. @ in.)	209-231 @ 1.38	271-299 @ 1.32
	Inner spring press. & length	Valve closed (lb. @ in.)	Damper Only	Damper Only
		Valve open (lb. @ in.)	Damper Only	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) (428) Flash Chrome Plated Stem, Otherwise Same.
(b) 390 CID Seat 44°30'-45° Face 45°30'-45°45'.
(c) (428) 21-4N Steel, Aluminized Head, Hardened Foot, Chrome Plate Stem.

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ENGINE – LUBRICATION SYSTEM (cont.)

MODEL	250	302-2V	351-2V	351-4V
Oil pump type	Rotor			
Normal oil pressure (lb. engine rpm)	35-55 PSI @ 2000 Engine RPM			
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			
Oil grade recommended (SAE viscosity and temperature range)	Multi-Viscosity +32°F & Above — SAE 20W-40 0° and Above — SAE 10W40 -10°F to +90°F — SAE 10W30 Below -10°F (-32° Max) SAE 5W30		Single Viscosity +90°F & Above — SAE 40 +32°F to +90°F — SAE 30 +10°F to +32°F — SAE 20-20W -10°F to +10°F — SAE 10W	
Engine Service Reqmt. (MM, MS, etc.)	MS			

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single "Y" Type		Dual*
Muffler No. & type (reverse flow, straight thru, separate resonator)		One Rev. Flow			Two Rev. Flow
Exhaust pipe dia. (O.D., wall thick.)	Branch	2.00x.084 Lam.	1.88x.084 Lam.	2.25x.084 Lam	
	Main	2.00x.075 Solid		2.50x.075 Solid	2.25x.075 Solid
Tail pipe dia. (O.D. & wall thickness)		2.00x.060 Solid		2.25x.060 Solid	2.00x.060 Solid

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Induction system (closed system)
	Optional	None
Control Unit	Make and model	Ford (A.C. Chicago Screw or Eaton)
	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/or carburetor air cleaner
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner
	Flame arrestor (screen, check valve, other)	Emission valve and air cleaner filter

* Single on Station Wagons & Ranchero Common with 351-2V

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MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 5-24-68 REVISED (•) 10-1-68

MODEL CID	390-4V	428-4V

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Rotor	
Normal oil pressure (lb. engine rpm)	45-65 PSI @ 2000 Engine RPM	40-60 PSI @ 2000 Engine RPM
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.)		
Oil grade recommended (SAE viscosity and temperature range)	Multi-Viscosity +32°F & Above - SAE 20W-40 0° and Above - SAE 10W40 -10°F to +90°F - SAE 10W30 Below -10°F (-32° Max) SAE 5W30	Single Viscosity +90°F & Above - SAE 40 +32°F to +90°F - SAE 30 +10°F to +32°F - SAE 20-20W -10°F to +10°F - SAE 10W
Engine Service Reqmt. (MM, MS, etc.)	MS	

ENGINE – EXHAUST SYSTEM

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

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Induction System (Closed System)
		Optional	None
Control Unit	Make and model		Ford, AC, Chicago Screw, Eaton
	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 and Carburetor Air Cleaner and Carburetor Spacer
	Air inlet (breather cap, carburetor air cleaner, other)		Carburetor Air Cleaner
	Flame arrestor (screen, check valve, other)		Emission Valve and Air Cleaner Filter

(a) Except Station Wagon

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MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 10-1-68 REVISED (•)

MODEL CID — Manual Transmission

ENGINE – EXHAUST EMISSION CONTROL

			250-1V	302-2V	351-2V
Type (Air injection, engine modifications, other)			Engine, Carburetor and Distributor Modifications		
Air Injection Pump	Type		None		
	Displacement				
	Drive ratio				
	Drive type				
	Relief valve (type)				
	Filter (describe)				
Air Injection System	Air distribution (head, manifold, etc.)		None		
	Point of entry				
	Injection tube I.D.				
	Check valve type				
	Backfire protection (type)				
Carburetor	Make		Autolite		
	Model		C9OF-9510-B	C8AF-9510-BD	C9ZF-9510-A
	Barrel size		1.688	1.564	1.689
	Idle speed (a)	Drive	—	—	—
		Neutral	700	650	650
	Idle A/F mixture		.100 @ 6.5 C.F.M.	.078 @ 11.5 C.F.M.	.083 @ 11.0 C.F.M.
Distributor	Aux. Adv. Systems (type)		See Page 13		
	Make				
	Model				
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)			
		Intermed. points deg. @ rpm			
		Max. deg. @ rpm			
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg) Intermed. points deg. @ in. Hg Max. deg. @ in.			
	Vacuum Source				
Timing - Crank degrees @ rpm					
Cooling System			See Page 11		
Exhaust System			See Page 8		

(a) With Lights and Air Conditioning on. (Where Applicable).

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Page 9A

MAKE OF CAR FAIRLANE **MODEL YEAR** 1969 **DATE ISSUED** 10-1-68 **REVISED**(e)

MODEL CID	Automatic Transmission 250-1V	302-2V	351-2V

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Engine, Carburetor and Distributor Modifications		
Air Injection Pump	Type		None		
	Displacement				
	Drive ratio				
	Drive type				
	Relief valve (type)				
	Filter (describe)				
Air Injection System	Air distribution (head, manifold, etc.)		None		
	Point of entry				
	Injection tube I.D.				
	Check valve type				
	Backfire protection (type)				
Carburetor	Make		Autolite		
	Model		C9OF-9510-A	C9ZF-9510-G	C9OF-9510-C
	Barrel size		1.688	1.564	1.689
	Idle speed(a)	Drive	550	550	550
		Neutral	—	—	—
	Idle A/F mixture		.090 @ 7.0 C.F.M.	.079 @ 10 C.F.M.	.085 @ 11.0 C.F.M.
Distributor	Aux. Adv. Systems (type)		See Page 13		
	Make				
	Model				
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)			
		Intermed., points deg. @ rpm			
		Max. deg. @ rpm			
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg) Intermed. points deg. @ in. Hg Max. deg. @ in.			
	Vacuum Source				
Timing - Crank degrees @ rpm					
Cooling System			See Page 11		
Exhaust System			See Page 8		

(a) With Lights and Air Conditioning on. (Where Applicable.)

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Page 9B

MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 10-1-68 REVISED (•)

MODEL CID	Manual Transmission 351-4V	390-4V	428-4V

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Engine, Carburetor and Distributor Modifications		Air Injection, Engine, Carb. & Dist. Modifica.
Air Injection Pump	Type		None		Positive Displace.
	Displacement				19.3 In.^{3} Per Rev.
	Drive ratio				1.21:1 (1.25:1 with A/C)
	Drive type				V-Belt and Pulley
	Relief valve (type)				Poppet-Press. Sens.
	Filter (describe)				Centrifugal
Air Injection System	Air distribution (head, manifold, etc.)		None		Manifold
	Point of entry				Exhaust Ports
	Injection tube I.D.				.260
	Check valve type				Poppet-Spring Loaded
	Backfire protection (type)				Anti-Backfire
Carburetor	Make		Autolite	Autolite	Holley
	Model		C9ZF-9510-C	C9ZF-9510-E	C9AF-9510-M
	Barrel size		1.437 Pri., 1.562 Sec.	Pri. 1.562, Sec. 1.6875	1.680 Pri. and Sec.
	(a) Idle speed	Drive	—	—	—
		Neutral	650	700	700
	Idle A/F mixture		.078 @ 11.0 C.F.M.	.078 @ 12. C.F.M.	.0835 @ 18.5 C.F.M.
Distributor	Aux. Adv. Systems (type)		See Page 13		
	Make				
	Model				
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)			
		Intermed., points deg. @ rpm			
		Max. deg. @ rpm			
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg) Intermed. points deg. @ in. Hg Max. deg. @ in.			
	Vacuum Source				
Timing - Crank degrees @ rpm					
Cooling System			See Page 11		
Exhaust System			See Page 8		

(a) With Lights and Air Conditioning On. (Where Applicable.)

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Page 9C

MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 10-1-68 REVISED (e)

MODEL	CID	AUTOMATIC TRANSMISSION 351-4V	390-4V	428-4V

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Engine, Carburetor and Distributor Modifications		Air Injection, Engine, Carb. & Dist. Modifica.
Air Injection Pump	Type		None		Positive Displacement
	Displacement				19.3 In.^{3} Per Rev.
	Drive ratio				1.21:1 (1.25:1 with A/C)
	Drive type				V-Belt and Pulley
	Relief valve (type)				Poppet-Press. Sensi.
	Filter (describe)				Centrifugal
Air Injection System	Air distribution (head, manifold, etc.)		None		Manifold
	Point of entry				Exhaust Ports
	Injection tube I.D.				.260
	Check valve type				Poppet-Spring Loaded
	Backfire protection (type)				Anti-Backfire
Carburetor	Make		Autolite	Autolite	Holley
	Model		C9OF-9510-D	C9OF-9510-E	C9OF-9510-H
	Barrel size		1.437 Pri, 1.562 Sec.	1.562 Pri, 1.6875 Sec	1.680 Pri. and Sec.
	Idle speed (a)	Drive	550	550	650
		Neutral	—	—	—
	Idle A/F mixture		.075@12.5 C.F.M.	.070@14.0 C.F.M.	.0855@20.0 C.F.M.
Distributor	Aux. Adv. Systems (type)		See Page 13		
	Make				
	Model				
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)			
		Intermed. points deg. @ rpm			
		Max. deg. @ rpm			
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg) Intermed. points deg. @ in. Hg Max. deg. @ in.			
	Vacuum Source				
Timing - Crank degrees @ rpm					
Cooling System			See Page 11		
Exhaust System			See Page 8		

(a) With Lights and Air Conditioning On (Where Applicable).

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MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 7-25-68 REVISED (•) 10-1-68

MODEL CID 250-1V 302-2V 351-2V-4V 390-4V 428-4V

ENGINE – FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor (Downdraft)			
Fuel Tank	Refill capacity (U.S. gals.)		20			
	Filler location		Left Hand Rear Quarter Panel			
Fuel Pump	Type (elec. or mech.)		Mechanical			
	Locations		Left Side of Engine			
	Pressure range		4.5-5.5			
Vacuum booster (std., optional, none)			None			
Fuel Filter	Type		#1 Saran Plastic	#2 Nylon and Monel Cloth		
	Locations		#1 in Fuel Tank (Permanent)	#2 In-Line at Carburetor		
Carburetor	Choke type		Automatic			
	Intake manifold heat control (exhaust or water)		Hot and Cold Air Supply Water Heated Carburetor Spacer (b)			
	Air cleaner type	Standard	Dry-Replaceable Element			
		Optional	None			
	Idle speed (spec. neutral or drive) (a)	Manual	700	650 (Neutral)		700
		Automatic	550	550 (Drive)		650
		Idle A/F mix.	See Page 9-9A-9B-9C			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
Exhaust Emission Control				-9510-		
	250	Manual	Autolite	C9OF-B	One-1V	1.688
	250	Automatic	Autolite	C9OF-A	One-1V	1.688
	302	Manual	Autolite	C8AF-BD	One-2V	1.564
	302	Automatic	Autolite	C9ZF-G	One-2V	1.564
	351	Manual	Autolite	C9ZF-A	One-2V	1.689
	351	Automatic	Autolite	C9OF-C	One-2V	1.689
	351	Manual	Autolite	C9ZF-C	One-4V	1.437 Pri.
	351	Automatic	Autolite	C9OF-D	One-4V	1.562 S
	390	Manual	Autolite	C9ZF-E	One-4V	1.562 Pri.
	390	Automatic	Autolite	C9OF-E	One-4V	1.6875 S
	428	Manual	Holley	C9AF-M	One-4V	1.6870 P. & S.
	428	Automatic	Holley	C9OF-H	One-4V	

(a) Lights and A/C On.
(b) 250 does not use water heated carb. spacer.

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MODEL CID 250-1V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-15 PSI
Circulation thermostat	Type (choke, bypass)		Choke-Poppet or Sleeve Valve
	Starts to open at (°F)		188°-192°F, Full Open 212°F (Alt. 196°-203°F, Full Open 220°
Water pump	Type (centrifugal, other)		Centrifugal
	GPM @ 1000 pump rpm		11
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball Bearings
By-pass recirculation type (inter., ext.)			Internal
Radiator core type (cellular, tube and fin, other)			Down-Flow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		9.9
	Without heater (qt.)		8.9
	Opt. equipment-specify (qt.)		9.9 with A/C
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
		Inside diameter	1.25 @ Radiator, 1.50 @ Water
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.25
	By-pass	Number and type (molded, straight)	None
		Inside diameter	—

Cooling Package		Standard	Air Conditioning	
Fan	Number of blades & spacing	4 Uneven	6 Uneven	
	Diameter	17.1 x 1.75	17.0 x 1.75	
	Ratio-fan to crankshaft rev.	1.04:1	1.18:1	
	Fan cutout type	None	Thermo-Modulated	
	Bearing type	Sealed, Ball and Ball: (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	Fan	1 or 1 and 3	4	3 and 4
	Generator or alternator	A	C	C
	Water Pump	A	C	C
	Power Steering	B		B
	Air Conditioning		C	C
		A B	C	C B

* Drive Belt Dimensions	A	B	#C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°								
Nominal length (SAE)	42.50	44.25	48.25								
Width	15/32	15/32	15/32								

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning
Dual Belts (A) Thermo-Modulated

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MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 10-1-68 REVISED (•)

ENGINE – COOLING SYSTEM

MODEL			CID	302-2V		351-2V-4V		
Type system (pressure, pressure vented, atmospheric, other)				Pressure				
Radiator cap relief valve pressure				12-15 PSI				
Circulation thermostat	Type (choke, bypass)			Choke-Poppet or Sleeve Valve				
	Starts to open at (°F)			188°-182°F, Full Open 212°F (Alt. 196°-203°F, Full Open 220°F)				
Water pump	Type (centrifugal, other)			Centrifugal				
	GPM @ 1000 pump rpm			14				
	Number of pumps			One				
	Drive (V-belt, other)			V-Belt				
	Bearing type			Double Row, Sealed, Ball and Roller Bearings				
By-pass recirculation type (inter., ext.)				External				
Radiator core type (cellular, tube and fin, other)				Downflow, Tube and Slit Fin				
Cooling system capacity	With heater (qt.)			13.5		14.6		
	Without heater (qt.)			12.5		13.6		
	Opt. equipment-specify (qt.)			13.5 with A/C		16.3 with A/C		
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				
		Inside diameter		1.75				
	Upper	Number and type (molded, straight)		One, Molded				
		Inside diameter		1.50				
	By-pass	Number and type (molded, straight)		One, Molded				
				.615				
Cooling Package				Standard	Air Cond.	Standard	Air Cond.	
Fan	Number of blades & spacing			4 Uneven	5 Uneven	4 Uneven	5 Uneven	
	Diameter			17.5 x 2.0	17.56 x 2.4	17.50 x 2.0	17.56 x 2.4	
	Ratio-fan to crankshaft rev.			.95:1	1.13:1	.95:1	1.13:1	
	Fan cutout type			None	Flex Blade	None	Flex Blade	
	Bearing type			Sealed, Ball and Roller (Water Pump Bearing)				
*Drive belts (indicate belt used by letter)	Fan			1-3	4	3-4	1-3	4 3-4
	Generator or alternator			A	C	A	A	C A
	Water Pump and Fan			A B	C	A E	A B	C A E
	Power Steering			B		E	B	E
	Air Conditioning				D	D		F F
	Crankshaft			A B	C D	A E D	A B	C F A E F
	Idler				D	D		F F

* Drive Belt Dimensions	A	B	#C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°	36°					
Nominal length (SAE)	40.25	47.25	40.25	52.75	48.00	54.00					
Width	15/32	15/32	15/32	1/2	15/32	1/2					

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

Dual Belts (A) Thermo-Modulated

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MODEL CID | 390-4V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-15 PSI
Circulation thermostat	Type (choke, bypass)		Choke-Poppet or Sleeve Valve
	Starts to open at (°F)		188°-195°F (Full Open 212°F) Alt. 196°-203°F (Full Open 220)
Water pump	Type (centrifugal, other)		Centrifugal
	GPM @ 1000 pump rpm		17 GPM @ 1000 Pump RPM
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Double Row, Sealed, Ball and Ball
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Down-Flow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		19.9
	Without heater (qt.)		18.9
	Opt. equipment-specify (qt.)		20.4 with E/C or A/C
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
		Inside diameter	1.75 @ Radiator, 2.07 @ Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 @ Radiator, 1.75 @ Water Outlet (Engine)
	By-pass	Number and type (molded, straight)	One, Straight
		Inside diameter	.615

Cooling Package		Standard or Extra Cooling	Air Conditioning	
Fan	Number of blades & spacing	4 Uneven	7 Uneven	
	Diameter	19.00 x 2.00	18.25 x 2.00	
	Ratio-fan to crankshaft rev.	.94:1	1.25:1	
	Fan cutout type	None	Thermo-Modulated	
	Bearing type	Sealed, Ball and Ball (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	Fan	1	4	3-4
	Generator or alternator	A	C	E
	Water Pump	A	C	E F
	Power Steering	B		F
	Air Conditioning		D	D
	Crankshaft	A B	C D	E F D
	Idler		D	D

* Drive Belt Dimensions	A	B	#C	D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°	36°					
Nominal length (SAE)	44.75	44.00	44.25	55.00	44.25	51.50					
Width	15/32	1/2	15/32	1/2	15/32	15/32					

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

Dual Belts (A) Thermo-Modulated

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MAKE OF CAR FAIRLANE MODEL YEAR 1969 DATE ISSUED 10-1-68 REVISED (•)

MODEL CID 428-4V

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			12-15 PSI
Circulation thermostat	Type (choke, bypass)		Choke-Poppet or Sleeve Valve
	Starts to open at (°F)		188°-195°F, Full Open 212°F (Alt. 196°-203°F Full Open 220°F)
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 and Ball Bearings
By-pass recirculation type (inter., ext.)			External
Radiator core type (cellular, tube and fin, other)			Down-Flow, Tube and Slit Fin
Cooling system capacity	With heater (qt.)		19.6
	Without heater (qt.)		18.6
	Opt. equipment-specify (qt.)		19.6 with Air Conditioning
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
		Inside diameter	1.75 @ Radiator, 2.07 @ Water Pump
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter	1.50 @ Radiator, 1.75 @ Water Outlet (Engine)
	By-pass	Number and type (molded, straight)	One, Straight
		Inside diameter	.615

Cooling Package		Standard or Extra Cooling	Air Conditioning	
Fan	Number of blades & spacing	7 Uneven (a)	7 Uneven	
	Diameter	18.25 x 2.00	18.25 x 2.00	
	Ratio-fan to crankshaft rev.	.94:1	1.25:1	
	Fan cutout type	Thermo-Modulated	Thermo-Modulated	
	Bearing type	Sealed, Ball and Ball (Water Pump Bearing)		
*Drive belts (indicate belt used by letter)	Fan	1 or 2 and 3	4	3 and 4
	Generator or alternator	A	D	F
	Water Pump	A B	D	F G
	Power Steering	C		G
	Air Conditioning		E	E
	Crankshaft	A C	D E	F G E
	Air Pump	B	E	E

* Drive Belt Dimensions	#A	B	C	#D	E	F	G	H	I	J	K
Angle of V	36°	36°	36°	36°	36°	36°	36°				
Nominal length (SAE)	42.00	35.00	44.00	41.00	62.50	41.00	51.50				
Width	15/32	15/32	1/2	15/32	1/2	15/32	15/32				

1. Standard Cooling 2. Extra Cooling 3. Power Steering 4. Air Conditioning

Dual Belts (a) 6 Blade, 18 Dia., No Clutch with 3.9 or 4.3:1 Axle Ratio

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MODEL	CID	250-1V	302-2V	351-2V-4V	390-4V,	428-4V

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model -10655-	Autolite C9AF-A (a)				C9AF-D
	Voltage Rtg. & Total Plates	12V, 54 Plates				12V, 78 Plates
	SAE Designation & Amp. Hr. Rtg.	17 MIA, 45 Amp. Hr.				17H3A, 80A. H
	Location	Right Front Engine Compartment				
	Terminal grounded	Negative				
Generator or Alternator	Make	Autolite (a)				
	Model -10300-	C9AF-A	C6AF-B		C9AF-A	C9ZF-B
	Type and rating	3 Phase, Full Wave Bridge Rectified, Self Limiting				
	Output at engine idle (neutral)					
	Ratio–Gen. to Cr/s rev.	2.60:1	2.40:1		2.54:1	2.54:1
Regulator	Make	Autolite				
	Model	C8AF-10316-A (C8TF-10316-A with 55 Amp. + Alternators)				
	Type	Two Unit, Voltage Control and Field Relay				
	Cutout relay – Closing voltage generator rpm	2.5-4.0 Volts at 75°F				
	Cutout relay – Reverse current to open	Not Applicable				
	Regulated – Voltage	13.5-15.3 @ 50°-125°F on Lower Contacts (Shorting Stage)				
	Regulated – Current	Not Applicable				
	Voltage test conditions – Temperature	75°F				
	Voltage test conditions – Load	5 Amps.				
	Voltage test conditions – Other	-				

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make (Autolite)	Man. Trans. (a)				
	Model -11001-	C7AF-B	C7AF-F	C7AF-F	C9AF-B	C8AF-A
	Rotation (drive end view)	Clockwise				
Motor control	Switch (solenoid, manual)	Solenoid				
	Starting procedure					
Motor Drive	Engagement type	Positive (Electro-Mechanical)				
	Pinion meshes (front, rear)	Front				
	Number of teeth – Pinion	9				
	Number of teeth – Flywheel – Manual	157	164	164	184	184
	Number of teeth – Flywheel – Auto.	157	157	164	184	184
	Flywheel tooth face width – Manual	.365				
	Flywheel tooth face width – Auto.	.365				

(a) For All Other Applications See Page 12A

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MODEL

BATTERY APPLICATIONS (-10655-)

Engine — CID	Transmission	Air Cond.	Standard	Optional
250-6	Man. & Auto.	#	C9AF-A(45AH)	55AH, 70AH
302-8	Man. & Auto	#	C9AF-A(45AH)	55AH, 70AH
351,390	Manual	#	C9AF-A(45AH)	55AH, 70AH
351,390	Automatic	#	C9AF-B(55AH)	C9AF-C(70AH)
428	Man. & Auto.	#	C9AF-D(80AH)	Engine Compartment
428	Man. & Auto.	#	C9ZF-A(85AH)	Trunk Installation

With or Without Air Conditioning.

ALTERNATOR APPLICATIONS (-10300-)

Engine — CID	Standard	Ratio	Air Conditioned		Ratio
			No P/S	With P/S	
250-6	C9AF-A (42A)	2.6	C9AF-B (55A)	C9AF-B (55A)	2.6
302,351-8	C6AF-B (42A)	2.4	C6AF-G (55A)	C6AF-F (55A)	2.5
390	C9AF-A (42A)	2.54	C9AF-B (55A)	C9SF-A (55A)	2.73
428	C9ZF-B (55A)	2.54	C9ZF-B (55A)	C9ZF-C (55A)	2.73

STARTING MOTOR APPLICATIONS

Engine — CID	Manual Transmission	Automatic Transmission
250-1V	C7AF-11001-B	C7AF-11001-B
302,351	C7AF-11001-F	C7AF-11001-B
390	C9AF-11001-B	C9AF-11001-B
428	C8AF-11001-A	C8AF-11001-A

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MODEL CID

			MANUAL TRANSMISSION		
			250-1V	302-2V	351-2V

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard		
	Transistorized – Std., Opt., N.A.		N.A.		
	Other (specify)		—		
Coil	Make		Autolite		
	Model		C5DF-12024-A	C9AF-12024-B	
	Amps	Engine stopped	4.5		
		Engine idling	2.5		
Distributor	Make		Autolite (69K18)	(68F88)	(69APG2)
	Model		C9OF-12127-R	C8AF-12127-E	C9OF-12127-M
	Cent'fgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	0°-4°@1000	0°-4°@1040	0°-4°@1000
		Intermediate points deg.@rpm	9°-13°@1550 14.5°-19°@3000	10.4°-14.4°@1550 16°-20.5°@3000	8°-12°@1400 15°-20°@3000
		Max. deg.@rpm	18°-23°@4000	20°-25°@4000	19.5°-24.5°@4000
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	0°-2.5°@6.8"	0°-3.2°@9"	0°-2°@5"
		Intermediate points, deg.@in. Hg.	0°-7.5°@8.2" 6.8°-12.8°@10"	0°-7.4°@10.5" 11.5°-16.5°@15"	0°-6°@5.7" 10°-16°@8.8"
		Max. deg. in. Hg.	12°-17°@12.5"	17°-22°@19"	11°-16°@10"
	Breaker gap (in.)		.024-.030	.018-.024	.014-.020
	Cam angle (deg.)		35°-40°	24°-29°	26°-31°
	Breaker arm tension (oz.)		17-21		
Timing	Crankshaft deg.@rpm		6° BTC @ Idle (a) 4°-6° ATC @ Curb Idle (b)		
	Mark location		Front Cover	Crankshaft Damper	
Spark Plug	Make		Autolite		
	Model	-12405-	FEH-B (BF-82)	C6AF-A (BF-42)	
	Thread (mm)		18mm		
	Tightening torque (lb. ft.)		15-25		
	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 and Hood Ground		
(b) Vacuum Retard Characteristics, Crankshaft Degrees at Inches of Mercury	None	-2°@5"-9"	None
		-8°@8"-12"	
		-10°-12°@ 13"	

(a) Set with Vacuum Line Off Distributor.
(b) Read with Vacuum Line On Distributor (302-2V Manual Only)

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MODEL CID			Automatic Transmission 250-1V	302-2V	351-2V
ELECTRICAL – IGNITION SYSTEM					
Type	Conventional – Std., Opt., N.A.		Standard		
	Transistorized – Std., Opt., N.A.		N.A.		
	Other (specify)		—		
Coil	Make		Autolite		
	Model		C5DE-12024-A	C9AF-12024-B	
	Amps	Engine stopped	4.5		
		Engine idling	2.5		
Distributor	Make		Autolite (69APG24)	(69F30)	(69APG12)
	Model		C9OF-12127-U	C9AF-12127-N	C9OF-12127-M
	Cent'fgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	0^{o}-4^{o}@850	0^{o}-3.5^{o}@850	0^{o}-4^{o}@1000
		Intermediate points deg.@rpm	14.5^{o}-18.5^{o}@1350 23^{o}-27^{o}@3000	10.7^{o}-14.7^{o}@1300 14.5^{o}-19^{o}@3000	8^{o}-12^{o}@1400 15^{o}-20^{o}@3000
		Max. deg.@rpm	27^{o}-32^{o}@4000	16.5^{o}-21.5^{o}@4000	19.5^{o}-24.5^{o}@4000
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	0^{o}-2^{o}@5"	0^{o}-2^{o}@5"	0^{o}-2^{o}@5"
		Intermediate points, deg.@in. Hg.	0^{o}-6^{o}@6" 10^{o}-15.5^{o}@10"	0^{o}-7^{o}@7" 6.6^{o}-13.4^{o}@10" 15^{o}-21^{o}@15"	0^{o}-6^{o}@5.7" 10^{o}-16^{o}@8.8"
		Max. deg. in. Hg.	13^{o}-18^{o}@12"	18^{o}-23^{o}@17.5"	11^{o}-16^{o}@10"
	Breaker gap (in.)		.024-.030	.014-.020	
	Cam angle (deg.)		35^{o}-40^{o}	26^{o}-31^{o}	
	Breaker arm tension (oz.)		17-21		
Timing	Crankshaft deg.@rpm		6^{o} BTC @ Idle (a)		
	Mark location		Crankshaft Damper		
Spark Plug	Make		Autolite		
	Model -12405-		FEH-B (BF-82)	C6AF-A (BF-42)	
	Thread (mm)		18mm		
	Tightening torque (lb. ft.)		15-25		
	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 and Hood Ground		
Vacuum Retard Characteristics, Crankshaft Degrees at Inches of Mercury	None	None	None

(a) Set with Vacuum Line Off Distributor

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MODEL CID

ELECTRICAL – IGNITION SYSTEM

			MANUAL TRANSMISSION 351-4V	390-4V	428-4V
Type	Conventional – Std., Opt., N.A.		Standard		
	Transistorized – Std., Opt., N.A.		N.A.		
	Other (specify)		–		
Coil	Make		Autolite		
	Model		C9AF-12024-B	C5AF-12024-B	
	Amps	Engine stopped	4.5		
		Engine idling	2.5		
Distributor	Make		Autolite (69F13)[s]	(68F114)[s]	(69F20)[d]
	Model		C90F-12127-N	C9AF-12127-K	C80F-12127-H
	Cent'fgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	0°-4° @ 1000	0°-4° @ 1160	0°-4° @ 950
		Intermediate points deg.@rpm	12°-16° @ 1800 14.6°-19.4° @ 3000	10.5° -14.5° @ 1800 15.5° -20° @ 3000	15°-19° @ 1450 19.4°-24° @ 3000
		Max. deg.@rpm	17°-22° @ 4000	17.5°-24.5° @ 4000	22°-27° @ 4000
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	0°-3.4° @ 7.4"	0°-2° @ 5.2"	0°-2.6° @ 7.6"
		Intermediate points, deg.@in. Hg.	2°-9° @ 10" 11°-17° @ 15"	0°-6° @ 6.6" 7.2°-13.2° @ 10" 14°-20° @15"	0°-6° @ 8.6" 4°-9.6° @ 10"
		Max. deg. in. Hg.	16°-21° @ 20"	18°-23° @ 21"	14°-19° @ 15"
	Breaker gap (in.)		.014 - .020	.014 - .020	.014 - .018
	Cam angle (deg.)		26° - 31°	26° - 31°	26° - 31°
	Breaker arm tension (oz.)		17-21		
Timing	Crankshaft deg.@rpm		6° BTC @ Idle (a)	1° BTC - 1° ATC (a) 700 RPM (b)	
	Mark location		Crankshaft Damper		
Spark Plug	Make		Autolite		
	Model -12405		COAF-B (BF-32)	C6AF-A (BF-42)	COAF-B (BF-32)
	Thread (mm)		18mm		
	Tightening torque (lb. ft.)		15-25		
	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 and Hood Ground		
(b) Vacuum Retard Characteristics, Crankshaft Degrees at inches of Mercury	None	None	-2° @ 6.5"-10.5"
			-4° @ 7.5"-11.5"
			-5° -7° @ 12"

(a) Set with Vacuum line off Distributor.

(b) Read with Vacuum line on Distributor (428 CID Manual Only)

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MODEL CID — AUTOMATIC TRANSMISSION

ELECTRICAL – IGNITION SYSTEM

			351-4V	390-4V	428-4V
Type	Conventional – Std., Opt., N.A.		Standard		
	Transistorized – Std., Opt., N.A.		N.A.		
	Other (specify)		None		
Coil	Make		Autolite		
	Model		C9AF-12024-B	C5AF-12024-B	
	Amps	Engine stopped	4.5		
		Engine idling	2.5		
Distributor	Make		Autolite(69APG23)S	(67F43)S	(69F17)S
	Model		C9OF-12127-T	C7AF-12127-AC	C8OF-12127-J
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)	0^{o}-4^{o}@975	0^{o}-2^{o}@920	0^{o}-4^{o}@950
		Intermediate points deg.@rpm	16^{o}-20^{o}@1850 17^{o}-22.3^{o}@3000	9^{o}-13^{o}@1400 15.5^{o}-20^{o}@3000	15^{o}-19^{o}@1450 19^{o}-23.5^{o}@2900
		Max. deg.@rpm	19^{o}-24^{o}@4000	19.5^{o}-24.5^{o}@4000	22^{o}-27^{o}@4000
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	0^{o}-2^{o}@5"	0^{o}-2.6^{o}@8"	0^{o}-3^{o}@8"
		Intermediate points, deg.@in. Hg.	0^{o}-6^{o}@6.3" 10^{o}-16^{o}@10" 18^{o}-24^{o}@15"	2^{o}-9.5^{o}@10" 14^{o}-20^{o}@15"	2^{o}-9.5^{o}@10" 14^{o}-20^{o}@15"
		Max. deg. in. Hg.	20^{o}-25^{o}@17"	20^{o}-25^{o}@21.5"	17^{o}-22^{o}@17"
	Breaker gap (in.)		.014-.020		
	Cam angle (deg.)		26^{o}-31^{o}		
	Breaker arm tension (oz.)		17-21		
Timing	Crankshaft deg.@rpm		6^{o} BTC @ Idle (a)		
	Mark location		Crankshaft Damper		
Spark Plug	Make		Autolite		
	Model -12405-		C0AF-B (BF-32)	C6AF-A (BF-42)	C0AF-B (BF-32)
	Thread (mm)		18mm		
	Tightening torque (lb. ft.)		15-25		
	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 and Hood Ground		
Vacuum Retard Characteristics, Crankshaft Degrees at Inches of Mercury	None	None	None

(a) Set with Vacuum Line Off Distributor.

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MODEL All

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Pointer
	Trip odometer (yes,no)	No
Charge indicator – type		Warning Light
Temperature indicator – type		Warning Light (Hot)
Oil pressure indicator – type		Warning Light
Fuel indicator – type		Electric Gage
Other		(b)
Windshield wiper	Type – Standard	Two Speed Electric
	Type – Optional	
Windshield washer	Type – Standard	Standard
	Type – Optional	
Horn	Type	Air Electric
	Number used	1 Std. Equip. (Models 54A,65A) (2) Two-All Remaining Models
	Amp draw (each)	5.5 Amps Max.

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Borg & Beck/Long Semi-Centrifugal Single Disc Dry Plate				
		250-1V	302-2V	351-2V-4V	390-4V	428-4V
Type pressure plate springs		Coil	Coil	Coil	Coil	Coil
Total spring load (lb.)		1332	1404	1845	1845	2100
No. of clutch driven discs		1	1	1	1	1
Clutch facing	Material	Woven Asbestos				
	Outside & inside dia.	10" x 6.75"	10" x 6.75"	11.0" x 7.0"	11.0" x 7.0"	11.5" x 7.0"
	Total eff. area (sq.in.)	85.5	85.5	113.1	113.1	130.0
	Thickness	.125	.125	.125	.125	.125
	Engagement cushioning method	Torbend Disc				
Release bearing	Type & method of lubrication	Ball Thrust Prepacked Steel				
Torsional damping	Methods: springs, friction material	Spring Steel				

(a) Non-centrifugal single dry plate.

(b) Brake system wrng. light, optional tachometer, optional seat belt wrng. light, directional signal wrng. lights, emergency flashers, optional elect. clock, headlamp beam ind. light.

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DRIVE UNITS – TRANSMISSIONS

MODEL	250-1V 302-2V	351-2V-4V All	390-4V	428-4V
Manual 3-speed (std. or opt.)	Std.	Std.	Std.	N.A.
Manual 4-speed (std. or opt.)	Not Available	Opt.	Opt.	Std.
Manual with overdrive (std. or opt.)	Not Available			
Automatic (std. or opt.)	Opt.			

DRIVE UNITS – MANUAL TRANS.

		250-1V 302-2V	351-2V-4V 390-2V	390-4V	351-2V-4V	428-4V
Number of forward speeds		3	3	3	4	4
Transmission ratios	In first	2.99:1	2.42:1	2.42:1	2.78:1	2.32:1
	In second	1.75:1	1.61:1	1.61:1	1.93:1	1.69:1
	In third	1.00:1	1.00:1	1.00:1	1.36:1	1.29:1
	In fourth	–	–	–	1.00:1	1.00:1
	In reverse	3.17:1	2.33:1	2.33:1	2.78;1	2.32:1
Synchronous meshing, specify gears		1-2-3	1-2-3	1-2-3	1 thru 4	1 thru 4
Shift lever location		Column			Floor Shift	
Lubricant	Capacity (pt.)	3.5	3.5	3.5	4.0	4.0
	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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DRIVE UNITS – AUTOMATIC TRANSMISSION

MODEL		250-1V	302-2V	351-2V-4V
Trade name		Select-Shift		
Type describe		Torque Converter with Planetary Gears		
Selector location		Steering Column Floor (with Console)		
List gear ratios Selector Pattern and indicate which are used in each selector position		P - Park R - Reverse N - Neutral D - Drive 2 - Second 1 - First	2.20:1 1.00:1 1.46:1 2.46:1	2.00:1 1.00:1 1.47:1 2.40:1
Max. upshift speed–drive range		82	79	76-2V 82-4V
Max. kickdown speed–drive range		87	80	71-2V 75-4V
Torque convertor	Number of elements	Three		
	Max. ratio at stall	2.10:1	2.02:1	2.10:1
	Type of cooling (air, liquid)	Liquid Passed through Heat Exchanger on Radiator		
	Nominal diameter	11.25	11.25	12.00
Lubricant	Capacity–refill (pt.)	18.0	18.0	22
	Type recommended	Type "A" Transmission Fluid-M2C33F		
Special transmission features		Isolation of 1st and 2nd gear through manual shift		

DRIVE UNITS – PROPELLER SHAFT

Number used		One		
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Exposed Tube-In-Tube & Cardboard Lined		
Outer diam. x length* x wall thickness	Sedans Manual 3-speed trans.	3.00x58.23x.065	3.00x58.67x.065	3.00x57.82x.065
	S/W Manual 3-speed trans.	3.00x55.23x.065	3.00x55.64x.065	3.00x54.82x.065
	Manual 4-speed trans.			3.00x57.82x.065
	Overdrive transmission			
	Sedans Automatic transmission	3.00x58.23x.065	3.00x58.67x.065	3.00x58.23x.065
	S/W Automatic transmission	3.00x55.64x.065	3.00x55.64x.065	3.00x55.23x.065

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

(Continued)

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MODEL	390-4V	428-4V

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Select-Shift	
Type describe		Torque Converter with Planetary Gears	
Selector location		Steering Colun.n Floor (With Console)	
List gear ratios Selector Pattern and indicate which are used in each selector position		P - Park R - Reverse 2.175:1 N - Neutral D - Drive 1.00:1 2 - Second 1.46:1 1 - First 2.46:1	
Max. upshift speed–drive range		41	91
Max. kickdown speed–drive range		82	82
Torque convertor	Number of elements	Three	
	Max. ratio at stall	2.10:1	2.10:1
	Type of cooling (air, liquid)	Liquid Passed through Heat Exchanger on Radiator	
	Nominal diameter	12.00	12.00
Lubricant	Capacity–refill (pt.)	26	26
	Type recommended	Type "A" Transmission Fluid-M2C33F	
Special transmission features		Isolation of 1st and 2nd gear through manual shift.	

DRIVE UNITS – PROPELLER SHAFT

Number used		One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Exposed Tube-In-Tube & Cardboard Lined	
Outer diam. x length* x wall thick-ness	Manual 3-speed trans.	3.00x57.43x.065 (a) 3.00x54.46x.065 (b)	
	Manual 4-speed trans.	3.00x57.43x.065	3.50x54.03x.065 (a) 3.50x51.01x.065 (b)
	Overdrive transmission		
	Automatic transmission	3.00x54.03x.065 (a) 3.00x51.01x.065 (b)	3.50x54.03x.065 (a) 3.50x51.01x.065 (b)

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

(Continued)

(a) Sedans
(b) Station Wagons

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DRIVE UNITS – PROPELLER SHAFT (cont.)

			MODEL 250-1V	302-2V	351-2V-4V	390-4V	428-4V
Intermediate bearing	Type (plain, anti-friction)		None				
	Lubrication (fitting, prepack)		None				
Slip Yoke	Type		Splined				
	Number of teeth		28	28	28 Man 31 Auto	28 Man 31 Auto	31
	Spline O.D.		1-1/2	1-1/2	1-1/2 Man (b)	1-1/2 Man (b)	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 Pinion	
Limited Slip differential, type			Ford Equalock	Ford Traction Lok
Drive Pinion Offset			1.50	2.25
No. of differential pinions			Two	Four & Two
Pinion adjustment (shim, other)			Shim	
Pinion bearing adj. (shim, other)			Collapsible Spacer	Solid Spacer
Wheel bearing type			Single Row Double Seated Ball Bearing	
Lubricant	Capacity (pt.)		4	5.0
	Type recommended		Hypoid-Extr Press (a)	M-2C105-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	3.00:1	3.25:1	3.50:1	3.91:1	4.30:1
No. of teeth	Pinion	16	14	13	12	10	11	10
	Ring gear	44	39	39	39	35	43	43
Ring Gear O.D.		9	8	8 & 9	8 & 9	9	9	9

(a) M2C104-A for Traction Lok, Equalock & 250 Six, 302-V8
(b) 1-11/16 Auto.

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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
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.5
	Number and size	Five-1/2-20

DRIVE UNITS – TIRES

ENGINE			250-302-351			
MODEL			S/W	Sedans & H/T	Conv.	GT
Standard	Size, ply rating, & ply		7.75 x 14 4/8	7.35 x 14 2/4	7.75 x 14 4/8	E70 x 14 2/4
	Type (bias, radial, etc.)		Bias	Bias	Bias	Belted
	Full rated Inflation Press. (d)	Front	22	27	25	28
		Rear	36	29	27	28
	Rev./Mile at 50 MPH		781	801	781	792

ENGINE			390			428
MODEL			Sedans, H/T, Conv.	S/W	GT	All
Standard			7.75 x 14 2/4	7.75 x 14 4/8	F70 x 14 2/4	F70 x 14 2/4
	Type (bias, radial, etc.)		Bias	Bias	Belted	Belted
	Full rated Inflation Press. (d)	Front	25	22	28	28
		Rear	27	36	28	28
	Rev./Mile at 50 MPH		781	781	784	784
Optional	Size, ply rating, & ply		7.75 x 14 2/4 7.75 x 14 4/8	E70 x 14 2/4 (b) F70 x 14 2/4 (b)	FR70 x 14 (c)	

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)	

(b) Requires 14 x 6 Wheels.
(c) Requires 14 x 6 wheels & handling suspension.
(d) Tire pressures to provide maximum fuel economy:
4 Ply Rated Tires — Inflate to 32 psi max.
8 Ply Rated Tires — Inflate to 40 psi max.

NOTE: When using maximum fuel economy inflation pressures any front and rear tire pressure differentials shown above must be maintained but do not exceed the maximum pressure.

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MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)				Drum			
Self adjusting (std., opt., N.A.)				Standard			
Special Valving	Type (proportion, delay, metering, other)			None			
Power brake make & type (remote, int., etc.)	Std.						
	Opt.			Disc Only See Page 19A			
Effective area (sq. in.) *				136.1	144.5	144.5	144.5	161.3
Gross lining area (sq. in.) **				163.6	173.3	173.3	173.3	192.5
Swept area (sq. in.) ***				267.2	282.8	282.8	282.8	314.0
Front to Rear Effectiveness Relationship				62.0/38.0%	61.1/38.9%	57.7/42.3%	61.1/38.9%	51.7/42.3%
Drum	Diameter (nominal)	Front		10x2.25	10x2.50	10x2.50	10x2.50	10x2.50
		Rear		10x2.0	10x2.0	10x2.0	10x2.0	10x2.5
	Type and material			Front: Full Cast Flared & Finned				
				Rear: Composite		Rear Cast Flared & Finned		
Rotor	Outer working diameter			—				
	Inner working diameter			—				
	Working width			—				
	Material & type (vented/solid)			—				
Wheel cylinder bore	Front			1.125		1.094		
	Rear				.875	.9375	.875	.9375
Master Cylinder	Bore			1.00				
	displacement distribution	Front	%	65				
		Rear	%	35				
Pedal arc ratio				6.22				
Line pressure at 100 lb. pedal load				795				
Shoe Clearance	Front			.015				
	Rear			.015				
Brake lining	Bonded or riveted			Riveted				
	Front Wheel	Material		Molded Asbestos				
		Size (length x width x thickness)	Prim. or outboard	8.46 x 2.25 x .180	8.46 x 2.50 x .180			
			Second. or inboard	10.88x2.25 x.250	10.88 x 2.50 x .250			
		Segments per shoe		One				
	Rear Wheel	Material		Molded Asbestos				
		Size (length x width x thickness)	Prim. or outboard	8.46 x 2.00 x .180				8.46 x 2.50 x .180
			Second. or inboard	10.88 x 2.00 x .250				10.88 x 2.50 x .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.)

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MODEL CID	ALL MODELS ALL WITH OPTIONAL FRONT DISC BRAKES
BRAKES – SERVICE	Optional — Disc Brakes — (Front) — All
Type (drum) or (disc & no. of pistons)	Caliper Disc
Self adjusting (std., opt., N.A.)	Std.
Special Valving — Type (proportion, delay, metering, other)	Proportioning
Power brake make & type (remote, int., etc.) — Std.	
Power brake make & type (remote, int., etc.) — Opt. Package	Bendix Tandem Internal Dual Master Cylinder
Effective area (sq. in.) *	40.6
Gross lining area (sq. in.) **	40.6
Swept area (sq. in.) ***	232
Front to Rear Effectiveness Relationship	63% Front
Drum — Diameter (nominal) — Front	—
Drum — Diameter (nominal) — Rear	—
Drum — Type and material	—
Rotor — Outer working diameter	11.3
Rotor — Inner working diameter	7.35
Rotor — Working width	.940
Rotor — Material & type (vented/solid)	Cast-Iron Vented
Wheel cylinder bore — Front	2.38
Wheel cylinder bore — Rear	See Page 19
Master Cylinder — Bore	.937
Master Cylinder — displacement distribution — Front %	65
Master Cylinder — displacement distribution — Rear %	35
Pedal arc ratio	3.00
Line pressure at 100 lb. pedal load	700 @ 20 HG.
Shoe Clearance — Front	0
Shoe Clearance — Rear	0
Brake lining — Bonded or riveted	Bonded
Brake lining — Front Wheel — Material	Molded Asbestos
Brake lining — Front Wheel — Size (length x width x thickness) — Prim. or outboard	6.815 x 2.20 x .362
Brake lining — Front Wheel — Size (length x width x thickness) — Second. or inboard	4.95 x 2.07 x .362
Brake lining — Front Wheel — Segments per shoe	One Each Side of Disc
Brake lining — Rear Wheel — Material	(See Page 19)
Brake lining — Rear Wheel — Size (length x width x thickness) — Prim. or outboard	
Brake lining — Rear Wheel — Size (length x width x thickness) — Second. or inboard	
Brake lining — Rear Wheel — 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
Manual	Gear	Type		Recirculating Ball & Nut Lube ESW-M1C87-A .87 Lb. ± .07
		Make		Ford
		Ratios	Gear	22:1
			Overall	29.4:1
	No. wheel turns (stop to stop)			5.5 Lock to Lock
Power	Type (coaxial, linkage, etc.)			Linkage Booster
	Make			Bendix
	Gear	Type		Recirculating Ball & Nut Lube ESW-M1C87-A .87 Lb. ± .07
		Ratios	Gear	16:1
			Overall	21.6:1
	Pump driven by			Belt off Crankshaft Pulley Lube M-2C33-F
	No. wheel turns (stop to stop)			4.0 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.)			0° ± 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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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	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)	252 (b)	275 (c)	296 (d)	320 (e)	365 (f)	425 (g)
	Rate at wheel (lb. per in.)	76	84	91	98	118	123	137
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" x 2.50"						
	Spring rate (lb. per in.)	88 (h)	88 (h)	88 (h)	138 (j)	138 (j)	164 (k)	
	Rate at wheel (lb. per in.)	93.5	93.5	93.5	133	133	145	
	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) 250 Models 54, 62, 63, 71 & 76
(b) 302 Models 54, 62, 63, 71, 76
(c) 351 Models 54, 62, 63, 71 & 76
(d) 390 Models 54, 62, 63 & 76
(e) 302 GT Models 65D, 63D, 76D
(f) 390 Models 65D, 63D, 76D
(g) 428 CJ

Rear — (h) 302 Models 54, 62, 63
(j) 302 & 390 Models
(k) 428 CJ

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MODEL	All Models

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	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		Left Front Side Between W/Shield and Instrument Panel Pad
Engine No. location		Under Coil Mounting Strap
Theft protection - type		Door Locks, Ignition Key Start
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 54A-B	Compound Curved Tempered Sheet 62A-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-FM Stereo Radio (Optional) AM Transistorized (Optional)
Rear seat speaker		Opt.
Power antenna		NA
Clock		Opt.
Air conditioner (specify type and availability)		Integrated Re-Heat (Optional) NA on 250 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. (Rear Door Switches)
Map lamp		Opt.
Auto. trans. quad. lamp		Std. (With Optional Auto. Trans.)
Cornering light lamp		NA
Stereo Tape Player		NA
Brake Trouble Warning Lamp		Std.
Seat Belt Warning Lamp		Std. (With Optional Deluxe Seat Belts)
Tachometer		Opt.

LAMP HEIGHT AND SPACING

			54-62-76 Passenger	63-B-C Passenger	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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WEIGHTS

250-1V & 3 Sp. Man. Trans.		CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
					Pass. In Front		Pass. In Rear			
		Fron.	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
Model										
Fairlane										
4-Dr. Sedan	54A	1694	1460	3154	48	52	20	80	120	22
2-Dr. Hardtop	65A	1706	1463	3169	48	52	22	78	120	22
Fairlane 500										
4-Dr. Sedan	54B	1699	1464	3163	48	52	20	80	120	22
2-Dr. Fastback	63B	1690	1535	3225	48	52	23	77	120	22
2-Dr. Hardtop	65B	1711	1467	3178	48	52	22	78	120	22
2-Dr. Convertible	76B	1779	1593	3372	48	52	22	78	120	22
Torino										
4-Dr. Sedan	54C	1743	1474	3217	48	52	20	80	120	22
2-Dr. Hardtop	65C	1754	1478	3232	48	52	22	78	120	22
Torino GT (a)										
2-Dr. Fastback	63F	1881	1573	3454	48	52	23	77	120	34
2-Dr. Hardtop	65F	1902	1505	3407	48	52	22	78	120	34
2-Dr. Convertible	76F	1950	1640	3590	48	52	22	78	120	34
Cobra (b)										
2-Dr. Fastback	63H									
2-Dr. Hardtop	65H									
Station Wagons										
4-Dr. Ranch Wagon	71D	1595	1911	3506	47	53	19	81	120	22
4-Dr. Cust. Ranch Wag.	71D	1602	1933	3535	47	53	19	81	120	22
4-Dr. Squire	71E	1620	1950	3570	47	53	19	81	120	22

Accessories & Equipment Differential Weights				Remarks
302-2V over 250 Six	96	4	100	With Manual 3 Speed Transmission
351-2V over 250 Six	182	39	221	
351-4V over 250 Six	181	39	226	
390-4V over 250 Six	345	64	409	
428-4V over 250 Six	413	77	490	With Automatic Transmission
428-4V over 250 Six	406	74	480	Manual 4-Speed Transmission
Automatic over Man. Trans.	2	1	3	With 250-1V Six
Automatic over Man. Trans.	2	1	3	With 302-2V, V8
Automatic over Man. Trans.	7	2	9	With 351-2V-4V and 390-4V, V8
4-Spd. over 3-Spd. Manual	12	4	16	With 351-2V-4V
4-Spd. over 3-Spd. Manual	6	2	8	With 390-4V, V8
Air Conditioner	75	0	75	
Battery - 55 A.H.-H.D.	8	-1	7	
Battery - 70 A.H.-H.D.	17	-2	15	
Bucket St. over Bench	8	7	15	
Power Disc Brakes	22	2	24	250-302 Sedan & H.T.
Power Disc Brakes	20	2	22	250-302 Convert. & 250 Sta. Wag. & Ranchero
Power Disc Brakes	15	2	17	302 Sta. Wag. & All 351 & 390
Power Steering	28	0	28	
Power Windows	12	9	21	Except Ranchero
Bucket Seats	8	7	15	

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

(a) Base Engine - 351-2V, V8. 3 Spd. Manual Transmission.

(b) Base Engine 428-4V — 4 Sp. Manual Transmission.

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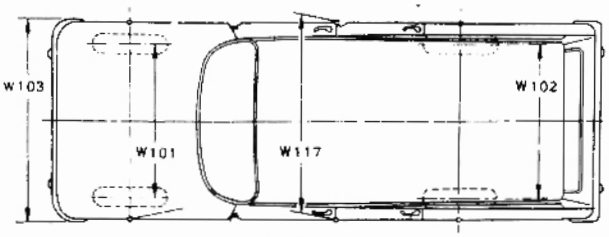
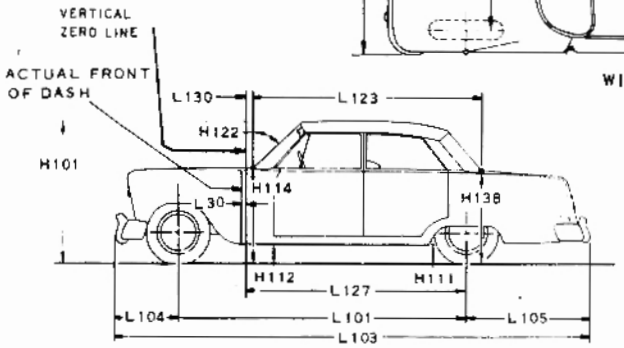
CAR AND BODY DIMENSIONS

KEY SHEET

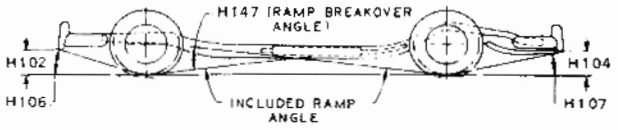
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

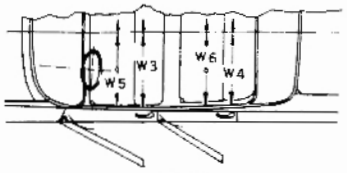


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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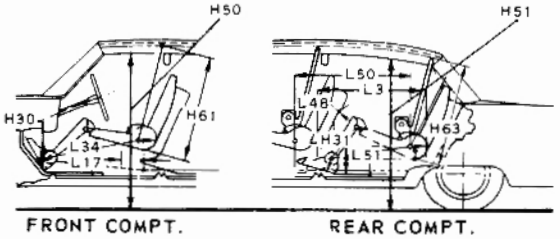
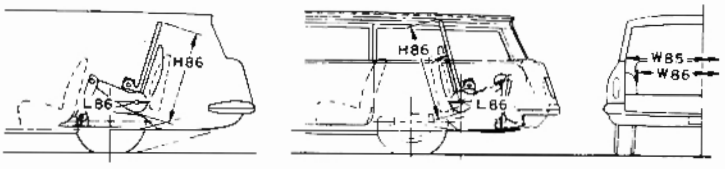
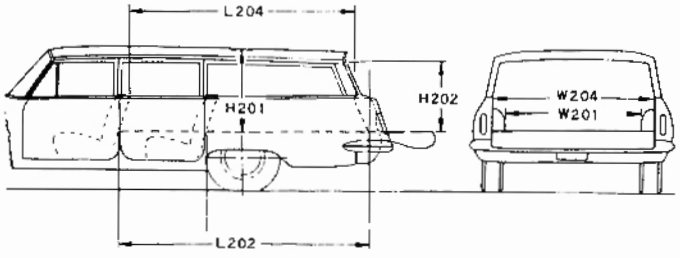


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

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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.

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.

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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