

AMA Specifications – Passenger Car

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MANUFACTURER FORD MOTOR COMPANY	CAR NAME FORD				
MAILING ADDRESS P. O. BOX 2053 DEARBORN, MICHIGAN	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;"> MODEL YEAR 1963 </td> <td style="width: 50%; padding: 5px;"> ISSUED: 2-18-63 </td> </tr> <tr> <td colspan="2" style="padding: 5px;"> REVISED (●) </td> </tr> </table>	MODEL YEAR 1963	ISSUED: 2-18-63	REVISED (●)	
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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.

1963 AMA SUPPLEMENT

Please attach the following 289 CID 195 HP engine supplement to your 1963 Ford (8 Cylinder) AMA Specification dated 10-1-62.

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GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL	Additional Information Page No.:	62	54	63	65	75	76	71
		289 CID 195 HP						
Wheelbase (L101)	23	119.0						
Tread	Front (W101)	22	61.0					
	Rear (W102)	22	60.0					
Maximum Overall Dimensions	Length (L103)	23	209.9					
	Width (W103)	22	79.9					
	Height (H101)	24	55.5	54.5	55.5	54.6	56.9	
Transmission— (Specify trade name - opt., not available)	Manual	15	3-Speed Synchromesh					
	Overdrive	16	Optional					
	Automatic	16	Fordomatic (2-Speed) Optional Cruise-O-Matic (3-Speed) Optional					
Axle ratio	Manual	17	3.50:1					3.89:1
	Overdrive	17	3.50:1					3.89:1
	Automatic	17	3.25:1					3.50:1
Tire size	18	7.50x14					8.00x14	
Engine	Type, no. cyl., valve arr.	2	90°V, 8, OHV					
	Fuel system (Carb., other)	8	2V Carburetor					
	Bore and stroke	2	4.00 x 2.87					
	Piston displ., cu.in.	2	289					
	Std. compression ratio	2	9.0:1					
	Max. bhp at engine rpm	2	195 @ 4400					
	Max. torque at rpm	2	282 @ 2400					

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MODEL _____ ALL MODELS
289 CID 195 HP

ENGINE—GENERAL

Type, no. cyls., valve arr.	90°V, 8, OHV	
Bore and stroke (nominal)	4.00 x 2.87	
Piston displacement, c.u. in.	289	
Bore spacing (C/L to C/L)	4.38	
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)	8.6:1 9.0:1 Max.	
Cylinder Head Material	Cast Iron	
Cylinder Block Material	Cast Iron	
Cylinder Sleeve—Wet, dry, none	None	
Number of mounting points	Front	Two
	Rear	One
Engine installation angle	4°30'	
Taxable horsepower	Dia. ² x No. Cyl. 2.5	51.20
Published max. bhp* @ eng. RPM	195 @ 4400	
Published max. torque* (lb. ft. @ RPM)	282 @ 2400	
Recommended fuel regular - premium	Regular	
Idle speed (spec. neutral or drive)	Manual	575-600 Neutral
	Automatic	475 - 500 Drive

ENGINE—PISTONS

Material	Aluminum alloy		
Description and finish	Cast aluminum alloy with steel struts, slipper skirt, can ground, and tin plated. Authothermic type.		
Weight (piston only) oz.	21.27		
Clearance (limits)	Top land	.0350 - .0427 Diametral	
	Skirt	Top	.0024 - .0030 Diametral (a)
		Bottom	--
Ring groove depth	No. 1 ring	.215 - .222 Radial	
	No. 2 ring	.215 - .222 Radial	
	No. 3 ring	.184 - .191 Radial	
	No. 4 ring	None	

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

(a) At centerline pin hole.

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		
All Except Station Wagon	289	2V	9.0	195 @ 4400	282 @ 2400	Manual 3-Speed	3.50, 3.89
						Overdrive	3.50, 3.89
						Automatic 2-Speed	3.25, 3.00, 3.50
						Automatic 3-Speed	3.25, 3.00, 3.50
Station Wagon	289	2V	9.0	195 @ 4400	282 @ 2400	Manual 3-Speed	3.89, 3.50
						Overdrive	3.89, 3.50
						Automatic 2-Speed	3.50, 3.00, 3.25, 3.89
						Automatic 3-Speed	3.50, 3.00, 3.25, 3.89

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MAKE OF CAR	FORD	MODEL YEAR	1963	DATE ISSUED	2-18-63	REVISED (•)	
		ALL MODELS					
MODEL		289 CID 195 HP					

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, type, coating, etc.	#1 Cast iron alloy, straight face, chrome plated #2 Cast iron alloy, straight face, scraper groove, phosphate coated	
	Width	#1 .0774 - .0781	#2 .0930 - .0940
	Gap	.010 - .020	
Oil	Description - material, type, coating, etc.	Multi-piece: Two rails and one spacer expander Rails - steel, chrome plated, oxide coated Spacer expander - blued steel	
	Width	.1879 Max. assy.	
	Gap	.015 - .055	
Expanders		Integral with oil ring assembly	

ENGINE—PISTON PINS

Material	Alloy Steel - SAE 5015		
Length	3.010 - 3.030		
Diameter	.9118 - .9124		
Type	Locked in rod, in piston, floating, etc.		Press Fit In Rod
	Bushing	In rod or piston	None
		Material	--
Clearance	In piston	.0003 - .0005	
	In rod	Press fit	
Direction & amount offset in piston	Right .0575 - .0675		

ENGINE—CONNECTING RODS

Material	Forged steel - SAE 1041		
Weight (oz.)	19.753 - 20.177		
Length (center to center)	5.154 - 5.156		
Bearing	Material & Type	Plated copper lead alloy on steel back	
	Overall length	.716 - .726	
	Clearance (limits)	.0009 - .0029	
	End play	.010 - .020 (Two rods)	

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MODEL	ALL MODELS 289 CID 195 HP		

ENGINE—CRANKSHAFT

Material	Precision molded alloy cast iron		
Vibration damper type	Rubber floated inertia member		
End thrust taken by bearing (No.)	Three		
Crankshaft end play	.004 - .008		
Main bearing	Material & type		Plated copper lead alloy on steel back inserts
	Clearance		.0007 - .0030
	Journal dia. and bearing overall length	No. 1	2.248 x .885
		No. 2	2.248 x .885
		No. 3	2.248 x 1.132
		No. 4	2.248 x .885
		No. 5	2.248 x .885
		No. 6	None
No. 7		None	
Dir. & amt. cyl. offset		Right bank leads .84	
Crankpin journal diameter	2.1228 - 2.1236		

ENGINE—CAMSHAFT

Location	In block			
Material	Precision molded special alloy iron, induction hardened, phosphate coated			
Bearings	Material	SAE 15 lead base babbitt on SAE 1010 steel back		
	Number	Five		
Type of Drive	Gear or chain		Chain	
	Crankshaft gear or sprocket material		Sintered iron or SAE 1146 steel	
	Camshaft gear or sprocket material		Cast Iron	
	Timing chain	No. of links	58	
		Width	.750 Nominal	
		Pitch	.375	

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)	Standard		
Valve rotator, type (intake, exhaust)	None		
Rocker ratio	1.6:1		
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	
Timing marks on flywheel, damper, other	Pointer on front cover - marks on crankshaft damper O.D.		

(Continued)

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MODEL	ALL MODELS 289 CID 195 HP		

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	20	
		Closes (°ABC)	66	
		Duration - deg.	266	
	Exhaust	Opens (°BBC)	56	
		Closes (°ATC)	20	
		Duration - deg.	256	
Valve opening overlap		40°		
Intake	Material		SAE 1047 - aluminized steel	
	Overall length		4.863	
	Actual overall head dia.		1.677 - 1.662	
	Angle of seat & face		91°00' - 91°30' included angle	
	Seat insert material		None	
	Stem diameter		.3423 - .3416	
	Stem to guide clearance		.0010 - .0027	
	Lift (@ zero lash)		.3684	
	Outer spring press. and length	Valve closed (lb. @ in.)	71 - 79 lb. @ 1.78	
		Valve open (lb. @ in.)	161 - 177 lb @ 1.39	
	Inner spring press. and length	Valve closed (lb. @ in.)	None	
		Valve open (lb. @ in.)	None	
	Exhaust	Material		M-2K17 Cast austenitic steel aluminized head
		Overall length		4.863
Actual overall head dia.		1.457 - 1.442		
Angle of seat & face		91°00' - 91°30' included angle		
Seat insert material		None		
Stem diameter		.3405 - .3398		
Stem to guide clearance		.0020 - .0037		
Lift (@ zero lash)		.3800		
Outer spring press. and length		Valve closed (lb. @ in.)	71 - 79 lb @ 1.78	
		Valve open (lb. @ in.)	161 - 177 lb @ 1.39	
Inner spring press. and 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 Steam

(Continued)

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MODEL _____ ALL MODELS
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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotor
Normal oil pressure (lb. @ engine rpm)	50 - 60 @ 2000
Oil pressure sending unit (elect. or mech.)	Electrical
Type oil intake (floating, stationary)	Stationary shrouded screen in sump
Oil filter system (full flow, partial, other)	Full flow
Filter replacement (element, complete)	Complete
Capacity of crankcase, less filter-refill (qt.)	Four
Oil grade recommended (SAE viscosity and temperature range)	90° F and above - SAE 30 or 10W-30 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 Requirement (MM, MS, etc.)	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Singe "Y" type (a)
Muffler No. & type (reverse flow, straight thru, separate resonator)	One - reverse flow
Exhaust pipe dia. (O.D. wall thickness)	Branch 1.87 x .084 laminated
	Main 2.00 x .09 solid
Tail pipe diameter (O.D. & wall thickness)	1.75 x .048 (b)

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Induction system
	Optional	None
Control unit	Make and model	AC positive ventilation control valve
	Location	Rear of carburetor spacer
	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)	Manifold riser via carburetor spacer
	Air inlet (breather cap, carburetor air cleaner, other)	Breather cap
	Flame-arrestor (screen, check valve, other)	Check valve

- (a) Dual exhaust standard on model 76.
- (b) 1.50 x .048 on dual exhaust

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MODEL _____ ALL MODELS
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ENGINE—FUEL SYSTEM

(See Supplement to Page 8 for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.		Carburetor
Fuel Tank	Capacity (gals.)	20 21 (a)
	Filler location	Rear - center of lower back panel (b)
Fuel Pump	Type (elec. or mech.)	Mechanical
	Locations	Lower left front corner of engine
	Pressure range	4.5 - 5.5 psi
Vacuum booster (std., optional, none)		None
Fuel Filter	Type	#1 Accreted paper (disposable) #2 Wire cloth, plastic (perm)
	Locations	#1 Integral with fuel pump #2 In fuel tank
Carburetor	Choke type	Automatic
	Intake manifold heat control (exhaust or water)	Hot and cold air system plus exhaust heated manifold
	Air clnr. type	Standard Optional
		Dry, replaceable paper element None

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
All	289	Manual	Ford	C3AF-9510-AK	1-2V	1.4375
All	289	Automatic	Ford	C3AF-9510-AL	1-2V	1.4375

- (a) Model 71
- (b) LH rear quarter panel on model 71.

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MODEL _____ ALL MODELS
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ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure	
Radiator cap relief valve pressure		13 psi	
Circulation thermostat	Type (choke, bypass)	Choke poppet type	
	Starts to open at (°F)	185° - 192°F - Fully open @ 212°F	
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	
By-pass recirculation type (internal, external)		External	
Radiator core type (cellular, tube and fin, other)		Down-flow, tube and corrugated fin	
Cooling system capacity	With heater (qt.)	15.0	
	Without heater (qt.)	14.0	
	Opt. equipment-specify (qt.)	None	
Water jackets full length of cylinder (yes, no)		No	
Water all around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded rubber
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded rubber
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	One, molded rubber
		Inside diameter	.62
Fan	Number of blades & Spacing		4 uneven 5 uneven (a) (c)
	Diameter		17.5
	Ratio-fan to crankshaft rev.		1.04:1 1.13:1 (b)
	Fan cutout type		Thermo-modulated (a)
	Bearing type		Double row, sealed ball
*Drive belts (indicate belt used by letter)	Fan	A	AC (b)
	Generator	A	AC (b)
	Water Pump	A	AC (b)
	Power Steering	B	B (b)
	Air Conditioning		D (b)
	Idler		D (b)
Crank		AB	ACBD (b)

* Drive Belt Dimensions	A	B	C	D
Angle of V	36°	36°	36°	36°
Nominal length (SAE)	49.50	39.50	49.25	56.50
Width	15/32	1/2	15/32	1/2

- (a) Standard on models with Selectaire air conditioning.
- (b) Models with Selectaire and Economy air conditioning.
- (c) Extra cooling option on all models without air conditioning.

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MODEL		ALL MODELS 289 CID 195 HP	

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model	Autolite		
	Voltage Rtg. & Total Plates	12 Volts	54 Plates	
	SAE Designation & Amp Hr. Rtg	55		
	Location	Engine Compartment Right Front		
	Terminal grounded	Negative		
Generator	Make	Ford		
	Model	--		
	Type	Shunt		
	Ratio—Gen. to Cr/s rev.	2.25:1		
	Gen. cut-in (hot)—engine rpm	600		
Regulator	Make	Ford		
	Model	--		
	Type	Three Coil		
	Cutout relay	Closing voltage @ generator rpm	12.0 - 12.8 @ 1200	
		Reverse current to open	6-9 Amp	
	Regu-lated	Voltage	14.6 - 15.4 @ 75°F	
		Current	28 - 32	
	Voltage test con-ditions	Temperature	75°	
Load		5 Amperes		
Other		--		

ELECTRICAL—STARTING SYSTEM

Starting motor	Make	Ford		
	Model	FAR-11001-A		
	Rotation (drive end view)	Clockwise		
	Engine cranking speed	150 - 180 RPM		
	Test conditions	85° F		
	Lock test	Amps	580	
		Volts	5	
		Torque (lb. ft.)	14.8	
	No load test	Amps	80-110	
		Volts	12	
RPM (min.)		5200		
Motor control	Switch (solenoid, manual)	Solenoid		
	Starting procedure			

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MODEL	ALL MODELS 289 CID 195 HP		

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type	Positive engagement	
	Pinion meshes (front, rear)	Front	
	Number of teeth	Pinion	9
		Flywheel	160
	Flywheel tooth face width	.365	

ELECTRICAL—IGNITION SYSTEM

MANUAL TRANS.

AUTOMATIC TRANS.

Coil	Make	Ford		
	Model	FAC-12029		
	Amps	Engine stopped	4.5	
Engine idling		2.5		
Distributor	Make	Ford		
	Model	C30F - 12127		
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	7 - 1° @ 850	7 - 1° @ 850
		Intermediate points deg. @ rpm	13.5° - 15.5° @ 1500	8° - 10° @ 1250
		Max deg. @ rpm	26° - 29° @ 4000	17½° - 20½° @ 3200
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	0° @ 1"	
		Intermediate points, deg @ in Hg	0° - 2° @ 8¼"	0° - 2° @ 8¼"
			6° - 12° @ 12"	6° - 12° @ 12"
			10½° - 16½° @ 15"	11° - 17° @ 15"
	Max. deg. in. Hg.	12° - 18° @ 18"	12° - 18° @ 17"	
	Breaker gap (in.)	.014 - .016		
Cam angle (deg.)	26 - 28.5			
Breaker arm tension (oz.)	17 - 20			
Timing	Crankshaft deg. @ rpm.	6° @ 500 (a)	10° @ 500 (b)	
	Mark location	Pointer on front cover		
	Cylinder numbering system (see page 2)	Front to rear	R. Bank 1-2-3-4 L. Bank 5-6-7-8	
Firing order (see page 2)	1-5-4-2-6-3-7-8			
Spark Plug	Make and model	Autolite BF 42		
	Thread (mm)	18		
	Tightening torque (lb. ft.)	15 - 20		
	Gap	.032 - .036		
Cable	Conductor type	Resistance core cable		
	Insulation type	Neoprene sheath		
	Spark plug protector	Neoprene boot		

ELECTRICAL—SUPPRESSION

Locations & type	Capacitors at the generator and voltage regulator. Wheel static collectors in front wheel. Resistance core cable from the coil to the distributor and from the distributor to the spark plugs.
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- (a) Permissible range 2° - 11°
 (b) Permissible range 2° - 15°