

AMA Specifications – Passenger Car

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MANUFACTURER FORD MOTOR COMPANY		CAR NAME FAIRLANE	
MAILING ADDRESS P. O. BOX 2053 DEARBORN, MICHIGAN		MODEL YEAR 1965	ISSUED: 9-7-64 REVISED (a) 10-15-64

NOTES:

- The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
- UNLESS OTHERWISE INDICATED:
 - Specifications apply to standard models without optional equipment. Significant deviations are noted.
 - 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.

<u>Body Model</u>	<u>Passenger</u>	<u>Model Number</u>
<u>Fairlane</u>		
2-Door Sedan	6	62A
4-Door Sedan	6	54A
4-Door Fairlane Wagon	6	71D
<u>Fairlane 500</u>		
2-Door Sedan	6	62B
4-Door Sedan	6	54B
2-Door Hardtop	6	65A
2-Door Hardtop (Sports Coupe)	5	65B
4-Door Fairlane (Wagon)	6	71B

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GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	54	62	65	65B	71
Wheelbase (L101)		23	116.0				
Tread	Front (W101)	22	57.0				
	Rear (W102)	22	56.0				
Maximum Overall Dimensions	Length (L103)	23	199.0				203.0
	Width (W103)	22	73.8				
	Height (H101)	24	55.7	55.7	54.8	54.9	56.7
Transmission— (Specify trade name - opt., not available)	Manual	15	3 Spd. Std., 3 Spd. (HD) Opt. 6 Cyl. 4 Spd. Opt. V8, Sedans and H. T. only				
	Overdrive	16	Opt. 289 2V V8 only				
	Automatic	16	Opt. (Cruise-O-Matic)				
Axle ratio	Manual	17	See Page 3				
	Overdrive	17	See Page 3				
	Automatic	17	See Page 3				
Tire size		18	See Page 18				
Engine	Type, no. cyl., valve arr.	2	In line 6 Cyl. OHV		90° V8 OHV		
	Fuel system (Carb., other)	8	Carburetor				
	Bore and stroke	2	3.684 x 3.13		4.005 x 2.87		
	Piston displ., cu.in.	2	200		289		
	Std. compression ratio	2	9.2:1 Nom.	2V 9.3:1 Nom.	4V 10.0:1 Nom.	4 VHP 10.9:1	
	Max. bhp at engine rpm	2	120 @ 4400	200 @ 4400	225 @ 4800	271 @ 6000	
	Max. torque at rpm	2	190 @ 2400	282 @ 2400	305 @ 3200	312 @ 3400	

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MODEL

ENGINE—GENERAL		200	289 2V	289 4V	289 4V-HP
Type, no. cyls., valve arr.		In line 6 Cyl.		90° V8	
Bore and stroke (nominal)		3.684 x 3.13		4.005 x 2.87	
Piston displacement, cu. in.		200		289	
Bore spacing (C/L to C/L)		4.08		4.38	
No. system (front to rear)	L. Bank	---		5-6-7-8	
	R. Bank	---		1-2-3-4	
Firing order		1-5-3-6-2-4		1-5-4-2-6-3-7-8	
Compras. ratio (nominal)		9.2:1	9.3:1	10.0:1	10.9:1
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°	
Taxable horsepower	Dia. ² x No. Cyl. 2.5	32.5		51.2	
Published max. bhp* @ eng. RPM		120 @ 4400	200 @ 4400	225 @ 4800	271 @ 6000
Published max. torque* (lb. ft. @ RPM)		190 @ 2400	282 @ 2400	305 @ 3200	312 @ 3400
Recommended fuel regular - premium		Regular	Regular	Premium	Premium
Idle speed (spec. neutral or drive)	Manual	500-550 Neu.	575-625 Neu.	575-625 Neu.	750-800 Neutral
	Automatic	500-525 Dri.	475-525 Dri.	500-550 Dri.	

ENGINE—PISTONS

Material	Aluminum Alloy W/Steel Struts			
Description and finish	Autothermic, Slipper type, tin plated, cam ground			
Weight (piston only) oz.		16.93	21.31-21.52	21.31-21.52
Clearance (limits)	Top land	.011-.014	.034-.0416	.0350-.0427
	Skirt	Top	.0023-.0029	.0030-.0036
		Bottom	.0008-.0014	.0008-.0014
Ring groove depth	No. 1 ring	.193-.200	.215-.222	.215-.222 Radial
	No. 2 ring	.193-.200	.215-.222	.215-.222
	No. 3 ring	.193-.200	.184-.191	.184-.191
	No. 4 ring		None	

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

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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		
54-62-65	200	1V	9.2:1	120 4400	190 2400	Manual 3-Speed Manual 3-Spd. (HD) Cruise-O-Matic	3.25, 3.50 Opt. 3.25 Locking 3.25, 3.50 Opt. 3.25 Locking 2.80, 3.25 Opt. 3.00 Locking
71	200	1V	9.2:1	120 4400	190 2400	Manual 3-Speed Cruise-O-Matic	3.25, 3.50 Opt. 3.50 Locking 3.25, 3.50 Opt. 3.50 Locking
54-62-65	289	2V	9.3:1	200 4400	282 2400	Manual 3-Speed Overdrive Manual 4-Speed Cruise-O-Matic	2.80, 3.25 Opt. 3.25 Locking 3.25, 3.50 Opt. 3.25 Locking 2.80, 3.25 Opt. 3.25 Locking 2.80, 3.00 Opt. 3.00 Locking
71	289	2V	9.3:1	200 4400	282 2400	Manual 3-Speed Overdrive Cruise-O-Matic	3.25, 3.50 Opt. 3.50 Locking 3.50, 3.50 Locking 3.00, 3.00 Locking
54-62-65	289	4V	10.0:1	225 4800	305 3200	Manual 3-Speed Manual 4-Speed Cruise-O-Matic	3.00, 3.25 Opt. 3.25 Locking 3.00, 3.25 Opt. 3.25 Locking 3.00, 3.00 Locking
71	289	4V	10.0:1	225 4800	305 3200	Manual 3-Speed Cruise-O-Matic	3.25, 3.50 Opt. 3.50 Locking 3.00, 3.00 Locking
54-62-65	289	4V-HP	10.9:1	271 6000	312 3400	Manual 4-Speed Cruise-O-Matic (a)	3.89, 3.50, 4.11 Opt. 3.50, 3.89

(a) available soon in production

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MODEL	ALL MODELS			
	200 1V CID	289 2V CID	289 4V CID	289 4V CID
			P.F.	H.P.

ENGINE-RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	-
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	.078 #1 .0774-.0781 #2 .077-.078
	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 (All SAE-1070)
	Width	.1875
	Gap	.015 - .055 Rails Only
Expanders		Integral with oil ring assembly

ENGINE-PISTON PINS

Material	Alloy steel heat treated - SAE 5015		
Length	3.030	3.010 - 3.030	
Diameter	.9120 - .9123	.9121	.9118 - .9124
Type	Locked in rod, in piston, floating, etc.		Press fit in rod
	Bushings	In rod or piston	None
		Material	-
Clearance	In piston	.0003 - .0005	
	In rod	Press fit	
Direction & amount offset in piston	Right .0625		Right .0575-.0675

ENGINE-CONNECTING RODS

Material	Forged steel - SAE 1041		
Weight (oz.)	18.65	19.64 - 20.07	20.49 - 20.92
Length (center to center)	4.86	5.155	
Bearing	Material & Type	Unplated copper-lead alloy on steel back, replaceable inserts (a)	
	Overall length	.721	
	Clearance (limits)	.0009 - .0029	.0015
	End play	.010 - .020 (b)	.014 - .024 (b)

- (a) 289 CID plated copper lead alloy.
(b) Two rods.

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 ALL MODELS P.F. H.P.
 MODEL 200 1V CTD 289 2V CTD 289 4V CTD | 289 4V CID

ENGINE—CRANKSHAFT

Material	Precision molded cast iron		
Vibration damper type	Rubber floated		
End thrust taken by bearing (No.)	No. 3		
Crankshaft end play	.004 - .008		
Main bearing	Material & type	Copper lead alloy on steel back, replaceable inserts	
	Clearance	.0008 - .0026	.0007 - .0030 .006 - .0027
	Journal dia. and bearing overall length	No. 1	2.248 x 1.015 2.2486 x .885
		No. 2	2.248 x 1.015 2.2486 x .885
		No. 3	2.248 x 1.270 2.2486 x 1.132
		No. 4	2.248 x 1.015 2.2486 x .885
		No. 5	- 2.2486 x .885
		No. 6	-
		No. 7	-
	Dir. & amt. cyl. offset	None	R-Hand Bank Leads .84
Crankpin journal diameter		2.1232	

ENGINE—CAMSHAFT

Location	In block		
Material	Special alloy iron, precision molded, induction hardened, phosphate coated		
Bearings	Material	Steel backed babbit	SAE-15 Lead base
	Number	4	5
Type of Drive	Gear or chain	Chain	
	Crankshaft gear or sprocket material	Sintered iron or steel	Steel SAE-1146
	Camshaft gear or sprocket material	Cast iron	
	Timing chain	No. of links	50 58
		Width	.875 Max. .75 Max.
		Pitch	.375

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)	Standard		Mechanical
Valve rotator, type (intake, exhaust)	Ford free turn - Intake & Exhaust None		
Rocker ratio	1.50:1	1.6:1	
Operating tappet clearance (indicate hot or cold)	Intake	Zero	.016-.022 Hot (a) .020 - Hot (a) Nom
	Exhaust	Zero	.018-.024 Hot (a) .020 Hot (a) Nom.
Timing marks on flywheel, damper, other	Timing Pointer on Cover, Marks on Crankshaft Damper		

(a) Hot setting to be made after a minimum of 30 minutes @ 1200 RPM (no load).

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ALL MODELS

MODEL 200 1V | 289 2V | 289 4V | 289 4V
P.F. H.P.
289 4V 289 4V

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	7°	16°	30°	
		Closes (°ABC)	65°	70°	72°	
		Duration - deg.	252°	266°	282°	
	Exhaust	Opens (°BBC)	55°	52°	78°	
		Closes (°ATC)	21°	24°	24°	
		Duration - deg.	252°	256°	282°	
	Valve opening overlap		28°	40°	54°	
Intake	Material		SAE-1047 Aluminized Steel Head			
	Overall length		4.26	4.863	4.863	
	Actual overall head dia.		1.6495	1.788-1.773		
	Angle of seat & face		45°	Seat-44°30'-45°, Face 45°-30'-45°45'45°		
	Seat insert material		None			
	Stem diameter		.3100-.3107	.3423-.3416	.3423-.3416	
	Stem to guide clearance		.0008-.0025	.0010-.0027		
	Lift (@ zero lash)		.348	.3684	.4574@.020 Lash	
	Outer spring press. and length	Valve closed (lb. @ in.)	54@ 1.59	71-79@ 1.78	88@ 1.77	
		Valve open (lb. @ in.)	150@ 1.22	161-177@ 1.39	247@ 1.32	
	Inner spring press. and length	Valve closed (lb. @ in.)			Flat Wire Damper 4-7 lbs.@ 1.77	
		Valve open (lb. @ in.)			Flat Wire Damper 4-7 lbs.@ 1.32	
	Exhaust	Material		Aluminized Cast Austenitic Steel		
		Overall length		4.26	4.863	4.863 @
		Actual overall head dia.		1.3885	1.457-1.442	
Angle of seat & face		45°	Seat-46°30'45°, Face-45° 30' 45°45'			
Seat insert material		None				
Stem diameter		.3090-.3097	.3423-.3416	.3413-.3406		
Stem to guide clearance		.0018-.0035	.0010-.0027			
Lift (@ zero lash)		.348	.380	.4574@.020 Lash		
Outer spring press. and length		Valve closed (lb. @ in.)	54@ 1.59	71-79@ 1.78	88 lbs. @ 1.77	
		Valve open (lb. @ in.)	150@ 1.22	161-177@ 1.39		
Inner spring press. and length		Valve closed (lb. @ in.)			247 lbs @ 1.32	
		Valve open (lb. @ in.)			Flat Wire Damper 4-7 lbs. @ 1.77	
		Valve open (lb. @ in.)			Flat Wire Damper 4-7 lbs. @ 1.32	

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

(a) Aluminized Head

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 ALL MODELS
 MODEL 200 CID 289 2V 289 4V 289 4V
 P.F. H.P.
 289 4V 289 4V

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gerotor	Rotor
Normal oil pressure (lb. @ engine rpm)	45-55@ 2000	50-60@ 2000
Oil pressure sending unit (elect. or mech.)	Electric	
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.)	3.5	4.0
Oil grade recommended (SAE viscosity and temperature range)	90°F and above - SAE 10W-30 or SAE 30 20°F to 90° - SAE 20 or 20W or, 10W-30 -10°F to 20° - SAE 5W20 or 10W30 or 10W -10°F and below SAE 5W20	
Engine Service Requirement (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, Transverse, Reverse Flow		*
Exhaust pipe dia. (O.D. wall thickness)	Branch 1.75 x .084 Lam.	1.87 x .084 Lam.	2.00 x .084 Lam.
	Main	2.00 x .075 Solid	2.00 x .075 Solid
Tail pipe diameter (O.D. & wall thickness)	1.75 x .060	1.75 x .48	2.00 x .060 Solid

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to Atmosphere
	Optional	Ventilates to Emission System
✓ Make and model	Ford	
Location	Rocker Cover Rear of Carb. Spacer	
Energy source (manifold vacuum, carburetor air stream, other)	Air Flow to Oil Filler Cap and Vacuum end of Road Draft Tube	
Control unit	Control method (variable orifice, fixed orifice, other)	Fixed Orifice (Restriction holes in oil filler cap)
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Atmosphere
	Air inlet (breather cap, carburetor air cleaner, other)	Breather Cap (Oil Filler Cap)
	Flame arrestor (screen, check valve, other)	N.A.

* Two-Two Passage reverse flow, in resonator

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MODEL 200 CID 289 2V 289 4V 289 4V

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.)	16
	Filler location	Rear center of lower panel
Fuel Pump	Type (elec. or mech.)	Mechanical
	Locations	Left hand side of engine (front)
	Pressure range	4-5 psi 4.5-5.5 psi
Vacuum booster (std., optional, none)		None
Fuel Filter	Type	#1 Accreted Paper #2 Wire Cloth, Plastic (perm.)
	Locations	#1 Integral with fuel pump #2 Fuel tank
Carburetor	Choke type	Automatic Automatic Manual
	Intake manifold heat control (exhaust or water)	Exhaust Heated (b) Exhaust Heated Manifold
	Air clnr. type	Standard Dry replaceable element (a)
	Optional	None

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
Emission	200	Manual	Ford - G.P.D.	C50F-9510-N	one 1V	1.437
	200	Automatic	Ford - G.P.D.	C50F-9510-R	downdraft	
Emission All	289	Manual	Ford - G.P.D.	C5ZF-9510-A	One 2V	1.437
	289	Automatic	Ford - G.P.D.	C5ZF-9510-B		
	289	Manual	Ford - G.P.D.	C5ZF-9510-C	One 4V	Prin. 1.437
	289	Automatic	Ford - G.P.D.	C5ZF-9510-D		Sec. 1.437
Emission All	289	Manual	Ford	C40F-9510AL	One 4V-HP Downdraft	1.562 POS
Non-emission All	289	Manual	Ford	C50F-9510-L	One 4V-HP Downdraft	1.562 POS

- (a) Thermostatically controlled air temperature with 289 CID engine
(b) Water heated carburetor spacer

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ALL MODELS
MODEL 200 CID

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmoc-pheric, other)		Pressure					
Radiator cap relief valve pressure		12 - 15 PSI					
Circulation thermostat	Type (choke, bypass)	Poppet Valve or Sleeve Valve					
	Starts to open at (°F)	185° - 192° F					
Water pump	Type (centrifugal, other)	Centrifugal					
	GPM @ 1000 pump rpm	8 GPM @ 1000 RPM					
	Number of pumps	One					
	Drive (V-belt, other)	V-Belt					
	Bearing type	Double Row Sealed Ball					
By-pass recirculation type (internal, external)		Internal					
Radiator core type (cellular, tube and fin, other)		Down Flow, Tube and Slit Fin					
Cooling system capacity	With heater (qt.)	9.5					
	Without heater (qt.)	8.5					
	Opt. equipment-specify (qt.)	None					
Water jackets full length of cylinder (yes, no)		Yes					
Water oil around cylinder (yes, no)		Yes					
Radiator hose	Lower	Number and type (molded, straight)	One - Molded				
		Inside diameter	1.25 @ Radiator 1.50 @ Water Pump				
	Upper	Number and type (molded, straight)	One - Molded				
		Inside diameter	1.25				
	By-pass	Number and type (molded, straight)	None				
		Inside diameter	None				
	Code - Belt Arrangement		1	2	1 & 3	4	5
	Fan	Number of blades & Spacing	4 Uneven	5 Uneven	4 Uneven	5 Uneven	5 Uneven
Diameter		14.50	17.00	15.50	17.00	17.25	
Ratio-fan to crankshaft rev.		1.18:1	1.04:1	1.18:1	1.04:1	1.18:1	
Fan cutout type		None	None	None	None	(a)	
Bearing type		Double Row Sealed Ball (Water Pump Bearing)					
*Drive belts (indicate belt used by letter)	Fan	A	F	A B	C	D	
	Generator	A	F	A	C	D	
	Water Pump	A	F	A B	C	D	
	Power Steering			B			
	Air Conditioning				E	E	
	Crankshaft	A	F	A B	C E	D E	
Idler					E	E	

* Drive Belt Dimensions	A	B	C	D	E	F
Angle of V	36°					
Nominal length (SAE)	33.25	47.50	36.75	36.00	54.00	34.00
Width	15/32	15/32	15/32	15/32	1/2	15/32

(a) Thermo Vicious Coupling.

1. Standard Cooling. 2. Extra Cooling. 3. Power Steering.
4. Air Conditioning (Economy). 5. Air Conditioning (Selectaire).

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 ALL MODELS
 MODEL 289 CID 2V 289 CID 4V P.F. 289 CID 4V H.P.

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 Valve or Sleeve Valve						
	Starts to open at (°F)	185° - 192° F						
Water pump	Type (centrifugal, other)	Centrifugal						
	GPM @ 1000 pump rpm	18		16				
	Number of pumps	One						
	Drive (V-belt, other)	V-Belt						
	Bearing type	Double Row, Sealed Ball Bearing						
By-pass recirculation type (internal, external)		External						
Radiator core type (cellular, tube and fin, other)		Down Flow Tube and Slit Fin						
Cooling system capacity	With heater (qt.)	15						
	Without heater (qt.)	14						
	Opt. equipment-specify (qt.)	--						
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					
		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					
		Inside diameter	.615					
Code - Belt Arrangement		1 or 2&3	4	3 & 4	5	3 & 5	4	
Fan	Number of blades & Spacing		4 Uneven	5 Uneven	5 Uneven	5 Uneven	5 Uneven	4 Uneven
	Diameter		17.00	17.00	17.00	17.50	17.50	16.0
	Ratio-fan to crankshaft rev.		1.04:1	1.13:1	1.13:1	1.13:1	1.13:1	1.04:1
	Fan cutout type		None	None	None	(a)	(a)	None
	Bearing type		Double Row, Sealed Ball (Water Pump Bearing)					
*Drive belts (indicate belt used by letter)	Fan		A	C	A E	C	A E	F
	Generator		A	C	A	C	A	F
	Water Pump		A	C	A E	C	A E	F
	Power Steering		B		E		E	NA
	Air Conditioning			D	D	D	D	NA
	Crankshaft		A B	C D	A E D	C D	A E D	F
	Idler			D		D		D

* Drive Belt Dimensions	A	B	C#	D	E	F
Angle of V	36°	36°	36°	36°	36°	36°
Nominal length (SAE)	40.25	45.75	40.25	54.00	49.75	41.00
Width	15/32	1/2	15/32	1/2	15/32	3/8

(a) Thermo Viscous Coupling # Dual Belts

1. Standard Cooling
2. Extra Cooling
3. Power Steering
4. Air Conditioning (Economy)
5. Air Conditioning (Selectaire)

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MODEL 200 1V 289 2V 289 4V 289 4V

ALL MODELS P.F. H.P.
289 4V 289 4V

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model	Ford C5AF-10655A	C5AF-10653-B (a)
	Voltage Rtg. & Total Plates	12V 54 Plate	66 Plate (a)
	SAE Designation & Amp Hr. Rtg	45 Amp Hr.	55 Amp. Hr.
	Location	Right-Hand Front Engine Compartment	
	Terminal grounded	Negative	
Generator	Make	Ford 38, 42.55 Amp. Leece-Neville 53 Amp. 55 Amp-C5AF-10300-F	
	Model	38 Amp. C5DF-10300-A-B, (b)	
	Type	38 Amp. Self Current Limiting 42 Amp	
	Ratio—Gen. to Cr/s rev.	2.3:1 2.5:1 Std., 2.6:1-A/C + 55 Amp. Alt. 1.84:1	
	Gen. cut-in (hot)—engine rpm	365 @ 12.8 Volt 345 @ 12.8V 435	
Regulator	Make	Ford	
	Model	38.42 amp. C5AF-10316-A, 45 Amp, C5TF-10316-A, 53 Amp (c)	
	Type	Two Unit-Voltage Control & Field Relay	
	Field Cutout relay	Closing voltage @ generator rpm	2.5 - 4 @ 75°
		Reverse current to alternator	
	Regulated	Voltage	14.1 - 14.7 @ 75°
		Current	
	Voltage test conditions	Temperature	75°
		Load	5 Amp
		Other	None

ELECTRICAL—STARTING SYSTEM

		200 CID	2.89 4V	2.89 4V H.P.
Starting motor	Make		Ford	
	Model		C5AF-11001-A	C5TF-11001-A (D) C4ZF-11001-A
	Rotation (drive end view)		Clockwise	
	Engine cranking speed		240 RPM @ 80°	180 RPM @ 80°F
	Test conditions			
	Lock test	Amps	80	
		Volts	670	
		Torque (lb. ft.)	6.0	
	No load test		15.5	
		Amps	70	
Volts		12		
	RPM (min.)	9500		
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		Turning ignition key to right against spring to actuate the starter motor. Release when engine starts.	

(a) Heavy Duty option available

(Continued)

(b) 42 Amp. C5AF-10300-D; 53 Amp. C5AF-10300-J & H

(c) C5AF-10316-B, 55 Amp. C5TF-10316-A

(D) For Standard Transmission Only. Use C4OF-11001-A With Automatic Tran.

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MODEL 200 CID 289 2V 289 4V 289 4V
P.F. H.P.
289 4V 289 4V

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Positive-Electro Mechanical	
	Pinion meshes (front, rear)		Front	
	Number of teeth	Pinion	9	
		Flywheel	132	160
Flywheel tooth face width		.365		

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Ford			
	Model		FAC-12029-A			
	Amps	Engine stopped	4.5			
		Engine idling	2.5			
Distributor	Make		Ford			
	Model		C5DF-12127-E ^a	C5AF-12127-M ^a	C5GF-12127-A ^a	C5OF-12127-E ^a
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	0° @ 1100	0° @ 950	0° @ 1000	
		Intermediate points deg. @ rpm	15.0 @ 1800	13.0° @ 1500	15.0° @ 1800	
			25.0 @ 4000	18.5° @ 4000	20.0° @ 5000	
		Max deg. @ rpm	27.5° @ 4000	20° @ 4000	21.5° @ 5000	
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	0°@3.7" @ 1100RPM	0° @ 1.0"	0° @ 1"	
		Intermediate points, deg @ in Hg	See page 11B			
		Max. deg. in. Hg.				
	Breaker gap (in.)		.024-.026	.014-.016	.018-.022	
	Cam angle (deg.)		35-38	26.0-28.5	32-35	
	Breaker arm tension (oz.)		17-20		27-32	
Timing	Crankshaft deg. @ rpm.		6°		12°	
	Mark location		Pointer on Front Cover			
	Cylinder numbering system (see page 2)	Front to Rear	1-2-3-4-5-6	Front to Rear	R-1-2-3-4	
					L-5-6-7-8	
Firing order (see page 2)		1-5-3-6-2-4	1-5-4-2-6-3-7-8			
Spark Plug	Make and model		Autolite BF-82	Autolite BF-42	Autolite BF-32	
	Thread (mm)		18 mm			
	Tightening torque (lb. ft.)		15-20			
	Gap		.032-.036			
Cable	Conductor type		Resistance Core Cable		Steel Core Cable	
	Insulation type		Neoprene Sheath			
	Spark plug protector		Neoprene Boot			

ELECTRICAL—SUPPRESSION

Locations & type	Capacitor at the alternator and voltage regulator, wheel static collectors in front wheels.
	Resistance core ignition cables.

(a) Manual transmission information shown, for 200-1V and 289-2V automatic transmission see supplement on page 11A.

289-4V P.F. information above is same for both manual and automatic transmissions. No automatic transmission is offered for the 289-4V H.P.

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SUPPLEMENTARY INFORMATION

MODEL	200 CID	289 2V	P.F. 289 4V	H.P. 289 4V
Distributor	C5DF-12127-E	C5AF-12127-M	C5GF-12127-A	Manual - Automatic
Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Intermediate points, deg. @ in Hg	W.O.T. P.T. 16.0°@1.3" 27.0°@7.0" 20.5°@3.0" 29.0°@7.9"	0°-6.0° @ 7" 7.0°-13.0°@10" 14.5-20.5@15"	0°-6.0° @ 7" 11.0°-17.0°@12" 16.0°-22.0°@17"
	Max. deg. in.Hg.	23.0°@3.8" 31.0°@7.7"	22.0° @ 17"	

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SUPPLEMENTARY INFORMATION

MODEL

AUTOMATIC TRANSMISSION

Model	200-1V CID		289-2V CID
	Distributor		
	Centrifugal Advance		
	Crankshaft Degree at Engine RPM		
Model			C5AF-12127-N
Start			0-1° @ 750 14.0° @ 1300
Intermediate			22.5° @ 4000
Maximum			24.0° @ 4000
	Vacuum Advance		
	Crankshaft degree at inches of Mercury		
Model	C5DF-12127-K		
Start	0° @ 0.5" @ 1300 RPM		0° @ 1"
Intermediate	W.O.T. 5.5° @ 1.3" 11.0° @ 2.4"	P.T. 22.5° @ 7.0" 23.5° @ 7.9"	0°-6.0° @ 7.0" 10.0°-16.0° @ 10.0" 18.0°-24.0° @ 14.0"
Maximum	16.5° @ 3.8"	25.5° @ 7.7"	25° @ 16"
	Crankshaft Timing		
Initial	12°		6°

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 ALL MODELS

MODEL 200 CID 289 CID

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	Ford
	Trip odometer (yes, no)	No
Charge indicator—type		Warning Light
Temperature indicator—type		Electric Gage
Oil pressure indicator—type		Warning Light
Fuel indicator—type		Electric Gage
Other		None
Ignition switch	Identify positions in order and circuits controlled	Four Position switch (left to right) ACC CCW from TDC OFF Top Dead Center ON CW first position START CW second position
	Provision for illumination	None
	Location	Instrument Panel - Right of Steering Column
Main lighting switch	Identify positions and lamps controlled	Depressed - Off 1st position - Instrument panel, parking, tail & license lights 2nd position - Instrument panel, head, tail and license lights Rotate knob clockwise to dim & turn off instrument panel lights Rotate knob counterclockwise to turn on and brighten instrument panel lights and turn on dome lamp
Other light switches	Locations and lamps controlled	Toe panel - Headlight dimmer Front door hinge pillar - Dome lamp On steering column - Back-up lamps (a) On steering column - Turn signal lamps On brake pedal push rod - Stop lamps Deck Lid - Trunk lamp Glove box door - Glove box lamp
Other switches	Locations and devices controlled	Instrument panel - Heater blower, windshield wipers, cigar lighter, power tailgate window Instrument Panel - Radio On transmission - Neutral switch (Cruise-O-Matic) includes back up Lp. Sw.
Windshield wiper	Make	Ford
	Type	Electric, Single Speed (b)
	Vacuum booster provision	None
	Washer provision	Yes
Horn	Type	Air Electric
	Number used	Two
	Amp draw (each)	5.5

(a) Manual Trans.: Operates from shift lever.

Automatic Trans.: Part of neutral switch.

(b) Optional two-speed (Washer included).

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ALL MODELS

MODEL 200 CID 289 CID

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.

Headlamps & arrangement	Two # 4001 Inboard	Two # 4002 Outboard	Horizontal
Headlamp beam indicator	One # 1895		
Parking	Two # 1157		
Tail	Two # 1157		
Stop	Two # 1157		
Direction signal	Front	Two # 1157	
	Rear	Two # 1157	
	Indicator	Two # 1895	
License Plate	One # 1155		
Oil pressure indicator	One # 1895		
Charge indicator	One # 1895		
Instrument	Two # 1895		
Clock	One # 1895		
Radio	One # 1891		

Indicate also whether the following lamp assemblies are standard equipment, optional, or NA.

Ignition lock	NA
Back up	Two # 1156 Optional
Dome	One # 1003 Standard
Glove compartment	One # 1895 Optional
Prkg. brake signal	
Luggage compartment	One # 631 Optional
Underhood	
Courtesy	One # 631 Standard One # 1155 Optional
Map	One # 631 Standard
Ash Tray	One # 1445 Optional

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MODEL	200 CID	289 CID
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Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking lamp SFE-10 (a), Direction indicator same as (a).

ELECTRICAL—LOCATION OF OUTSIDE LAMPS

* If single headlamps are used enter here.

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MODEL 200 CID 289-2V 289-4V 289-4V HP

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Long Mfrg. non centrifugal, single disc, dry plate		
Type pressure plate springs	Long Mfrg. semi-centrifugal, single disc. dry plate (a)		
Effective plate pressure (lb.)	1305	1278	
No. of clutch driven discs	One		
Clutch facing	Material	Woven Asbestos	
	Outside & inside dia.	8.50 x 5.38	10.0 x 6.75
	Total eff. area (sq.in.)	68.1	85.5
	Thickness	.125	
	Engagement cushioning method	Torband Disc	
Release bearing	Type & method of lubrication	Ball Thrust, Prepack sealed	
Torsional damping	Methods: springs, friction material	Spring Steel	

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	3 spd. synch. std. (b)	4-spd. synch. opt. (a)
Manual with overdrive (std. or opt.)	Not available	optional
Automatic (std. or opt.)	Cruise-O-Matic	Not available
	200 CID 289-2V	289-4V 289-4V HP

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		3	3 HD	3	O.D.	3	4	4	4
Transmission ratios	In first	2.76:1	2.79:1	2.79:1	2.80:1	2.79:1	2.78:1	2.78:1	2.32:1
	In second	1.69:1	1.70:1	1.70:1	1.69:1	1.70:1	1.93:1	1.93:1	1.69:1
	In third	1.00:1	1.00:1	1.00:1	1.00:1	1.00:1	1.36:1	1.36:1	1.29:1
	In fourth	-	-	-	.72:1	-	1.00:1	1.00:1	1.80:1
	In reverse	3.74:1	2.87:1	2.87:1	3.80:1	2.87:1	2.78:1	2.78:1	2.32:1
Synchronous meshing, specify gears		2-3	1-2-3	1-2-3	1-2-3	1-2-3	1 thru 4	1 thru 4	1 thru 4
Shift lever location		Column	Column	Column	Column	Column	Floor	Floor	Floor
Lubricant	Capacity (pt.)	2.0	3.5	3.5	3.7	3.5	3.5	3.5	3.5
	Type recommended	Mild extreme pressure - M-568-D							
	SAE viscosity number	Summer	SAE-80						
		Winter	SAE-80						
		Extreme cold	SAE-80						

- (a) Optional all models with 289 CID engines, except Model 71
 (b) Heavy duty 3 speed optional on six cylinder engine except Model 71

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MODEL 200 CID 289 2V CID 289 4V CID

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Overdrive	Type (planetary or other)		Plantary
	Manual lockout (yes, no)		Yes
	Downshift accelerator control (yes, no)		Yes
	Minimum cut-in speed		27 mph (approx.)
	Gear ratio		0.70:1
	Lu- bri- cant	Capacity (pt.) (Overdrive only)	1.5
		Separate filler (yes, no)	Yes
		Type recommended	Mild EP
		SAE viscosity number	SAE-80
		Ext. cold	SAE-80

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Cruise-O-Matic
Type describe		Torque converter with planetary gears
Method of Selection (Lever, Push Button or other)		Lever
Selector Pattern		P-R-N-D2-D-L
List gear ratios Selector Pattern and indicate which are used in each selector position		2.46 - D Position - Low gear start 1.46 - Drive - D2 Position - Second gear start 1.00 - Drive 2.20 - Reverse
Max. upshift speeds—drive range		
Max. kickdown speeds—drive range		
Torque converter	Number of elements	Three
	Max. ratio at stall	2.14:1 2.02:1
	Type of cooling (air, water)	Liquid
Lubricant	Capacity—refill (pt.)	17
	Type recommended	Type "A" Transmission Fluid - M-2C-33C or M-2C-33-D
Special transmission features		Park Position - Start in park or neutral position Vacuum controlled throttle valve

DRIVE UNITS—PROPELLER SHAFT

Number used		One	One	One
Type (exposed, torque tube)		Exposed tube in tube		
Outer diameter x length* x wall thickness	Manual transmission Sedan (a)	3.00 x 58.5 x .065	3.00 x 58.5 x .065	3.00 x 58.5 x .065
	(b)	3.00 x 57.65 x .065	--	--
	(c)	--	3.00 x 57.12 x .065	3.00 x 57.12 x .065
	Overdrive transmission Sedan	--	3.00 x 58.5 x .065	--
	S/W	--	3.00 x 58.0 x .065	--
	Automatic transmission Sedan	3.00 x 58.5 x .065	3.00 x 58.5 x .065	3.00 x 58.5 x .065
	S/W	3.00 x 58.0 x .065	3.00 x 58.0 x .065	3.00 x 58.0 x .065

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

(Continued)

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(a) 3 speed synchromesh (b) 3-speed heavy duty synchromesh (c) 4-speed synchromesh "A" - 3 speed synchromesh - all engines 3.00 x 58.0 x .065

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MODEL 200 C.I.D. 289-2V 289-4V 289-4V HP

DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter- mediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		None
Universal joints	Make		Ford
	Number used		Two
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Pre pack
Drive taken through (torque tube or arms, springs)			Spring
Torque taken through (torque tube or arms, springs)			Spring

DRIVE UNITS—REAR AXLE

Description (see instructions)		Conventional Rear Axle Assy. with semi-floating axle shafts and straddle mounted ring gear and pinion (a)			
Limited Slip differential, type		Clutch type			
Drive Pinion Offset		150			
No. of differential pinions		Two			
Gear ratios (Std. equip.)	Manual transmission	3.25:1	2.80:1 (b)	3.00:1 (b)	3.89:1 (4- spd)
	Overdrive transmission	NA	3.25:1	NA	NA
	Automatic transmission	2.80:1	2.80:1	3.00:1	3.50:1
Ring gear O.D. (std. ratio)		7.75	7.75	8.00	8.00
Pinion adjustment (shim, other)		shims			
Pinion bearing adj. (shim, other)		shims			
Wheel bearing type		Single row double sealed ball bearing			
Lubricant	Capacity (pt.)	4.5			
	Type recommended	Hypoid - Extreme Pressure (M-2C288)			
	SAE vis- cosity number	Summer	SAE-90		
		Winter	SAE-90		
		Extreme cold	SAE-90		

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.80	3.00	3.25	3.50	3.89	4.11
No. of teeth	Pinion	15	13	12	10	9	9
	Ring gear	42	35	39	35	35	37

(a) With all V-8 engines

(b) 3.25:1 Std. Station Wagons

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ALL MODELS

MODEL _____

DRIVE UNITS—WHEELS

Type & material	Stamped steel disc	
Rim (size and flange type)	Std.	14 x 5.0J
	Opt.	
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.5
	Number and size	Five 1/2-20

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	6.95 x 14 2 ply (b)	7.35 x 14 2 ply (a)(b)(c)(d)
	Type - Nylon, etc.	Rayon tubeless	Nylon tubeless (optional)
Rev/mile at 80 mph		8.19 (e)	804 (f)
Inflation press.(cold)	Front	24 for high speed or trailer towing add 4 to 6 lbs.	
	Rear	24 for high speed or trailer towing add 4 to 6 lbs.	
Optional tires - size and ply		7.35 X 14 2 Ply. 7.35 X 14 4 Ply.(8 Ply. Rating)	

BRAKES—SERVICE

Type (duo-servo, disc, balanced, etc.)	Duo-servo	
Self adjusting (std., opt., N.A.)	Standard	
Hydraulic system type (single, dual, etc.)	Single	
Power brake make & type (remote, integral, etc.)	Integral	
Effective area (sq. in.)*	126.0 Pass.	164.2 S/W
Gross lining area (sq. in.)**	152.8 Pass.	191.0 S/W
Swept drum area (sq. in.)***	251.4 Pass.	314.0 S/W
Percent brake effectiveness—front	60.6 Pass.	59.0 S/W
Drum	Front	10.0
	Rear	10.0
	Type and material	Front-Full cast drum Rear-Composite, pressed steel disc
Wheel cylinder bore	Front	1.125
	Rear	.906
Master cylinder bore		1.00
Available pedal travel		6.55
Line pressure at 100 lb. pedal load		790
Shoe clearance adjustment		.015

(Continued)

* Excludes rivet holes, grooves, chamfers, etc.

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept areas for four brakes:

Widest lining contact width for each brake x its drum circumference.

- (a) Station wagon.
- (b) 4 ply rating, 2 ply construction.
- (c) 289 4V High Performance engine. Uses 7.35 X 14 Ply. Nylon
- (d) All 8 Cyl. models with air conditioning.
- (e) 6.95 x 14 tire 14 x 5.0J wheel.
- (f) 7.35 x 14 tire 14 x 5.0J wheel.

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MODEL ALL MODELS

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted		Riveted		
	Front Shoe	Material		Molded Asbestos	
		Size (length x width x thickness)	Front wheel	8.35 x 2.25 x 2.44 (Pass.)	8.35 x 2.50 x .244 (S/W) @ HP
			Rear wheel	8.35 x 1.75 x .244 (Pass.)	8.35 x 2.50 x .244 (S/W) @ HP
		Segments per shoe		One	
	Rear Shoe	Material		Molded Asbestos	
		Size (length x width x thickness)	Front wheel	10.75 x 2.25 x .269 (Pass.)	10.75 x 2.50 x .269 (S/W) @ HP
			Rear wheel	10.75 x 1.75 x .269 (Pass.)	10.75 x 2.50 x .269 (S/W) @ HP
		Segments per shoe		One	

BRAKES—PARKING

Type of control		Hand operated with twist release
Location of control		Left of steering column
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	None
	Drum diameter	None
	Lining size (length x width x thickness)	None

FRAME or UNITIZED CONSTRUCTION

Type and description	Unitized construction with tubular crossmember bolted to body structure.
----------------------	--

SUSPENSION—GENERAL (See Supplemental page 19 for details on Air Suspension)*

Provision for car leveling		None
Provision for brake dip control		Anti-dive front suspension
Provision for acc. squat control		Asymmetrical type rear spring mounting
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct acting, rebound cut off Front
	Make	Ford - Gabriel
	Piston dia.	1.00 (Pass.) 1.18 (S/W)
Other special features		

SUSPENSION—FRONT

Type and description	Independent S. L. A. suspension with ball joints and coil springs.
----------------------	--

* Air Suspension:
Air spring type
Compressor data
type
make
drive ratio

Normal operating pressures
spring rates
leveling data

(Continued)

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ALL MODELS

MODEL 200 CID | 289 CID

SUSPENSION FRONT (cont.)

Spring	Type	Coil			
	Material	Steel SAE-5160			
	Size (coil design height & I.D.; bar length x dia.)	11.88 x 4.62			
	Spring rate (lb. per in.)	210 (Pass.)	250 (H.D.)	230, 280 (a)	250 (b)
	Rate at wheel (lb. per in.)	75 (Pass.)	100 (H.D.)		
	Design load (lb. @ design height)	1610 (Pass.)	1550 (S/W)	1740 (Pass.)	1660 (S/W)
Stabilizer	Type (link, linkless, frameless)	Link (S/W)		Link	
	Material & bar diameter	Steel .69 (S/W)		Steel .69 .75 (S/W)	

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	16.0 In.		
		Power	16.0 In.		
Turning diameter	Outside front	Wall to wall (l. & r.)	42.9 Feet		
		Curb to curb (l. & r.)	40.2 Feet		
	Inside rear	Wall to wall (l. & r.)	22.7 Feet		
		Curb to curb (l. & r.)	24.1 Feet		
Outside wheel angle with inside wheel at 20°				17.° 40'	
Manual	Gear	Type	Recirculating ball and nut		
		Make	Ford		
		Ratios	Gear	20.2:1	
		Overall	27.8:1		
	No. wheel turns		4.7 lock to lock		
Power	Type (coaxial, linkage, etc.)		Linkage booster		
	Make		Bendix		
	Gear	Type	Recirculating ball and nut		
		Ratios	Gear	16:1	
		Overall	20:1		
	Pump driven by		Belt off crankshaft pulley		
	Number wheel turns		3.3 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		

(a) H.D. option model 62, 54 and 65.

(b) H.D. option S/W.

(Continued)

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MODEL 200 CID 289 CID

STEERING (cont.)

Steering Axis	Inclination at camber (deg.)		7° 15' @ 0° camber		
	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		
Wheel alignment (range and preferred) At Curb Load	Caster (deg.)		0° 30' Max.	- 0° 30' Min.	0° 0' Preferred
	Camber (deg.)		1° 0' Max.	0° 0' Min.	0° 30' Preferred
	Toe-in (outside tread-inches)		5/16 Max.	3/16 Min.	1/4 Preferred
	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		

SUSPENSION—REAR

Type and description			Hotchkiss drive				
Drive and torq. taken through (see page 17)			Rear springs				
Spring	Type		Semi-elliptic				
	Material		Spring steel SAE 5160				
	Size (length x width, coil design height and I.D.; bar length & dia.)		55.0 x 2.0				
	Spring rate (lb. per in.)		85	105 (b)	115 (a)	140 (c)	
	Rate at wheel (lb. per in.)		95	117 (b)	128 (a)	156 (c)	
	Design load (lb. at design height)		748	763 (b)	1025 (a)	1075 (c)	
	Mounting insulation type		Rubber bushings				
	If leaf	No. of leaves		5 (a)	— (b)	6 (a)	(c)
		Inserts	Type and size	Flat			
Material			Polyethylene tip inserts				
Shackle (comp. or tens.)			Compression				
Stabilizer	Type (link, linkless, frameless)		None				
	Material		--				
Track bar type			--				

NOTE: Maximum difference between wheels not to exceed 1/2°, recommend 1/4°.

- (a) Model 71.
- (b) HD for Models 62, 54 and 65.
- (c) HD for Model 71.
- (d) Models 62, 54 and 65.

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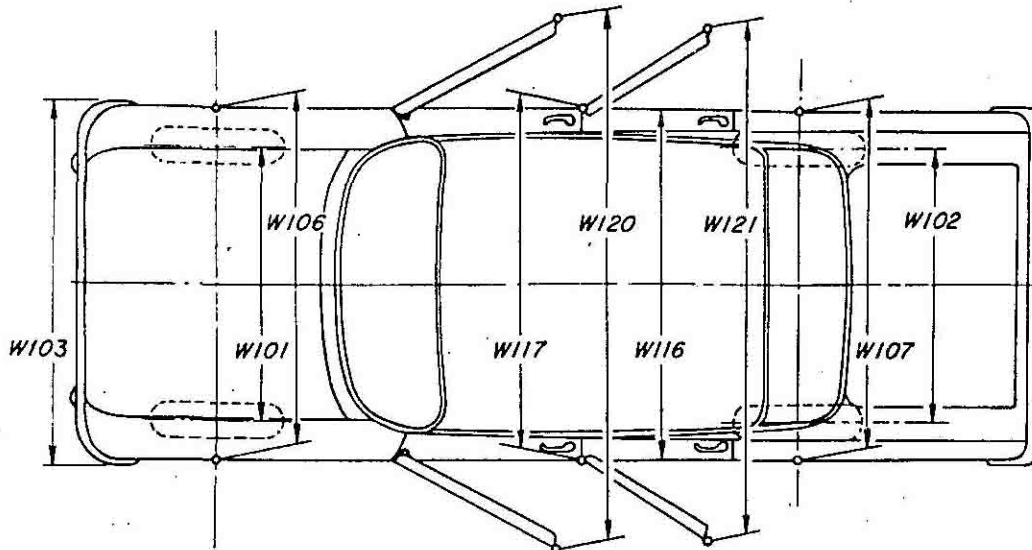
MAKE OF CAR FAIRLANE MODEL YEAR 1965 DATE ISSUED 9-7-64 REVISED (*)10-15-64

CAR AND BODY DIMENSIONS—GENERAL

Dimensions herein are those adopted by the Society of Automotive Engineers. Brief descriptions of these dimensions are listed on pages 34-36. Complete definitions are listed in section E-1 of the SAE Aeronautical - Automotive Drawing Standards. The dimensions are developed from the following basic points:

1. Body dimensions are for all body styles.
2. All interior dimensions are taken with manikin 15.0 inches outboard of car centerline unless otherwise stated.
3. All interior dimensions are measured with the front seat in the lowest and rearmost position.
4. Unless otherwise specified, all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
5. The SAE manikin with 90th percentile leg length will be used for recording purposes.
6. The H Point is the pivot center of the manikin's torso and thigh.
7. The D Point is the point of tangency of a horizontal line and the lowest point of the manikin.
8. The Torso Line is a line parallel to the small of manikin's back and extending through the H Point.

EXTERIOR WIDTH DIMENSIONS



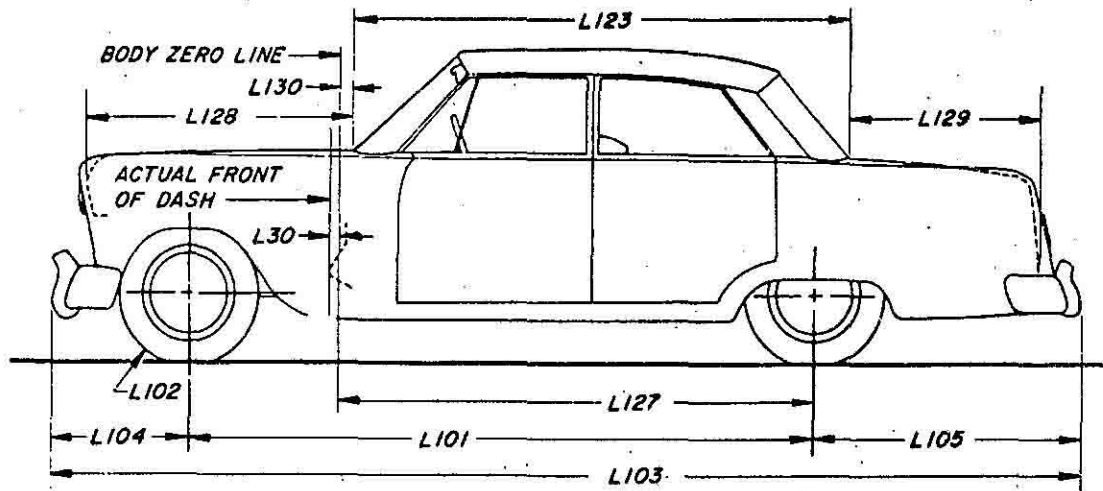
MODEL	Ref. No.	54	62	65	65B	71
Tread - front	W101	57	57	57	57	57
Tread - rear	W102	56	56	56	56	56
Maximum overall car width	W103	73.8	73.8	73.8	73.8	73.8
Maximum overall body width	W116	72.6	72.6	72.6	72.6	72.6
Maximum body width at #2 pillar	W117	72.2	72.2	72.2	72.2	72.2
Front fender overall width	W106	71.4	71.4	71.4	71.4	71.4
Rear fender overall width	W107	72.4	72.4	72.4	72.4	72.4
Maximum overall car width - front doors open	W120	139.0	151.0	151.0	151.0	139.0
Maximum overall car width - rear doors open	W121	136.6				135.6

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EXTERIOR LENGTH DIMENSIONS



MODEL	Ref. No.	54	62	65	65B	71
Body zero line to actual front of dash	L30	0.0	0.0	0.0	0.0	0.0
Wheelbase	L101	116.0	116.0	116.0	116.0	116.0
Overhang - front	L104	31.2	31.2	31.2	31.2	31.2
Overhang - rear	L105	51.6	51.6	51.6	51.6	56.3
Overall length	L103	199.0	199.0	199.0	199.0	203.0
Hood length at car centerline	L128	54.8	54.8	54.8	54.8	54.8
Body upper structure length at car centerline	L123	99.4	99.4	93.6	93.6	132.3
Deck length at car centerline	L129	39.7	39.7	45.3	45.3	10.8
Body zero line to centerline of rear wheels	L127	99.9	99.9	99.9	99.9	99.4
Body zero line to windshield cowl point	L130	9.4	9.4	9.4	9.4	9.4
Tire size (1)	L102	6.95 x 14	6.95 x 14	6.95 x 14	6.95 x 14	7.35 x 14

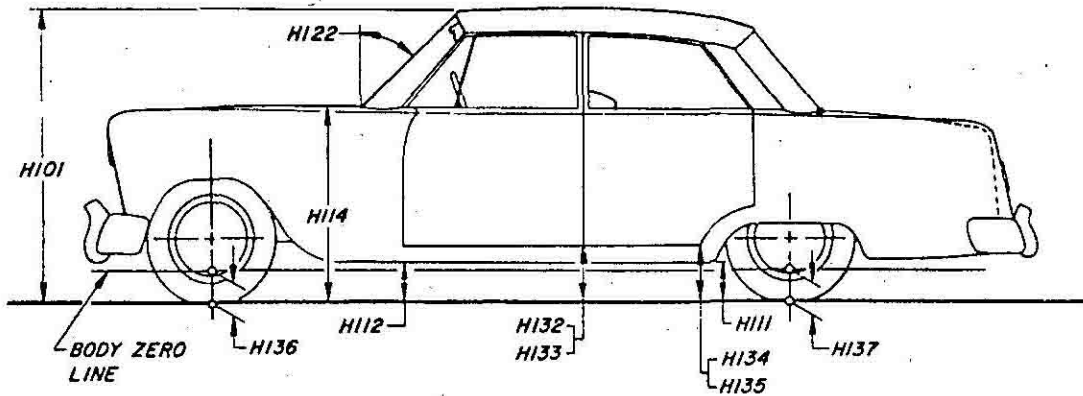
(1) 7.35 X14 Tires Used With 289 4V High Performance Rpo Engine
And All 8 Cyl. Models With A/C.

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EXTERIOR HEIGHT DIMENSIONS



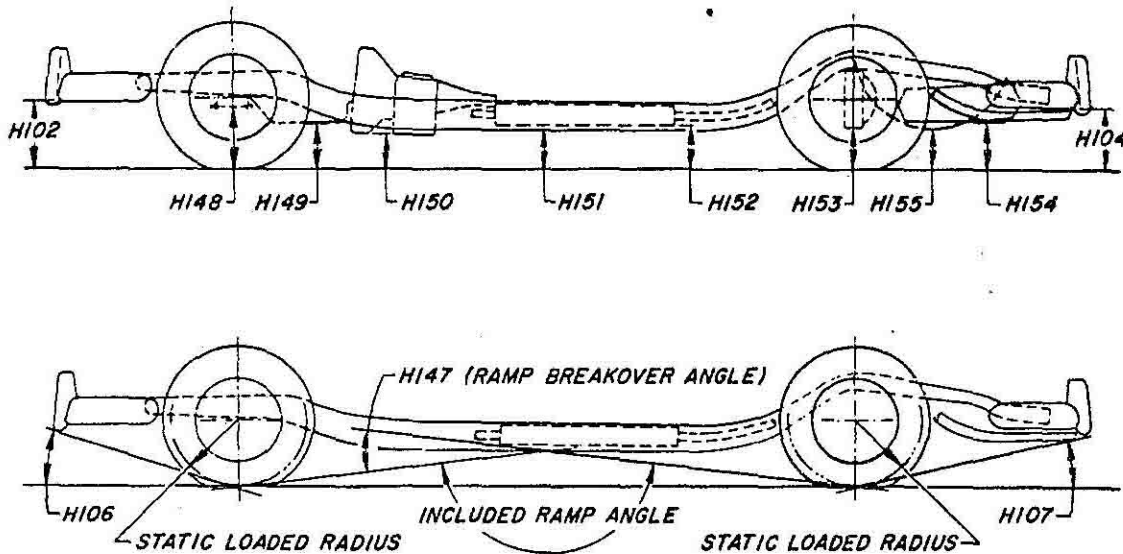
MODEL	Ref. No.	54	62	65	65B	71
Overall height	H101	55.7	55.7	54.8	54.8	56.7
Hood at rear to ground	H114	37.5	37.5	37.5	37.5	37.7
Rocker panel to ground - front	H112	7.4	7.4	7.4	7.4	7.6
Rocker panel to ground - rear	H111	7.2	7.2	7.2	7.2	7.4
Bottom of door to ground, open - front	H132	12.4	12.4	12.4	12.4	12.7
Bottom of door to ground, closed - front	H133	11.3	11.3	11.3	11.3	11.6
Bottom of door to ground, open - rear	H134	11.2	-	-	-	11.4
Bottom of door to ground, closed - rear	H135	11.4	-	-	-	11.6
Windshield slope angle	H122	47.9°	47.9°	54.0°	54.0°	47.9°
Body zero to ground - front	H136	10.2	10.2	10.2	10.2	10.4
Body zero to ground - rear	H137	10.2	10.2	10.2	10.2	10.6

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GROUND CLEARANCE DIMENSIONS



MODEL	Ref. No.	54	62	65	65B	71
Front bumper to ground	H102	10.9	10.9	10.9	10.9	11.0
Rear bumper to ground	H104	11.1	11.1	11.1	11.1	9.8
Angle of approach	H106	24.1°	24.1°	24.1°	24.1°	24.6°
Angle of departure	H107	13.1°	13.1°	13.1°	13.1°	10.8°
Ramp breakover angle	H147	11.2°	11.2°	11.2°	11.2°	12.4°
Front suspension to ground	H148	6.4	6.4	6.4	6.4	6.6
Oil pan to ground	H149	6.9	6.9	6.9	6.9	7.1
Flywheel housing to ground	H150	6.3	6.3	6.3	6.3	7.0
Frame structure to ground	H151	6.8	6.8	6.8	6.8	7.1
Exhaust system to ground	H152	5.4 (a)	5.4 (a)	5.4 (a)	5.4 (a)	6.2
Rear axle differential to ground	H153	6.3	6.3	6.3	6.3	6.5
Fuel tank to ground	H154	8.3	8.3	8.3	8.3	7.6
Spare tire well to ground	H155	-	-	-	-	7.7
Minimum running ground clearance	H156	5.4 (a)	5.4 (a)	5.4 (a)	5.4 (a)	5.9

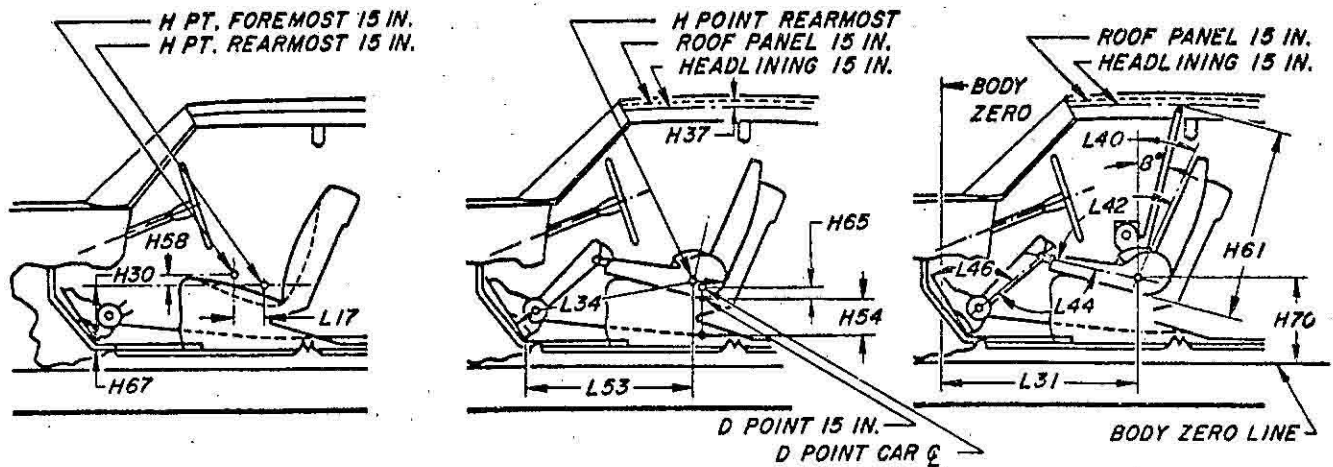
(a) High Performance.

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FRONT COMPARTMENT DIMENSIONS



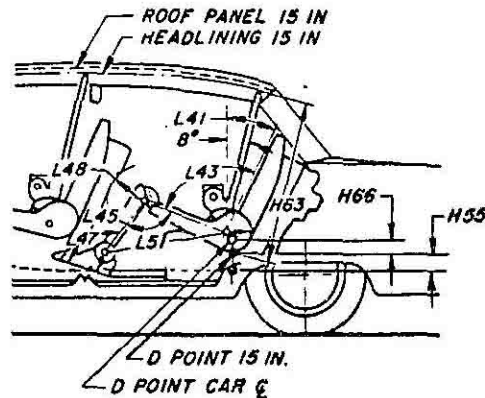
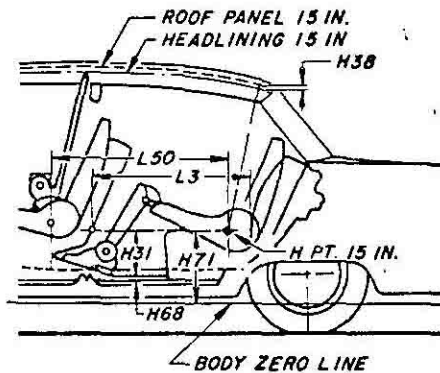
MODEL	Ref. No.	54	62	65	65B	71
H Point to body zero line	L31	43.9	43.9	43.8	43.6	43.9
H Point to body zero line - front	H70	10.4	10.4	9.9	9.8	10.4
Effective head room	H61	38.1	38.1	37.7	38.8	38.4
Headlining to roof height	H37	.8	.8	.8	.8	.8
Maximum effective leg room - accelerator	L34	42.2	42.2	42.0	41.9	42.2
H Point to heel point	H30	10.3	10.3	9.8	9.7	10.3
Depressed floor covering thickness	H67	.5	.5	.5	.5	.5
Back angle	L40	23°	23°	23°	27°	23°
Hip angle	L42	99.2°	99.2°	97.7°	100.6°	99.2°
Knee angle	L44	131°	131°	130°	128.4°	130°
Foot angle	L46	83°	83°	83°	83°	83°
D Point differential, side to center	H65	.7	.7	.7	.7	.7
D Point to tunnel	H54	3.1	3.1	2.6	-	3.1
H Point to accelerator floor point	L53	34.4	34.4	34.4	34.2	34.4
H Point travel	L17	5.0	5.0	5.0	5.0	5.0
H Point rise	H58	.7	.7	.7	.7	.7

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REAR COMPARTMENT DIMENSIONS



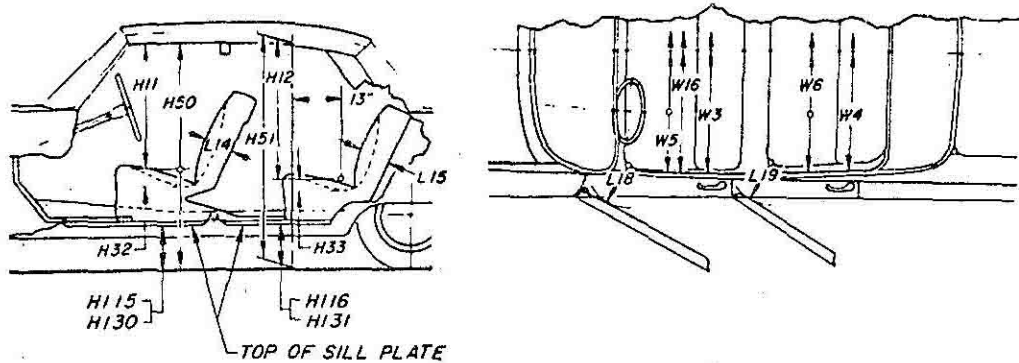
MODEL	Ref. No.	54	62	65	65B	71
H Point couple distance	L50	33.6	33.6	31.3	31.5	32.4
H Point to body zero line - rear	H71	9.7	9.7	9.6	9.6	11.3
Effective head room	H63	37.9	37.9	37.0	37.0	37.6
Headlining to roof height	H38	.8	.8	.8	.8	.8
Minimum effective leg room	L51	37.5	37.5	34.6	34.4	36.7
H Point to heel point	H31	11.7	11.7	11.7	11.7	13.3
Depressed floor covering thickness	H68	.5	.5	.5	.5	.5
Minimum knee room	L48	4.8	4.8	2.6	2.9	3.2
Rear compartment room	L3	28.4	28.4	26.0	26.1	27.2
Back angle	L41	25.5°	25.5°	24.0°	24.0°	28°
Hip angle	L43	92.0°	92.0°	85.6°	85.4°	96.0°
Knee angle	L45	102.5°	102.5°	88.5°	87.1°	98.0°
Foot angle	L47	118.3°	118.3°	110.5°	110.8°	113.0°
D Point differential, side to center	H66	.9	.9	.9	.9	-
D Point to tunnel	H55	2.3	2.3	2.3	2.3	3.0

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SEAT AND ENTRANCE DIMENSIONS



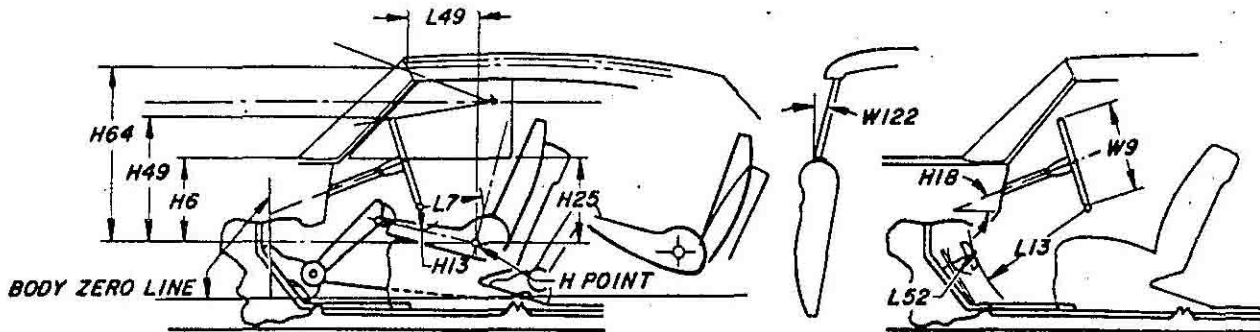
	Ref. No.	54	62	65	65B	71
Shoulder room - front	W3	56.8	56.8	56.8	56.8	56.8
Hip room - front	W5	58.4	58.4	58.4	58.5	58.4
Seat width - front	W16	53.4	53.4	53.4	21.0	53.4
Upper body opening to ground - front	H50	50.5	50.5	49.4	49.4	50.8
Entrance height - front	H11	29.9	29.9	29.3	29.4	29.9
Step height - front (design load)	H115	12.8	12.8	12.8	12.8	13.1
Step height - front (curb load)	H130	15.1	15.1	15.1	15.1	15.3
Entrance foot clearance - front	L18	13.6	13.6	13.6	13.6	13.6
Seat cushion deflection - front	H32	4.0	4.0	4.0	3.7	4.0
Seat back thickness - front	L14	5.9	5.9	5.9	5.4	5.9
Shoulder room - rear	W4	56.8	56.2	56.2	56.2	56.8
Hip room - rear	W6	58.6	57.9	57.9	57.9	58.6
Upper body opening to ground - rear	H51	50.1	-	-	-	50.7
Entrance height - rear	H12	30.2	-	-	-	28.9
Step height - rear (design load)	H116	12.6	-	-	-	13.0
Step height - rear (curb load)	H131	15.3	-	-	-	15.6
Entrance foot clearance - rear	L19	11.3	8.0	8.0	7.8	10.9
Seat cushion deflection - rear	H33	4.3	4.3	4.1	4.1	3.2
Seat back thickness - rear	L15	5.3	5.3	5.3	5.3	4.8

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VISION AND CONTROL DIMENSIONS



MODEL	Ref. No.	54	62	65	65B	71
H Point to windshield bottom DLO	H6	18.1	18.1	18.7	18.8	18.1
H Point to windshield upper DLO	H64	32.0	32.0	30.4	30.5	32.0
H Point to windshield upper DLO	L49	15.3	15.3	14.9	14.6	15.3
Belt height - front	H25	16.0	16.0	16.6	16.7	16.0
Steering wheel center to centerline of car	W7	15.4	15.4	15.4	15.4	15.4
Steering wheel maximum outside diameter	W9	17.0	17.0	17.0	17.0	17.0
Steering column angle - horizontal	H18	24°16'	24°16'	24°16'	24°16'	24°16'
H Point to top of steering wheel	H49	22.3	22.3	22.8	22.9	22.3
Steering wheel torso clearance	L7	11.8	11.8	12.0	12.2	11.8
Steering wheel thigh clearance	H13	4.0	4.0	4.2	4.3	4.0
Brake pedal knee clearance	L13	24.6	24.6	24.6	24.6	24.6
Brake pedal to accelerator	L52	3.8	3.8	3.8	3.8	3.8
Tumble-home	W122	12.5°	12.5°	12.5°	12.5°	12.5°

AMA Specifications – Passenger Car

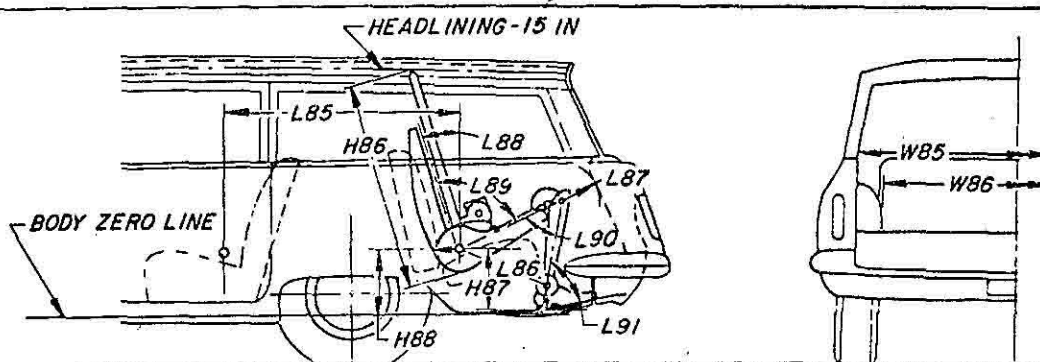
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LUGGAGE COMPARTMENT

MODEL	Ref. No.	All (Except Station Wagon)
Usable luggage capacity (See instructions)		15.0
Liftover height	H195	30.7
Position of spare tire storage		Center of kick up
Method of holding lid open		Center balance torsion bar

THIRD SEAT DIMENSIONS



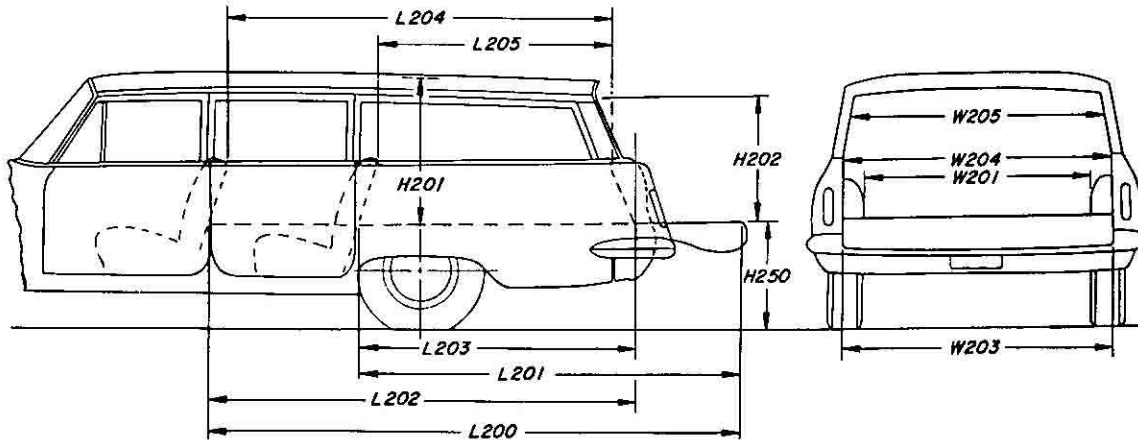
MODEL	Ref. No.	71
Seat facing direction		Rear Facing
Shoulder room	W85	56.2
Hip room	W86	49.2
H Point couple distance	L85	39.5
H Point to body zero line - third seat	H88	11.2
Effective head room	H86	37.7
Effective leg room	L86	34.6
H Point to heel point	H87	12.1
Knee room	L87	9.7
Back angle	L88	28.0°
Hip angle	L89	90.5°
Knee angle	L90	88.0°
Foot angle	L91	113.0°

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STATION WAGON—CARGO SPACE DIMENSIONS



MODEL	Ref. No.	
		71
Floor length from back of front seat at floor level to end of lowered tail gate or floor	L200	114.5
Floor length from back of second seat at floor level to end of lowered tail gate or floor	L201	81.2
Floor length from back of front seat at floor level to inside of closed tail gate	L202	94.8
Floor length from back of second seat at floor level to inside of closed tail gate	L203	61.5
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	81.2
Minimum horizontal distance from top rear of second seat back to inside of tail gate at belt	L205	48.5
Maximum width of cargo space at floor - specify location	W200	58.4
Minimum distance between wheel houses at floor level	W201	43.1
Rear end opening width at floor	W203	49.2
Rear end opening width at belt	W204	47.8
Maximum width of rear opening above belt	W205	47.8
Maximum height - floor covering to headlining at centerline of rear axle	H201	34.3
Maximum height of rear opening - tail and lift gates open	H202	29.3
Platform height from ground to top of tail gate floor covering at rear most edge of tail gate - only specify Design Load	H250	23.6
Rear end closure (e.g., one piece door, hinged left - sliding glass, drop tail gate)		Sliding glass, drop tail gate
Cargo volume index (cu. ft.) W4 x L204 x H201 1728		91.5

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MODEL ALL

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front			
	Rear doors	Front			
Type of finish (lacquer, enamel, other)		Enamel			
Hood counterbalanced (yes, no)		Rear			
Hood release control (internal, external)		Yes - External			
Vehicle (Serial) No. Location					
Engine No. Location					
Theft protection - type		Door Locks, Ignition Key Start, Theft Retarder Ign. Switch			
Vent window control method (crank, friction pivot)	Front				
	Rear				
Seat cushion type	Front				
	Rear				
	3rd seat				
Seat back type	Front				
	Rear				
	3rd seat				
Windshield glass type (i.e., single curved - laminated plate)					
Backlight glass type (i.e., compound curved - tempered plate, three piece)					
Side glass type (i.e., curved - tempered plate)		(54)	(63)	(65)	(71)
Side glass exposed surface area		1237.4	1297.6	1008.1	2575.8
Windshield glass exposed surface area		1209.2	1209.2	1183.9	1209.2
Backlight glass exposed surface area		949.2	949.2	1028.8	723.6
Total glass exposed surface area		3395.8	3456.0	3220.8	4508.6

BODY—CONVENIENCE EQUIPMENT (Indicate whether standard, optional or NA on each series)

Power windows	Side Windows	
	Vent Windows	
	Backlight or tailgate	
Power seats (specify type as well as availability)		
Reclining front seat back		
Front seat headrest		
Radios (specify type as well as availability)		
Rear seat speaker		
Power Antenna		
Clock		
Air Conditioner (specify type and availability)		

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WEIGHTS

Form Rev. 5-63

DIMENSION DEFINITIONS

W3 SHOULDER ROOM - FRONT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W4 SHOULDER ROOM - REAR. Measured in the same manner as W3.

W5 HIP ROOM - FRONT. The lateral dimension through H Point to trimmed surfaces.

W6 HIP ROOM - REAR. Measured in the same manner as W5.

W7 STEERING WHEEL CENTER TO CENTERLINE OF CAR. Measured horizontally from steering wheel center to centerline of car. The point at steering wheel center is located in the surface plane of wheel.

W9 STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.

W16 SEAT WIDTH - FRONT. The maximum trimmed width of front seat cushion.

W85 SHOULDER ROOM - THIRD SEAT. Measured in the same manner as W3.

W86 HIP ROOM - THIRD SEAT. Measured in the same manner as W5.

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

W102 TREAD - REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions.

W106 FRONT FENDER OVERALL WIDTH. Measured at centerline of front wheels, excluding moldings.

W107 REAR FENDER OVERALL WIDTH. Measured at centerline of rear wheels, excluding moldings.

W116 MAXIMUM OVERALL BODY WIDTH. Measured across body, excluding hardware and applied moldings, but including fenders when integral with body.

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

W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN. Measured with front doors in maximum hold-open position.

W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN. Measured in same manner as W120.

W122 TUMBLE-HOME. The angle from vertical to the front door glass outer surface or the chord of a curved door glass, measured at the front H Point station.

L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at a height tangent to the top of rear seat cushion.

L7 STEERING WHEEL TORSO CLEARANCE. The minimum distance from the back edge of steering wheel, in straight-ahead position, to the Torso Line.

L13 BRAKE PEDAL KNEE CLEARANCE. The minimum dimension from the lower edge of the steering wheel to the brake pedal face centerline.

L14 SEAT BACK THICKNESS - FRONT. The maximum thickness of the seat back, excluding bolsters.

L15 SEAT BACK THICKNESS - REAR. Measured in the same manner as L14.

L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

L18 ENTRANCE FOOT CLEARANCE - FRONT. The minimum horizontal dimension between seat and normal line of door or pillar at a height between the sill plate bead and 4.0 inches above the bead. Door should be in the maximum hold-open position.

L19 ENTRANCE FOOT CLEARANCE - REAR. Measured in the same manner as L18 on four-door models. On two-door styles, the minimum dimension between rear corner of front seat, with front seat back tilted forward, and trimmed lock pillar, built-in quarter armrest panel, or rear seat cushion at a height between the sill plate bead and 4.0 inches above the bead.

L30 BODY 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.

L31 H POINT TO BODY ZERO LINE - FRONT. Horizontal dimension.

L34 MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the right foot on accelerator pedal.

L40 BACK ANGLE - FRONT. The angle between a vertical line through the H Point and the Torso Line.

L41 BACK ANGLE - REAR. Measured in the same manner as L40.

L42 HIP ANGLE - FRONT. The angle between Torso Line and a line extending from knee pivot center to H Point.

L43 HIP ANGLE - REAR. Measured in the same manner as L42.

L44 KNEE ANGLE - FRONT. The angle between a line from H Point to knee pivot center and a line from the knee pivot center to the ankle pivot center.

L45 KNEE ANGLE - REAR. Measured in the same manner as L44.

L46 FOOT ANGLE - FRONT. The angle between a line extended from the knee pivot center through the ankle pivot center and a line tangent to the sole and heel of manikin bare foot.

L47 FOOT ANGLE - REAR. Measured in the same manner as L46.

L48 MINIMUM KNEE ROOM - REAR. The minimum dimension from the knee pivot center to the back of front seat back.

L49 H POINT TO WINDSHIELD UPPER DLO. The horizontal dimension from H Point to the point of tangency of horizontal line of vision (described in dimension H64) with body upper structure.

DIMENSION DEFINITIONS (cont.)

- L50 H POINT COUPLE DISTANCE.** The horizontal dimension from the front seat H Point to the rear seat H Point.
- L51 MINIMUM EFFECTIVE LEG ROOM – REAR.** Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the foot positioned to nearest interference between seat structure and toe, instep or lower leg.
- L52 BRAKE PEDAL TO ACCELERATOR.** The minimum dimension from center of brake pedal face to accelerator. Measured in the side view.
- L53 H POINT TO ACCELERATOR FLOOR POINT.** The horizontal dimension from intersection of accelerator and depressed floor covering to the H Point.
- L85 H POINT COUPLE DISTANCE – THIRD SEAT.** The horizontal dimension from the second seat H Point to the third seat H Point.
- L86 EFFECTIVE LEG ROOM – THIRD SEAT.** Measured in the same manner as L51. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- L87 KNEE ROOM – THIRD SEAT.** Measured in the same manner as L48. With rear-facing third seat, dimension is measured to rear closure.
- L88 BACK ANGLE – THIRD SEAT.** Measured in the same manner as L40.
- L89 HIP ANGLE – THIRD SEAT.** Measured in the same manner as L42.
- L90 KNEE ANGLE – THIRD SEAT.** Measured in the same manner as L44.
- L91 FOOT ANGLE – THIRD SEAT.** Measured in the same manner as L46.
- L101 WHEELBASE.**
- L102 TIRE SIZE.**
- 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 theoretical intersection of extended windshield glass plane and normal cowl surface to the theoretical intersection of extended back window glass plane and normal deck surface; or in the case of a Fastback roof or Station Wagon, to back glass lower reveal molding, or rubber when molding is not used.
- L127 BODY ZERO LINE TO CENTERLINE OF REAR WHEELS.** A horizontal dimension.
- L128 HOOD LENGTH AT CAR CENTERLINE.** The horizontal dimension from the foremost point on sheet metal hood surface, excluding series identification or ornamentation, to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- L129 DECK LENGTH AT CAR CENTERLINE.** The horizontal dimension from the rearmost point of the body sheet metal (visible above bumper), excluding series identification or ornamentation, to the theoretical intersection of extended back window glass plane and normal deck surface.
- L130 BODY ZERO LINE TO WINDSHIELD COWL POINT.** The horizontal dimension from body zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- H6 H POINT TO WINDSHIELD BOTTOM DLO.** Vertical dimension.
- H11 ENTRANCE HEIGHT – FRONT.** The vertical dimension from H Point to upper trimmed body opening.
- H12 ENTRANCE HEIGHT – REAR.** The vertical dimension from H Point to the upper trimmed body opening at a section 13.0 inches forward of the H Point.
- H13 STEERING WHEEL THIGH CLEARANCE.** The minimum dimension from the bottom of steering wheel, in straight-ahead position, to centerline of thigh.
- H18 STEERING COLUMN ANGLE – HORIZONTAL.** The angle the centerline of steering column makes with the horizontal.
- H25 BELT HEIGHT – FRONT.** The vertical dimension from H Point to bottom of side window DLO.
- H30 H POINT TO HEEL POINT – FRONT.** The vertical dimension from the H Point to the manikin accelerator heel point on the depressed floor covering.
- H31 H POINT TO HEEL POINT – REAR.** The vertical dimension from the H Point to the manikin heel point on the depressed floor covering.
- H32 SEAT CUSHION DEFLECTION – FRONT.** The vertical dimension from a point on the undeformed seat cushion to the depressed seat cushion. Measured at the H Point station.
- H33 SEAT CUSHION DEFLECTION – REAR.** Measured in the same manner as H32.
- H37 HEADLINING TO ROOF HEIGHT – FRONT.** The dimension from the intersection of the headlining and the extended effective head room line to the roof panel. Measured perpendicularly to the roof panel.
- H38 HEADLINING TO ROOF HEIGHT – REAR.** Measured in the same manner as H37.
- H49 H POINT TO TOP OF STEERING WHEEL.** The vertical dimension from the H Point to top of steering wheel, in straight-ahead position.
- H50 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.
- H51 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.

DIMENSION DEFINITIONS (cont.)

- H54 D POINT TO TUNNEL - FRONT.** The vertical dimension from the D Point, at car centerline, to top of tunnel.
- H55 D POINT TO TUNNEL - REAR.** Measured same manner as H54.
- H58 H POINT RISE.** The vertical dimension between the H Point in the most forward and rearward seat position.
- H61 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.
- H63 EFFECTIVE HEAD ROOM - REAR.** Measured same as H61.
- H64 H POINT TO WINDSHIELD UPPER DLO.** Vertical dimension from H Point to highest horizontal line of vision through windshield at 15 inch section.
- H65 D POINT DIFFERENTIAL, SIDE TO CENTER - FRONT.** Vertical dimension from side occupant to center occupant D Point.
- H66 D POINT DIFFERENTIAL, SIDE TO CENTER - REAR.** Measured in the same manner as H65.
- H67 DEPRESSED FLOOR COVERING THICKNESS - FRONT.** The vertical dimension from manikin accelerator heel point normally to underbody sheet metal immediately below heel point.
- H68 DEPRESSED FLOOR COVERING THICKNESS - REAR.** Measured same as H67.
- H70 H POINT TO BODY ZERO LINE - FRONT.** Vertical dimension.
- H71 H POINT TO BODY ZERO LINE - REAR.** Vertical dimension.
- H86 EFFECTIVE HEAD ROOM - THIRD SEAT.** Measured in the same manner as H61.
- H87 H POINT TO HEEL POINT - THIRD SEAT.** Measured in the same manner as H31.
- H88 H POINT TO BODY ZERO LINE - THIRD SEAT.** Vertical dimension.
- H101 OVERALL HEIGHT.** Measured with full design load.
- H102 FRONT BUMPER TO GROUND.** Minimum dimension.
- H104 REAR BUMPER TO GROUND.** Minimum dimension.
- H106 ANGLE OF APPROACH.** The angle between the 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 interfering component, excluding license plate.
- H107 ANGLE OF DEPARTURE.** The angle between the 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 interfering component, excluding license plate.
- H111 ROCKER PANEL TO GROUND - REAR.** The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at front of rear wheel opening.
- H112 ROCKER PANEL TO GROUND - FRONT.** The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at foremost point of rocker panel.
- H114 HOOD AT REAR TO GROUND.** Measured from hood opening line on shroud, exclusive of moldings.
- H115 STEP HEIGHT - FRONT (DESIGN LOAD).** The vertical dimension from top of sill plate bead, at C/L of front door sill plate, to ground.
- H116 STEP HEIGHT - REAR (DESIGN LOAD).** Measured in same manner as dimension H115.
- 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.
- H130 STEP HEIGHT - FRONT (CURB LOAD).** The vertical dimension from top of sill plate, at C/L of front door sill plate, to ground.
- H131 STEP HEIGHT - REAR (CURB LOAD).** Measured same as H130.
- H132 BOTTOM OF DOOR TO GROUND, OPEN - FRONT.** Measured from bottom outside corner of door with door in maximum hold-open position.
- H133 BOTTOM OF DOOR TO GROUND, CLOSED - FRONT.** Same point on door as H132 dimension, with door closed.
- H134 BOTTOM OF DOOR TO GROUND, OPEN - REAR.** Measured in same manner as H132.
- H135 BOTTOM OF DOOR TO GROUND, CLOSED - REAR.** Measured in same manner as H133.
- H136 BODY ZERO TO GROUND - FRONT.** A vertical dimension measured at front wheel centerline.
- H137 BODY ZERO TO GROUND - REAR.** A vertical dimension measured at rear wheel centerline.
- H147 RAMP BREAKOVER ANGLE.** 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.
- H148 FRONT SUSPENSION TO GROUND.** Minimum clearance from lower control arm inner shaft or lowest point on the car centerline.
- H149 OIL PAN TO GROUND.** Minimum clearance measured from sheet metal or drain plug.
- H150 FLYWHEEL/CONVERTER HOUSING AND TRANSMISSION ASSEMBLY TO GROUND.** Minimum clearance.
- H151 FRAME STRUCTURE TO GROUND.** Minimum clearance measured approximately midway between front and rear axles. In this measurement, cross bars and X-members shall be considered part of frame.
- H152 EXHAUST SYSTEM TO GROUND.** Minimum clearance. Specify location.
- H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND.** Minimum clearance.
- H154 FUEL TANK TO GROUND.** Minimum clearance measured from sheet metal or drain plug, but excluding supports or straps.
- H155 SPARE TIRE WELL TO GROUND.** Minimum clearance.
- H156 MINIMUM RUNNING GROUND CLEARANCE.** Location or measurement on the car is to be clearly recorded.
- H195 LIFTOVER HEIGHT.** Vertical dimension from luggage compartment lower opening to ground.

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