

# AMA Specifications – Passenger Car

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MANUFACTURER	CAR NAME	
Ford Motor Company	Ford with High Performance Packages	
MAILING ADDRESS	MODEL YEAR	ISSUED: 11-10-60
20,000 Rotunda Drive, Dearborn, Michigan	1961	REVISED (•)

NOTES:

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

## TABLE OF CONTENTS

General Specifications .....	1	Drive Units .....	13	Rear Suspension .....	19	Body & Car - General .....	26
Engine - Mechanical .....	2	Brakes .....	16	Body Dimensions .....	20	Weights .....	27
Electrical .....	8	Front Suspension & Steering ..	17	Station Wagon .....	25	Index .....	28

## BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

The High Performance Packages in this A.M.A. Specification are available in all 1961 Ford Passenger Car models, except Station Wagons.

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

# AMA Specifications — Passenger Car

Page 1

MAKE OF CAR Ford MODEL YEAR 1961 DATE ISSUED 11-10-60 REVISED(•)  
 High Performance

## GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	All Models Except Station Wagon	
Wheelbase (L-101)	23		119.0	
Tread	Front (W-101)	24	61.0	
	Rear (W-102)	24	60.0	
Maximum Overall Dimensions	Length (L-103)	23	209.9	
	Width (W-103)	24	79.9	
	Height (H-101)	22	55.0" all except 63A - 54.5" 76B - 53.3	
Transmission— (Specify trade name — opt., not available)	Manual	13	Standard	
	Overdrive	14	Optional	
	Automatic	14	Not Available	
Axe ratio	Manual	15	3.56:1 *	
	Overdrive	15	4.11:1 *	
	Automatic	15	Not Available	
Tire size	16	6.70 x 15 - 4 PN	Optional - 7.10 x 15 - 4 PN	X
Engine	Type, no. cyl., valve arr. 2		90° V8 - 4V OHV.	
	Fuel system (Carb., other) 6		4V - Carb.	
	Bore and stroke	2	4.05 x 3.78	
	Piston displ., cu.in.	2	390	
	Std. compression ratio	2	10.6 : 1 (Nominal)	
	Max. bhp at engine rpm	2	375 @ 6000	
	Max. torque at rpm	2	427 @ 3200	

\* Optional ratios available.

3.00:1	4.11:1	5.43:1
3.10:1	4.29:1	5.67:1
3.22:1	4.57:1	5.83:1
3.40:1	4.72:1	
3.56:1	4.86:1	
3.89:1	5.14:1	

X See Page 16

Form Rev. 6-60

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED (•)  
 MODEL All Models Except Station Wagon

## ENGINE—GENERAL

Type, no. cyls., valve arr.	V Type 8 Cyl. OHV	
Bore and stroke (nominal)	4.05 x 3.78	
Piston displacement, cu. in.	390	
Bore spacing (C/L to C/L)	4.63	
No. system (front to rear)	5-6-7-8	
	L. Bank	1-2-3-4
	R. Bank	
Firing order	1-5-4-2-6-3-7-8	
Compres. ratio (nominal)	10.6:1	
Cylinder Head Material	Cast Iron	
Cylinder Sleeve—Wet, dry, none	None	
Number of mounting points	Front	Two
	Rear	One
Engine installation angle	4° 40'	
Taxable horsepower	Dia. <sup>2</sup> x No. Cyl. 2.5	52.49
Published max. bhp* @ eng. RPM	375 @ 6000	
Published max. torque* (lb. ft. @ RPM)	340@ 427 @ 3200	
Recommended fuel regular - premium	Premium	
Idle speed (spec. neutral or drive)	Manual	700 RPM
	Automatic	Not Available

## ENGINE—PISTONS

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

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

(Continued)

Form Rev. 6-60

# AMA Specifications – Passenger Car

Page 2A

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED (•)

## POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)
	Displ. cu. in.	Carburetor	Compr. Ratio	BPH @ RPM	Torque @ RPM		
All Except Station Wagon	V8 390	4V	11.1 Max.	375 @ 6000	427 @ 3400	Manual Overdrive	3.56 * 4.11 *
Additional Limits and Specifications							
* Top of Block to Top of Piston							
.010 to .030 inches.							
* Piston to Deck Height						Piston to Deck Volume	
.010 inches						13.3 C.C.	
.015 inches						14.4 C.C.	
.020 inches						15.4 C.C.	
.025 inches						16.5 C.C.	
.030 inches						17.5 C.C.	
Cylinder Head Gasket						5.5 C.C.	

\* See page #1 for optional ratios available.

Form Rev. 6-60

Volume of cylinder head combustion chamber (with valves and spark plug in place)  
56.2 to 61.0 C.C. Ref.

# AMA Specifications – Passenger Car

Page 3

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED

MODEL All Except Station Wagon

## ENGINE PISTONS (Cont.)

Clearance (limits)	Top land		.036 - .043
	Skirt	Top	.0045 - .0049 (Center line of piston pin)
Ring groove depth	Bottom		
	No. 1 ring		.1890 - .1960
	No. 2 ring		.1890 - .1960
	No. 3 ring		.1855 - .1925
No. 4 ring		-----	

## ENGINE-RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil Control
	No. 4, oil or comp.	-----
Compression	Description - material, type, coating, etc.	#1 Plain face cast iron, alloy chrome plated #2 Plain, scraper groove cast iron alloy, phosphated coated.
	Width	#1 .0774 - .0781      #2 .0930 - .0960
	Gap	.010 - .020
Oil	Description - material, type, coating, etc.	Three piece, sectional blued expanders SAE 1070 steel rail chrome plated.
	Width	3/16 nominal - snug in groove
	Gap	.015 - .055
Expanders	Integral with Oil Ring	

## ENGINE-PISTON PINS

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

## ENGINE-CONNECTING RODS

Material	Forged steel with separately forged caps	
Weight (oz.)	25.25 - 25.68	
Length (center to center)	6.486 - 6.490	
Bearing	Material & Type	Steel backed, Copper-lead alloy replaceable inserts.
	Overall length	.736 - .746
	Clearance (limits)	.0009 - .0029
	End play	.014 - .024 (Two Rods)

# AMA Specifications—Passenger Car

Page 4

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED

MODEL All Except Station Wagon

## ENGINE—CRANKSHAFT

Material	Precision molded alloy cast iron	
Vibration damper type	Rubber floated	
End thrust taken by bearing (No.)	#3	
Crankshaft end play	.004 - .008	
Material & type	Steel backed copper-lead alloy Replaceable inserts	
Clearance	.0010 - .0031	
Main bearing	No. 1	2.7488 x .907
	No. 2	2.7488 x .907
	No. 3	2.7488 x 1.119
	No. 4	2.7488 x .907
	No. 5	2.7488 x .907
	No. 6	-----
	No. 7	-----
Dir. & amt. cyl. offset	None	
Crankpin journal diameter	2.4380 - 2.4388	

## ENGINE—CAMSHAFT

Location	In Block	
Material	Precision molded special alloy iron	
Bearings	Steel backed babbitt; replaceable inserts	
Number	Five	
Gear or chain	Chain	
Crankshaft gear or sprocket material	Sintered iron or steel	
Camshaft gear or sprocket material	Cast Iron	
Type of Drive	No. of links	48
	Width	.86
	Pitch	.50

## ENGINE—VALVE SYSTEM

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

\* Hot setting is to be made after a minimum of thirty minutes  
@ 1200 RPM (no load).

(Continued)

Rev. Form 3-59

# AMA Specifications—Passenger Car

Page 5

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE ISSUED 11-10-60 REVISED

MODEL All Except Station Wagon

## ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTDC)	24° 30'	@ .025 Valve Clearance Cold	
		Closes (°ATDC)	73° 30'	@ .025 Valve Clearance Cold	
		Duration - deg.	278°	@ .025 Valve Clearance Cold	
	Exhaust	Opens (°BBC)	72° 30'	@ .025 Valve Clearance Cold	
		Closes (°ATC)	25° 30'	@ .025 Valve Clearance Cold	
		Duration - deg.	278°	@ .025 Valve Clearance Cold	
Valve opening overlap					
Material Special Alloy Valve Steel (Aluminum Coated)					
Overall length 5.446					
Actual overall head dia. 2.022 - 2.037					
Angle of seat & face 121° - 121° 30'					
Seat insert material None					
Stem diameter .3718 .3711					
Stem to guide clearance .0010 - .0024					
Intake Lift .479					
	Outer spring press. and length	Valve closed (lb. @ in.)	80 - 90 lbs. @ 1.82"		
		Valve open (lb. @ in.)	255 - 280 lbs. @ 1.32"		
		Inner spring press. and length	Valve closed (lb. @ in.)	Damper Only	
	Inner spring press. and length	Valve open (lb. @ in.)	-----		
		Material 214N Forged Steel (Aluminum Coated)	5.426		
		Overall length 5.426	1.551 - 1.566		
Actual overall head dia. 1.551 - 1.566					
Angle of seat & face 91° 30' - 91°					
Seat insert material None					
Stem diameter .3693 - .3700					
Stem to guide clearance .0028 - .0042					
Exhaust Lift .479					
	Outer spring press. and length	Valve closed (lb. @ in.)	80 - 90 lbs. @ 1.82"		
		Valve open (lb. @ in.)	255 - 280 lbs. @ 1.32"		
		Inner spring press. and length	Valve closed (lb. @ in.)	Damper Only	
	Inner spring press. and length	Valve open (lb. @ in.)	-----		

## ENGINE—LUBRICATION SYSTEM

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

(Continued)

Rev. Form 3-59

# AMA Specifications – Passenger Car

Page 6

**MAKE OF CAR** Ford High Performance **MODEL YEAR** 1961 **DATE: ISSUED** 11-10-60 **REVISED** \_\_\_\_\_  
**MODEL** \_\_\_\_\_ **All Except Station Wagon** \_\_\_\_\_

## ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotor
Normal oil pressure (lb. @ engine rpm)	52-62 PSI @ 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)	Replacement Can Type
Capacity of crankcase, less filter-refill (qt.)	5 *
Oil grade recommended (SAE viscosity and temperature range)	SAE 30 or 10W-30 above 90° SAE 20 or 20W or 10W-30 - 20° to 90° F. SAE 5W-20, 10W or 10W-30, -10° F to 20° F. SAE 5W-20 Below -10° F.
Engine Service Requirement (MM, MS, etc.)	MS

## ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	6" Round - Reverse Flow
Exhaust pipe dia. (O.D. wall thickness)	2.0 x .084 Laminated
Branch	2.0 x .075 Solid
Main	Integral with Muffle

## ENGINE—FUEL SYSTEM

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

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

\* Opt. Oil Cooler & 7 quart oil pan available.

Rev. Form 3-59

# AMA Specifications – Passenger Car

Page 7

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED  
 MODEL All Except Station Wagon

## ENGINE-COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)	Pressure			
Radiator cap relief valve pressure	12 - 15 lbs.			
Circulation thermostat	Type (choke, bypass)	Choke - Poppet Type		
	Starts to open at (°F)	175° - 180° F.		
Water pump	Type (centrifugal, other)	Centrifugal		
	Number of pumps	One		
	Drive (V-belt, other)	V-Belt		
	Bearing type	Double Row, Sealed Ball		
By-pass recirculation type (internal, external)	External			
Radiator core type (cellular, tube and fin, other)	Cross Flow, Tube & Corrugated Fin			
Cooling system capacity	With heater (qt.)	20.0		
	Without heater (qt.)	19.0		
	Opt. equipment-specify (qt.)	.....		
Water jackets full length of cylinder (yes, no)	Yes			
Water all around cylinder (yes, no)	Yes			
Radiator hose	Lower	Number and type (molded, straight)	One Formed	
		Inside diameter	1.75"	
	Upper	Number and type (molded, straight)	One Formed	
		Inside diameter	1.75	
Fan	By-pass	Number and type (molded, straight)	One Straight	
		Inside diameter	.576 - .620	
*Drive belts (indicate belt used by letter)	Number of blades & Spacing	5 Uneven	(a) 4 Even	
	Diameter	18.5	18.0	
	Ratio-fan to crankshaft rev.	.90:1	.90:1	
	Fan cutout type	None		
	Bearing type	Same as Water Pump		
	Fan	See Below		
	Generator	See Below		
	Water Pump	See Below		
	Power Steering	Not Available		
	Air Conditioning	Not Available		

Rev. Form 3-59

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

\* Opt. Extra Cooling Radiator

(a) and (b) Optional Fans

# AMA Specifications – Passenger Car

Page 8

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED \_\_\_\_\_  
 MODEL All Except Station Wagon

## ELECTRICAL—SUPPLY SYSTEM

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

## ELECTRICAL—STARTING SYSTEM

Starting motor	Make	Ford
	Model	FAR-11001-A
	Rotation (drive end view)	Clockwise
	Engine cranking speed	150 - 180 RPM
	Test conditions	85° F
	Lock test	Amps 58 Volts 5 Torque (lb. ft.) 14.8
	No load test	Amps 110 Volts 12 RPM (min.) 5200
	Switch (solenoid, manual)	Solenoid
Motor control	Starting procedure	Turn ignition key to right beyond the "on position"

# AMA Specifications – Passenger Car

Page 9

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED \_\_\_\_\_

MODEL \_\_\_\_\_ All Except Station Wagon

## ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type	Bendix Folo-Thru
	Pinion meshes (front, rear)	Rear
	Number of teeth	Synchro - 9
	Pinion	Synchro - 146
	Flywheel	.335 - .375
	Flywheel tooth face width	

## ELECTRICAL—IGNITION SYSTEM

Locations & type	Capacitors @ the generator and generator regulator - wheel static collectors in front wheel.
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\* Dual point distributor is used.

Rev. Form 3-59

# AMA Specifications – Passenger Car

Page 10

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED \_\_\_\_\_

MODEL \_\_\_\_\_ All Models Except Station Wagons

## ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed- ometer	Make	King Seeley or 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		To Left: Accessories "on"
Ignition switch	Identify positions in order and cir- cuits controlled	To Left: Accessories "on" Center: Accessories and Engine "Off" To Right: First Position: Accessories and Engine "On" Second Position: Starter and Engine "on" with Accessories "Off"
	Provision for illumination	None
	Location	— — —
Main light- ing switch	Identify positions and lamps controlled	Pull Out: - 1st position: Parking, Taillights, License and Instru- ment Panel Lights. 2nd. Position: Headlights, Taillights, License and Instrument Panel Lights. Rotate knob clockwise to dim inst. panel lights, and counter- clockwise to brighten inst. panel lights and turn dome lamp and/or courtesy lamp on.
Other light switches	Locations and lamps controlled	Courtesy lamp brightness control-concentric with headlamp switch. Variable all instruments; stop lamp switch on master cylinder. Dome lamp-automatic switch-both front doors. Turn signal lamps- control switch in steering column.
Other switches	Locations and de- vices controlled	
Windshield wiper	Make	Ford
	Type	Electric
	Vacuum booster provision	None
	Washer provision	Yes
Horn	Type	Air Electric
	Number used	Two
	Amp draw (each)	10

## AMA Specifications – Passenger Car

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED

**MODEL** All Models Except Station Wagons

## **ELECTRICAL—LAMP BULBS**

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002. Indicate accessories which are not standard equipment by an asterisk following the numbers.

## AMA Specifications – Passenger Car

**MAKE OF CAR** Ford High Performance **MODEL YEAR** 1961 **DATE: ISSUED** 11-10-60 **REVISED**

## MODEL

## **ELECTRICAL—FUSE & CIRCUIT BREAKER DATA**

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).

Headlamp	
Headlamp beam indicator	
Parking lamp	
Tail lamp	
Stop lamp	
Direction indicator	
License plate lamp	
Instrument lamp	
Ignition lamp	
Back up lamp	
Dome lamp	
Clock	
Clock lamp	
Radio	
Glove compartment lamp	

## **ELECTRICAL—LOCATION OF OUTSIDE LAMPS**

Height above ground to center of bulb	Tail	Lowest	
		Highest	
	Stop		
	Backup		
	License, rear		
	Directional	Front	
		Rear	
	Headlamp	Inside	
		Outside*	
Distance from C/L of car to center of bulb	Tail	Inside	
		Outside	
	Stop		
	Backup		
	License, rear		
	Directional	Front	
		Rear	
	Headlamp	Inside	
		Outside*	

\* If single headlamps are used enter here.

# AMA Specifications – Passenger Car

Page 13

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 10-11-60 REVISED (•)

MODEL All Except Station Wagons

## DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Long Mfg. - Semi-centrifugal
Type pressure plate springs		Coil
Effective plate pressure (lb.)		1710
No. of clutch driven discs		One
Clutch facing	Material	Woven Asbestos
	Outside & inside dia.	11.0 x 7.0
	Total eff. area (sq.in.)	113.10
	Thickness	.125
Engagement cushioning method		Torbend Disc with Vibration Damper
Release bearing	Type & method of lubrication	Pre-packed Sealed Ball Thrust
Torsional damping	Methods: springs, friction material	Spring Steel

## DRIVE UNITS—TRANSMISSIONS

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

## DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds	Three
Transmission ratios	In first
	2.37:1
	In second
	1.51:1
	In third
Synchronous meshing, specify gears	1:1
	----
In fourth	2.81:1
In reverse	
Shift lever location	Second and Third
Lubricant	Steering Column
	Capacity (pt.)
	3.5
	Type recommended
SAE viscosity number	Mild Extreme Pressure
	SAE 80
	SAE 80
Summer	SAE 80
Winter	
Extreme cold	SAE 80

Form Rev. 6-60

# AMA Specifications – Passenger Car

Page 14

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED \_\_\_\_\_

MODEL \_\_\_\_\_ All Except Station Wagons

## DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

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

## DRIVE UNITS—AUTOMATIC TRANSMISSION

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

# AMA Specifications – Passenger Car

Page 15

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED (•)

MODEL All Except Station Wagons

## DRIVE UNITS—PROPELLER SHAFT

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

## DRIVE UNITS—REAR AXLE

Description - (incl. limited slip differential)	Semi-Floating Hypoid	
Drive Pinion Offset	2.25	
No. of differential pinions	Four	
Gear ratio and No. of teeth	Manual transmission	See Page #1
	Overdrive transmission	See Page #1
	Automatic transmission	None
Ring gear pitch diameter & O.D.	8.75 x 1.38	
Pinion adjustment (shim, other)	Shims	
Pinion bearing adj. (shim, other)	Collapsible Spacer	
Wheel bearing type	Single row, doubled sealed ball bearing	
Lubricant	Capacity (pt.)	4.5
	Type recommended	Hypoid Extreme Pressure
	SAE viscosity number	SAE-90
	Summer	SAE-90
	Winter	SAE-80
	Extreme cold	SAE-80

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

Form Rev. 6-60

# AMA Specifications – Passenger Car

Page 16

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED (e)

MODEL All Except Station Wagon

## DRIVE UNITS—WHEELS

Type & material	Stamped Steel Disc
Rim (size and flange type)	15 x 5 $\frac{1}{2}$ (a)
Attachment	Stud
Circle diameter	4.5
Number and size	5- $\frac{1}{2}$ x 30

## DRIVE UNITS—TIRES

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

## BRAKES—SERVICE

Type (duo-servo, balanced, self adjusting, etc.)	Hydraulic, Duo Servo Spindle Anchor Frt. - Fixed Anchor Rear																		
Power brake make & type (remote, integral, etc.)	Not Available																		
Effective area (sq. in.)*	190																		
Gross lining area (sq. in.)**	234																		
Swept drum area (sq. in.***)	381																		
Percent brake effectiveness—front	54%																		
Drum	<table border="1"> <tr> <td>Diameter</td> <td>Front</td> <td>11.03 x 3.0</td> </tr> <tr> <td></td> <td>Rear</td> <td>11.03 x 2.5</td> </tr> </table>	Diameter	Front	11.03 x 3.0		Rear	11.03 x 2.5												
Diameter	Front	11.03 x 3.0																	
	Rear	11.03 x 2.5																	
	Type and material																		
	Composite, Pressed Steel Disc & Cast Iron Drums																		
	Bonded or riveted																		
	<table border="1"> <tr> <td>Front Shoe</td> <td>Material</td> <td>Riveted</td> </tr> <tr> <td></td> <td>Size (length x width x thickness)</td> <td>Molded Asbestos</td> </tr> <tr> <td></td> <td>Front wheel</td> <td></td> </tr> <tr> <td></td> <td>Rear wheel</td> <td></td> </tr> </table>	Front Shoe	Material	Riveted		Size (length x width x thickness)	Molded Asbestos		Front wheel			Rear wheel							
Front Shoe	Material	Riveted																	
	Size (length x width x thickness)	Molded Asbestos																	
	Front wheel																		
	Rear wheel																		
	<table border="1"> <tr> <td>Front Shoe</td> <td>Size (length x width x thickness)</td> <td>Front wheel</td> <td>9.35 x 3.0 x 0.207</td> </tr> <tr> <td></td> <td></td> <td>Rear wheel</td> <td>9.35 x 2.5 x 0.207</td> </tr> <tr> <td></td> <td>Segments per shoe</td> <td></td> <td>One</td> </tr> </table>	Front Shoe	Size (length x width x thickness)	Front wheel	9.35 x 3.0 x 0.207			Rear wheel	9.35 x 2.5 x 0.207		Segments per shoe		One						
Front Shoe	Size (length x width x thickness)	Front wheel	9.35 x 3.0 x 0.207																
		Rear wheel	9.35 x 2.5 x 0.207																
	Segments per shoe		One																
Brake lining	<table border="1"> <tr> <td>Rear Shoe</td> <td>Material</td> <td>Molded Asbestos</td> </tr> <tr> <td></td> <td>Size (length x width x thickness)</td> <td>Front wheel</td> </tr> <tr> <td></td> <td></td> <td>11.96 x 3.0 x 0.290</td> </tr> <tr> <td></td> <td></td> <td>Rear wheel</td> </tr> <tr> <td></td> <td>Segments per shoe</td> <td>11.96 x 2.5 x 0.227</td> </tr> <tr> <td></td> <td></td> <td>One</td> </tr> </table>	Rear Shoe	Material	Molded Asbestos		Size (length x width x thickness)	Front wheel			11.96 x 3.0 x 0.290			Rear wheel		Segments per shoe	11.96 x 2.5 x 0.227			One
Rear Shoe	Material	Molded Asbestos																	
	Size (length x width x thickness)	Front wheel																	
		11.96 x 3.0 x 0.290																	
		Rear wheel																	
	Segments per shoe	11.96 x 2.5 x 0.227																	
		One																	
Wheel cylinder bore	<table border="1"> <tr> <td>Front</td> <td>1.094</td> </tr> <tr> <td>Rear</td> <td>.94</td> </tr> </table>	Front	1.094	Rear	.94														
Front	1.094																		
Rear	.94																		
Master cylinder bore	1.00																		
Available pedal travel	7.20 inch																		
Line pressure at 100 lb. pedal load	705 PSI																		
Shoe clearance adjustment	.010																		

\* Excludes rivet holes, grooves, chamfers, etc.

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

\*\*\* Total swept areas for four brakes:

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

(a) 14 x 5 $\frac{1}{2}$ J and 14 x 6K optional

(b) 750 x 14 and 800 x 14 also 710 x 15 optional

Form Rev. 6-60

# AMA Specifications—Passenger Car

Page 17

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED

MODEL All Except Station Wagons

## BRAKES—PARKING

Type of control	Foot
Location of control	Under Instrument
Operates on	Rear Service Brakes
If separate from service brakes	Type (internal or external)
	Drum diameter
	Lining size (length x width x thickness)

## FRAME or UNITIZED CONSTRUCTION

Type and description	Ladder Type with Full Length Boxed Side Rails and (5) crossmembers
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## SUSPENSION—GENERAL (See Supplemental page 17 for details on Air Suspension)\*

Provision for car leveling	None						
Provision for brake dip control	Geometry Semi-elliptic splay						
Provision for acc. squat control	Asymmetrical type spring mounting						
Special provisions for car jacking	None						
Shock absorber front & rear	<table border="1"> <tr> <td>Type</td> <td>Direct Acting</td> </tr> <tr> <td>Make</td> <td>Various</td> </tr> <tr> <td>Piston dia.</td> <td>1 3/16</td> </tr> </table>	Type	Direct Acting	Make	Various	Piston dia.	1 3/16
Type	Direct Acting						
Make	Various						
Piston dia.	1 3/16						
Other special features							

## SUSPENSION—FRONT

Type and description	Independent S.L.A. suspension with ball joints and coil springs.
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(Continued)

Rev. Form 3-59

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

# AMA Specifications – Passenger Cars

Page 18

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED

MODEL All Except Station Wagons

## SUSPENSION FRONT (cont.)

Spring	Type	Coil
	Material	Steel SAE 9260 - 5160
	Size (coil design height & I.D.; bar length x dia.)	10.45 x 4.03 132.35 x .725
	Spring rate (lb. per in.)	500
	Rate at wheel (lb. per in.)	130
Stabilizer	Design load (lb. @ design height)	2325 2425
	Type (link, linkless, frameless)	Link
	Material & bar diameter	.62 dia. and opt. .75 dia.

## STEERING

Mechanical (std., opt., NA)	Standard	
Power (std., opt., NA)	N/A	
Wheel diameter	17"	
Turning diameter	Outside front Wall to wall (l. & r.)	45.95
	Curb to curb (l. & r.)	41.12
	Inside rear Wall to wall (l. & r.)	25.82
	Curb to curb (l. & r.)	26.62

Outside wheel angle with inside wheel at 20°

Mechanical	Gear	Type	Recirculating Ball & Nut
		Make	Ford
		Ratios	22:1
		Gear	30:1
		Overall	
		No. wheel turns	5 (approx.) lock to lock *
		Type (coaxial, linkage, etc.)	
		Make	
		Trade name	
Power	Gear	Type	
		Ratios	
		Gear	
		Overall	
		Pump driven by	
		Number wheel turns	
Linkage	Type	Parallelogram	
	Location (front or rear of wheels, other)	Rear	
	Drag link (trans. or longit.)	Transverse	
	Tie rods (one or two)	Two	

\* Linkage available to reduce overall ratio to 22:1

(Continued)

Rev. Form 3-59

# AMA Specifications – Passenger Car

Page 19

MAKE OF CAR Ford High Performance MODEL YEAR 1961 DATE: ISSUED 11-10-60 REVISED

MODEL

All Except Station Wagons

## STEERING (cont.)

Steering Axis	Inclination at camber (deg.)		6° 45' with 1° camber (curb)	
	Bearings (type)	Upper	Pre-lubrication - ball joint-spring load	
		Lower	Pre-lubrication - ball joint	
Wheel alignment (range and preferred)	Thrust		Teflon bearing in lower joint	
	Caster (deg.)		Curb $-\frac{1}{2}^{\circ}$ to $+\frac{1}{2}^{\circ}$	
	Camber (deg.)		$1/4^{\circ}$ to $1^{\circ}$	
Steering spindle & joint type	Toe-in (outside tread-inches)		$1/8^{\circ}$ to $1/4$	
	Pre-lubrication - ball socket joint			
	Diameter	Inner bearing	1.12 I.D.	
Wheel spindle		Outer bearing	.75 I.D.	
		Thread size	3/4 16 NF 3	
Bearing type		Tapered Roller		

## SUSPENSION—REAR

Type and description	Hotchkiss Drive		
Drive and torq. taken through (see page 15)	Rear Spring		
Spring	Type	Semi-Elliptic	
	Material	SAE-Spring steel 5160	
	Size (length x width, coil design height and I.D.; bar length & dia.)	60 x 2.50	
	Spring rate (lb. per in.)	140	
	Rate at wheel (lb. per in.)	135	
	Design load (lb. at design height)	1015	
	Mounting insulation type	Rubber Bushed Shackle	
	If leaf	No. of leaves	5
		Inserts	Flat
		Material	Fabric
Stabilizer	Shackle (comp. or tens.)		Tension
	Type (link, linkless, frameless)	None	
	Material	None	
Track bar type	None		

Rev. Form 3-59

# NHRA Technical Specifications

## For

### 1961 Ford Motors

BORE	STROKE	DISPLACEMENT	CYLINDERS	ROD LENGTH	
3.500	2.500	144	6	4.855	
3.500	2.940	170	6	4.715	
3.625	3.600	223	6	6.260	
3.750	3.300	292	8	6.324	
4.002	3.500	352	8	6.540	
4.052	3.784	390	8	6.488	5/3/2008

Issued: 25 March 1961  
 Revised: 6-20-67, 8-1-99

HP	Disp	C.R.	Ind.	Make	Model/Transmission	Manifold	R.R.	Lifter	Head cc	Notes
85	144	8.7	1-1	Holl	CODE-C,C1DE-A/SI Carb sizes - 1437/1125	C1DZ-A/ALL	1.50	M	43.6	1
101	170	8.7	1-1	Holl	C1DE-C,E/SM Carb sizes - 1437/1250	D,F/AUTO	1.50	M	49.4	
135	223	8.4	1-1	Holl	COAE-U/SM Carb sizes - 1563/1250	Z/AUTO	1.43	M	72.0	
175	292	8.8	1-2	Ford	CIAE-Y,AA/SM Carb sizes - 1500x1500/1186x1250	A,AB/AUTO	1.43	M	68.5	
220	352	8.9	1-2	Ford	CIAE-AC,AE/SM Carb sizes - 1500x1500/1186x1250	AD,AF/AUTO	1.76	H	73.0	
300	390	9.6	1-4	Ford	CIAE-AG/SM Carb sizes - 1500x1500/1186x1250	AH/AUTO	1.76	H	73.8	
330	390	9.6	1-4	Ford	CIAE-AK/SM Carb sizes - 1500x1500/1186x1250	AL/AUTO	1.76	M	73.8	
375	390	11.1	1-4	Holl	CIAE-A/ALL (2143) Carb sizes - 1500x1500/1186x1250	(2143)	1.76	M	56.2	
401	390	11.1	3-2	Holl	CIAE-AU (2437) Fr & Rr Carb sizes - (2437)	AV (2436)Center/ALL 1500x1186 (2436) 1500x1125	1.76	M	56.2	

1-Alt carbs CODE-D,C1DE-B/AUTO Carb sizes - 1437/1125

HP	Disp	Deck Cl	Piston Type	Height	Vol	Valves	Cam Lift	Gasket	Springs
85	144	.012				1467/1266	344/344		Outer Only
101	170	.032				1527/1266	344/344		Outer Only
135	223	.023				1785/1520	369/369		Outer Only
175	292	.010				1652/1520	360/360		Outer Only
220	352	.051				2037/1566	408/408		Outer Only
300	390	.010				2037/1566	408/408		Outer Only
330	390	.010				2037/1566	440/440		Outer w Damper
375	390	Note 3				2037/1566	499/499		Outer w Damper
401	390	Note 3				2037/1566	499/499		Outer w Damper

3-Deck = .010 w/dished piston .020 w/flat piston