

SHOP TIPS

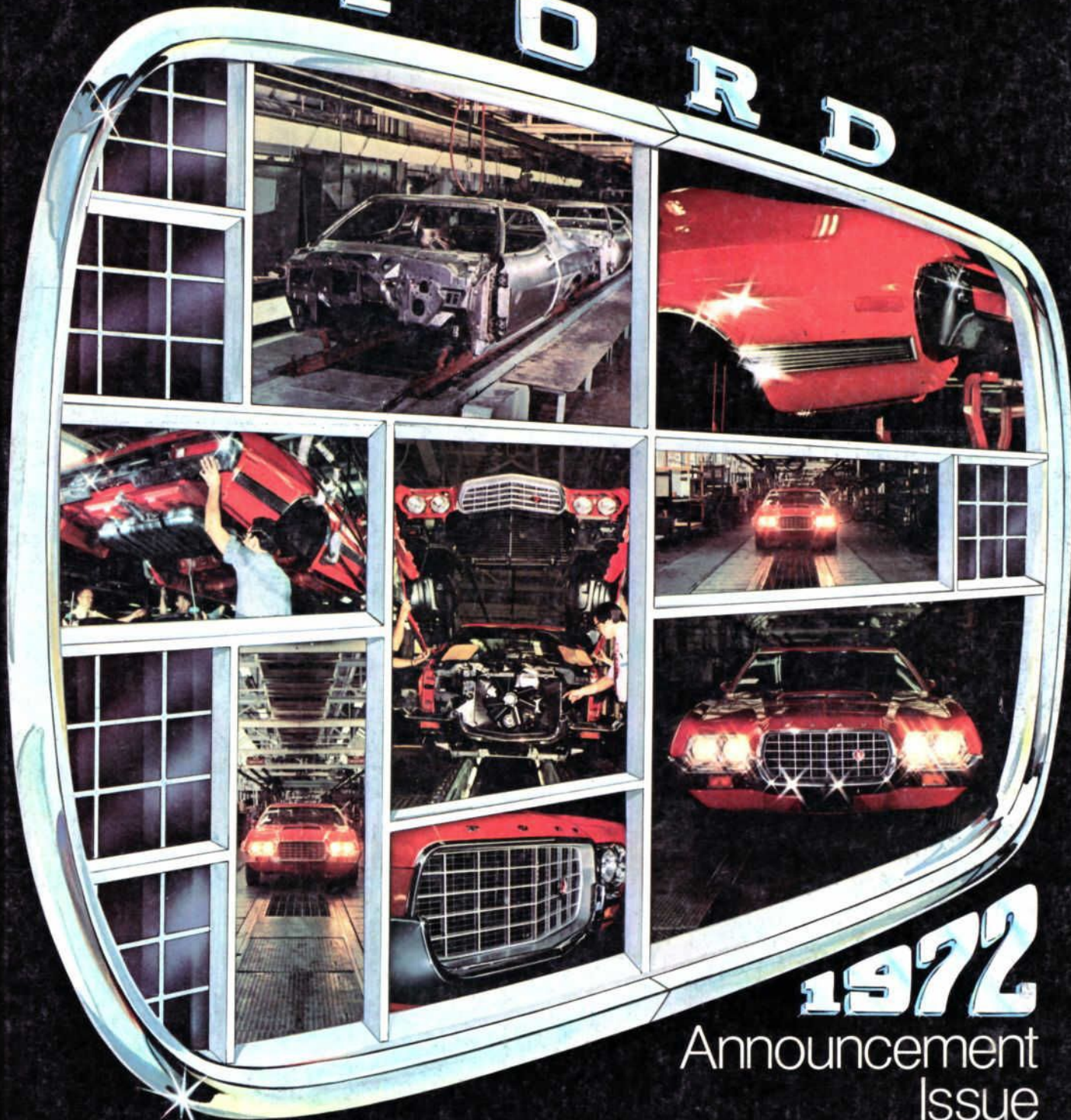
Motorcraft



VOL. 10, NO. 1

SEPTEMBER, 1971

F O R D



1972

Announcement
Issue

- NEW FEATURES ■ MAINTENANCE SCHEDULES
- SPECIFICATIONS ■ MODEL IDENTIFICATION
- SERVICE TIPS ■ MOTORCRAFT/AUTOLITE PART NUMBERS



MERCURY



MONTEGO



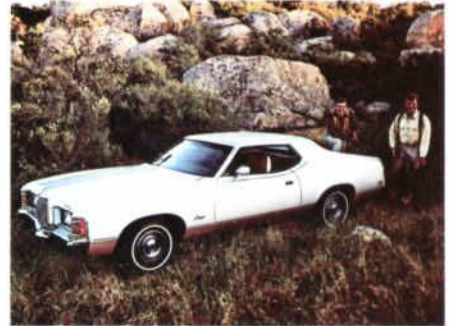
TORINO



FORD



THUNDERBIRD



COUGAR



PINTO



CONTINENTAL
MARK IV



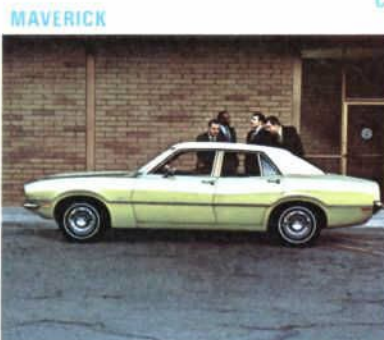
LINCOLN-
CONTINENTAL



MUSTANG



CAPRI



MAVERICK



COMET



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Be sure to file this and future issues for ready reference. If you have any suggestions for articles that you would like to see included in this publication, please write to: Autolite-Ford Parts Division, Merchandising Services Dept., P.O. Box 3000, Livonia, Michigan 48151.

The information in this publication was gathered from materials released by the National Service Department of Autolite-Ford and the Customer Service Divisions of the Ford Marketing Corporation, as well as other vehicle and parts manufacturers. The descriptions and specifications contained in this issue were in effect at the time it was approved for printing. Our policy is one of continuous improvement and we reserve the right to change specifications or design without notice and without incurring obligation.

INTRODUCTION TO THE 72'S

Here in one publication you'll find a host of basic technical information on the 1972 Ford and Lincoln-Mercury Division cars and trucks. This information and the service specifications listed for each model will be of great help to you during the coming months and of course an invaluable reference source for the future.

And, so that you can discuss the 1972's with your customers and others who may ask specific questions, we have devoted a number of pages to New Car Technical Features.

Also, in response to field requests for new car and truck information that can directly help service Ford products, the major portion of this issue covers such service oriented details as: Service Locations for the hood release, gasoline, oil and PCV valve; *Lights* and their candlepower and basic bulb trade number; *Circuit Protection* which includes fuse ratings and circuit breaker limits; *Refill Capacities* for all operating units in the drive train; *Service Tips* to help you in tune-up work; *Engine Specifications* for comparison with other powerplants; plus *Performance Specifications* that you'll find valuable during diagnosis, making adjustments, and in the control of exhaust emissions.

Keep this copy handy and refer to it often. It will make your job easier keeping Ford, Mercury and Lincoln passenger cars and Ford trucks at peak performance . . . all during their life.

Motorcraft

Of the newest and the most interesting information, tied in with the 1972 models, is the introduction of the name *Motorcraft* for original equipment parts on Ford-built cars and trucks.

All previously branded Autolite parts, (except spark plugs) will make their first appearance as production installed items under the new brand name, *Motorcraft*. We urge you to read pages 4 and 5 of this issue, so that you will have knowledge of the major change that has taken place at Autolite-Ford Parts Division.

Motorcraft 

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Livonia, Michigan

1972 FORD DIVISION NEW MODELS



The full size Ford for 1972 has a fresh new front and rear end appearance.

Interior features include a new 12-inch-wide inside rear view mirror, high back bench seats standard on all LTD Brougham models (eliminating the need for separate head restraints since they are nearly eight inches higher than regular seats), and a wide pull-down center armrest which adds to the driving comfort of both passenger and driver.

The full size Ford power team is revised over the 1971 offerings. Both the 390 and 429 V-8 2V engines have been excluded due to the popularity of the 400 cubic inch displacement, 2V powerplant. Ford's highly touted and expertly engineered 351 2V is the standard V-8 engine for 1972.

Wheelbase is 121.0" for all full size Ford models, with a front tread of 63.3" and rear tread 64.3". Turning diameter (curb to curb) is 41.2 feet.

Torino for 1972 features the biggest change since it was originally introduced as the 1962 Fairlane. Both the chassis and sheet metal are all new. Underneath the new body is a solid, perimeter type frame . . . the first separate body-and-frame construction for the Torino. Helical coil springs are used for both front and rear suspension systems.

A shorter 114" wheelbase is employed in the two-door models with the 118" wheelbase standard on all four-door models.

Turning diameter (curb-to-curb) is 41.7 feet while front tread is 62.8" and rear tread is 62.9" on all Torino models except the station wagons. The four-door wagon has a front tread of 63.9" and a rear tread of 64.0".

Front disc brakes are standard along with side impact protection built into the doors.

All engines for the Torino's will run on regular fuel of at least 91 octane when tuned to factory specifications. This includes the 429-4V power plant.

THE NEW LOOK

1972 LINCOLN- MERCURY DIVISION NEW MODELS



The 1972 full size Mercury is distinctively new with a full width front grille design and cooling slots in the bumper for more ram air into the engine compartment.

The Select-Shift automatic transmission is standard on all full size Mercurys. Power steering is standard equipment on the Monterey models.

Body construction for all 1972 Mercurys is designed around a perimeter frame and rigidized body sheet metal. Steel guard rail door reinforcements are incorporated in all models.

Wheelbase on the two-door and four-door models is 124.0" while station wagons are 121.0". Turning diameter for the 124" wheelbase models is 42.9 feet, while the 121.0" wheelbase models will make the tight turn in exactly 42.0 feet.

Tread on all 1972 full size Mercury models is 63.3" for the front and 64.3" for the rear.

The 1972 Montego Mercury's intermediate size passenger car, is entirely new for this model year.

Most noticeable in the design changes are the long hood/short rear deck styling.

Montego now has a fastback model; the Montego GT.

The sleek and clean looking Montego bodies are now supported by a tough, torque box perimeter frame. Coil spring suspension is used front and rear. All models are slightly lower and have a wider stance with a front tread (62.8") that is 2.3" wider and a rear tread (62.9") that is 2.9" wider.

Manual front disc brakes (non-powered assist) and rear drum brakes are standard. Power assist is available as an option.

Cougar for 1972 offers new safety features, improved emission controls and other refinements and improvements.

Unitized body construction gives the Cougar bodies strength and rigidity while the driver and passengers are protected by

Mustang for 1972 has a new engine lineup and a number of comfort and convenience features.

A 351-4V HO (High Output) engine is available in all Mustang models. This powerplant has a high lift cam, mechanical valve lifters, four-bolt main bearings, forged aluminum pistons and an electronic timer.

Other features include fully concealed windshield wipers, flush door handles, thin shell design high-back bucket seats, standard console with pull-out ash tray, optional rear window electric defrost system, and DirectAire ventilation with four instrument panel air registers.

On all Mustang models the wheelbase is 109.0" with a front tread of 61.5" and a rear tread of 61.0". Turning diameter (curb-to-curb) is 39.8 feet.

The Maverick has a number of significant refinements to improve the automobile.

The rugged unitized body on a platform chassis has many Zinclud underbody components and zinc-rich primer applications for rust and corrosion protection.

Wheelbase of the two-door sedan is 103.0", while the four-door sedan is stretched to 109.9". Turning diameter of the two-door sedan is 36.0 feet (curb-to-curb).

Options for 1972 include radial ply tires (DR78-14), a heavy-duty suspension system, sporty-looking high-back bucket seats and four vinyl roof colors . . . black, white, red and nugget.

Standard size tires and wheels are 14-inch.

Thunderbird for 1972 makes its appearance with major exterior and interior changes in a single-model offering; a two-door hardtop with wider rear roof pillars and smooth-flowing body contours.

The significant engineering change this year is the introduction of a new frame and a new suspension system.

One of the newest features of the Thunderbird body construction is the use of molded plastic front fender aprons over the wheels to prevent rust and corrosion.

The 400 cubic inch 2V powerplant (using regular fuel), is the standard engine for 1972.

The 429 4V, last year's standard engine, is still available as an option; and also uses regular fuel.

Wheelbase is now 120.4", as compared to 114.7" in the 1971 two-door models.

Front wheel tread for 1972 is now 63.0" (increased by .7") while rear wheel tread is 63.1" (increased by .8").

Turning diameter (curb-to-curb) is 43.0 feet.

Other new design features include recessed door handles, a taillamp arrangement having 10 bulbs, a center-fill fuel filler inlet concealed behind the rear license plate, and a side impact protection system in both doors.

The 1972 Pinto has several engineering changes that are designed to contribute to increased customer satisfaction.

The Runabout model, featured for this year, has a larger back window, sportier appearance and tinted glass as standard equipment. And, engineers have improved the overall performance of the optional 2000 cc engine/automatic transmission combination through modifications in timing and carburetion.

Added features for 1972 include carpeting in all models, a relocated and more convenient dimmer switch, a master cylinder with greater displacement, and a solid steering shaft design with U-joint and flexible coupling. Radial ply tires are now available to customers who desire superior ride and increased tire life.

Wheelbase remains at 94.0" while both front and rear wheel tread is 55", the same as the 1971 Pinto. Turning diameter (curb-to-curb) is 31.5 feet.

FOR 1972

side door steel guard rails. These box beam structures are designed and built into both doors and in the event of a side impact, they provide improved impact absorbing qualities and help resist passenger compartment penetration.

Power assisted front disc brakes are available as a factory installed option.

Front fenders now have plastic splash shields to combat corrosion.

Turning diameter (curb-to-curb) is 41.4 feet while front tread is 61.5" and the rear 61.0".

Comet for 1972 continues its strong entry in the compact car field by a number of refinements and improvements.

Overall dimensions are unchanged for 1972.

Front suspension is the independently sprung coil spring type while the Hotchkiss drive rear suspension employs semi-elliptic leaf springs (3 spring leaves) 55" long and 2.5" wide.

Turning diameter is 36.9 feet in the two-door models and 37.7 feet in the four-door sedan.

The popular sports coupe, Capri, first introduced in the U.S. in April, 1970, boasts a first-year sales performance of over 30,000 vehicles.

Front suspension consists of variable rate coil springs while the rear suspension system uses three elliptical spring leaves for each rear wheel.

Rack and pinion steering is only 3.3 turns lock-to-lock.

Power assisted brakes are standard with discs at the front and drums in the rear.

Two engines are offered for 1972. The standard Capri is equipped with a 1600 cc OHV four cylinder engine and a four-

speed manual transmission. A more powerful 2000 cc SOHC engine is available with the four-speed manual transmission or the optional three-speed Select-Shift automatic transmission.

Radial ply 165 x 13 BSW tires are standard.

Wheelbase is 100.8", rear tread is 52.0" and front tread 53.0".

Continental Mark IV for 1972 is longer and lower than former Mark III models, with sheet metal and grille all new for '72.

All new taillamps have been moved from the rear quarter panel (1971) to the rear bumper.

Again Michelin radial ply tires will be continued as a standard feature for 1972.

A smart new styling touch has been added with the addition of a "stand-up" hood ornament that is spring loaded for safety.

Add to all this a 460-4V powerplant, a Select-Shift automatic transmission and a Sure-Track brake system with power disc front and rear drum as standard brake equipment and you have the last word in a fine motor car.

Wheelbase is 120.4" (up 3.2" over last year) suspended between a front tread of 63.0" and a rear tread of 63.1". Turning diameter is 42.0 feet (curb-to-curb).

The 1972 Lincoln Continental features exterior appearance refinements and more standard equipment, such as Michelin WSW 225 x 15 radial ply tires, new side ornamentation, a new hood ornament with safety fold-down feature and new taillights.

A steel "Guard Rail" is welded in position in all doors.

The 460 4V engine is standard as well as the 2.80:1 rear axle ratio. The 3.00:1 ratio is optional for '72.

Wheelbase for sedans and coupes is 127.0" while both front and rear treads are identical . . . 64.3".

INTRODUCING

Motorcraft our new brand of automotive parts, you knew them as Autolite





SAME PACKAGE . . .
SAME PARTS . . .
SAME PART NUMBERS.
ONLY THE NAME
HAS CHANGED.



ONLY THE NAME HAS BEEN CHANGED

Motorcraft is now the brand name for all automotive parts that were formerly labeled Autolite with the exception of spark plugs which will continue to be branded Autolite.

Previously branded Autolite parts will make their first appearance under the name Motorcraft when Ford introduces this new name for original equipment with their new 1972 models.

This means built-in customer acceptance and a huge replacement business potential. Because Motorcraft and Autolite are INTERCHANGEABLE, current stock is as saleable as ever for 1972 original equipment replacement and for more than 25,000,000 earlier model, Ford-built vehicles on the road.

The large and broad automotive scope of Motorcraft parts includes the following:

FAST MOVING MOTORCRAFT PARTS LINEUP

Electrical Tune-Up Kits ■ Batteries ■ Shock Absorbers ■ Carburetors ■ Carburetor Tune-Up Kits ■ Oil Filters ■ Air Filters ■ Fuel Filters ■ Alternators ■ PCV Valves ■ Radiator Hose ■ V-Belts ■ Gaskets ■ Oil Filler Caps ■ Gas Caps ■ Generators ■ Starter (and other) Motors ■ Coils ■ Point Sets ■ Condensers ■ Rotors ■ Distributor Assemblies ■ Distributor Caps ■ Switches ■ Complete Ignition Repair Parts ■ Wire and Cable ■ Heater Hose ■ Thermostats ■ Radiator Caps

PARTS DISTRIBUTION

Motorcraft parts are backed by a large and sophisticated distribution system. The Autolite-Ford Parts Redistribution Center near Detroit occupies nearly 70 acres under one roof. An electronic data processing system is connected with 20 field parts distribution centers all across the U.S., to help speed delivery of parts.

SAME PART NUMBERS

Motorcraft and Autolite have the same part numbers. When we decided to change the name, we also decided to make it easy for everyone in the parts and service business. So, when you place an order for Motorcraft parts simply use the familiar Autolite number.

For spark plug replacement continue to order Autolite.

MIXED SHIPMENTS

During the changeover period you may receive parts or shipments containing both Motorcraft and Autolite brand names. However, the box design, part numbers and parts themselves will all be the same.

Ordering, handling and stocking remain unchanged!

COMPLETE PARTS LINE . . . COMPLETE NEW NAME

Now that you know about our name, let us tell you about our products. As you probably have heard, we have a *complete* parts lineup. What you may not know is that many of the parts within the category shown in the parts lineup listing offer you exceptionally broad application selection and installation opportunities. Another thing that you can't see is all the Ford engineering know-how that went into these parts. But it's there!

CUSTOMER ACCEPTANCE

Motorcraft parts are built with real sales appeal to the motoring public. They're performance proved on the world's finest testing facilities to meet exacting Ford engineering standards. And at major races like the Indy 500, where Autolite spark plugs have powered winner after winner.

PACEMAKER

The Pacemaker Program is a continuing incentive for anyone in parts sales and installation. This program features prize and travel points . . . plus special incentive and merchandising help to assist you to sell and install more Motorcraft parts.



HUGE OPPORTUNITIES

Motorcraft offers you great opportunities for the big replacement business on popular GENERAL MOTORS, CHRYSLER and AMERICAN MOTORS models plus many of the top imports.

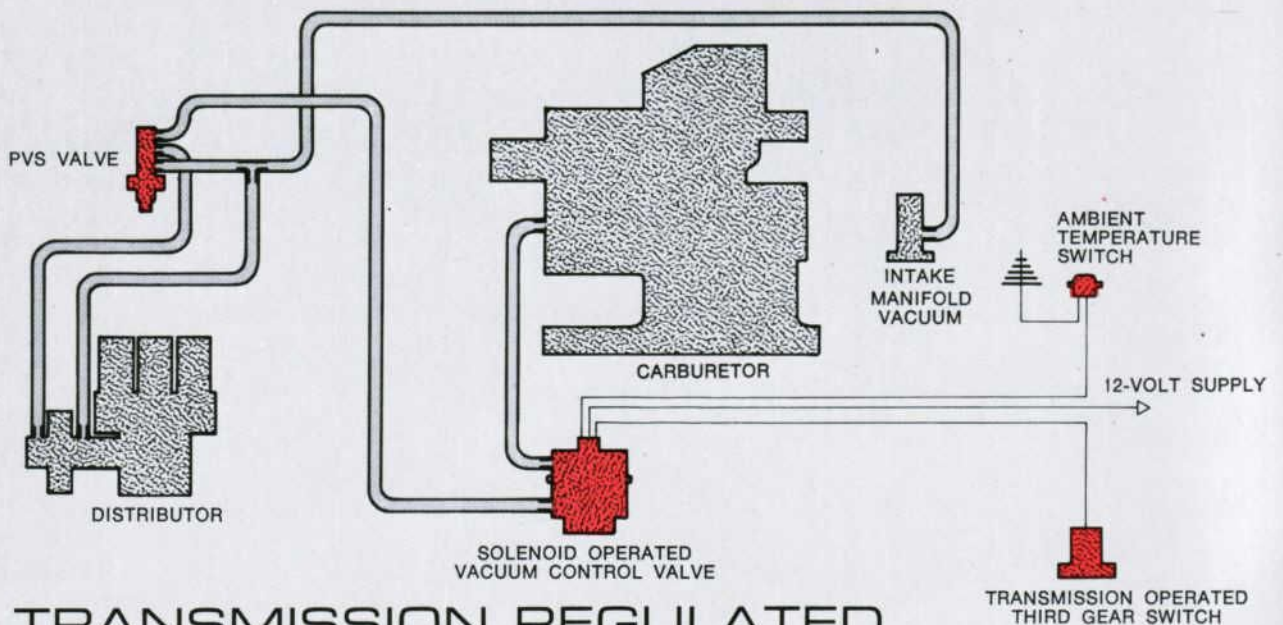
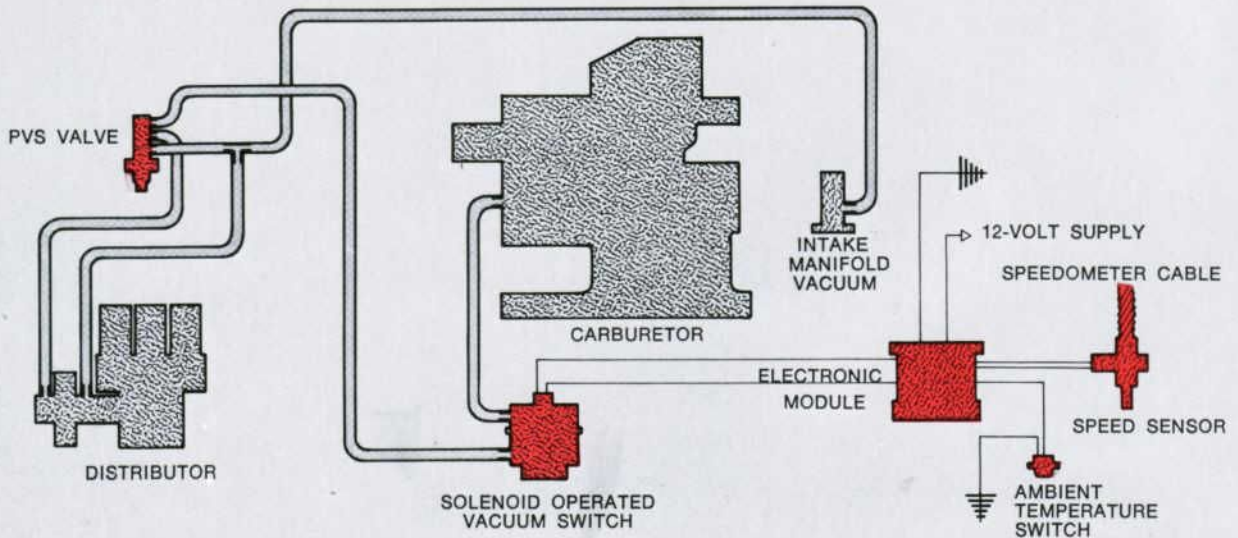
Motorcraft has a broad line for *all of them*, including performance-proved Autolite spark plugs!

1972 TECHNICAL

IMPROVED COMBUSTION IMCO SYSTEM

All Ford and Lincoln-Mercury Division passenger cars and light trucks (under 6000 GVW) use the **IMPROVED COMBUSTION** system to control exhaust emissions of hydrocarbons and carbon monoxide.

ELECTRONIC SPARK CONTROL SYSTEM-ESC



TRANSMISSION REGULATED SPARK CONTROL SYSTEM-TRS

FEATURES . . .

In addition, all vehicles delivered in the State of California include an IMCO system that also controls emission of oxides of nitrogen. The California system is optional in all other states.

In all, there are over 100 variations of the IMCO system

FEATURE—This Electronic Spark Control System is mainly used on automatic transmission equipped vehicles in the State of California. It consists of an electronic speed sensor located in series in the two-piece speedometer cable . . . a solenoid operated vacuum switch which controls the carburetor spark port vacuum to the distributor, and an ambient (outside air) temperature switch connected to a ground.

This device reduces emissions by delaying vacuum spark advance at the distributor at critical lower vehicle speeds.

The speed sensor in the speedometer cable supplies a frequency signal to the electronic module. This signal activates the electronic module and solenoid vacuum switch so that the distributor vacuum line *closes* at speeds BELOW 18 mph on *deceleration*, and is *closed* BELOW 23, 28, or 33 mph (depending on the engine) on *acceleration*.

The *electronic amplifier* functions as a switchboard that controls the system by the messages it receives from the speed sensor or the temperature switch.

The *vacuum valve* controls carburetor venturi vacuum to the distributor primary advance diaphragm. The vacuum valve is *normally open* to provide normal vacuum advance until the Electronic Spark Control System is activated. Then the valve snaps closed, shutting off the venturi vacuum from the carburetor, thus retarding the spark.

It should be noted that on some applications the vacuum hose connections between the carburetor and distributor may route through the PVS valve. This Ported Vacuum Switch serves as a by-pass or safety override switch. When the engine coolant temperature exceeds 230° F. manifold vacuum is applied directly to the distributor, thereby providing vacuum advance to the distributor.

The temperature switch controls the power input to the

FEATURE—This system is used on most automatic transmission equipped vehicles . . . except in the State of California. It consists of three major units. One, an *electric switch* on the transmission that senses third gear (direct drive range) hydraulic pressure. Two, an *electric solenoid operated vacuum switch* that controls the carburetor spark port vacuum to the distributor and three, an *ambient temperature switch*. It also controls emissions in the critical lower vehicle speeds by preventing part throttle spark advance in second and third gear on acceleration . . . and also when the vehicle downshifts on deceleration.

Another version of this TRS System is used on manual transmission equipped vehicles in the U.S. It operates the same as the one for automatic transmission equipped vehicles except that the operating switch is in the transmission linkage.

This TRS circuit consists of a temperature switch, a transmission switch, a vacuum valve, and related wiring. The individual components determine when the system will operate.

This system reduces the exhaust emission of an engine by retarding the distributor vacuum advance while the vehicle is in first and second gear. The TRS system is controlled by transmission operated switches which activate the solenoid valve and advance the spark when the vehicle is in high gear.

Since the valve is normally open, there is no vacuum retard action directed to the distributor until an electrical control circuit is added.

The vacuum control valve is a *normally open* control valve inserted in the vacuum line between the carburetor spark port and the distributor primary vacuum advance diaphragm. When

used on Ford-built vehicles.

Two that will be discussed here are the ELECTRONIC SPARK CONTROL SYSTEM and the TRANSMISSION REGULATED SPARK SYSTEM.

electronic amplifier, determining when the amplifier will function. Anytime the outside (ambient) air temperature is below 49° F., the switch contacts are OPEN. Above 60 degrees, the switch is CLOSED. It is also possible for the contacts to be either open or closed within the range of 49 to 55 degrees.

The speed sensor consists of a rotating magnet and a stationary winding. As the magnet rotates, it causes a voltage frequency in the field winding that is proportional to the speed of the magnet (or vehicle).

In operation, power is supplied to the electronic amplifier via the temperature switch. When the outside temperature is 49 degrees, or lower, the temperature switch contacts (being open), do not allow the power from the ignition switch to reach the amplifier, thus it does not become energized. The de-energized vacuum valve being normally open, passes carburetor venturi vacuum to the distributor diaphragm (primary side), to provide normal vacuum advance.

When the outside temperature is above 60 degrees; the temperature switch contacts close and power from the ignition switch circuit reaches the amplifier, thus closing the vacuum valve to cut off distributor spark advance. As the vehicle begins to accelerate, a frequency is generated by the speed sensor. When the vehicle speed reaches the approximate operating limits of 23, 28 or 33 mph (depending on engine application), the electronic amplifier is triggered by the signal from the speed sensor to de-energize the vacuum valve, restoring distributor spark advance from the carburetor spark port to the distributor primary diaphragm.

When vehicle speed decreases to approximately 18 mph, the electronic amplifier responds to close the vacuum valve. Therefore, at that speed and below, no vacuum is applied to the primary side of the distributor and the spark is retarded.

the valve is energized, the valve closes and the vacuum supply from the carburetor to the distributor is sealed off, thus eliminating vacuum advance.

On some applications, the vacuum line between the carburetor and distributor may be routed through the PVS valve.

A bimetal ambient temperature switch is used to sense outside air temperature. For this reason, it is located in the outside of the "A" pillar of the vehicle and is isolated from passenger or engine compartment heat. The switch contacts are designed to break the TRS system electrical circuit and allow normal vacuum advance in all gears, whenever the outside temperature is below 49° F. These same contacts are designed to close in the temperature range of 60° F.

The function of the transmission switch is to provide a ground for the TRS system, thereby completing the circuit. There are two types of such switches. The switch for the manual transmission is self-grounding and normally closed. It opens when the transmission shift rail enters top gear position. The switch for the automatic transmission is self-grounding and normally closed. It opens when third or reverse servo oil pressure is introduced.

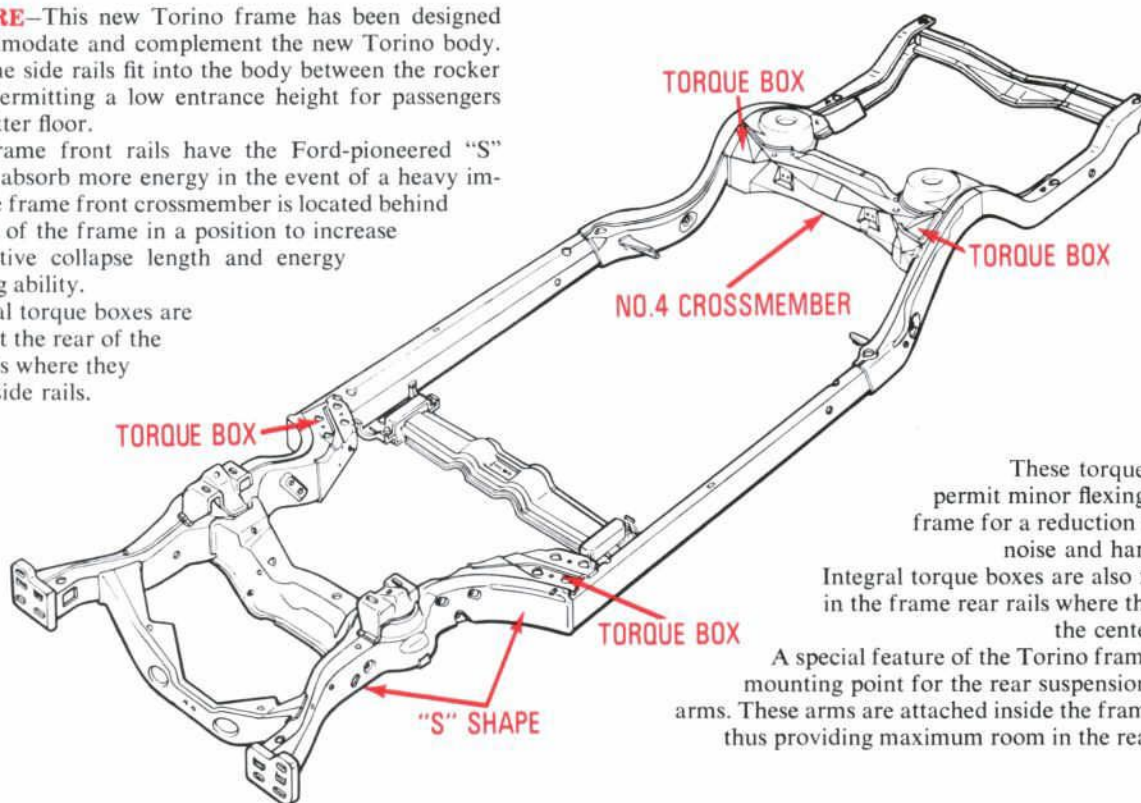
The power supply from the ignition switch wiring is only available through the Temperature Switch and then only if the temperature of the outside air exceeds 55° F. Under these conditions, the switch contacts are closed and the TRS System is energized, retarding vacuum advance. At temperatures below 49° F., when the Temperature Switch contacts are open, the TRS System is not energized, thus allowing the vacuum advance system to function normally.

1972 TECHNICAL

FEATURE—This new Torino frame has been designed to accommodate and complement the new Torino body. The frame side rails fit into the body between the rocker panels, permitting a low entrance height for passengers and a flatter floor.

The frame front rails have the Ford-pioneered "S" shape to absorb more energy in the event of a heavy impact. The frame front crossmember is located behind the front of the frame in a position to increase the effective collapse length and energy absorbing ability.

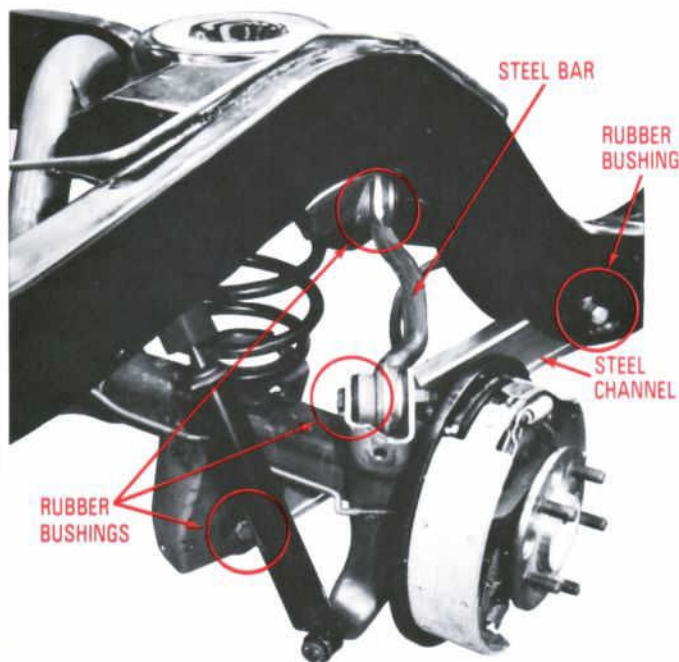
Integral torque boxes are located at the rear of the front rails where they join the side rails.



These torque boxes permit minor flexing of the frame for a reduction in road noise and harshness.

Integral torque boxes are also formed in the frame rear rails where they join the center rails.

A special feature of the Torino frame is the mounting point for the rear suspension lower arms. These arms are attached inside the frame rails, thus providing maximum room in the rear area.

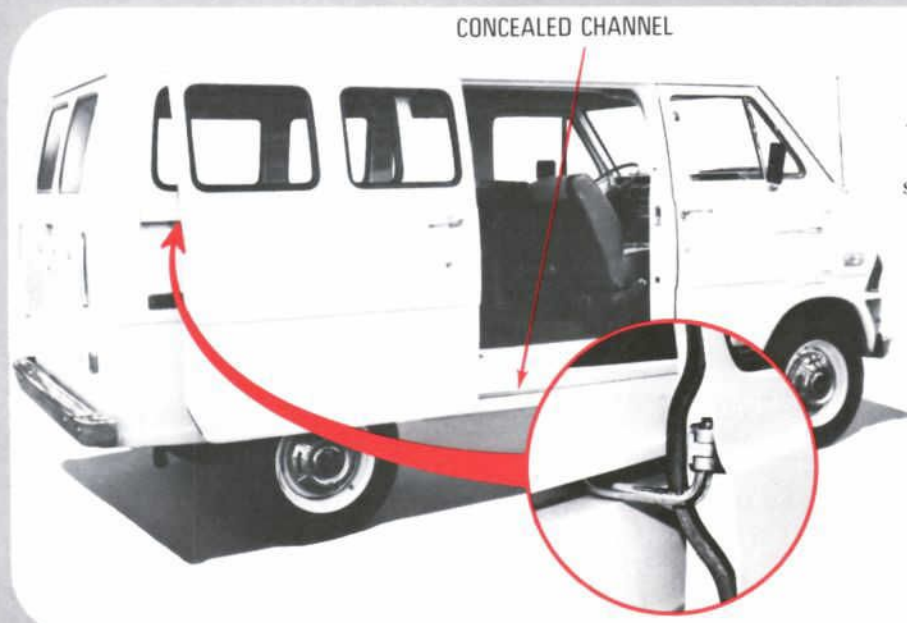


FEATURE—The 1972 Torino also features a new concept in suspension design. It is also a major reason for Torino's smooth, quiet ride and excellent road "hugging" characteristics. The system features coil springs, upper and lower links and angle mounted telescopic shock absorbers.

Steel channels make up the lower links. They are connected to a pocket in the frame rail and to a bracket underneath the axle. Drawn steel bars make up the upper links. These bars are connected between a bracket on top of the axle to the frame number "4" crossmember. Ends for both upper and lower links are mounted in "Silent-Bloc" rubber bushings.

All four links absorb acceleration and braking forces. And, due to the geometry of this new four-link system, the roll center is only 8 inches off the road . . . lower than any other domestic car with coil link type rear suspension.

FEATURES . . .



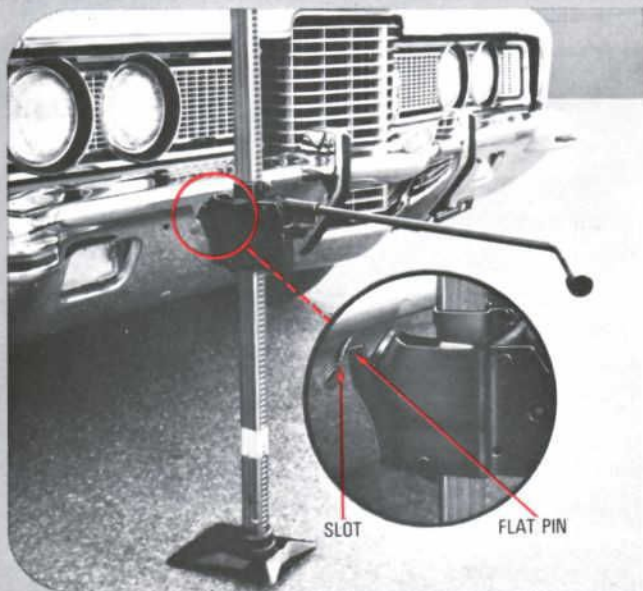
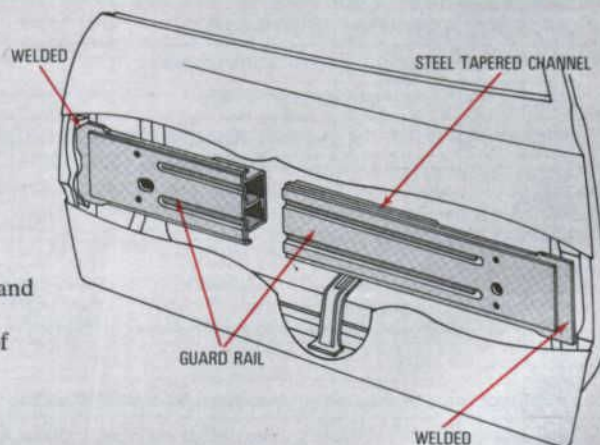
FEATURE—1972 Econoline and Club Wagon models offer a new sliding side door. On Econoline Vans the hinged doors are standard and the sliding door optional. Club Wagons have the sliding door standard with hinged doors optional. This sliding door is attached to the body at three points . . . two at the front and one at the rear.

Both the front lower support and rear support are forged steel arms that slide on rollers in a concealed channel in the body. These steel arms carry all the weight of the door. Door latches are located at the front and rear of the door and both operate from either the inside or outside handles.

FEATURE—“Guard Rail” steel structure in the door.

Basically the “Guard Rail” is a flanged steel, tapered channel with a tough reinforcing steel section down the center. This assembly is closed by a welded and ribbed plate. The entire assembly is then welded at each end to flanges inside the door . . . directly inside the outer steel sheet metal “skin.”

In the event that a side impact accident should occur, the “Guard Rail” becomes a load-carrying member of the side structure system and is purposely designed to resist the possibility of passenger compartment penetration by another vehicle. Depending upon the severity of the side impact, this assembly will help to cause the vehicles to be deflected away from each other.



FEATURE—A positive retention “Pin and Slot” bumper jack system is used in all 1972 full size Ford models and the Torino, Ranchero and Thunderbird.

The jack itself is conventional in design with a stand and ratchet type mechanism on a steel, ratchet-tooth jack pole.

Normally, bumper jacks have used an extra hook that connects to the ratchet mechanism and fits under the bumper of the car. In this new design, a flat pin is formed as part of the ratchet mechanism. This pin fits securely into slots that are pierced into the bumper face bars and thus results in faster, simpler operation with a more positive method for preventing jack slippage.

1972 EMISSION SYSTEMS REQUIRED MAINTENANCE SERVICES

ALL CAR MODELS, FORD AND LINCOLN-MERCURY DIVISIONS

- FORD • MAVERICK • MUSTANG • PINTO • THUNDERBIRD • TORINO • CAPRI • COMET
- COUGAR • MERCURY • MONTEGO • LINCOLN CONTINENTAL • MARK IV

These maintenance services must be performed at the indicated intervals, following the procedures in the 1972 Ford and Lincoln-Mercury Division Car Shop Manuals. Maintenance service adjustments MUST CONFORM TO SPECIFICATIONS published in the 1972 Car Specifications Manuals or the emission systems may become inoperative. These services are not covered by the Warranty, and the customer will be charged for the labor, parts and lubricants used.

Maintenance Operation	Service Interval							
	6	12	18	24	30	36	42	48
Number of months or thousands of miles, whichever comes first								
ENGINE								
Change engine oil and oil filter. Note 1 below.	X	X	X	X	X	X	X	X
Replace crankcase emission filter element in air cleaner.	X	X	X	X	X	X	X	X
Check and adjust carburetor idle fuel mixture, idle speed and fast idle speed—4 cylinder.	X	X	X	X	X	X	X	X
Clean crankcase oil filter breather cap, if so equipped.	X	X	X	X	X	X	X	X
Lubricate exhaust control valve and check for free operation.	X	X	X	X	X	X	X	X
Adjust 1600 cc engine valve clearance (Capri and Pinto).	X	X	X	X	X	X	X	X
Check deceleration valve—adjust if necessary (at first 6000 miles or 6 mo. Pinto and Capri).	X							
Replace carburetor air cleaner element.		X		X		X		X
Replace fuel system filter, check fuel lines and connections for leaks.		X		X		X		X
Replace distributor points and set gap. Inspect condenser for loose terminal and ground connections.		X		X		X		X
Replace spark plugs and set gap (Note 1). Check secondary ignition wires resistance. Inspect wires for cuts, burns, abrasions or punctures.		X		X		X		X
Replace PCV valve. Clean emission system hoses, tubes. Replace if deteriorated.		X		X		X		X
Replace spark delay valve.		X		X		X		X
Adjust engine valve clearance. Pinto and Capri 2000 cc engine and Mustang Boss 351.		X		X		X		X
Check operation of carburetor throttle and choke linkage and air valve, dash pot and throttle solenoid. Lubricate, adjust or repair as required.		X		X		X		X
Torque intake manifold bolts to specifications 4 and 8 cyl.		X		X		X		X
Inspect all spark control system vacuum hoses and electrical leads for damage, deterioration and firm connections to proper points.		X		X		X		X
Check for correct spark control system advance and retard vacuum cut-in speed and function of thermal switch. Adjust or repair as required.		X		X		X		X
Check for correct component assembly and functioning of air cleaner intake temperature control system if so equipped.		X		X		X		X
Check and adjust initial ignition timing.		X		X		X		X
Check and adjust carburetor idle fuel mixture, curb idle speeds and throttle solenoid off speed 6 and 8 cyl.		X		X		X		X
Clean ignition coil tower and test voltage output.		X		X		X		X
Clean and inspect distributor cap and rotor for cracks, carbon buildup or erosion.		X		X		X		X
Replace evaporative emission control canister and purge hose.				X				X
Replace distributor cap and rotor.				X				X
Check and adjust distributor spark advance.				X				X
Test engine compression—all cylinders. Repair any cylinder below specifications.				X		X		
Check fuel emission system.								Note 2 below

NOTE 1: Severe Service Operation: When operating your car under any of the following conditions, change engine oil and filter every 3 months or 3000 miles and clean and gap spark plugs every 6 months or 6000 miles, whichever comes first . . . Extended periods of idling or low-speed operation such as police, taxi or door-to-door delivery service . . . Towing trailers over 2000 lbs. gross loaded weight for long distances . . . Outside temperatures remain below -10 degrees F. for 60 days or more and most trips are less than 10 miles.

NOTE 2: Perform this service at each 48,000 miles or 1 year (whichever occurs first).

1972 SCHEDULED MAINTENANCE SERVICES

ALL CAR MODELS, FORD AND LINCOLN-MERCURY DIVISIONS

- FORD • MAVERICK • MUSTANG • PINTO • THUNDERBIRD • TORINO • CAPRI • COMET
- COUGAR • MERCURY • MONTEGO • LINCOLN CONTINENTAL • MARK IV

These scheduled maintenance services should be performed as indicated to keep the car operating at peak performance

Maintenance Operation	Service Interval							
	6	12	18	24	30	36	42	48
Number of months or thousands of miles whichever comes first.								
EACH 6000 MILES OR 6 MONTHS (whichever comes first).								
Adjust automatic transmission bands—Police, taxi or other severe service.	X		X			X		
Check rear axle fluid level. ①	X	X	X	X	X	X	X	X
Check automatic transmission fluid level. ①	X	X	X	X	X	X	X	X
Check master cylinder fluid level. ①	X	X	X	X	X	X	X	X
Check power steering fluid level. ①	X	X	X	X	X	X	X	X
Lubricate all lock cylinders.	X	X	X	X	X	X	X	X
Lubricate hood hinges, hood latch, auxiliary catch.	X	X	X	X	X	X	X	X
Lubricate tailgate hinges and support.	X	X	X	X	X	X	X	X
Check clutch pedal free play. Adjust if required.	X	X	X	X	X	X	X	X
Check manual transmission fluid level. ①	X	X	X	X	X	X	X	X
Lubricate rear door hinges and support (3 door Pinto Runabout).	X	X	X	X	X	X	X	X
Check exhaust manifold bolt torque, Pinto. ④	X							
EACH 12,000 MILES OR 12 MONTHS (whichever comes first).								
Adjust automatic transmission bands—Normal service. (At first 12,000 miles or 12 months only.)		X						
Inspect cooling system for dirty or rusted coolant, for leaks, deteriorated hoses and loose hose clamps. Check drive belts for tension and wear, adjust or replace as required. ②		X		X		X		X
Check steering linkage for abnormal looseness or damaged seals.		X		X		X		X
Lubricate steering arm stops.		X		X		X		X
Inspect and lubricate clutch and transmission linkage.		X		X		X		X
EACH 24,000 MILES OR 12 MONTHS (whichever comes first).								
Drain and flush cooling system. ③③				X				X
EACH 30,000 MILES OR 30 MONTHS (whichever comes first).								
Inspect brake lining and lines.					X			
Clean and repack front wheel bearings.					X			
EACH 36,000 MILES OR 36 MONTHS (whichever comes first).								
Lubricate front suspension ball joints.						X		
Lubricate steering linkage (All except Maverick and Pinto).						X		
Lubricate power steering control valve ball stud (Comet and Maverick only).						X		

MAINTENANCE NOTES: ① Add fluid if required (additional cost).

② If coolant is dirty or rusty in appearance, the system should be cleaned and flushed. The radiator cap should be cleaned and system refilled with the prescribed solution (meeting Ford specifications) and water.

③ At each 24 months, regardless of mileage.

④ At first 6000 miles or 6 months only.

1972 FORD



MODELS

- FORD CUSTOM • RANCH WAGON • FORD GALAXIE 500
- FORD CUSTOM 500 • FORD LTD • FORD LTD BROUGHAM
- FORD COUNTRY SQUIRE • FORD COUNTRY SEDAN

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Fender
- ② **OIL FILLER CAP**—6 cyl.—Rear of Rocker Arm Cover
8 cyl.—Left Front Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover; Front 240 CID; Left Front 302 2V, 351W 2V, 400 2V CID; Right Rear 429 4V, 429 4V CID Police
- ④ **FUSE PANEL**—Located on the Floorboard to Left of Steering Column
- ⑤ **HOOD LATCH**—Top Center of Grille
To Open: Move Lever to Left, Raise Hood

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5-50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal/Emergency Flashers	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front and Rear Side Marker	2 c.p.	194A
Front Cornering Lamp	50 c.p.	1196
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Alternator Warning	2 c.p.	194
Oil Warning	2 c.p.	194
Temp Warning	2 c.p.	194
Warning Lights/Hydraulic Brake	2 c.p.	194
Fuel and Speedometer/Instruments	2 c.p.	194
Glove Compartment	1.5 c.p.	1445
Deluxe Seat Belt	2 c.p.	194
Ash Tray	1.3 c.p.	1892
Heater (or Optional A/C) Controls	1 c.p.	161
Clock	2 c.p.	194
Courtesy Lamp	6 c.p.	631
Accessory Equipment		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Dial Lamp/AM/AM-FM/AM Stereo	2 c.p.	1893
Floor Shift Quadrant	1.5 c.p.	1445
Luggage Compartment	6 c.p.	631
Portable Trunk Lamp	15 c.p.	1003
Engine Compartment Lamp	6 c.p.	631
Parking Brake Indicator	2 c.p.	194
Seat Belt Reminder	2 c.p.	194
Parking Brake Reminder	2 c.p.	158
Open Door Warning (Taxi)	2 c.p.	1895
Cargo Lamp (SW)	12 c.p.	105
AM-FM Radio Stereo Jewel	1.3 c.p.	1892
Rear Window Electric Defrost Indicator	Bulb and Wire Assembly	
A—Amber Color Bulb NA—Natural Amber Color Bulb SW—Station Wagon		

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Parking, Marker, License, Taillights, Horns, Headlights	Integral with Light Switch	18	C.B.
(Accy) Seat Belt Reminder Ind., Parking Brake Release Warning (RPO), Rear Window Defogger (RPO) or Electric Rear Window Defrost (RPO), Power Window Safety Feed, Cornering Lamp	Fuse Panel	20	SFE
Stop Lamps	Plate Attached to Lower Center of Instrument Panel Flange	15	C.B.
Door Courtesy, Map, Glove Box, Luggage Compartment Lamp, Clock Feed, Dome Lamp, Instrument Panel, Courtesy "C" Pillar and Cargo, Seat Back Latch Control, Ignition Key Warning Buzzer	Fuse Panel	14	SFE
Emergency Warning and Cigar Lighter	Fuse Panel	20	SFE
(Instrument Panel Lamps) Clock, R.H. & L.H. Turn Indicators, Speedometer, Fuel Gauge, Heater and A/C Controls, PRND21—Console or Column, Radio, Ash Tray, and Hi-Beam Indicator	Fuse Panel	4	AGA
Back-up Lights, Windshield Washer and Radio Feed	Fuse Panel	20	SFE
Spotlight	Fuse Cartridge in Line	7.5	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (RPO)	Fuse Panel	30	SFE
Air Conditioning (Dealer Inst.)	Cartridge in Feed Line	20	SFE
Emission and/or Carburetor Solenoid and Warning Lamps (Engine Hot Ind., Dual Brake, Oil Pressure Ind., and Alternator Ind.)	Fuse Panel	14	SFE
Speed Control	Fuse Cartridge in Line	5	SFE
Windshield Wiper	Integral with Wiper Switch	8.25	C.B.
Power Window, Convertible Top & Station Wagon Power Backlite Window, Power Seats	On Starter Relay	20	C.B.
Motors: Power Seats, Power Window, Convertible Top and Power Backlite	Integral with Motor	—	C.B.

*C.B. Circuit Breaker

FORD
APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank		Engine Crankcase (Includes 1 qt. for filter)	
All Models except Station Wagon	22 gal.	240, 302, 351, 400 & 429 CID	5 qts.
Station Wagon	21 gal.	429 Police Interceptor	7 qts.
Cooling System (Includes 1 qt. for heater)		Transmission	
240 CID	14¼ qts.	3-Speed Manual	3½ pts.
302 CID	15¼ qts.	Select-Shift	
351 CID	16½ qts.	240, 302, 351 CID	11 qts.*
400 CID	17¾ qts.	400, 429 CID	13 qts.*
400 CID A/C-E/C	18¼ qts.	Rear Axle	
429 CID	18¾ qts.	240, 302 CID	5 pts.
429 CID A/C-E/C	20 qts.	351, 400, 429 CID	5 pts.
		Power Steering System	2½ pts.*

*Dry System: Dipstick used to determine exact fill requirements. AC—Air Cond.; EC—Extra Cooling Package.

FORD
ENGINE SPECIFICATIONS

Displacement & Cylinders	240-6*	302-V8	351W-V8	400-V8	429-V8**
Type	In-Line	90°V OHV	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.00	4.00	4.36
Stroke (Inches)	3.18	3.00	3.50	4.00	3.59
Compression Ratio	N/A	N/A	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H	H	H
Fuel R—Regular	R***	R***	R***	R***	R***
Carburetor	1V	2V	2V	2V	4V

*Not available in California **Also Available as P.I. (Police Interceptor)

N/A—Not Available at time of publication.

***All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications

FORD
ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	240-1V*	302-2V	351W-2V	400-2V	429-4V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	*BRF-42 (18mm)	BRF-42 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.034	.034	.034	.034	.034
Distributor—Service Tip ①					
Point Gap (Inches)	.027	Service Tip ②	.017	.017	Service Tip ②
Point Dwell (Degrees)	35°-39°	Service Tip ②	26°-30°	26°-30°	Service Tip ②
Distributor Diaphragm Type	Service Tip ③	Service Tip ③	—	—	Service Tip ③
Idle rpm—Service Tip ①					
Throttle Solenoid Connected	—	**	600	625	600
Throttle Solenoid Disconnected	—	500	500	500	500
No Throttle Solenoid	500	575	575	—	—
Ignition Timing (BTDC) Service Tip ③ (Degrees)	6°	6°	6°	6°	10°

*Not available in California *Police and Taxi Use BRF-6 with .030" gap. **Man. Trans. 800; Auto. Trans. 600

FORD
SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ Dual Diaphragm distributors: *24-29 degrees dwell angle
.021 inches point gap
Single Diaphragm distributors: *26-30 degrees dwell angle
.017 inches point gap
- *Use either specification when installing NEW POINTS. Use DWELL ANGLE specification when adjusting points having MORE than ONE HOUR usage.
- ④ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counterclockwise.

1972 TORINO



MODELS

- GRAN TORINO 2-DOOR HARDTOP • GRAN TORINO 4-DOOR PILLARED • GRAN TORINO SPORT 2-DOOR SPORTSROOF
- GRAN TORINO SQUIRE 4-DOOR STATION WAGON • TORINO GT • TORINO BROUGHAM
- RANCHERO • RANCHERO 500 • RANCHERO GT • RANCHERO SQUIRE

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind License Plate
- ② **OIL FILLER CAP**—6 cyl. Rear of Rocker Arm Cover
8 cyl. Left Front Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover: Front 250 CID; Left Front 302 2V, 351 2V, 351 4V, 400 2V CID; Right Rear 429 4V, 429 4V CID Police
- ④ **FUSE PANEL**—Located to Left of Steering Column on Dash Panel
- ⑤ **HOOD LATCH**—To Open: Pull Lever (Beneath Bumper); Raise Hood

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Lamp Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal (Pass & SW)	3-32 c.p.	1157
Back-up Lamp (Passenger)	32 c.p.	1076
Back-up Lamp (S.W.)	32 c.p.	1156
License Plate	4 c.p.	631
Dome Lamp	12 c.p.	561
Front/Rear Side Markers	2 c.p.	194
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights	2 c.p.	194
Speedometer & Gauges	2 c.p.	194
Glove Compartment	3 c.p.	1816
Ash Tray	1 c.p.	161
Clock	2 c.p.	194
Courtesy Lamp	6 c.p.	631
Accessory Equipment		
Spotlight	30W	4405
Radio Dial Light	2 c.p.	1893
Tachometer	2 c.p.	1895
Auto. Trans. Quadrant (PRND21)	1.5 c.p.	1445
Cluster	2 c.p.	1895
Luggage Compartment	6 c.p.	631
Console Lamp	2 c.p.	1895
Engine Compartment Lamp	6 c.p.	631
Cargo Lamp (SW)	12 c.p.	105
Comb. Dome & Map Light	12 c.p.	211
	12 c.p.	105

NA—Natural Amber Color Bulb
SW—Station Wagon

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	13	C.B.
Heater-Defroster	Fuse Panel	25	SFE
Air Conditioner	Fuse Panel	30	SFE
Instrument Panel Lights	Fuse Panel	4	SFE
Warning Lamps, Seat Belt Warning	Fuse Panel	14	SFE
Back-up Lamps	Fuse Panel	15	SFE
Windshield Washer	Fuse Panel	7.5	SFE
Radio	Fuse Panel	15	SFE
Hazard Warning System	Fuse Panel	15	SFE
Cigar Lighter	Fuse Panel	15	SFE
Stop Lamps	Fuse Panel	15	C.B.
Courtesy Lamps	Fuse Panel	7.5	SFE
Parking Lights, License Light, Tail Lights, Console "PRND21", Horns, Marker Lights	In Headlight Switch	12	C.B.
Engine Compartment Light	In Line Fuse	7.5	SFE
Power Seat, Power Windows Motors	In Motor Assembly	—	C.B.
Windshield Wiper	In Wiper Switch	—	C.B.
Trunk Lid Lights & Lock	On Lower Flange of Instrument Panel Right of Ash Tray	20	C.B.
Rear Window Defroster, Automatic Seat Back Latch, Trailer Towing Option, Electric Windows, Seats & Rear Window (Sta. Wagon)	Attached to Starter Relay	20	C.B.

*C.B. Circuit Breaker

TORINO and RANCHERO APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models except Ranchero and Station Wagon	22½ gal.	Engine Crankcase (Includes 1 qt. for filter) 250 CID	4½ qts.
Ranchero	20½ gal.	302, 351, 400, 429 CID	5 qts.
Station Wagon	20½ gal.	429 Police	7 qts.
Cooling System (Includes 1 qt. for heater) 250 CID	11½ qts.	Transmission 3-Speed Manual	3½ pts.
250 E/C	12 qts.	4-Speed Manual	4 pts.
302 CID	15¼ qts.	Select-Shift 250 CID	9 qts.*
302 E/C	16¼ qts.	302, 351, 400 CID	11 qts.*
351 CID	16¼ qts.	429 CID	12¼ qts.*
351 E/C, A/C	15¼ qts.	Rear Axle 250, 302 CID	4 pts.
351 C, TT	16½ qts.	351, 400, 429 CID	5 pts.
400 CID	17¼ qts.	Power Steering System	2½ pts.*
400 TT	18¼ qts.		
429 CID	18¼ qts.		

*Dry System; Dipstick used to determine exact fill requirements; A/C—Air Cond.; TT—Trailer Towing; EC—Extra Cooling

TORINO and RANCHERO ENGINE SPECIFICATIONS

Displacement & Cylinders	250-6	302-V8	351C-V8	351C-V8	400-V8	429-V8
Type	In line OHV	90°V-OHV	90°V-OHV	90°V-OHV	90°V-OHV	90°V-OHV
Bore (Inches)	3.682	4.00	4.00	4.00	4.00	4.36
Stroke (Inches)	3.910	3.00	3.50	3.50	4.00	3.59
Compression Ratio	N/A	N/A	N/A	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H	H	H	H
Fuel R—Regular	R*	R*	R*	R*	R*	R*
Carburetor	1V	2V	2V	4V	2V	4V

N/A—Not Available at time of publication.

*All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.

TORINO and RANCHERO ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	250-1V	302-2V	351C-2V	351C-4V	400-2V	429-4V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	ARF-42 (14mm)	ARF-42 (14mm)	BRF-42 (18mm)
Spark Plug Gap	.034	.034	.034	.034	.034	.034
Distributor—Service Tip						
Point Gap (Inches)	.027	Service Tip ①	Service Tip ①	‡	.017	.017
Point Dwell (Degrees)	35°-39°	Service Tip ①	Service Tip ①	26°-30°	26°-30°	26°-30°
Distributor Diaphragm Type	—	Service Tip ①	Service Tip ①	—	—	—
Idle rpm—Service Tip ①						
Throttle Solenoid Connected	600 Auto. trans. 750 Man. trans.	600 Auto. trans. 800 Man. trans.	575 Auto. trans.* 750 Man. trans.*	700 Auto. trans.** 950 Man. trans.**	625 500	600 500
Throttle Solenoid Disconnected	500	500	500	500	500	500
No Throttle Solenoid	550	575	—	—	—	—
Ignition Timing (BTDC)— Service Tip ③	6°	6°	6°	‡‡	6°	10°

‡Manual Trans.—.020"; Automatic—.017"

‡‡Manual Trans.—10° Automatic—16°

*California 625. **California 800

TORINO and RANCHERO SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ Dual Diaphragm distributors: *24-29 degrees dwell angle .021 inches point gap
Single Diaphragm distributors: *26-30 degrees dwell angle .017 inches point gap
- *Use either specification when installing NEW POINTS. Use DWELL ANGLE specification when adjusting points having MORE than ONE HOUR usage.
- ④ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counterclockwise.

1972 MUSTANG



MODELS

- HARDTOP • GRANDE • BOSS 351
- SPORTSROOF • CONVERTIBLE • MACH I

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Rear—Center of Back Panel
- ② **OIL FILLER CAP**—6 cylinder: Rear of Rocker Arm Cover
8 cylinder: Front of Left Rocker Arm Cover (Except 351 4V HO CID, Right Rear)
- ③ **PCV VALVE**—Located in Rocker Covers: Front 250 CID
Left Front: 302, 351C 2V, 351C 4V CID; Right Rear: 351 4V HO CID
- ④ **FUSE PANEL**—Located on Plate Attached to Lower Right Hand Flange Brake Pedal Support
- ⑤ **HOOD LATCH**—Upper Center of Grille
To Open: Pull Lever to Left and Hold—Raise Hood

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40 & 50W	6012
Front Park/Turn Signal	3-32 c.p.	1157
Side Marker/Front, Rear	2 c.p.	194
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	561
Emergency Flashers (included in Front/Rear Turn Signals)		
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights	2 c.p.	194
Fuel and Speedometer	2 c.p.	194
Glove Compartment	2 c.p.	1895
Seat Belt Reminder	1.5 c.p.	1445
Heater (or Optional A/C) Controls	1 c.p.	161
Clock	2 c.p.	194
Headlight Switch Bezel	2 c.p.	1895
Cigar Lighter Bezel	2 c.p.	1895
Wiper/Washer Bezel	2 c.p.	1895
Courtesy Lamp	6 c.p.	631
Accessory Equipment		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Pilot Light/AM/AM-FM/AM Stereo	1.9 c.p.	1893
Luggage Compartment	6 c.p.	631
Engine Compartment Lamp	6 c.p.	631
Parking Brake Warning	1.6 c.p.	256
Open Door Warning	2 c.p.	1895
Parking Brake Reminder	2 c.p.	158
Rear Window Electric Defrost Indicator	Bulb and Wire Assembly	
Grille Sport Lamp	15 c.p.	94
Auto. Trans. Ind. (Floor Shift)	1.5 c.p.	1445
Aux. Instrument (Charge Ind.)	2 c.p.	1895
Map Lamp	6 c.p.	212
Portable Trunk Lamp	15 c.p.	1003
AM/FM Radio Stereo Jewel	1.3 c.p.	1892

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	9	C.B.
Tail Lights, Parking Lights, Headlights "On" Relay, PRND21 Lamp, Front/Rear Side Markers, License Light	Integral with Light Switch	12	C.B.
Courtesy Lamps: Dome, Map, Clock Feed, Headlamps "On" Buzzer, Ignition Key Warning Buzzer, Automatic Seat Back Latch, Luggage & Glove Compartment	Fuse Panel	14	SFE
Engine Compartment Lamp	Cartridge in Feed Line	7.5	SFE
Warning Lamps, Dual Brake, Distributor Vacuum Emission Control, Seat Belt Warning	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer and Radio, Turn Signals	Fuse Panel	15	SFE
Stop Lamps, Emergency Warning	Relay Panel above Glove Box	15	C.B.
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (RPO)	Fuse Panel	30	SFE
Air Conditioning (Dealer Inst.)	Fuse Panel	30	SFE
Front Seat Back Latch Solenoid	Integral with Solenoid	—	C.B.
Windshield Wiper	Integral with Wiper Switch	7	C.B.
Power Seat, Auto. Seat Back Latch Solenoid Feed, Power Window, Convertible Top, Heated Backlight	On Starter Relay	20	C.B.
Motors: Power Window, Convertible Top	Integral with Motor	—	C.B.
Instrument Panel Illumination, Clock Illum., Cigar Lighter Illum., Heater Switch, Headlight Switch, W/S Wiper/Washer Switch, Ashtray, Radio and Gauge Illumination	Fuse Panel	4	AGA
Horns & Cigar Lighter	Fuse Panel	20	SFE
Parking Brake Warning, Power Window & Backlite Safety Relay Coil Feed	On Starter Relay	20	C.B.

*C.B. Circuit Breaker

MUSTANG

APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	19.5 gal.	Transmission 3-Speed Manual	3½ pts.
Cooling System (Includes 1 qt. for heater)		4-Speed Manual	4 pts.
250 CID	11¼ qts.	Select Shift 250, 302 CID	9 qts.*
302 CID	15¼ qts.	351 CID	11 qts.*
351 CID	15¼ qts.	Rear Axle 250, 302 CID	4 pts.
351 CID (Trailer Towing)	16½ qts.	351 CID	5 pts.
Engine Crankcase (Includes 1 qt. for filter)			
250 CID	4½ qts.		
302, 351 CID	5 qts.		

*Dry System: Dipstick used to determine exact fill requirements.

MUSTANG

ENGINE SPECIFICATIONS

Displacement & Cylinders	250-6	302-V8	351C-V8	351C-V8
Type	In Line	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	3.682	4.00	4.00	4.00
Bore and Stroke (Inches)	3.910	3.00	3.50	3.50
Compression Ratio	N/A	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H	H
Fuel	Regular*	Regular*	Regular*	Regular*
Carburetor	1V	2V	2V	4V

N/A= Not Available at time of publication.

*All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.

MUSTANG

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	250-1V	302-2V	351C-2V	351C-4V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	ARF-42 (14mm)
Spark Plug Gap (Inches)	.034	.034	.034	.034
Distributor—Service Tip ①				
Point Gap (Inches)	.027	Service Tip ②	.017	Man. .020 Auto. .017
Point Dwell (Degrees)	35°-39°	Service Tip ②	26°-30°	26°-30°
Distributor Diaphragm Type	—	Service Tip ②	—	—
Idle rpm—Service Tip ①				
Throttle Solenoid Connected	Man. 750 Auto. 600	Man. 800 Auto. 600	Man. 750 Auto. 575	Man. 950 Auto. 700
Throttle Solenoid Disconnected	500	500	500	500
No Throttle Solenoid	550	575	—	—
Ignition Timing (BTDC)—Service Tip ②	6°	6°	6°	Man. 10° Auto. 16°

MUSTANG

SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ Dual Diaphragm distributors: *24-29 degrees dwell angle
.021 inches point gap
Single Diaphragm distributors: *26-30 degrees dwell angle
.017 inches point gap
*Use either specification when installing NEW POINTS. Use DWELL ANGLE specification when adjusting points having MORE than ONE HOUR usage.
- ④ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counterclockwise.

1972 MAVERICK



MODELS

• 2-DOOR SEDAN • 4-DOOR SEDAN • MAVERICK GRABBER

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Center of Rear Trunk Panel Above License Plate
- ② **OIL FILLER CAP**—Rear of Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover: Front 170, 200, 250, 302 CID
- ④ **FUSE PANEL**—Located on Dash Panel to Left of Steering Column Above Pedals
- ⑤ **HOOD LATCH**—Top Center of Grille
To Open: Lift Lever and Raise Hood. Hold Open with Support Rod

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40-50W	6012
Front Park/Turn Signal	3-32 c.p.	1157
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	6 c.p.	631
Dome Lamp	12 c.p.	561
Front/Rear Side Markers	1 c.p.	161
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Brake	2 c.p.	194
Fuel and Speedometer/Oil Warning	2 c.p.	194
Seat Belt Reminder	2 c.p.	194
Warning Light/Alt., Temp.	2 c.p.	194
Heater (or Optional A/C) Controls	1 c.p.	161
Clock	2 c.p.	194
Accessory Equipment		
Spotlight	30W	4405
Radio Dial Light (AM)	1.9 c.p.	1893
Auto. Trans. Quadrant	1.5 c.p.	1445
Engine Compartment Lamp	6 c.p.	-631
Portable Trunk Lamp	15 c.p.	1003
Fog Lights	35W	4415
Fog Lights Switch	1 c.p.	53X

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	12	C.B.
Tail Lights, Parking Lights, Front and Rear Side Markers, Stop Lamps, License Light and Horns	Integral with Light Switch	15	C.B.
Courtesy, Dome, Ign. Key Warning Buzzer, Sport Lights	Fuse Panel	14	SFE
Emergency Flasher, Cigar Lighter & Clock Feed (Console only)	Fuse Panel	20	SFE
Instrument & Cluster Lamps, PRNDL Lamp (Standard or Console), Radio Lamp, Ash Tray, Heater & A/C Illumination, Clock Light	Fuse Panel	4	SFE
Back-up Lights, Windshield Washer and Radio Feed	Fuse Panel	15	SFE
Spotlight	Fuse Cartridge in Line		
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning	Fuse Panel	30	SFE
Windshield Wiper	Integral with Wiper Switch	6	C.B.
Warning Lamps & Throttle Solenoid	Fuse Panel	4	SFE
Accessory Feed, Seat Belt Reminder, Rear Window Defogger	Fuse Panel	20	SFE

*C.B. Circuit Breaker

MAVERICK
APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	15 gal.	Engine Crankcase (Includes 1 qt. for filter) 170, 200, 250 CID	4½ qts.
Cooling System (Includes 1 qt. for heater) 170 CID	9¼ qts.	302 CID V-8	5 qts.
200 CID	9 qts.	Transmission 3-Speed Manual—170 CID	3½ pts.
250 CID	10 qts.	Select Shift	8 qts.*
302 CID A/C	13½ qts. 14¼ qts.	Rear Axle All Engines	4 pts.

*Dry System: Dipstick used to determine exact fill requirements.


MAVERICK
ENGINE SPECIFICATIONS

Displacement & Cylinders	170-6	200-6	250-6	302-V8
Type	In-Line OHV	In-Line OHV	In-Line OHV	90°V OHV
Bore (Inches)	3.50	3.68	3.68	4.00
Stroke	2.94	3.13	3.91	3.00
Compression Ratio	N/A	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H	H
Fuel R—Regular	R*	R*	R*	R*
Carburetor	1V	1V	1V	2V

N/A—Not Available at time of publication.

*All 1972 Engines are designed to operate on "Regular" Gasoline with an Octane rating of at least 91, when engine is adjusted to factory recommended specifications.


MAVERICK
ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	170-1V	200-1V	250-1V	302-2V
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BRF-82 (18mm)	BRF-82 (18mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.034	.034	.034	.034
Distributor—Service Tip ① Point Gap (Inches)	.027	.027	.027	.017
Point Dwell (Degrees)	35-39	35-39	35-39	26-30
Distributor Diaphragm Type	—	—	—	Single
Idle rpm—Service Tip ① Manual Transmission Throttle Solenoid Connected	—	800	750	800
Throttle Solenoid Disconnected	—	500	500	500
Automatic Transmission Throttle Solenoid Connected	—	600	600	600
Throttle Solenoid Disconnected	—	500	500	500
No Throttle Solenoid	750	*	550	575
Ignition Timing (BTDC)—Service Tip ②	6°	6°	6°	6°

*Man. Trans. 750 Auto. Trans. 550


MAVERICK
SERVICE TIPS

① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the car-

buretor idle speed screw with wire disconnected from throttle solenoid.

② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.

③ Distributor Rotor Rotation: 6 cyl. Clockwise. 8 cyl. Counterclockwise.

1972 PINTO



MODELS

• 2-DOOR SEDAN • 3-DOOR RUNABOUT

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Fender
- ② **OIL FILLER CAP**—Front of Valve Rocker Cover
- ③ **PCV VALVE**—1600 cc engine: Right Rear of Engine on top of Oil Separator
2000 cc engine: Left Center of Engine on top of Oil Separator
- ④ **FUSE PANEL**—Right Side of Brake Pedal Support
- ⑤ **HOOD LATCH**—Center of Grille Under Hood Lip. To Open: Pull to Release Latch—Prop Hood Open With Support Rod

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40-50W	6012
Front Park/Turn Signal	2 c.p.	194
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	6 c.p.	631
Dome Lamp	12 c.p.	211
Front/Rear Side Marker	2 c.p.	194
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Glove Compartment	1 c.p.	1445
Warning Lights/Brake/Air/Oil	6 c.p.	194
Heater (or Option A/C)	1 c.p.	1445
Radio Dial	2 c.p.	1893
Seat Belt Reminder	2 c.p.	194
Sport Lamps	35W	4415
Clock	2 c.p.	1895
Accessory Equipment		
Engine Compartment Lamp	6 c.p.	631
Radio Dial	2 c.p.	1893
Seat Belt Reminder	2 c.p.	194
Sport Lamps	35W	4415
Portable Trunk Lamp	15 c.p.	1003

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	8	C.B.
Tail Lights, Parking Lights, Side Markers, License Light and Horns, Stop Lights, Clock Illumination, Fog Lamp Relay Instrument and Cluster Lamps, PRND21, Turn Signals, Radio, Heater, Air Conditioning	Integral with Light Switch	12	C.B.
Cargo Lamp, Fog Lamps, Courtesy, Dome, Ignition Key Warning	Fuse Panel	14	SFE
Emergency Flasher, Cigar Lighter & Clock Feed (Console Only)	Fuse Panel	20	SFE or AGC
Warning Lamps: Oil, Temp., Emission Control and/or Carburetor Solenoid, Dual Brake, Throttle Solenoid	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer and Radio, Rear Window Defogger	Fuse Panel	15	AGC or SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (RPO)	Fuse Panel	30	BAG or AGX
Windshield Wiper	Integral with Wiper Switch	6	C.B.
*C.B. Circuit Breaker			

PINTO

APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	11 gals.	Engine Crankcase 98 Cubic Inches (1600 cc)** 122 Cubic Inches (2000 cc)††	3½ qts. 5 qts.
Cooling System (Includes 1 qt. for heater) 98 Cubic Inches (1600 cc) 122 Cubic Inches (2000 cc)	7¾ qts.	Transmission 4-Speed Manual	2½ pts.
	8½ qts.	Select-Shift	9 qts.*
		Rear Axle	2¼ pts.

*Dry System . . . Dipstick used to determine exact fill requirements. **Includes ½ quart for oil filter. ††Includes 1 quart for oil filter.



PINTO

ENGINE SPECIFICATIONS

Displacement & Cylinders	98-4*	122-4**
Type	In-Line OHV	In-Line OHC
Bore (Inches)	3.188	3.575
Stroke (Inches)	3.065	3.029
Compression Ratio	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A
Valve Lifters M—Mechanical	M	M
Fuel R—Regular	R†	R†
Carburetor	1V	2V

*1600 cc/97.6 cubic inches. **2000 cc/122 cubic inches.

N/A—Not Available at time of publication.

†All 1972 Engines are designed to operate on "Regular" Gasoline with an Octane rating of at least 91, when engine is adjusted to factory recommended specifications



PINTO

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	98-1V*	122-2V**
Firing Order	1-2-4-3	1-3-4-2
Spark Plug Type (Autolite No.) and Size	AGR-22 (14mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.030	.034
Distributor		
Point Gap (Inches)	.025	.025
Point Dwell (Degrees)	36-40	36-40
Distributor Diaphragm Type	—	—
Idle rpm—Service Tip ①		
(Throttle Solenoid Connected)	900	†750 Service Tip ①
(Throttle Solenoid Disconnected)	500	500 Service Tip ①
No Solenoid Manual Trans.	750	750
Automatic Trans.	—	650
Ignition Timing (BTDC)	12°	6° (9° Calif.)

*1600 cc/97.6 cubic inches. **2000 cc/122 cubic inches. †Manual transmission—750; Automatic Transmission 650.



SERVICE TIP

① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED

with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.

1972 THUNDERBIRD



MODEL

• TWO-DOOR HARDTOP

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind License Plate
- ② **OIL FILLER CAP**—Front of Left Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover: Right Rear 429 4V CID; Left Front 400 2V CID
- ④ **FUSE PANEL**—Right Side of Glove Compartment in Back of Removable Cover
- ⑤ **HOOD LATCH**—Left of Center of Grille, Reach through Grille Bars and Push Lever to Right to Release

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5-50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Front and Rear Side Marker	1 c.p.	194
Front Cornering Lamps	50 c.p.	1196
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Headlamps	1 c.p.	161
Turn Signal Indicator	2 c.p.	194
Alternator Warning Lights (Brake) Oil	6 c.p.	194
Fuel and Speedometer/Instruments	2 c.p.	194
Glove Compartment	2 c.p.	158
Ash Tray, Arm Rest	1.5 c.p.	1445
Heater (or Optional A/C) Controls	2 c.p.	161
Low Fuel/Lights On	2 c.p.	194
Courtesy Lamp Instrument Panel	6 c.p.	90
Ash Tray, Instrument Panel	2 c.p.	194
Rear Window Electric Defrost Indicator	2 c.p.	194
Seat Belt Reminder	2 c.p.	194
Wiper/Washer	1 c.p.	161
Cigar Lighter		168
Dome	12 c.p.	561
Dome/Map Comb.—Dome Map	12 c.p.	211
	12 c.p.	105
Clock	2 c.p.	194
Door Courtesy	6 c.p.	212
Accessory Equipment		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Pilot AM/AM-FM/AM Stereo	1.9 c.p.	1893
Auto. Trans. Indicator	1.5 c.p.	1445
Luggage Compartment	6 c.p.	631
Console Lamp	1.3 c.p.	1816
Engine Compartment Lamp	6 c.p.	631
Instrument Panel	6 c.p.	90
Map Lamp	6 c.p.	105
Portable Trunk Lamp	15 c.p.	1003
Door Ajar	2 c.p.	194
NA—Natural Amber Color Bulb		

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	In Headlight Switch	18	C.B.
Parking Lights, License Plate Light, Tail Lights, Side Marker Lights	In Headlight Switch	15	C.B.
Instr. Pnl. & Cluster Lights, H/Lamp (SW), Radio, Ash Tray, Htr or A/C, Cigar Lighters, Clock, W/S Wipers, PRNDL	Fuse Panel	6	SFE
Heater-Air Conditioner	Fuse Panel	30	C.B.
Power Windows	Fuse Panel	20	C.B.
Courtesy Lamps, Glove Box, Luggage Compartment, Clock Feed, Console, Dome Lamp & Seatback Latch Control, Ignition Key Warning Buzzer	Fuse Panel	20	SFE
Power Seats—Power Latch, Horns	Fuse Panel	30	C.B.
Rear Window Defroster	Fuse Panel	30	SFE
Cigar Lighter (Rear Doors)	Fuse Panel	20	SFE
Stop Lamps, Hazard Warning System, Electric Deck Lid	Fuse Panel	20	C.B.
Cigar Lighter (Front), Power Door Lock System	Fuse Panel	20	SFE
Sure Track Brake System	Fuse Panel	3	SFE
Warning Lamps, Door Ajar, Seat Belt, Low Fuel, Oil Pressure, Temperature, Dual Brake Warning, Electronic Spark Control (California Only)	Fuse Panel	7.5	SFE
Backup and Cornering Lamps	Fuse Panel	7.5	SFE
Radio and Power Antenna	Fuse Panel	15	SFE
Turn Signal Flasher	Fuse Panel	15	SFE
Windshield Washer, Relay Coil Feed, Speed Control	Fuse Panel	7.5	SFE
Power Window Safety Relay Coil Feed	Fuse Panel	7.5	SFE

*C. B. Circuit Breaker.

THUNDERBIRD

APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	22½ gal.	Engine Crankcase (Includes 1 qt. for filter) 429 CID, 400 CID	5 qts.
Cooling System (Includes 1 qt. for heater)		Transmission Select-Shift	13 qts.*
400 CID	17¾ qts.	Rear Axle	5 pts.
400 CID A/C	18½ qts.	Power Steering System	3½ pts.*
429 CID	18¾ qts.		
429 CID A/C	19½ qts.		

*Dry System: Dipstick used to determine exact fill requirements.



THUNDERBIRD

ENGINE SPECIFICATIONS

Displacement & Cylinders	400-V8	429-V8
Type	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.36
Stroke (Inches)	4.00	3.59
Compression Ratio	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A
Valve Lifters H—Hydraulic	H	H
Fuel	Regular*	Regular*
Carburetor	2V	4V
Exhaust	Single	Dual

N/A—Not Available at time of publication.

*All 1972 Engines are designed to operate on "Regular" Gasoline with an Octane rating of at least 91, when engine is adjusted to factory recommended specifications



THUNDERBIRD

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	400-2V	429-4V
Firing Order	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	ARF-42 (14mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.034	.034
Distributor—Service Tip ①		
Point Gap (Inches)	Service Tip ③	Service Tip ③
Point Dwell (Degrees)	Service Tip ③	Service Tip ③
Distributor Diaphragm Type	Service Tip ③	Service Tip ③
Idle rpm—Service Tip ①		
Automatic Transmission (Solenoid Connected)	625*	600*
Ignition Timing (BTDC)—Service Tip ②	6°	10°

*Solenoid disconnected: 500 RPM.



THUNDERBIRD

SERVICE TIPS

① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.

② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.

③ Dual Diaphragm distributors: *24-29 degrees dwell angle
.021 inches point gap

Single Diaphragm distributors: *26-30 degrees dwell angle
.017 inches point gap

* Use either specification when installing NEW POINTS. Use DWELL ANGLE specification when adjusting points having MORE than ONE HOUR usage.

④ Distributor Rotor Rotation: Counterclockwise.

BRONCO



1972 Models & Specifications

MODELS

- BRONCO PICKUP
- BRONCO WAGON

IDENTIFICATION

The vehicle warranty number and other important identifying information is stamped on the rating plate which is attached to the inside of the glove box door.

The official Vehicle Identification Number for title and registration purposes is located on top of the right front frame rail approximately 12 inches behind the shock absorber. Do not use warranty plate information for license or title identification.

This and other important identifying information is shown on the Vehicle Certification Label that is attached to the rear face of the driver's door. This label is made of a special material and tampering, alteration or removal will result in its destruction or the appearance of the word VOID.

SERVICE LOCATIONS

GAS FILLER CAP LOCATION—Left Rear Quarter Panel

HOOD LATCH LOCATION—Center of Grille
To Open: Pull Out Hood Release Lever. Press Up on Safety Catch (Top Center of Grille) and Open Hood. Hold Open with Support Rod.

OIL FILLER CAP—6-Cylinder: Rear of Rocker Arm Cover
—8-Cylinder: Front of Left Rocker Arm Cover

PCV VALVE—6-Cylinder: Front of Rocker Arm Cover
—8-Cylinder: Front of Left Rocker Arm Cover

FUSE PANEL—In Glove Box to Left of Door

APPROXIMATE REFILL CAPACITIES (U.S. Measure)

Fuel Tank		
All	12½ gals.	
Fuel Tank (Auxiliary)		
All	8½ gals.	
Cooling System (Includes 1 qt. for heater)		
170 CID Six	10 qts.	
302 CID V-8	16 qts.	
Crankcase (Includes 1 qt. for filter)		
170 CID Six	7 qts.	
302 CID V-8	6 qts.	
Transmission:		
3-Speed Manual	3½ pts.	
Front Axle	3½ pts.	
Rear Axle 2781 lbs./3300 lbs.	6 pts.	
Transfer Case	2¾ pts.	
Oil Bath Air Cleaner	1 pt.	

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Lamp Number
Headlights	40-50 Watts	6012
Front Park and Turn Signal	3-32 c.p.	1157
Rear Tail, Stop and Turn Signal	3-32 c.p.	1157
License Plate	4 c.p.	1178
Back-Up Lamp	32 c.p.	1156
Map (R.P.O.)	6 c.p.	631
All Instrument Panel Lights	2 c.p.	1895
Radio Pilot	2 c.p.	1895
Warning Brakes	2 c.p.	1895
Engine Compartment	6 c.p.	631
Portable Trunk	15 c.p.	1003
Front and Rear Side Marker	2 c.p.	194

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	12	C.B.
Stop Lights, Tail Lights, Parking Lights, License Light and Horns	Integral with Light Switch	15	C.B.
Heater and Defroster	Fuse Panel	20	SFE
Instrument Panel Lamps	Fuse Panel	2	AGA
Emergency Warning Flasher	Fuse Panel	20	AGX
Turn Signal and Backup Lights, Radio and Windshield Washers	Fuse Panel	14	SFE
Cigar Lighter and Dome Lamp	Fuse Panel	15	AGW
Windshield Wiper	Integral with Wiper Switch		C.B.

Note: Fuse panel located in glove box to left of door.
*C.B. Circuit Breaker

ENGINE SPECIFICATIONS

	170 CID I-6	302 CID V-8 2V
Type	In Line 6-Cyl.	8-Cyl. 90°V OHV
Displacement	170 Cu. In.	302 Cu. In.
Bore and Stroke (Inches)	3.50 x 2.94	4.00 x 3.00
Compression Ratio	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A
Maximum Torque (lb-ft) @ Specified rpm	N/A	N/A
Valve Lifters	Hydraulic	Hydraulic
Fuel*	Regular	Regular
Carburetor	Auto. Choke 1V	Auto. Choke 2V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BF-82 (18mm)	BF-42 (18mm)
Spark Plug Gap	.032"	.032"
Distributor		
Point Gap	0.027"	0.021"
Point Dwell Angle	35°-39°	26°-30°
Distributor Diaphragm Type	Dual	Dual
Idle rpm ①		
Throttle Solenoid Connected	775	800 (Man. Trans.) 600 (Auto. Trans.)
Throttle Solenoid Disconnected	—	500
No Solenoid	750	600
Ignition Timing (BTDC) ②	6°	6°

N/A—Not Available at time of publication.

*All 1972 Engines are designed to operate on "Regular" Gasoline with an Octane rating of at least 91, when engine is adjusted to factory recommended specifications.

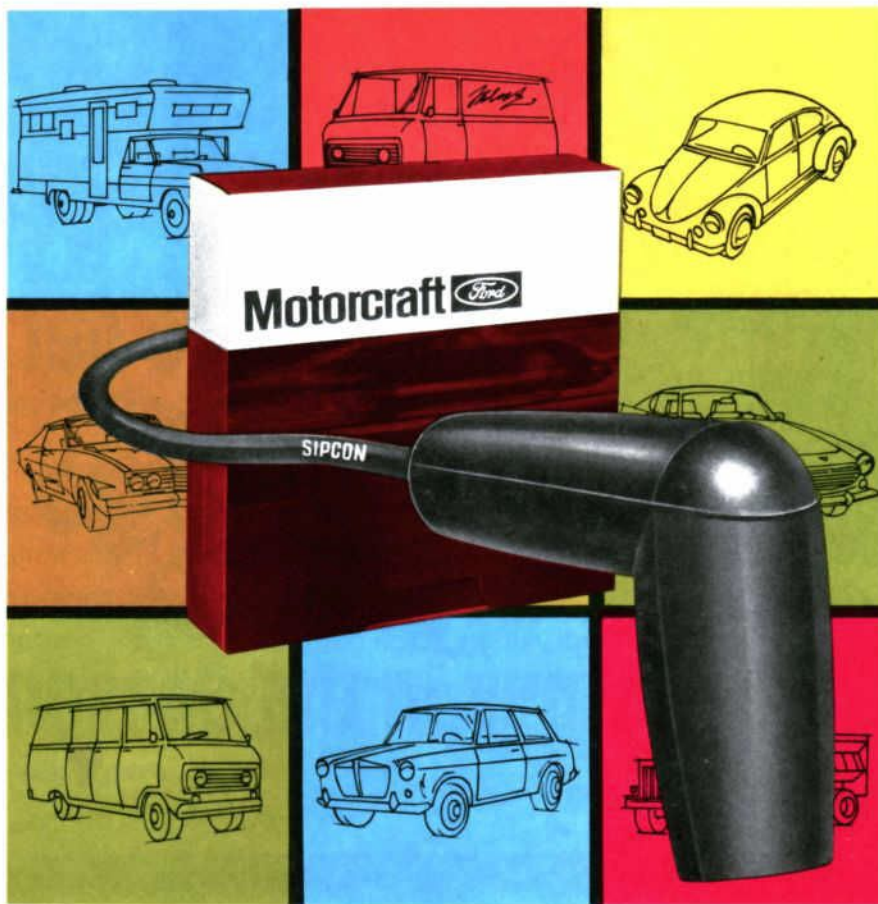
SERVICE TIPS

① Adjust all idle speeds with headlights "ON" and manual transmission in NEUTRAL." Adjust high idle speed with throttle solenoid operating. Adjust low idle speed with wire disconnected from throttle solenoid, using the curb idle adjusting screw.

② The distributor diaphragm hose or hoses must be disconnected and plugged.

SHOCK ABSORBERS (Motorcraft Sales No.)

	Auto-Flex	Auto-Flex XD	Super-Flex
FRONT	AB-117	AX-122	—
REAR	AB-103	AX-125	AA-133



SIPCON

TAILORED IGNITION SETS FOR ALL POPULAR APPLICATIONS

SIPCON HAS PROVEN ITS QUALITY

- Sipcon designates quality and construction features proven in actual vehicle use since 1965.
- Many Sipcon quality features have been used as original equipment on Ford-built vehicles and as replacements since 1965—all Sipcon sets are built to the same high standards required for installation on every Continental Mark III and Mark IV.
- Sipcon, unlike copper, reduces radio and TV interference. Sipcon permits the use of a wider plug gap for improved idling and cold weather starts. It also helps to prolong spark plug life.
- The voltage required to fire a plug through copper cable will fire the same plug through Sipcon ignition cable, permitting engines to develop full power.
- Sipcon two-piece terminal assures secure connection to the plug and will not shake loose.
- Sipcon strip and fold construction is ten times more durable than the "pin" termination currently used in some competitive brands.
- Sipcon's tensile strength is much greater than that of the terminal attachment. The terminal will pull off before the core will separate.

CONTACT YOUR MOTORCRAFT SUPPLIER...ASK ABOUT HIS SIPCON TAILORED IGNITION SET SPECIAL OFFER



Snowmobilers get
**sno-Power
Fever**
Early in the Season

Here are the **sno-Power** Profit

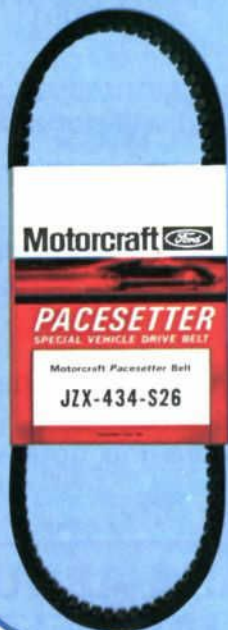
**Autolite
SNOWMOBILE
SPARK PLUGS**

They're "Golden." Just seven Autolite small engine spark plugs cover the majority of all popular snowmobile engines. Smart looking skin-packed packaging . . . ideal for peg-board or counter display!



**Motorcraft
SPECIAL VEHICLE
DRIVE BELTS**

Bonded with Du Pont Neoprene for life-long belt flexibility and strength. Minimum inventory provides maximum replacement belts service capability for snowmobiles and other popular special purpose vehicles—minibikes, golf carts, and all terrain vehicles!



Stock up now . . . to help your customers

Are you ready for it?

It's a growing market! This family recreation activity has really caught on! A year ago, over 800,000 vehicles were registered. Sales continued strong through last Winter. Now, present ownership already totals well over a million snowmobiles . . . even *before* this Winter begins!

That means millions of replacement snowmobile spark plugs and drive belts will be sold *this* Snowmobile Season. Several hundred thousand batteries will also be replaced by snowmobile enthusiasts. The profit potential is certainly there. It's become a multi-million dollar *annual* market! Will you be there to get your share?

NOW, AT LAST, YOU CAN PROVIDE THE THREE MAJOR SNOWMOBILE REPLACEMENT PARTS FOR THIS BOOMING MARKET!



New Motorcraft Special Vehicle Drive Belts

Built for rugged dependability. Top quality drive belts meeting O.E.M. specifications for long-lasting service



Autolite Snowmobile Spark Plugs

The small engine spark plugs with performance features designed to keep trouble out—keep the fun and safety *in* snowmobiling

and



Autolite Sno-Power Batteries

Autolite's snowmobile battery fits all 12-Volt electric start snowmobiles

Pacers to help you track down **MORE** sales action!

Autolite Sno-Power BATTERIES

Vibration-guarded construction *keeps* it all together even over the roughest terrain. One-piece cover to stop corrosion, resist leakage and power drain. Tilt-Tite caps. A special valve in the caps lets gasses escape but prevents electrolyte spills. Real dependable go-power for snowmobilers!



THESE SPECIAL MERCHANDISING AIDS ARE AVAILABLE

. . . to help you attract your share of this easy-to-sell market! Full details about these merchandising materials and products are available at our parts counter.



enjoy a happy and safe snowmobiling season!

"NAMEDROPPERS"

PRODUCT IDENTIFICATION IS IMPORTANT "NAMEDROPPING"

Now, tie-in with extensive national advertising and other MOTORCRAFT name-change promotions. Drop an important name on your best customers and prospects — then get the drop on your competition at the same time. Turn the name MOTORCRAFT into bigger profits for you, by using the popular Merchandising Aids shown here. Help move the name MOTORCRAFT around in your sales area. Remind your customers and prospects that you carry the top national line of quality automotive products. Items listed here are now available. For information about these and other MOTORCRAFT Merchandising Aids, ask at our parts counter or write to Motorcraft Identification Center, P.O. Box 4444, Detroit, Michigan 48202

APPROVED MERCHANDISING AIDS FOR MOTORCRAFT PRODUCTS



A ECONOMY BALL POINT PEN

This low cost item keeps your name in your customer's hand every day. Carries 3-line personalized imprint. What could be "handier" when he's ready to order. Order a large supply today. Specify imprint with order. 250 Pens per set.

B TRANSPARENT WINDOW MESSAGE PEN

Another low cost item - variety of colors. Imprint or message, contained inside transparent plastic, stays clean and bright. Carries 3-line imprint. Specify with order. 250 Pens per set.

C TELEPHONE DIAL PEN

Keep imprint or message at your customer's phone ready for his next order. Carries 3-line imprint. 250 Pens per set.

We reserve the right to discontinue the sale of the materials listed at any time or change prices, specifications, or design without notice and without incurring obligation.

D BOOK MATCHES

Attractive 20-Match Book "For Your Matchless Customers", keeps your name before your public. 3-line personalized message or imprint at no extra charge. Fine quality give-away at low cost. 2500 books per case.

E FENDER COVER

Large 27" X 40" cover is resistant to gasoline, oils and acids. Soft vinyl padding protects fender and finish - embossed ridges help prevent tools from sliding off. An ideal item for reminding good customers that you're their source for Motorcraft quality products.

F SPORTS JACKETS

Smart looking with attractive MOTORCRAFT identification, front and back. Jacket comes in bright red with black collar and black and white stripes. Big pockets on both sides. Use as incentives, gifts or traffic builders — or to identify your people as MOTORCRAFT/product representatives. Order now and start testing their value as big profit builders.

ITEM	DESCRIPTION	PRICE	HOW MANY	AMOUNT	ENCLOSED IS \$ _____ <input type="checkbox"/> CHECK <input type="checkbox"/> MONEY ORDER	
A	ECONOMY BALL POINT PEN	\$24.75 SET	SETS			Make payable to: Motorcraft identification Center (If applicable, add 4% Mich. sales tax)
B	TRANSPARENT WINDOW MESSAGE PEN	\$30.50 SET	SETS		NAME _____	
C	TELEPHONE DIAL PEN	\$30.50 SET	SETS		STREET ADDRESS OR BOX NO. _____	
D	BOOK MATCHES	\$22.95* CASE	CASES		CITY _____ STATE _____ ZIP _____	
E	FENDER COVER	\$4.95 EACH			IMPRINT INSTRUCTIONS (Please Type or Print)	
F	SPORTS JACKETS	\$9.95 EACH			1st Line _____	
	TYPE/SIZE	SMALL	MED.	LARGE	XLARGE	2nd Line _____
	LADY'S					3rd Line _____
	MAN'S					
	CHILD'S					
				TOTAL \$		
				MICH. RES. ADD		
				4% SALES TAX		
				TOTAL ORDER \$		

MAIL TO: MOTORCRAFT IDENTIFICATION CENTER, P.O. BOX 4444, DETROIT, MICH. 48202

* matches shipped freight collect — prices on other items include transportation — allow 4 weeks for delivery

1972 Models & Specifications



MODELS

- CLUB WAGON BUS
- ECONOLINE VAN
- CUSTOM CLUB WAGON
- CHATEAU CLUB WAGON

IDENTIFICATION

The vehicle warranty number is stamped on the warranty plate, which is attached to the rear face of the left front door lock panel.
The official Vehicle Identification Number for title and registration purposes is stamped on the inboard face of the alternator regulator bracket.

SERVICE LOCATIONS

- GAS FILLER CAP LOCATION**—Left Rear Quarter Panel
HOOD LATCH LOCATION—Center of Grille
To Open: Pull Out Hood Release Lever. (Top Center of Grille) and Open Hood. Hold Open with Support Rod.
OIL FILLER CAP—6-Cylinder: Front of Rocker Arm Cover
—8-Cylinder: Front of Left Rocker Arm Cover
PCV VALVE—6-Cylinder: Rear of Rocker Arm Cover
—8-Cylinder: Rear of Right Rocker Arm Cover
FUSE PANEL—On Engine Side Panel at L. H. Side Under Instrument Panel

APPROXIMATE REFILL CAPACITIES (U.S. Measure)

Fuel Tank: All except E-300 Vans	20½ gals.
E-300 Vans	23¾ gals.
Cooling System (Includes 1 qt. for Heater)	
240 Six—Std. and Extra Cooling	14½ qts.
With A/C	16½ qts.
302 V-8—Std. and Extra Cooling with manual transmission	15¼ qts.
With A/C or Extra Cooling with automatic transmission	17½ qts.
Engine crankcase (Includes 1 qt. for filter)	
240 CID	5 qts.
302 CID	6 qts.
Transmission	
3-Speed Manual	1¾ qts.
Select-Shift Cruise-O-Matic	10¼ qts.
Rear Axle	
Standard, Heavy Duty and Limited Slip	3 qts.

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Lamp Number
Cigar Lighter	1.5 c.p.	1445
Alternator Indicator	2 c.p.	1895
Dual Brake Warning	2 c.p.	1895
Back-Up Lamp	32 c.p.	1156
Side Marker	2 c.p.	194
Headlight	50-40 watts	6012
High Beam Indicator	2 c.p.	1895
Interior, Dome and Cargo	12 c.p.	105
Turn Signal Indicator	2 c.p.	1895
Oil Pressure Indicator	2 c.p.	1895
Parking and Front Turn Indicator	3-32 c.p.	1157
Radio Dial	1.9 c.p.	1891
Rear License Plate	4 c.p.	97
Speedometer and Odometer	2 c.p.	194
Spotlight	30 watts	4405
Stop, Tail, and Rear Turn Indicator	3-32 c.p.	1157
Seat Belt Reminder	2 c.p.	1895
Fog Lamps	35 watts	4415A
Fog Lamp Switch	1.5 c.p.	53X
Clock	2 c.p.	1895
School Bus Warning Lamps	75 watts	4633R
School Bus Warning Lamp Indicator	1 c.p.	53X

A—Amber Color Bulb

FUSES AND CIRCUIT BREAKERS

	LOCATION	CIRCUIT PROTECTION	FUSE NO.
Headlamps	Integral with light switch	12 amp. C.B.	—
Tail, License and Parking	Integral with light switch	15 amp. C.B.	—
Lamps and Horns, Turn Signal, Back-Up Lamps and Windshield Washer circuits	Fuse Panel—on engine side panel. L.H. side under instrument panel.	14 amp. Fuse	SFE 14
Emergency Warning and Stoplamp Circuits	Fuse Panel—on engine side panel. L.H. side under instrument panel.	20 amp. Fuse	AGX 20

FUSES AND CIRCUIT BREAKERS (Continued)

	LOCATION	CIRCUIT PROTECTION	FUSE NO.
Cigar Lighter, Dome Lamp and Cargo Lamp	Fuse Panel—on engine side panel. L.H. side under instrument panel.	15 amp. Fuse	AGW 15
Heater and Defroster	Fuse panel—on engine side panel. L.H. side under instrument panel.	20 amp. Fuse	AGC or SFE 20
Instrument Panel Lamps	Fuse Panel—on engine side panel. L.H. side under instrument panel.	2 amp. Fuse	AGA 2
Spotlight	Cartridge in feed line	7.5 amp. Fuse	SFE-7.5
Radio	Cartridge in feed line	5.0 amp. Fuse	AGA 5
Windshield Wiper System	Integral with wiper switch	C.B.	—
Fog Lamps	Cartridge in feed line	10 amp. Fuse	AGC 10
Auxiliary Heater	Cartridge in feed line	14 amp. Fuse	SFE 14
Ammeter (8 Cyl.)	Cartridge in feed line	4 amp. Fuse	SFE 4
Air Conditioner	Cartridge in feed line	30 amp. Fuse	—
Air Conditioner	Attached to panel above starter motor relay. R.H. side of engine compartment	40 amp. C.B.	—
High Speed Blower Motor			
School Bus Warning Lamps	On starter motor relay	20 amp. C.B.	—

ENGINE SPECIFICATIONS

	240 CID I-6	302 CID V-8 2V
Type	In-Line 6-Cyl.	8-Cyl. 90°V OHV
Displacement	240 Cu. In.	302 Cu. In.
Bore and Stroke (Inches)	4.00 x 3.18	4.00 x 3.00
Compression Ratio	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A
Maximum Torque (lb-ft) @ Specified rpm	N/A	N/A
Valve Lifters	Hydraulic	Hydraulic
Fuel*	Regular	Regular
Carburetor	Auto. Choke 1V	Auto. Choke 2V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BF-42 (18mm)	BF-42 (18mm)
Spark Plug Gap	.032"	.032"
Distributor		
Point Gap	0.027"	0.017"
Point Dwell Angle	35°-39°	26°-30°
Distributor Diaphragm Type	Dual	Dual
Idle rpm [Ⓢ]		
Throttle Solenoid Connected	850 (Man. Trans.)	800
	600 (Auto. Trans.)	600
Throttle Solenoid Disconnected	500	600
No Solenoid	500	600
Ignition Timing (BTDC) [Ⓢ]	6°	6°

N/A—Not Available at time of publication.
*All 1972 Engines are designed to operate on "Regular" Gasoline with an Octane rating of at least 91, when engine is adjusted to factory recommended specifications.

SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON," automatic transmission in "DRIVE" or manual transmission in "NEUTRAL," and if air conditioner equipped, with A/C in "OFF" position. Adjust high idle speed with throttle solenoid operating. Adjust low idle speed with wire disconnected from throttle solenoid, using the curb idle screw.
- ② The distributor diaphragm hose or hoses must be disconnected and plugged.

SHOCK ABSORBERS (Motorcraft Sales No.)

	Auto-Flex	Auto-Flex XD	Super-Flex
FRONT	AB-137	AX-114*	N. A.
REAR	AB-138	AX-109*	AA-113*

*Except 302-CID

FORD TRUCKS

100 THRU 350, M AND P SERIES

1972 Models &



Ford F-100



Ford Parcel Delivery



Ford F-250

GASOLINE ENGINES ENGINE SPECIFICATIONS

ENGINE DISPLACEMENT	240 C.I.D.	300 C.I.D.	302 C.I.D.	360 C.I.D.	390 C.I.D.
No. of Cylinders	6	6	8	8	8
Bore (Inches)	4.00	4.00	4.00	4.05	4.05
Stroke (Inches)	3.18	3.98	3.00	3.50	3.78
Distributor Point Gap (Inches)	0.027	0.027	0.017	0.017	0.017
Dwell Angle at Idle Speed	35°-39°	35°-39°	26°-30°	26°-30°	26°-30°
Ignition Timing (BTDC)	6°	6°	6°	6°	6°
Spark Plug (A)	BF-42	BF-42	BF-42	BF-42	BF-42
Spark Plug Gap (Inches)	0.032	0.032	0.032	0.032	0.032
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2 6-3-7-8	1-5-4-2 6-3-7-8	1-5-4-2 6-3-7-8
Idle Speed (RPM) (B)					
Solenoid Connected	Man. 850 Auto. 600	—	Man. 800 Auto. 600	—	—
Solenoid Disconnected	500	—	500	—	—
No Solenoid	—	600	600	Man. 650 Auto. 550	Man. 650 Auto. 550
Anti-Stall Dashpot Clearance	7/64 + 1/64	7/64 + 1/64	1/16 + 1/64	1/8	1/8
Choke Housing Setting	1 Lean (Man. Trans.)	1 Lean (Light Truck)	See Note ①	See Note ③	1 Lean (Man. Trans.)
	Index (Auto. Trans.)	Index (Med. Truck)			Index (Auto. Trans.)
Choke Pulldown Setting					
Man. Trans.	0.230	0.260	0.140	0.160	0.140
Auto. Trans.	0.230	0.260	0.140	0.160	0.160
Accelerator Pump Setting	—	—	See Note ②	See Note ④	See Note ④
High Tension (Ignition) Wire Resistance	NOT TO EXCEED 1000 OHMS PER INCH				
Ignition Coil Voltage Output	MUST FIRE ACROSS 3/16 INCH GAP				
Distributor Vacuum Advance and Retard	CHECK FUNCTION AT 15 INCHES OF MERCURY				
Intake Manifold Bolt Torque—Ft.-Lbs.	—	—	23-25	32-36	32-36

(A) Installation torque 15-20 ft.-lbs.

(B) Adjust all idle speeds with headlights ON, automatic transmission in DRIVE or manual transmission in NEUTRAL and A/C OFF, if so equipped. Adjust higher idle speed with the throttle solenoid connected, using the solenoid adjuster. Adjust the lower idle with the throttle solenoid wire disconnected, using the curb idle adjusting screw. For vehicles not equipped with a throttle solenoid, set the idle using the curb adjusting screw.

Note ① Econoline/Automatic: Index
Econoline/Manual: 1 Rich
F-Series: 2 Rich

Note ② Bronco: 3A; Econoline Bus Manual Trans. (Cal.): 3A;
Econoline Bus (Except Cal.) and Econoline Van (All States): 2A

Note ③ F-100 Auto. Trans.: Index
F-250, 350 Auto. Trans.: 2 Rich
F-100 Man. Trans.: 1 Lean
F-250, 350 Man. Trans.: 2 Rich

Note ④ F-100 Man. Trans.: 2A
F-250, 350 All: 4A

Specifications

FORD TRUCKS

100 THRU 350, M AND P SERIES

APPROXIMATE REFILL CAPACITIES (U.S. Measure)

COOLING

Engine	Truck Model	Approx. Capacity* (Quarts) U. S. Measure
240	F100/250 4 x 2 Man T Std	14
	Man T EC Auto T Std	14½
	Man T or Auto T A/C, Auto T EC	17
240	F-100/250 4 x 4 F-350 SR Man T Std	14½
	Man T EC Auto T Std, Auto or Man T A/C	17
	Auto T EC	18½
240	F-350 DR Man or Auto T Std	16½
	EC	18½
240, 300	F-350 SR or DR Man or Auto T Std & EC	18
300	F-100/250 4 x 2 Man or Auto T Std F-250 4 x 4 & F-350 SR Man T Std	14½
300	F-100/250 4 x 2 Man & Auto T with EC or A/C	17
	F-100/250 4 x 4 Man T EC or A/C	
	F-350 SR Man T EC Auto T Std	
	F-350 DR Man or Auto T Std	
300	F-350 SR Auto T EC	18½
	F-350 DR Man or Auto T EC	
302	F-100 4 x 2 Man or Auto T Std	17
	Man or Auto T EC or A/C	
360	F-100/250 4 x 2 Man or Auto T Std	22
360	F-100/250 4 x 2 Man or Auto T EC or A/C	22½
	F-250 4 x 4 All	
	F-350 SR & DR Man or Auto T Std	
360	F-350 SR & DR Man or Auto T EC or A/C	24
390	F-100/250 4 x 2 Man or Auto T Std	22
390	F-100/250 4 x 2 Man or Auto T EC or A/C	22½
	F-350 SR & DR Man or Auto T Std	
390	F-350 SR & DR Man or Auto T EC or A/C	24

*Includes 1 Quart for Heater
SR—Single Rear Wheels
DR—Dual Rear Wheels
A/C—Air Conditioning
EC—Extra Cooling Radiator
STD—Standard Cooling
MAN/AUTO T—Manual or Automatic Transmission

ENGINE CRANKCASE REFILL CAPACITIES

Engine	Approx. Capacity (Quarts) U. S. Measure
240 Six	4*
240 Six, F-Series (4 x 4 F-350, M and P-Series)	5*
300, 302, 360 and 390 C.I.D.	5*

*Add 1 quart extra when changing oil filter.

REAR AXLE

Rear Axle Model	Truck Model	Pints
Ford 3300	F-100, P-100	6½
Dana 44F (front axle)	4-Wheel Drive (F-100, F-250)	3¼
Dana 44F HD (front axle)	4-Wheel Drive (F-250)	3¼*
Dana 44 6CF	F-250 LD & HD	4
Dana 60	F-250, P-350, P-3500	6
Dana 70	F-350, P-350, P-3500, P-400, P-4000	6
Rockwell C-100-N	P-500, P-5000	13
Rockwell D-100-N	P-500	13

*Add 1 pint for each steering knuckle.

FUEL TANK

Tank Type	Truck Model F-100-350 and P-Series	Approx. Cap. U. S. Gallons
Standard	F-100	18
	F-250 and F-350 Chassis—Cowl and P-Series Chassis	25
	F-250 and F-350 Chassis—cab	19½
Optional (Outside of Frame)	P-350, P-400 and P-500	30
Optional (Frame Mounted)	F-100	20¼
	F-250, F-350	25

TRANSMISSION

Transmission Type and Make	Pints
3-Speed (Ford)	3½
3-Speed Medium Duty (Warner T-89-F)	3¼
4-Speed (Warner T-18-B)	6½
4-Speed (New Process 435)	6¾
HD Cruise-O-Matic MX	22
C-4 Automatic	20½
C-6 Automatic	25½
4-Wheel Drive Transfer Case Single Speed F-100	1¼
4-Wheel Drive Transfer Case 2-Speed F-250	4½

CIRCUIT PROTECTION

Circuit	F-100-350	P-Series
Tail, Park, License, Marker and Stop Lights		12 amp. C.B. ②
Tail, Park, License and Marker Lights	15 amp. C.B. ②	15 amp. C.B. ②
Dome, Courtesy, Map, Cargo Lights and Cigar Lighter	Models 81, 85 AGW-15 Fuse ① Models 84	SFE or AGW 7.5 Fuse
Turn Signal, Backup Lights and W/S Washer (F Series Only)	SFE-14 Fuse ①	AGC-10 Fuse ④
W/S Washer Pump		AGC-10 Fuse ④
Instrument Panel Lights	2 amp. AGA-2 Fuse ①	AGA-1 ④
Hazard Warning and Stop Lamps	AGX-20 Fuse ①	15 amp. 7AG
Headlights	12 amp. C.B. ②	12 amp. C.B. ②
Heater and A/C	AGC or SFE-30 Fuse ①	SFE-14 Fuse ④
W/S Wiper	C.B. ②	C.B. ②
Roof Marker Lamps	25 amp. C.B. ②	
F-250-350 Camper Special	15 amp. C.B. ②	
All Others	15 amp. C.B. ②	
F-350 Stake Platform or Dual Wheels	15 amp. C.B. ②	
Charging and Gauge Circuit	Fuse Link	

① Fuse Panel
② Integral with Headlamp Switch
③ On right-hand cowl side panel
④ Cartridge in Feed Wire
⑤ Integral with Switch

NOTE: DO NOT exceed 8.5 amp. load across ignition switch for rear light circuit on trucks or buses with hydraulic stop light switch.

*C. B. Circuit Breaker

LIGHTS (12 VOLTS)

Description	Candle Power or Wattage	Trade No.
Cigar Lighter Socket	.7 c.p.	1895
Dome Light	2 c.p.	105
Front Turn Signal/Parking	3-32 c.p.	1157
Alternator Indicator	2 c.p.	1895①
Headlights—Single-High/Low Beam	50/40 W	6012
Heater Control	2 c.p.	1895
Instrument Cluster Illumination	2 c.p.	1895①
Instrument Panel Indicators—Hi-Beam	2 c.p.	1895①
Front	4 c.p.	1178
Rear	2 c.p.	194
Poof	4 c.p.	97
Oil Pressure	2 c.p.	1895①
Radio Dial	2 c.p.	1891
Rear License Light Only	4 c.p.	97
Rear Turn Signal & Stop /Tail	3-32 c.p.	1157
Spotlight Par 46	30 W	4435
Turn Signal Indicator	2 c.p.	1895
Brake Warning Light	2 c.p.	1895
Spotlight Par 36	30 W	4405
Fog Lights, Amber	35 W	4415A
Fog Light Switch	1 c.p.	53X
Automatic Trans. Control (PRND21)	1.5 c.p.	1445
Back-Up Lights	32 c.p.	1156
Engine Compartment (Optional)	6 c.p.	631
Cargo Lamp (Optional)	32 c.p.	1156
Cargo Lamp Indicator (Optional)	1 c.p.	53X

① F-100-350 Model 84 use No. 194 Bulb. A—Amber Color Bulb

FORD TRUCKS

F AND B 500 THRU 750 SERIES

1972 Models &

ENGINE SPECIFICATIONS—GAS

ENGINE DISPLACEMENT	300 CID	330 CID MD	330 CID HD	361 CID	391 CID	401 CID	477 CID	534 CID
Compression Ratio and Pressure (A)	8.4	7.4	7.4	7.2	7.2	7.5	7.5	7.5
Bore and stroke (inches)	4.00 x 3.98	3.87 x 3.50		4.05 x 3.50	4.05 x 3.79	4.12 x 3.75	4.50 x 3.75	4.50 x 4.20
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8			1-5-4-8-6-3-7-2			
Distributor Point Gap (inches)	0.27	.017			0.017			
Dwell Angle at Idle Speed (C)	35°—39°	26°—31°			26°—31°			
Ignition Timing—BTDC	6°	6°	6°	6°	6°	6°	6°	6°
Spark Plug (B)	BF-42	BTF-31	BTF-31	BTF-31	BTF-31	BTF-31	BTF-31	BTF-31
Spark Plug Gap (inches)	.034	.030						
Curb Idle Speed—rpm. (D)								
Man. Trans.	600	600	600	600	600	550	550	550
Auto. Trans.	550	600	550*	600	600	550	550	550
Fast (Cold) Idle—rpm.	1200	1200	2200	2200	2200	2200	2200	2200
Choke Pulldown Setting		.165	.250-.300	.250-.300	.225-.275	.100-.150	.100-.150	.100-.150
Anti-Stall Dashpot Clearance (If Equipped)	7/64 ± 1/64	—	—	—	—	—	—	—
High Tension (Ignition) Wire Resistance	NOT TO EXCEED 1000 OHMS PER INCH							
Ignition Coil Voltage Output	MUST FIRE ACROSS 3/16 INCH GAP							
Valve Clearance (Solid Tappet Engine Only)	—	—	—	—	—	Intake and Exhaust 0.020		
Intake Manifold Bolt Torque—Ft.-Lbs.	—	40-45	40-45	40-45	40-45	23-28	23-28	23-28

- (A) When checking compression, take the highest compression reading and compare it to the lowest reading. The lowest reading must be within 75% of the highest.
- (B) Installation torque 15-25 ft.-lb.
- (C) If equipped with transistorized ignition, set point gap at 0.020 and dwell angle at 22°—24°.
- (D) Adjust with headlights ON, automatic transmission in DRIVE, manual transmission in NEUTRAL, A/C operating in the maximum cooling position.
- * With C-6 automatic transmission.

FUEL TANK CAPACITIES

Tank Type	Truck Model	Approximate Capacity (Gallons) U.S.
Standard	C-, LN-Series	18
	F-Series	19½
	B-Series	30
Optional Rectangular	C-, F-Series	18
		30
	LN-Series	25
		50
Optional Cylindrical	C-, F-6000-750	50
		60
Optional Saddle	C-, F-700-750	125

Specifications

FORD TRUCKS

F AND B 500 THRU 750 SERIES

ENGINE COOLING SYSTEM AND CRANKCASE REFILL CAPACITIES

(U.S. Measure)

Engine	Truck Model	Cooling System	Crankcase
		Approx. Cap. ① (Qts.)	Approx. Cap. (Qts.)
		U.S.	U.S.
300 Six	F-500, B-500, LN-500	18	5 ④
300 HD Six	F-600, B-600, LN-600	18	6 ④
	C-500, C-600	22	
330 V-8	F-500, B-500, F-600, B-600, B-700, LN-500, LN-600	24 ④	8 ④
	C-500, C-600	28 ②	
330 HD V-8	F-600, B-600, F-700, B-700, LN-600, LN-700	24 ②	8 ④
	C-600, C-700	28 ②	
		30 ②	
361 V-8	F-600, B-600, F-700, B-700, F-750, B-750, LN-600, 700, 750	24 ②	8 ④
	C-600, C-700, C-750	28 ②	
391 V-8	F-750, B-750, LN-750	24 ②	8 ④
	C-750	28 ②	
401 V-8 477 V-8	C-, CT900	51 ②	11 ④
		58 ②	
534 V-8		52 ②	
		59 ②	
Ford V-8 Diesel	F-6000, B-6000, 7000, LN-6000, 7000	41	12
	C-6000, 7000	43	

① Add 1 U.S. quart for trucks equipped with heater.
② Except with transmatic.
③ With transmatic.
④ Add 1 quart extra when changing oil filter.
⑤ Includes 2 quarts for oil filter.

ENGINE GOVERNED SPEED—RPM

(U.S. Measure)

Engine	Man. Trans.		Auto. Trans.	
	Full Load	No Load	Full Load	No Load
330 HD	3600	3800	3600	3800
361	3600	3800	3600	3800
391	3600	3800	3600	3800
401	3400	3600	3600	3800
477	3200	3400	3400	3600
534	3000	3200	3200	3400

TRANSMISSION REFILL CAPACITIES

(U.S. Measure)

Transmission Type and Make	Filler Location	Drain Location	Approx. Capacity (Pts.)
			U.S.
5-Speed (Spicer 5652)	Rt	L	13
5-Speed (Spicer 5756-B)	Rt	L	13
4-Speed (New Process) NP-435	L	L	6½
4-Speed Warner T-19	Rt	Rt	6½
5-Speed NP-542	R	Rear	9
5-Speed Heavy-Duty (Clark 280, 282, 285)	Rt	Center Rear	8
5-Speed Extra Heavy-Duty (Clark 385, 387)	Rt	Center Rear	13
10-Speed Fuller (RT-610)	L	B	12
Transmatic Drive (MT-40)	Rt ①	L	38
Allison (AT-540)	Rt	Rt	30

① On a C-Series truck, the dipstick should be removed through the opening in the panel behind the seat back cushion with the cab in its normal position.
Rt—Right L—Left B—Bottom

REAR AXLE REFILL CAPACITIES

(U.S. Measure)

Make and Model	Single-Speed Axle	Approx. Capacity (Pints) ①
		U.S. Measure
Eaton 17121		31
Rockwell D-100 ②		11
Rockwell F-106 ②		13½
Rockwell H-170 ②		26½
Rockwell FDS-75 (F-600 4 x 4)		13
	Two-Speed Axle	
Eaton 15201 ① ③		17
Eaton 16244 ① ③		22½
Eaton 17221 ② ③		31
Rockwell T233-C9 Transfer Case (F-600 4 x 4)		6

① If hubs have been removed, an additional ½ pint of axle lubricant must be added. Add lubricant through the axle vent.
② If hubs have been removed, an additional 1 pint of axle lubricant must be added. Add lubricant through the axle vent.
③ Quantities listed are approximate. Axle should be filled until lubricant is level with bottom of filler hole with vehicle in normal operating position.

1972 MERCURY



MODELS

- MERCURY MONTEREY • MARQUIS • MARQUIS BROUGHAM
- MERCURY MONTEREY CUSTOM • COLONY PARK STATION WAGON

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Fender
- ② **OIL FILLER CAP**—Front of Left Rocker Arm Cover
- ③ **PCV VALVE**—Left Front Rocker Cover 351, 400 CID;
Right Rear Rocker Cover 429 4V CID.
- ④ **FUSE PANEL**—Located at Left Side of Dash Panel
- ⑤ **HOOD LATCH**—All Series—Left Hand Side of Center of Grille. To Open—
Move Lever to Center of Car and Raise Hood.

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157
Rear Tail/Stop/Turn Signal (Pass. Car)	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate—Sedan	6 c.p.	631
License Plate—Station Wagon	4 c.p.	97
Dome Lamp	12 c.p.	561
Front Side Marker	2 c.p.	194
Rear Side Marker	4 c.p.	97
Rear Running Lamp (SW)	12 c.p.	105
Rear Stop & Turn (SW)	3-32 c.p.	1157
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator: Left & Right	2 c.p.	194
Warning Lights: Oil/Alt./Hot/Brakes	2 c.p.	194
Speedometer & Gauges	2 c.p.	194
Glove Compartment	3 c.p.	1816
Courtesy Lamp (Inst. Panel)	6 c.p.	631
Ash Tray	1.5 c.p.	1445
Heater Control	1.5 c.p.	1445
Courtesy Lamp (Pillar)	12 c.p.	105
Courtesy Lamp (Door Mounted)	6 c.p.	212
Accessory Equipment		
Fog Lamps (Amber)	35W	4415A
Fog Lamp Switch	1 c.p.	161
Clock	2 c.p.	194
AM/FM MPX & AM Pilot Light	2 c.p.	1893
Defogger—Rear Window	2 c.p.	194
Auto. Trans. Column	1.5 c.p.	1445
Floor Shift Console	1.5 c.p.	1445
Luggage Compartment	6 c.p.	631
Air Conditioner	2 c.p.	1895
Engine Compartment Lamp	6 c.p.	631
Spotlamp (4.40" dia.)	30W	4405
Map Lamp	6 c.p.	212
Cargo Lamp (SW)	12 c.p.	105
Radio and Stereo Tape Pilot Light	2 c.p.	1893
Cornering Lamp	50 c.p.	1196
A—Amber Color Bulb SW—Station Wagon		

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	18	C.B.
Tail Lights, Parking Lights, Side Markers, License Light and Horns	Integral with Light Switch	15	C.B.
Rear Window Defroster & Seat Back Latch Solenoid	On Starter Relay	20	C.B.
Emergency Flasher, Cigar Lighter	Fuse Panel	20	SFE
Stop Lamps	Lower R.H. Flange of Dash Panel	15	C.B.
Heater & Defroster Blower	Fuse Panel	14	SFE
Air Conditioning (R.P.O.)	Lower Center Flange of Dash Panel	30	C.B.
Deck Lid Release	Lower Center Flange of Dash Panel	6	C.B.
Windshield Wiper	Integral with Wiper Switch	8.25	C.B.
Power Window	On Starter Relay	20	C.B.
Power Seats	On Starter Relay	20	C.B.
Motors: Windshield Wiper, Power Window	Integral with Motor	—	C.B.
Dome Lamps, Courtesy Lamps, Glove Compartment Lamps, Clock, Map Light, Luggage Compartment Lamp, Seat Back Latch Control Relay, Ignition Key Warning Buzzer	Fuse Panel	14	SFE
Instrument Cluster Lights, Clock Lights, Ash Tray Light, PRND21-Console or Column Light, Radio Light, Heater Control Lights, Fuel Gauge	Fuse Panel	4	SFE
Radio, Back-up Lamps, W/S Washer, Power Antenna	Fuse Panel	20	SFE
Parking Brake Warning, Rear Window Defogger, Power Windows, Rear Window Defroster	Fuse Panel	20	SFE
Air Conditioner (Dealer Installed)	In-Line Fuse	20	SFE
Speed Control	In-Line Fuse	5	SFE
Throttle Solenoid, Engine, Temp., Oil Pressure, Sure-Track Brake,** Alternator, Brake Warning	Fuse Panel	14	SFE
Power Door Locks	At Electovac Door Lock Solenoid	1	C.B.

*C.B. Circuit Breaker
**Sure-Track Brake—Also 3 Amp. In-Line Fuse

MERCURY

APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank		Engine Crankcase (Includes 1 qt. for filter)	
All Models except Station Wagon	22.5 gal.	351 & 400 CID	5 qts.
Station Wagon	21.5 gal.	429 CID	5 qts.
Cooling System (Includes 1 qt. for heater)		Transmission	
351 CID (with A/C)	16.7 qts.	3-Speed Manual	3½ pts.
351 CID (without A/C)	16.3 qts.	Select-Shift	
400 CID (with A/C)	18.3 qts.	351 CID	11.0 qts.*
400 CID (without A/C)	17.6 qts.	400 & 429 CID	12.7 qts.*
429 CID (with A/C)	19.5 qts.	Rear Axle	
429 CID (without A/C)	18.8 qts.	All	5 pts.
		Power Steering System	3½ pts.*
		Steering Gear	1.0 lb.

*Dipstick used to determine exact fill requirements.



MERCURY

ENGINE SPECIFICATIONS

Displacement & Cylinders	351-V8	400-V8	429-V8
Type	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.36
Stroke (Inches)	3.50	4.00	3.59
Compression Ratio	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H
Fuel R—Regular	R*	R*	R*
Carburetor	2V	2V	4V

N/A—Not Available at time of publication.

*All 1972 Engines are designed to operate on "Regular" Gasoline with an Octane rating of at least 91, when engine is adjusted to factory recommended specifications.



MERCURY

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	351-2V	400-2V	429-4V
Firing Order	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-42 (18mm)	ARF-42 (14mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.034	.034	.034
Distributor			
Point Gap (Inches)	Service Tip ②	Service Tip ①	Service Tip ②
Point Dwell (Degrees)	Service Tip ③	Service Tip ③	Service Tip ③
Distributor Diaphragm Type	Service Tip ②	Service Tip ②	Service Tip ②
Idle rpm—Service Tip ②			
Manual Transmission (Throttle Solenoid Connected)	750*	625	600
(Throttle Solenoid Disconnected)	500	500	500
Automatic Transmission (Throttle Solenoid Connected)	575*	625	600
(Throttle Solenoid Disconnected)	500	500	500
Ignition Timing (BTDC)—Service Tip ②	6°	6°	6°

*California—625



MERCURY

SERVICE TIPS

- ① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.
- ② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.
- ③ Dual Diaphragm distributors: *24-29 degrees dwell angle
.021 inches point gap
Single Diaphragm distributors: *26-30 degrees dwell angle
.017 inches point gap

*Use either specification when installing NEW POINTS—Use DWELL angle when adjusting points having MORE THAN ONE HOUR usage.

Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise

1972 MONTEGO



MODELS

- MONTEGO • MONTEGO MX • MONTEGO VILLAGER STATION WAGON
- MONTEGO BROUGHAM • MONTEGO GT • MONTEGO MX STATION WAGON

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind Rear License Plate
- ② **OIL FILLER CAP**—6 cyl. Rear of Rocker Arm Cover
8 cyl. Left Front Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover: Front 250 CID; Left Front 302 2V,
351C 2V, 351C 4V, 400 2V, 429 4V.
- ④ **FUSE PANEL**—On Dash Panel Above and Left of Brake Pedal
- ⑤ **HOOD LATCH**—Center of Bumper Opening Above License Plate
To Open: Pull Lever Outward—Raise Hood

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Lamp Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal (Pass. & SW)	3-32 c.p.	1157
Back-up Lamp (Passenger Car)	32 c.p.	1076
Back-up Lamp (SW)	32 c.p.	1156
License Plate	6 c.p.	631
Dome Lamp	12 c.p.	561
Front/Rear Side Markers	2 c.p.	194
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights	2 c.p.	194
Speedometer & Gauges	2 c.p.	194
Glove Compartment	3 c.p.	1816
Instrumentation Package	2 c.p.	194
Ash Tray	1 c.p.	161
Clock	2 c.p.	194
Courtesy Lamp	6 c.p.	631
Accessory Equipment		
Spotlight	30W	4405
Radio Dial Light	2 c.p.	1893
Tachometer	2 c.p.	1895
Auto. Trans. Quadrant (PRND21)	1.5 c.p.	1445
Cluster	2 c.p.	1895
Luggage Compartment	6 c.p.	631
Console Lamp	2 c.p.	1895
Engine Compartment Lamp	6 c.p.	631
Cargo Lamp (SW)	12 c.p.	105
Comb. Dome & Map Light	12 c.p.	211
	12 c.p.	105
NA—Natural Amber Color Bulb SW—Station Wagon		

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	13	C.B.
Heater-Defroster	Fuse Panel	25	SFE
Air Conditioner	Fuse Panel	30	SFE
Instrument Panel Lights	Fuse Panel	4	SFE
Warning Lamps, Seat Belt Warning	Fuse Panel	14	SFE
Back-up Lamps	Fuse Panel	15	SFE
Windshield Washer	Fuse Panel	7.5	SFE
Radio	Fuse Panel	15	SFE
Hazard Warning System	Fuse Panel	15	SFE
Cigar Lighter	Fuse Panel	15	SFE
Stop Lamps	Fuse Panel	15	C.B.
Courtesy Lamps	Fuse Panel	7.5	SFE
Parking Lights, License Light, Tail Lights, Console "PRND21", Horns, Marker Lights	In Headlight Switch	12	C.B.
Engine Compartment Light	In Line Fuse	7.5	SFE
Power Seat, Power Windows Motors	In Motor Assembly	—	C.B.
Windshield Wiper	In Wiper Switch	—	C.B.
Trunk Lid Lights & Lock	On Lower Flange of Instrument Panel Right of Ash Tray	20	C.B.
Rear Window Defroster, Automatic Seat Back Latch, Trailer Towing Option, Electric Windows, Seats & Rear Window (Sta. Wagon)	Attached to Starter Relay	20	C.B.
*C. B. Circuit Breaker			

MERCURY
APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank		Engine Crankcase (Includes 1 qt. for filter)	
All Models except Station Wagon	22.5 gal.	351 & 400 CID	5 qts.
Station Wagon	21.5 gal.	429 CID	5 qts.
Cooling System (Includes 1 qt. for heater)		Select-Shift	
351 CID (with A/C)	16.7 qts.	351 CID	11.0 qts.*
351 CID (without A/C)	16.3 qts.	400 & 429 CID	12.7 qts.*
400 CID (with A/C)	18.3 qts.	Rear Axle	
400 CID (without A/C)	17.6 qts.	All	5 pts*
429 CID (with A/C)	19.5 qts.	Power Steering System	3½ pts.*
429 CID (without A/C)	18.8 qts.	Steering Gear	1.0 lb.

*Dipstick used to determine exact fill requirements.


MERCURY
ENGINE SPECIFICATIONS

Displacement & Cylinders	351W-V8	400-V8	429-V8
Type	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.36
Stroke (Inches)	3.50	4.00	3.59
Compression Ratio	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H
Fuel R—Regular	R*	R*	R*
Carburetor	2V	2V	4V

N/A—Not Available at time of publication.

*All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91, when engine is adjusted to factory recommended specifications.


MERCURY
ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	351W-2V	400-2V	429-4V
Firing Order	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-42 (18mm)	ARF-42 (14mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.034	.034	.034
Distributor			
Point Gap (Inches)	Service Tip ①	Service Tip ②	Service Tip ③
Point Dwell (Degrees)	Service Tip ②	Service Tip ③	Service Tip ③
Distributor Diaphragm Type	Service Tip ④	Service Tip ④	Service Tip ④
Idle rpm—Service Tip ⑤			
Throttle Solenoid Connected	600	625	600
Throttle Solenoid Disconnected	500	500	500
No Throttle Solenoid	575	—	—
Ignition Timing (BTDC)—Service Tip ⑥	6°	6°	10°


MERCURY
SERVICE TIPS

- ① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.
- ② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.
- ③ Dual Diaphragm distributors: *24-29 degrees dwell angle .021 inches point gap
Single Diaphragm distributors: *26-30 degrees dwell angle .017 inches point gap
- *Use either specification when installing NEW POINTS—Use DWELL angle when adjusting points having MORE THAN ONE HOUR usage.
- Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise

1972 COUGAR



MODELS

- COUGAR HARDTOP • COUGAR CONVERTIBLE
- COUGAR XR-7 • COUGAR GT

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind Rear License Plate
- ② **OIL FILLER CAP**—Front of Left Rocker Cover
- ③ **PCV VALVE**—Front of Left Rocker Arm Cover, 351 CID
- ④ **FUSE PANEL**—On Plate Attached to Lower Right Hand Flange of Brake Pedal Support
- ⑤ **HOOD LATCH**—Grille Area Above Left Inboard Headlight—Lift Upward on Hood Release Lever

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
License Plate	6 c.p.	631
Courtesy Lamps—Pillar	12 c.p.	105
Courtesy Lamp—Dome	12 c.p.	561
Rear Side Markers	2 c.p.	194
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Brakes/Alt./Oil	2 c.p.	194
Speedometer and Gauges	2 c.p.	194
Glove Compartment	2 c.p.	1895
Ash Tray—Console	.75 c.p.	1892
Heater (or Optional A/C) Control	1.5 c.p.	1445
Clock	2 c.p.	194
Cluster Illumination	2 c.p.	1895
Courtesy Lamp (Under Panel)	6 c.p.	631
Accessory Equipment		
Spotlight	30 W	4405
Radio/AM/AM-FM	1.9 c.p.	1893
Auto. Trans. Quadrant	1.5 c.p.	1445
Luggage Compartment	6 c.p.	631
Engine Compartment Lamp	6 c.p.	631
Map Lamp	6 c.p.	212
Electrical Rear Window Defroster—All Models Except XR-7, see dealer	2 c.p.	1893
Radio AM/Tape Player	1.9 c.p.	1893
Warning Lamps		
XR-7 Models: Low Fuel/Door Ajar/Seat Belts/Park Brake	2 c.p.	194

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	13	C.B.
Tail Lights, Parking Lights, Side Markers, Headlight Buzzer, License Light, PRND21	Integral with Light Switch	15	C.B.
Courtesy Lamps: Instrument Panel, Map, Glove Box, Pillar or Dome, Luggage Comp., Clock, Ignition Key Reminder Buzzer, Automatic Seat Back Latch	Fuse Panel	14	SFE
Horns, Lighter	Fuse Panel	20	SFE
Emergency Flasher, Stop Lamp	On Relay Panel Above Glove Box	12	C.B.
Warning Lamps (convenience panel), Oil Temp., Dual Brake, Parking Brake, Throttle Solenoid, Seat Belt Warning, Door Ajar	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer, Radio and Stereo Tape Player, Low Fuel, Turn Signals	Fuse Panel	15	SFE
Spotlight	Fuse Cartridge in Line	7.5	SFE
Engine Compartment Lamp	Fuse Cartridge in Line	7.5	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (R.P.O.)	Fuse Panel	30	SFE
Air Conditioning (Dealer Inst.)	Fuse Panel	30	SFE
Accessory Feed	Fuse Panel	20	SFE
Windshield Wiper	Integral with Wiper Switch	7	C.B.
Automatic Seat Back Latch Feed, Power Window, Convertible Top, Power Seat, Electrical Rear Window Defroster	On Starter Relay	20	C.B.
Instrument and Cluster Lamps, Radio Lamp, Heater and A/C Control Lamp, Clock Lamp, Ash Tray Lamp	Fuse Panel	4	AGA

*C.B. Circuit Breaker

COUGAR

APPROXIMATE REFILL CAPACITIES (U.S. Measure)

Fuel Tank—All Models	20 gals.	Select-Shift 351 CID Engine 351C-4V (12" Converter) (10.25" Converter)	11 qts.* 12¾ qts.* 11.1 qts.*
Cooling System (Includes 1 qt. for heater)			
351-4V CID	16.3 qts.		
351-2V CID	15.8 qts.		
Engine Crankcase (Includes 1 qt. for filter)		Rear Axle 351 C-2V CID	5 pts.
351 CID (351-2V, 351-4V, 351 Quiet exhaust)	5 qts.		
Transmission		Power Steering System	2¼ pts.*
3-Speed Manual	3½ pts.		
4-Speed Manual	4 pts.	Steering Gear	⅞ lbs.

*Dry System . . . Dipstick used to determine exact fill requirements.



COUGAR

ENGINE SPECIFICATIONS

Displacement & Cylinders	351C-V8	351C 4V-V8	351-V8 4V (Quiet Exhaust)
Type	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.00
Stroke (Inches)	3.50	3.50	3.50
Compression Ratio	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H
Fuel R—Regular	R*	R*	R*
Carburetor	2V	4V	4V

N/A= Not Available at time of publication.

*All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.



COUGAR

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	351C-2V	351C-4V	351-4V (Quiet Exhaust)
Firing Order	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-7-3-2-6-5-4-8
Spark Plug Type (Autolite No.) and Size	ARF-42 (14mm)	ARF-42 (14mm)	ARF-42 (14mm)
Spark Plug Gap (Inches)	.034	.034	.034
Distributorⓐ			
Point Gap	Service Tipⓐ	Man. .020 Auto. .017	Man. .020 Auto. .017
Point Dwell (Degrees)	Service Tipⓐ	Service Tipⓐ	Service Tipⓐ
Distributor Diaphragm Type	Service Tipⓐ	Service Tipⓐ	Service Tipⓐ
Idle rpm—Service Tipⓐ			
Throttle Solenoid Connected	750 Man. Trans 575 Auto. Trans	950 700	950 700
Throttle Solenoid Disconnected	500	500	500
Ignition Timing (BTDC) Service Tipⓐ	6°	Man. 10°, Auto. 16°	Man. 10°, Auto. 16°



COUGAR

SERVICE TIPS

- ① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.
- ② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.
- ③ Dual Diaphragm distributors: *24-29 degrees dwell angle
.021 inches point gap
Single Diaphragm distributors: *26-30 degrees dwell angle
.017 inches point gap
*Use either specification when installing NEW POINTS—
Use DWELL angle when adjusting points having MORE
THAN ONE HOUR usage.
- ④ Distributor Rotor Rotation: 8 cyl. Counterclockwise.

1972 COMET



MODELS

- 2-DOOR SEDAN • 4-DOOR SEDAN
- COMET GT

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Center of Rear Panel Below Deck Lid
- ② **OIL FILLER CAP**—6 Cylinder: Rear of Rocker Arm Cover
8 Cylinder: Front of Left Rocker Arm Cover
- ③ **PCV VALVE**—6 Cylinder: Front of Rocker Arm Cover
8 Cylinder: Front of Left Rocker Arm Cover
- ④ **FUSE PANEL**—On Dash Panel Above and Left of Brake Pedal
- ⑤ **HOOD LATCH**—Directly in Center Between Grille and Hood Lip—
To Open: Push Lever to Right—Raise Hood—Prop open
With Support Rod

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40-50W	6012
Front Park/Turn Signal	3-32 c.p.	1157
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front/Rear Side Markers	1 c.p.	161
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights: Oil/Alt./Temp./Brakes	2 c.p.	194
Fuel and Speedometer	2 c.p.	194
Air Conditioning Controls	2 c.p.	1895
Ash Tray	.7 c.p.	1445
Heater Controls	2 c.p.	1895
Accessory Equipment		
Spotlight	30W	4405
Radio Light	1.9 c.p.	1893
Tachometer	2 c.p.	1895
Auto. Trans. Quadrant	1.5 c.p.	1445
Clock (Console)	2 c.p.	1895

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	8	C.B.
Tail Lights, Parking Lights, Front and Rear Side Markers, Stop Lamps, License Light and Horns	Integral with Light Switch	12	C.B.
Courtesy, Dome, Luggage, Sport Lights, Ign. Key Buzzer Warning System	Fuse Panel	14	SFE
Emergency Flasher, Cigar Lighter & Clock Feed (Console only)	Fuse Panel	20	SFE
Instrument & Cluster Lamps, PRND21 Lamp (Standard or Console), Radio Lamp, Ash Tray, Heater & A/C Illumination, Clock Light	Fuse Panel	4	SFE
Back-up Lights, Windshield Washer and Radio Feed	Fuse Panel	15	SFE
Spotlight	Fuse Cartridge in Line	7.5	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning	Fuse Panel	30	SFE
Windshield Wiper	Integral with Wiper Switch	6	C.B.
Warning Lamps & Throttle Solenoid	Fuse Panel	14	SFE
Accessory Feed, Seat Belt Reminder, Rear Window Defogger	Fuse Panel	20	SFE

*C.B. Circuit Breaker

COMET

APPROXIMATE REFILL CAPACITIES (U.S. Measure)

Fuel Tank All Models	15 gal.	Engine Crankcase (Includes 1 qt. for filter) 170, 200, 250 CID	4½ qts.
Cooling System (Includes 1 qt. for heater) 170 CID	9 qts.	302 CID	5 qts.
200 CID (Standard)	8¾ qts.	Transmission 3-Speed Manual	3½ pts.
200 CID (with A/C) or Extra Cooling	9 qts.	Select-Shift 6 Cyl. 8 Cyl.	8 qts.* 9 qts.*
250 CID (All)	9¾ qts.	Rear Axle	4 pts.
302 CID (Standard)	13½ qts.	Power Steering System	2½ pts.*
302 CID (with A/C) or Extra Cooling	14¼ qts.	Steering Gear	⅞ lbs.

*Dry System—Dipstick used to determine exact fill requirements.

COMET

ENGINE SPECIFICATIONS

Displacement & Cylinders	170-6	200-6	250-6	302-V8
Type	In-Line OHV	In-Line OHV	In-Line OHV	90°V OHV
Bore (Inches)	3.50	3.68	3.68	4.00
Stroke (Inches)	2.94	3.13	3.91	3.00
Compression Ratio	N/A	N/A	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A	N/A	N/A
Valve Lifters H—Hydraulic	H	H	H	H
Fuel R—Regular	R*	R*	R*	R*
Carburetor	1V	1V	1V	2V

N/A= Not Available at time of publication. *All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.

COMET

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	170-1V	200-1V	250-1V	302-2V
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No. and Size)	BRF-82 (18mm)	BRF-82 (18mm)	BRF-82 (18mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.034	.034	.034	.034
Distributor ①				
Point Gap (Inches)	Service Tip ③	Service Tip ③	Service Tip ③	Service Tip ③
Point Dwell (Degrees)	Service Tip ③	Service Tip ③	Service Tip ③	Service Tip ③
Distributor Diaphragm Type	Service Tip ③	Service Tip ③	Service Tip ③	Service Tip ③
Idle rpm—Service Tip ③				
Throttle Solenoid Connected				
Manual Trans	—	800	750	800
Auto Trans	—	600	600	600
Throttle Solenoid Disconnected	—	500	500	500
No Solenoid	750	Man 750 Auto 550	550	575
Ignition Timing (BTDC) Service Tip ③	6°	6°	6°	6°

COMET

SERVICE TIPS

① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.

② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.

③ All 6 Cylinder Engines—
Dual Diaphragm distributors: *33-38 degrees dwell angle
.027 inches point gap

Single Diaphragm distributors: *35-39 degrees dwell angle
.027 inches point gap

All 8 Cylinder Engines—
Dual Diaphragm distributors: *24-29 degrees dwell angle
.021 inches point gap

Single Diaphragm distributors: *26-30 degrees dwell angle
.017 inches point gap

*Use either specification when installing NEW POINTS—
Use DWELL angle when adjusting points having MORE
THAN ONE HOUR usage.

④ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl.
Counterclockwise

1972 CAPRI



MODEL

• 2-DOOR SPORTS COUPE

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Non-Vented—Right Side Rear Panel
- ② **OIL FILLER CAP**—Front of Rocker Cover
- ③ **PCV VALVE**—In Oil Filler Cap
- ④ **FUSE PANEL**—Under Dash Panel to Left of Ash Tray
- ⑤ **HOOD LATCH**—Released By Lever at Right Side of Instrument Panel
To Open: Push Safety Catch at Center of Grille Under Hood Lip to the Right. Prop Open With Supporting Rod

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Fitting or Trade Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Headlights Hi-Beam	37.5W	4001
Side Lights / Front Direction Indicators	32 c.p. / 4 c.p.	Bayonet 15d / 19
Rear Direction Indicators	32 c.p.	Bayonet 15d
Back-up Lamp	21 c.p.	Bayonet 15d
License Plate	6W	Wedge base
Rear / Stop Lights	32 c.p. / 4 c.p.	Bayonet 15d / 19
Side Marker Lights	1 c.p.	Wedge base
Interior Light	5W	Tubular bulb
Instrument Panel		
Warning Lights on Dash Panel	1 c.p.	Wedge base

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C. B.
High Beam Headlights	Fuse Panel	8	—
Low Beam Headlights	Fuse Panel	8	—
Stop Light, Back-Up Lights, Heater Motor, Turn Indicators	Fuse Panel	8	—
Wiper Motor	Fuse Panel	8	—
Interior Light, Clock, Emergency Flasher Lights, Buzzer, Cigar Lighter	Fuse Panel	8	—
Parking and Rear Lights L.H., Side Markers L.H.	Fuse Panel	8	—
Instrument Light, Parking and Rear Lights R.H., Side Markers R.H., License Plate Lights	Fuse Panel	8	—

CAPRI

APPROXIMATE REFILL CAPACITIES
(U.S. Measure)

Fuel Tank	12 gal.	Transmission	
Cooling System (Includes 1 qt. for heater)		4-Speed Manual	2¼ pts.
1600 cc Engine	7¼ qts.	Rear Axle	5¼ pts.
2000 cc Engine	8½ qts.		
Engine Crankcase (Includes 1 qt. for filter)			
1600 cc Engine	3½ qts.		
2000 cc Engine	5 qts.		



CAPRI

ENGINE SPECIFICATIONS

Displacement & Cylinders	98-4‡	122-4‡‡
Type	In-Line OHV	In-Line OHC
Bore (Inches)	3.1881	3.575
Stroke (Inches)	3.056	3.029
Compression Ratio	N/A	N/A
Brake Horsepower @ Specified rpm	N/A	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A	N/A
Valve Lifters M—Mechanical	M	M
Fuel R—Regular	R*	R*
Carburetor	1V	2V

‡97.56 Cubic Inches/1600 cc/1.6 Liters.
‡‡2000 cc/122 cubic inches.
N/A= Not Available at time of publication.

*All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.



CAPRI

ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	98*-1V	122-2V**
Firing Order	1-2-4-3	1-3-4-2
Spark Plug Type (Autolite No. and Size)	AGR-22 (14mm)	BF-32D (18mm)
Spark Plug Gap (Inches)	.030	.034
Distributor—Service Tip ①		
Point Gap (Inches)	.025	.025
Point Dwell (Degrees)	36-40	36-40
Distributor Diaphragm Type	Dual	N/A
Idle rpm ②		
Throttle Solenoid Connected	900	Man Trans 750 Auto Trans 650
Throttle Solenoid Disconnected	500	500
No Solenoid	—	Man Trans 750 Auto Trans 650
Ignition Timing (BTDC)—Service Tip ③	12°	Man Trans 6° Auto Trans 10°
	—	

*97.56 Cubic Inches/1600 cc/1.6 Liters. **2000 cc/122 Cubic Inches. N/A = Not Available at time of publication.



CAPRI

SERVICE TIPS

- ① 1600 cc Engine Distributor Rotor Rotation: Counter-clockwise
- ② Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust

HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.

- ③ Both vacuum hoses disconnected and plugged.

1972 LINCOLN CONTINENTAL



MODELS

• 2-DOOR COUPE • 4-DOOR SEDAN

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Quarter Panel
- ② **OIL FILLER CAP**—Front of Left Rocker Arm Cover
- ③ **PCV VALVE**—Rear of Right Rocker Arm Cover
- ④ **CIRCUIT BREAKER PANEL**—Under Dash Panel Above Parking Brake Pedal
- ⑤ **FUSE PANEL**—Under Dash Panel Above Parking Brake Pedal
- ⑥ **HOOD LATCH**—Center and Top of Grille—to Open, Move Lever to the Right

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50	4002
Headlights Hi-Beam	37.5	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
Front Side Marker	2 c.p.	194A
Rear Side Marker	2 c.p.	194
License Plate	6 c.p.	631
Rear Seat Reading	12 c.p.	105
Luggage Compartment	6 c.p.	631
Cornering Lamp	50 c.p.	1196
Courtesy Lamp—4 Door Model	6 c.p.	212
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator—L & R	2 c.p.	194
Warning Lights	2 c.p.	194
Speedometer	2 c.p.	194
Glove Compartment	2 c.p.	1895
Illumination	2 c.p.	194
Ash Tray (Instrument Panel & Rear Doors)	1.5 c.p.	1445
Heater A/C Control	2 c.p.	194
Clock	2 c.p.	194
Courtesy Lamp	6 c.p.	631
Door Lock Nomenclature	2 c.p.	194
Low Fuel Warning	2 c.p.	194
Speed Control Lamp	1.5 c.p.	1445
Auto. Trans. Quadrant Lamp	1.5 c.p.	1445
Engine Compartment Lamp	6 c.p.	631
Map Lamp	6 c.p.	212
Radio AM/FM Stereo	1.9 c.p.	1893
Radio AM Signal Seeking	2 c.p.	1891
Radio AM/Stereo Tape	1.9 c.p.	1893
Fasten Seat Belt Light		*
A—Amber Color Bulb NA—Natural Amber Color Bulb * D2VB-106859-AA		

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights, Headlight Door Open Warning Light	In Headlight Switch	16	C.B.
Parking Lights, License Plate Light, Tail Lights, Ash Tray Light, Marker Lights	In Headlight Switch	16	C.B.
Automatic Headlamp Dimmer	In-Line Fuse	4	SFE-4
Stoplamps and Emergency Warning System	Fuse Panel	20	C.B.**
Warning Lamps/Door Ajar, Solenoid & Electronic Spark Control, Deck Lid Open, Low Fuel, Seat Belt, Brake System	Fuse Panel	7.5	SFE
Cigar Lighter (front), Door Lock Solenoid	Fuse Panel	25	AGC
Power Latch, Power Seat, Horns	Fuse Panel	30	C.B.**
Courtesy Lights, Doors, Reading Lights, Luggage Compartment, Map Light, Glove Box Light, Clock Feed, Seat Back Latch Control, Ignition Key Warning Buzzer	Fuse Panel	15	SFE
Instrument Panel Lights; Radio, Clock, Heater and A/C Controls, W/S Wiper, Map Light Switch Illumination, Transmission Indicator (PRND21)	Fuse Panel	6	SFE
Motors, Power Seat—Windows	In Motor Ass'y	—	C.B.
Turn Signal and Cornering Lights, Back-Up Lights	Fuse Panel	15	SFE
Windshield Wiper	Fuse in Wiper Switch	8.25	C.B.
Speed Control, W/S Washer	Fuse Panel	7.5	SFE
Rear Window Defroster	Fuse Panel	25	SFE
Power Window Safety Relay	Fuse Panel	7.5	SFE
Radio, Power Antenna	Fuse Panel	15	SFE
Power Windows	Fuse Panel	20	C.B.**
Heater/Air Conditioner	Fuse Panel	30	C.B.**
Sure Track Brake System	Fuse Panel	3	SFE
*C.B.—Circuit Breaker **This Circuit Breaker Is Inserted In Fuse Panel			

LINCOLN CONTINENTAL APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	22 gal.	Select-Shift Transmission	13 qts.*
Cooling System (Includes 1 qt. for heater) 460 CID	19½ qts.	Rear Axle Conventional	5 pts.
Engine Crankcase (Includes 1 qt. for filter) 460 CID	5 qts.	Traction-Lok	5 pts.
		Power Steering System	3.5 pts.*

*Dry System ... Dipstick used to determine exact fill requirements.



LINCOLN CONTINENTAL ENGINE SPECIFICATIONS

Displacement & Cylinders	460-V8
Type	90°V OHV
Bore (Inches)	4.36
Stroke (Inches)	3.85
Compression Ratio	N/A
Brake Horsepower @ Specified rpm	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A
Valve Lifters H—Hydraulic	H
Fuel Regular	Regular*
Carburetor	4300 4V

N/A= Not Available at time of publication.

*All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.



LINCOLN CONTINENTAL ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	460-4V
Firing Order	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No. and Size)	BF-42 (18mm)
Spark Plug Gap (Inches)	.034
Distributor	
New Point Gap (Inches)	.017
New Point Dwell (Degrees)	26°-30°
Distributor Diaphragm Type	Dual
Idle rpm—Service Tip ①	
Throttle Solenoid Connected	625
Throttle Solenoid Disconnected	500
Ignition Timing (BTDC)—Service Tip ②	10°‡

‡California 6°.



LINCOLN CONTINENTAL SERVICE TIPS

① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed

using the carburetor idle speed screw, with wire disconnected from throttle solenoid.

② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.

Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise

1972 CONTINENTAL MARK IV



MODEL

- 2-DOOR COUPE

SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind Rear License Plate
- ② **OIL FILLER CAP**—Front Center of Engine
- ③ **PCV VALVE**—Rear of Right Rocker Arm Cover
- ④ **FUSE & CIRCUIT BREAKER PANEL**—Under Instrument Panel Above Parking Brake Pedal
- ⑤ **HOOD LATCH**—Under Bumper at Center Area of Grille. To Open: Pull Hood Release Handle Outward

LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Side Marker—Front	2 c.p.	194
Side Marker—Rear	2 c.p.	194
Rear Seat Reading	12 c.p.	105
Dome Light	12 c.p.	211
Door Courtesy Lights	6 c.p.	212
Luggage Compartment	6 c.p.	90
Engine Compartment Light	6 c.p.	631
Instrument Panel		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Brake & Low Fuel	2 c.p.	194
Glove Compartment	2 c.p.	1895
Map Light	12 c.p.	105
Ash Tray (Inst. Panel)	2 c.p.	194
Ash Tray (Arm Rest)	.7 c.p.	161
Automatic Temperature Control Light	2 c.p.	1895
Instrument Illumination	2 c.p.	194
Courtesy Lamp	6 c.p.	631
Warning Light—Rear Window Defroster	2 c.p.	1891
Light Switch Control Lights	3 c.p.	1816
Cigar Lighter Light	.7 c.p.	1445
Wiper Control Light	2 c.p.	1891
Opera Window Light	12 c.p.	211
Auto. Trans. Quadrant	1.5 c.p.	1445
Cornering Light	50 c.p.	1196
Radio Dial Light	1.9 c.p.	1893

NA—Natural Amber Color Bulb

CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	In Headlight Switch	18	C.B.
Parking Lights, License Plate Light, Tail Lights, Side Marker Lights	In Headlight Switch	15	C.B.
Instru. Pnl. & Cluster Lights, H/Lamp (SW) Radio, Ash Tray, Htr. or A/C, Cigar Lighters, Clock, W/S Wipers, PRNDL	Fuse Panel	6	SFE
Heater—Air Conditioner	Fuse Panel	30	C.B.
Power Windows	Fuse Panel	20	C.B.
Courtesy Lamps, Glove Box, Luggage Compartment, Clock Feed, Console, Dome Lamp & Seatback Latch Control, Ignition Key Warning Buzzer	Fuse Panel	20	SFE
Power seats, Power Latch, Horns	Fuse Panel	30	C.B.
Rear Window Defroster	Fuse Panel	30	SFE
Cigar Lighter (Rear Doors)	Fuse Panel	20	SFE
Stop Lamps, Hazard Warning System, Electric Deck Lid	Fuse Panel	20	C.B.
Cigar Lighter (Front), Power Door Lock System	Fuse Panel	20	SFE
Sure Track Brake System	Fuse Panel	3	SFE
Warning Lamps/Door Ajar, Seat Belt, Low Fuel, Oil Pressure, Temperature, Dual Brake Warning, Electronic Spark Control (California Only)	Fuse Panel	7.5	SFE
Backup and Cornering Lamps	Fuse Panel	7.5	SFE
Radio and Power Antenna	Fuse Panel	15	SFE
Turn Signal Flasher	Fuse Panel	15	SFE
Windshield Washer, Relay Coil Feed, Speed Control	Fuse Panel	7.5	SFE
Power Window Safety Relay Coil Feed	Fuse Panel	7.5	SFE

*C.B.—Circuit Breaker

CONTINENTAL MARK IV APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank	23 gal.	Select-Shift Transmission	12.7 qts.*
Cooling System 460 CID	19½ qts.	Rear Axle	5 pts.
		Conventional	
Engine Crankcase (Includes 1 qt. for filter) 460 C.I.D.	5 qts.	Traction-Lok	5 pts.
		Power Steering System	3.5 pts.*

*Dry System—Dipstick used to determine exact fill requirements.



CONTINENTAL MARK IV ENGINE SPECIFICATIONS

Displacement & Cylinders	460-V8
Type	90°V OHV
Bore (Inches)	4.36
Stroke (Inches)	3.85
Compression Ratio	N/A
Brake Horsepower @ Specified rpm	N/A
Maximum Torque (lb.-ft.) @ Specified rpm	N/A
Valve Lifters H—Hydraulic	H
Fuel R—Regular	Regular*
Carburetor	4300 4V

N/A = Not Available at time of publication.
 *All 1972 engines are designed to operate on "regular" gasolines with an octane rating of at least 91 when engine is adjusted to factory recommended specifications.



CONTINENTAL MARK IV ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	460-4V
Firing Order	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BF42 (18mm)
Spark Plug Gap (Inches)	.034
Distributor	
New Point Gap (Inches)	.017
New Point Dwell (Degrees)	26°-30°
Distributor Diaphragm Type	N/A
Idle rpm—Service Tip ①	
Throttle Solenoid Connected	625
Throttle Solenoid Disconnected	500
Ignition Timing (BTDC)—Service Tip ②	10°*

*California 6° N/A = Not Available at time of publication.



CONTINENTAL MARK IV SERVICE TIPS

- | | |
|--|---|
| <p>① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire</p> | <p>disconnected from throttle solenoid.</p> <p>② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.</p> <p>Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise</p> |
|--|---|

Motorcraft/Autolite Part Number

CYLINDER	ENG. C.I.D.	SPARK PLUG				IGNITION PARTS					PCV VALVE	ELECTRICAL TUNE-UP KIT
		STD.	RESISTOR	GAP	POINTS	COND.	CAP	ROTOR	COIL	TUNE-UP KIT		
FORD												
6 cyl. A/T 240		—	BRF-42	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-20
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 351 (w)		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 351 (w)		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 400		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 429		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
TORINO												
6 cyl. 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. 250 w/A/C		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. S/T 4 Bbl. Carb. 351 (c) CJ		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 351 (c) CJ		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 400		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 429		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
PINTO												
4 cyl. S/T 98		—	AGR-22	.035"	DP-12 ²	DCE-238	DHE-156	DRE-91	DG-5	—	EV-58	TKF-18
4 cyl. S/T 122		—	BRF-42	.035"	DP-12 ²	DC-88	DH-157	DR-92	DG-5	—	EV-58	TKF-24
4 cyl. A/T 122		—	BRF-42	.035"	DP-12 ²	DC-88	DH-157	DR-92	DG-5	—	EV-58	TKF-24
MAVERICK												
6 cyl. S/T 170		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. S/T 200		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. A/T 200		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. S/T 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
MUSTANG												
6 cyl. S/T 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. S/T 4 Bbl. Carb. 351 (c) CJ		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 351 (c) CJ		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. 4 Bbl. Carb. 351 (c) Spec.		—	ARF-42	.035"	DP-5 ³	DC-13A	DH-6	DR-5	DG-5	—	EV-50	—
THUNDERBIRD												
8 cyl. 2 Bbl. Carb. 400		—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22
8 cyl. 4 Bbl. Carb. 429		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
COMET												
6 cyl. S/T 170		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. S/T 200		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. A/T 200		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. S/T 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17

- (1) DP-70 Pivotless Point Set can be used.
 (2) DP-77 Pivotless Point Set can be used.
 (3) Two used.
 (4) With Ram air use FA-41.

- (5) From 4-15-71 Use WC-8082A.
 (6) Optional R-27HF-80.
 (7) Optional R-24-F & W/A/C.
 (8) With Heated Backlite & A/C R-24-R-73.

Application Chart...1972 Vehicles

GEN./ALT.		STARTER		FILTERS			IGN. CABLE	BATTERY				
BRUSH SET	REGULATOR	BRUSH SET	SWITCH	OIL	AIR	GAS	SETS STATIC SHIELD	STARTER CABLE	GROUND CABLE	PREMIUM	STD.	PREMIUM H.D.
FORD												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3811	7106	7304	R-22HF ⁶	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3809	7106	7304	R-22HF ⁶	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-24F ⁶	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3819	7106	7304	R-24F ⁶	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3819	7106	7304	R-22HF ⁶	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-27F ⁶	—	G-27F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-27HF-80	—	—
TORINO												
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-68	FG-14	WR-3802	7164	7304	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-68	FG-14	WR-3802	7164	7304	R-24F	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-97	FG-14	WR-3809	7164	7304	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-97	FG-14	WR-3809	7164	7304	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-24F ⁹	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-24F ⁸	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50 ⁴	FG-14	WR-3816	7164	7304	R-24F ⁹ ¹⁰	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50 ⁴	FG-14	WR-3816	7164	7304	R-24F ⁹ ¹⁰	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-27H	—	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-27H	—	—
PINTO												
GB-111	GR-341	SB-164	SW-3	FL-1	FA-92	FG-44	WR-3817	7106	WC-8082 ⁵	R-22HF ¹¹	GN-22FC	—
GB-111	GR-341	SB-164	SW-3	FL-1	FA-91	FG-44	WR-3818	7106	WC-8082 ⁵	R-22HF ¹¹	GN-22FC	—
GB-111	GR-341	SB-164	SW-3	FL-1	FA-91	FG-44	WR-3818	7106	WC-8082 ⁵	R-22HF ¹¹	GN-22FC	—
MAVERICK												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3821	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3821	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
MUSTANG												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	WR-3802	7106	WC-8041A	R-22HF ¹²	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	WR-3802	7106	WC-8041A	R-22HF ¹²	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3809	7106	WC-8041A	R-22HF ¹²	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3809	7106	WC-8041A	R-22HF ¹²	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	WC-8041A	R-27F	—	G-27F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	WC-8041A	R-27F	—	G-27F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-19	WR-3816	WC-8118	WC-8041A	R-27F	—	G-27F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-19	WR-3816	WC-8118	WC-8041A	R-27F	—	G-27F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-19	WR-3816	WC-8118	WC-8041A	R-27HF-80	—	—
THUNDERBIRD												
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	WC-8118 ¹⁵	7304	R-27HF-80	—	—
GB-111	GR-341	SB-134	SW-675	FL-1	FA-50	FG-14	WR-3816	7164 ¹⁴	7304	R-27HF-80	—	—
COMET												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	WR-3802	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3821	7106	WC-8041A	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3821	7106	WC-8041A	R-22HF ⁷	GN-22FC	—

(9) Optional R-24R-73.
 (10) W/A/C. R24R-73.
 (11) Optional R-22HF-54.
 (12) Optional R-27F & W/A/C.

(13) H-Model Use R-27HF-80.
 (14) Battery to Junction Block.
 (15) 7164 California.

Motorcraft/Autolite Part Number

CYLINDER	ENG. C.I.D.	SPARK PLUG			IGNITION PARTS						PCV VALVE	ELECTRICAL TUNE-UP KIT
		STD.	RESISTOR	GAP	POINTS	COND.	CAP	ROTOR	COIL	TUNE-UP KIT		
COUGAR												
8 cyl. S/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. S/T 4 Bbl. Carb. 351 (c) CJ	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 4 Bbl. Carb. 351 (c) CJ	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
MONTEGO												
6 cyl. S/T 250	—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19	
6 cyl. A/T 250 w/A/C	—	BRF-82	.035"	DP-3 ¹	DC-13A	DH-4	DR-87	DG-5	DK-16	EV-49	TKF-19	
8 cyl. S/T 2 Bbl. Carb. 302	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
8 cyl. A/T 2 Bbl. Carb. 302	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
8 cyl. S/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. S/T 4 Bbl. Carb. 351 (c) CJ	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 4 Bbl. Carb. 351 (c) CJ	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 2 Bbl. Carb. 400	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 4 Bbl. Carb. 429	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
MERCURY												
8 cyl. A/T 2 Bbl. Carb. 302	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
8 cyl. S/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
8 cyl. A/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
8 cyl. A/T 2 Bbl. Carb. 400	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 4 Bbl. Carb. 429	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
METEOR												
8 cyl. S/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 2 Bbl. Carb. 351 (c)	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 2 Bbl. Carb. 400	—	ARF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-22	
8 cyl. A/T 4 Bbl. Carb. 429	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
LINCOLN												
8 cyl. 4 Bbl. Carb. 460	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
MARK IV												
8 cyl. 4 Bbl. Carb. 460	—	BRF-42	.035"	DP-12 ²	DC-13A	DH-6	DR-5	DG-5	DK-10	EV-50	TKF-17	
SHOCK ABSORBERS (MOTORCRAFT SALES NO.)												
				Auto-Flex		Auto-Flex XD		Super-Flex				
FORD	Front Rear	AB-105 AB-104				AX-110 AX-108		** AA-134				
TORINO	Front Rear	** **				** **		** **				
MUSTANG	Front Rear	AB-164 AB-21				* AX-156 AX-76		** AA-145				
MAVERICK	Front Rear	AB-154 AB-155				AX-129 AX-157		** **				
THUNDERBIRD	Front Rear	** **				** **		** **				
COUGAR	Front Rear	AB-164 AB-160				** **		** **				

(1) DP-70 Pivotless Point Set can be used.
 (2) DP-77 Pivotless Point Set can be used.
 (3) Two used.
 (4) With Ram air use FA-41.
 (5) From 4-15-71 Use WC-8082A

(6) Optional R-27HF-80.
 (7) Optional R-24-F & W/A/C.
 (8) With Heated Backlite & A/C R-24R-73.
 (9) Optional R-24R-73.
 (10) W/A/C R-24R-73.

(11) Optional R-22HF-54.
 (12) Optional R-27F & W/A/C.
 (13) H-Model Use R-27HF-80.
 (14) Battery to Junction Block.
 (15) 7164 California.

Application Chart...1972 Vehicles

GEN./ALT.		STARTER		FILTERS			IGN. CABLE	BATTERY				
BRUSH SET	REGULATOR	BRUSH SET	SWITCH	OIL	AIR	GAS	SETS STATIC SHIELD	STARTER CABLE	GROUND CABLE	PREMIUM	STD.	PREMIUM H.D.
COUGAR												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3816	WC-8118	WC-8041A	R-22HF ¹²	—	G-27F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3816	WC-8118	WC-8041A	R-24F	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-19	WR-3816	WC-8118	WC-8041A	R-24F ⁸	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-19	WR-3816	WC-8118	WC-8041A	R-24F ⁸	GN-24F	G-24F
MONTEGO												
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-68	FG-14	WR-3802	7164	7304	R-22HF ⁷	GN-22FC	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-68	FG-14	WR-3802	7164	7304	R-24F	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-97	FG-14	WR-3809	7164	7304	R-22HF ^{7,8}	GN-22FC	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-97	FG-14	WR-3809	7164	7304	R-22HF ^{7,8}	GN-22FC	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-97	FG-14	WR-3816	7164	7304	R-24F ⁹	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-97	FG-14	WR-3816	7164	7304	R-24F ⁸	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-24F ^{9,10}	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-24F ^{9,10}	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-27H	—	—
GB-111	GR-341	SB-134	SW-1080	FL-1	FA-50	FG-14	WR-3816	7164	7304	R-27H	—	—
MERCURY												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3809	7106	7304	R-22HF ^{8,12}	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3816	WC-8118	7304	R-24F ^{8,12}	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3816	WC-8118	7304	R-24F ^{8,12}	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-24F ¹³	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-27HF-80	—	—
METEOR												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3816	WC-8118	7304	R-22HF ^{8,12}	GN-22FC	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-97	FG-14	WR-3816	WC-8118	7304	R-24F ⁸	GN-24F	G-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-27F ⁸	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	WR-3816	WC-8118	7304	R-27HF-80	—	—
LINCOLN												
GB-111	GR-341	SB-134	SW-675	FL-1	FA-50	FG-14	WR-3816	7134 ¹⁴	—	R-29HR	—	—
MARK IV												
GB-111	GR-341	SB-134	SW-675	FL-1	FA-50	FG-14	WR-3816	7164 ¹⁴	7304	R-29HR	—	—
SHOCK ABSORBERS (MOTORCRAFT SALES NO.)												
							Auto-Flex		Auto-Flex XD		Super-Flex	
MONTEGO		Front					**		**		**	
		Rear					**		**		**	
MERCURY		Front					AB-105		AX-110		**	
		Rear					AB-104		AX-108		AA-134	
METEOR		Front					**		**		**	
		Rear					**		**		**	
LINCOLN		Front					AB-105		AX-110		**	
		Rear					AB-104		AX-108		AA-134	
MARK IV		Front					**		**		**	
		Rear					**		**		**	
COMET		Front					AB-154		AX-129		**	
		Rear					AB-155		AX-157		**	
PINTO		Front					AB-169		**		**	
		Rear					AB-161		**		**	

* All H.D. and Cobra Jet.

**Part number not available at time of this publication.

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