

*RICK DESK*

# Shop Tips

SEPTEMBER, 1965

# FROM FORD

VOL. 3, NO. 6

Technical parts and service information published by Ford Division to assist servicemen in Service Stations, Independent Garages and Fleets.

*RICK*



1966 ANNOUNCEMENT ISSUE

**INCLUDES:**

- Specifications
- Maintenance Schedules

- Model Identification
- Service Procedures

From Your Ford Dealer

LAKEHURST MOTORS  
71 LOCUST ST. RTE. 37  
TOMS RIVER, N. J.

Be sure to file this and future bulletins for ready reference. If you have any suggestions for additional information that you would like to see included in this publication please write to: Ford Division of Ford Motor Company, Parts and Service Promotion and Training Dept., P. O. Box 658, Dearborn, Michigan 48121.



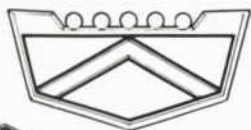




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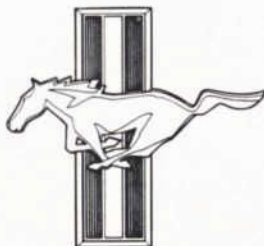
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# HIGHLIGHTS OF THE NEW 1966 MODELS

- **STANDARD SAFETY FEATURES** on all car models are . . . front and rear seat belts . . . fully padded instrument panel . . . padded sun visor . . . outside rear view mirror . . . back-up lights . . . windshield washers . . . 4-way emergency flasher lights.
- **SUPER DIAMOND LUSTRE ACRYLIC ENAMEL FINISH** is featured on all models.
- **FAIRLANE AND FALCON MODELS** are completely new in styling and appearance. Falcons have wider tread, lower height, longer wheelbase. Fairlanes have wider tread and lower height. Both are roomier inside.
- **NEW FAIRLANE MODEL—THE "GT"**—sports a new 390 CID V-8 335 horsepower engine. Also available is the new hot option sports shift Cruise-O-Matic transmission . . . you can drive it as an automatic or shift it like a manual.
- **THE VERSATILE BRONCO** is entirely new to the Ford line. It's a go-anywhere, do-anything vehicle . . . 4-wheel drive is standard equipment . . . manually controlled front hubs can be released for free-running wheels. It's available as a roadster, station wagon or a combination of both . . . and can be equipped with power take-off, winch, snow plow, etc.
- **FORD'S NEW TOP-OF-THE-LINE MODEL** is called the Galaxie 500 7-Litre. Standard equipment is a new 428 CID V-8 engine . . . with quiet hydraulic valve lifters . . . and produces 345 horsepower.
- **THE 427 CID HIGH PERFORMANCE ENGINE** is still available for all Ford models except station wagons. It has solid mechanical valve lifters with an 8V carburetor that produces 425 horsepower.
- **C6 AUTOMATIC TRANSMISSION** is a new, fully automatic, three-speed, dual-range transmission designed for transmitting the higher torque output of 390 CID and larger engines available in Fords, Fairlanes and Thunderbirds. In addition to being generally larger in size than the other transmissions, the C6 uses a multiple plate clutch in place of the reverse band and a single aluminum die casting to house both the transmission elements and the converter assembly.
- **DUAL-ACTION TAILGATE** is a new station wagon feature. Dual-action design allows the tailgate to be lowered in the normal manner to a horizontal "drop-gate" position as an extension to the floor cargo area. Tailgate can also be opened vertically, as a door, to provide a more direct access to the floor cargo or rear seat area. Standard on Ford and Fairlane, optional on Falcon.
- **NEW POWER DISC BRAKES** are standard on Thunderbird and Ford 7-Litre models . . . optional on other Fords.
- **A NEW STEREOSONIC TAPE PLAYER**—a first in the industry—available on Ford, Mustang and Thunderbird. In Thunderbird and Mustang, the tape player is integral with the radio. On Fords, the unit is mounted below the instrument panel. The system uses a 4-channel (8-track) stereosonic tape contained in a special cartridge . . . the cartridge inserts in a slot and the music of your choice begins . . . in full stereosonic sound.
- **VINYL ROOFS FOR ALL PASSENGER MODELS** are now available for installation by dealers as well as installed at the factory.
- **CHILD'S CAR SEAT** is one of many new accessories with "universal" appeal. Strong molded frame, nylon-webbed harness and contoured upholstered seat combine pelvic and upper torso restraint with soft, comfortable riding qualities.



# how to identify the '66 Fords



# 1966...

## GENERAL DIMENSIONS

Wheelbase	119"
Tread:	
Front	62"
Rear	62"
Over-all Length	210"
Over-all Width	78.7"
Over-all Height:	
Sedan	55.6"
Hardtop	54.7"
Convertible	54.8"
Station Wagon	56.7"

## APPROXIMATE REFILL CAPACITIES

	U.S. Measure
Fuel Tank	20 gal.
Cooling System:*	
240 CID I-6	13 qts.
289 CID V-8	15 qts.
352, 390 & 428 CID V-8	20½ qts.
*Includes 1 quart for heater.	
Engine Crankcase:†	
240 CID I-6	5 qts.
289, 390 & 428 CID V-8	5 qts.
352 & 427 CID V-8	6 qts.
†Includes 1 quart for filter replacement.	
Transmission:	
3-Speed	3½ pts.
4-Speed	4 pts.
Cruise-O-Matic 6-Cylinder	10¼ qts.
C-4 289 CID V-8	10¼ qts.
C-6 352, 390 & 428 CID V-8	13 qts.
Rear Axle	5 pts.

## LIGHTS (12 VOLTS)

	Candela* or Wattage	Lamp Number
Headlights		
No. 1 (lower)	37.5 Watts	4001
No. 2 (upper)	37.5/50 Watts	4002
Parking and Front Turn Indicator	32 C.	1157
Stop, Tail, and Rear Turn Indicator	32 C.	1157
Back-Up	32 C.	1156
License Plate	4 C.	1155
Spotlight—4'4" Diameter	30 Watts	4405
Courtesy Light		
Door Mounted	16 C.	1103
Convertible	6 C.	631
Dome	15 C.	1003
Parking Brake Indicator	2 C.	1895
Radio Dial	2 C.	1891
All Instrument Panel Bulbs		
Unless Otherwise Indicated	2 C.	1895
Heater or Air Conditioner	3 C.	1816
Clock	3 C.	1816
Automatic Transmission	1 C.	161
Luggage Compartment	15 C.	93
Cigar Lighter	2 C.	1895
Engine Compartment	6 C.	631
Tachometer	2 C.	1895
Transmission Control Selector Indicator	1.5 C.	1445
Door Lock	2 C.	1895
Door-Warning Open	2 C.	1895
Emergency Flasher	2 C.	1895
Seat Belt Warning	2 C.	1895
Courtesy Lamp ("C" Pillar)	15 C.	1003
Console Lamp	6 C.	631
Courtesy Lamp	12 C.	211

\*Candela is the new international term for candlepower.



Ford LTD Hardtop

Introduction of the all new Ford Galaxie 500 7-Litre series with convertible and 2-door hardtop models expands the 1966 Ford line-up to 19 models in nine series. Shown on this page are various models to help you identify the 1966 Fords.



Ford Galaxie 500 Sedan



Ford Galaxie 500 XL Convertible



Ford 7 Litre Hardtop



Ford Country Sedan Station Wagon



Ford Ranch Wagon Station Wagon



Ford Country Squire Station Wagon



# FORD MODELS AND SPECIFICATIONS

## IDENTIFICATION

The car warranty number and other important identifying information is stamped on the warranty plate which is attached to the rear face of the left front door.

The official Vehicle Identification Number for title and registration purposes is stamped on a tab under the hood on the dash panel near the hood right hinge.

## CIRCUIT PROTECTION

	Location	Rating Type		Location	Rating Type
Headlamps	Integral with Lighting Switch	18 C.B.	Windshield Wipers:		
Rear (Tail Lights & Stop Lights, Front Parking, Ignition Switch, License, Horns)	Integral with Lighting Switch	15 C.B.	Single Speed Wipers	Integral with Windshield Wiper Switch	6 CB
Dome, Courtesy, Cargo, Glove Compartment, Luggage, Clock	On Fuse Panel (Dome Socket)	9 SFE	Dual Speed Wipers and Washers		12 C.B.
Instrument Panel, Unless Otherwise Specified	Fuse Panel (Instrument Panel Socket)	4 SFE	Convertible Top Circuit	In Wiring Near Starter Relay	14 Gage Wire Fuse Link
Heater and Defroster Motor, Safety Convenience Panel Lamps, Power Antenna	Fuse Panel (Heater Socket)	20 SFE	Power Windows	On Starter Relay	20 C.B.
Cigar Lighter Plus Emergency Warning	Fuse Panel (Cigar Fuse)	20 SFE	Power Seats (Four and Six-Way)		20 C.B.
Radio, Back-Up, Single Speed Washers, Turn Signal Circuit	Fuse Panel (Radio Circuit) Flasher Acts As Circuit Breaker	14 SFE	Air Conditioning:		
			Air Conditioner (Economy)	Fuse Cartridge in Feed	15 SFE
			Air Conditioner (Selectaire)	Wire On Back of Ignition Switch at Accessory Terminal	25 C.B.
			Overdrive	On Overdrive Relay	20 SFE
			Transistorized Ignition	In Cartridge Feed Wire	2 SFE
			Speed Control	In Cartridge Feed Wire	14 SFE
			Spotlight	In Cartridge Feed Wire	7.5 SFE
			Automatic Headlamp Dimmer	In Cartridge Feed Wire	4 SFE
			Motors:		
			Windshield Wiper, Convertible Top, Power Window, Power Seat	Integral With Motor	Circuit Breaker

## TIRE INFLATION (COLD)

MODERATE LOAD (5 Persons)*		
	Front	Rear
Car	26	26
Wagon	20	28
UP TO FULL RATED LOAD (See table at right)		
	Front	Rear
Car	28	31
Wagon	22	31

## TIRE PRESSURES

### FULL RATED LOADS

	Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
Sedans and Hardtops with Bench Seats	1100	Driver+ 5 Pass.+ 200 lbs. Luggage
Convertibles with Bench Seats	950	Driver+ 4 Pass.+ 200 lbs. Luggage
Bucket Seat Models	800	Driver+ 3 Pass.+ 200 lbs. Luggage
Station Wagons	1200	Driver+ 5 Pass.+ 300 lbs. Luggage or Driver+ 7 Pass.
Trailer Towing Up to 200 lbs. Actual Tongue Load	Driver+Passengers+Luggage+Actual Tongue Load must not exceed Full Rated (Max.) Load.	

For sustained legal speeds over 60 mph (one hour or more) add 4 lbs. (up to 32 max.) to the recommended inflation pressures. While we strongly discourage excessive speed, if the car is to be driven over 90 mph, special high speed tires are required.

\*Moderate Loads on Bucket Seat Models is 4 persons or less.

## ENGINES

	240 CID I-6	289 CID V-8	352 CID V-8	390 CID V-8	428 CID V-8	427 CID V-8 Hi Perf.
Type	In line 6 OHV	8 Cyl. 90° V OHV	8 Cyl. 90° V OHV	8 Cyl. 90° V OHV	8 Cyl. 90° V OHV	8 Cyl. 90° V OHV
Displacement	240 Cu. In.	289 Cu. In.	352 Cu. In.	390 Cu. In.	428 Cu. In.	427 Cu. In.
Bore & Stroke (Inches)	4.00 x 3.18	4.00 x 2.87	4.00 x 3.50	4.05 x 3.78	4.13 x 3.98	4.13 x 3.98
Compression Ratio	9.2:1	9.3:1	9.3:1	9.5:1 (2V) 10.5:1 (4V)	10.5:1	11.1:1 (V4) 11.1:1 (8V)
Brake Horsepower	150 @ 4000 rpm	200 @ 4400 rpm	250 @ 4400 rpm	275 @ 4400 rpm (2V) 315 @ 4600 rpm (4V)	345 @ 4600 rpm	410 @ 5600 rpm (4V) 425 @ 6000 rpm (8V) 700-800
Idle RPM—Std. Trans.	500-525	575-600	475-500	575-600	575-600	
Idle RPM—Auto. Trans.	500-525	475-500	475-500	475-500	550-575	
Maximum Torque (Foot-Pounds)	234 @ 2200 rpm	282 @ 2400 rpm	352 @ 2800 rpm	405 @ 2600 rpm (2V) 427 @ 2800 rpm (4V)	462 @ 2800 rpm	476 @ 3400 rpm (4V) 480 @ 3700 rpm (8V)
Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Solid
Carburetor	Automatic Choke Single Venturi	Automatic Choke 2 Venturi	Automatic Choke 4 Venturi	Automatic Choke 2 & 4 Venturi	Automatic Choke 4 Venturi	Automatic Choke 4 & 8 Venturi
Fuel	Regular	Regular	Regular	Regular (2V) Premium (4V)	Premium	Premium (4 & 8V)
Firing Order	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	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Plugs	B7A-12405-A	B8A-12405-A	B8A-12405-A	B8A-12405-A	B8A-12405-A	B8A-12405-A
Spark Gap Width	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"	0.028"-0.032"
Distributor Point Gap	0.024"-0.026"	0.014"-0.016"	0.014"-0.016"	0.014"-0.016"	0.014"-0.016"	0.014"-0.016"

## IGNITION TIMING

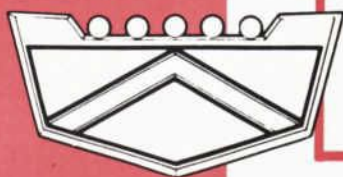
	Degrees BTDC		Degrees BTDC
Manual Shift Transmission		Automatic Transmission (continued)	
240	6°	352	10°
289 (2V & 4V)	6°	390 (2V & 4V)	10°
352 & 390 (2V)	10°	428 Police	12°
390 (4V)	10°	428	10°
428 Police	12°	427 High Performance	8°
428	10°		
427 High Performance	8°		
Automatic Transmission			
240	10°		
289 (2V & 4V)	6°		

Ignition timing requirements may vary depending upon locality, fuel and operating conditions. For best economy and performance, the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting.

Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.



## how to identify the '66 Fairlanes



# 1966



Fairlane Club Coupe

Fairlane for 1966 has two new series, the Fairlane 500 XL and the Fairlane GT. Also new is a convertible in the Fairlane 500, 500 XL and GT series. Continued from 1965 are 2-door and 4-door sedans and 4-door station wagons in the Fairlane series; and the 2-door and 4-door sedans, 2-door hardtop and 4-door wagon in the 500 series. Shown here are models from each of the four Fairlane series.



Fairlane GT Convertible



Fairlane XL Hardtop



Fairlane 500 Station Wagon



Fairlane 500 Sedan

### GENERAL DIMENSIONS

Wheelbase:		
All Except Station Wagon	116"	
Station Wagon	113"	
Tread:		
Front	58"	
Rear	58"	
Over-all Length:		
All Except Station Wagon	197"	
Station Wagon	199"	
Over-all Width:		
All Except Station Wagon	74"	
Station Wagon	74.7"	
Over-all Height:		
All Except Station Wagon	55.8"	
Station Wagon	55.9"	

### APPROXIMATE REFILL CAPACITIES

	U.S. Measure
Fuel Tank	20 gal.
Cooling System:*	
200 CID I-6	9½ qts.
289 CID V-8	15 qts.
390 CID V-8	20½ qts.
*Includes 1 quart for heater	
Engine Crankcase:†	
200 CID I-6	4½ qts.
289 & 390 CID V-8	5 qts.
†Includes 1 quart for filter replacement.	
Transmission:	
3-Speed Conv. Drive:	
6 Cylinder	2 pts.
8-Cylinder	3½ pts.
4-Speed Manual:	
8-Cylinder (Ford)	4¾ pts.
8-Cylinder (B. W.)	3¾ pts.
Overdrive	3½ pts.
Cruise-O-Matic	8 qts.
Rear Axle	4½ pts.

### LIGHTS (12 VOLTS)

	Candela * or Wattage	Lamp Number
Headlights:		
No. 1 (Lower)	37.5 Watts	4001
No. 2 (Upper)	37.5/50 Watts	4002
Front Park and Front		
Turn Indicator	32 C.	1157
Stop, Tail, and Rear		
Turn Indicator	32 C.	1157
Back-Up Lamp	32 C.	1156
License Plate	4 C.	1155
Spotlight	30 Watts	4405
Courtesy Light		
(Arm Rest Mounted)	6 C.	631
Dome Lamp	15 C.	1003
Luggage Compartment Light	15 C.	93
Parking Brake Indicator	2 C.	1895
Radio Dial	2 C.	1892
Ash Receptacle	1.5 C.	1445
All Instrument Panel Bulbs		
Unless Otherwise Indicated	2 C.	1895
Seat Belt Warning Light	1.6 C.	257

\*Candela is the new international term for candlepower.



# FAIRLANE MODELS AND SPECIFICATIONS

## IDENTIFICATION

The car warranty number and other important identifying information is stamped on the warranty plate which is attached to the rear face of the left front door.

The official Vehicle Identification Number for title and registration purposes is stamped on a tab under the hood on the dash panel near the hood right hinge.

## CIRCUIT PROTECTION

	Location	Rating Type		Location	Rating Type
Headlamps	Integral in Lighting Switch	12 C.B.	Windshield Wipers:		
Rear (Tail Lights & Stop Lights, Front Parking, Ignition Switch, License, Horns)	Integral in Lighting Switch	15 C.B.	Single Speed Wipers		6 C.B.
Dome, Courtesy, Cargo, Glove Compartment, Luggage, Clock, Tachometer	Fuse Panel	7½ SFE	Dual Speed Wipers and Washers	In Wiper Switch	7 C.B.
Instrument Panel, Unless Otherwise Specified	Fuse Panel	2½ AGA	Convertible Top Circuit	Between Starter Relay	
Heater and Defroster Motor, Safety Convenience Panel Lamps	Fuse Panel	14 SFE	Power Windows	and Junction Block	Safety Link
Cigar Lighter Plus Emergency Warning	Fuse Panel	20 SFE	Power Seats (Four and Six-Way)	On Starter	
Radio, Back-Up, Single Speed Washers	Fuse Panel	14 SFE	Air Conditioning:	Relay	20 C.B.
Turn Signal Circuit	Flasher Acts As Circuit Breaker		Air Conditioner (Economy)	In Line	15 AGC
			Air Conditioner (Selectaire)	On Ignition Switch	25 C.B.
			Overdrive	Clips on Overdrive Relay	20 SFE
			Spotlight	In Line	7.5 SFE
			Motors:		
			Windshield Wiper, Convertible Top, Power Window, Power Seat	Integral with Motor	C.B.

## TIRE INFLATION (COLD)

	MODERATE LOAD (5 Persons or Less)*	
	Front	Rear
Car (except as noted below)	24	24
Convertible	24	26
GT Models	28	28
Wagons	24	28
	UP TO FULL RATED LOAD (See table at right)	
Car (except as noted below)	25	29
Convertible	25	29
GT Models	28	28
Wagon 4 ply rated tires	24	32
8 ply rated tires	24	34

For sustained legal speeds over 60 mph (one hour or more) add 4 lbs. (up to 32 max.) to the recommended inflation pressures. While we strongly discourage excessive speed, if the car is to be driven over 90 mph, special high speed tires are required.

\*Moderate Loads on Bucket Seat Models is 4 persons or less.

## TIRE PRESSURES

## FULL RATED LOADS

	Full Rated (Max.) Load lbs.	Passenger and Luggage Equivalent (Full Rated)
Sedans and Hardtops with Bench Seats	1100	Driver+5 Passengers+200 lbs. Luggage
Convertibles with Bench Seats	950	Driver+4 Passengers+200 lbs. Luggage
Bucket Seat Models	800	Driver+3 Passengers+200 lbs. Luggage
Station Wagons	1200	Driver+5 Passengers+300 lbs. Luggage or Driver+7 Passengers
Trailer Towing up to 200 lbs. actual tongue load	Driver+Passengers+Luggage+Actual Tongue Load must not exceed Full Rated Load. For heavier Tongue Loads see your Ford Dealer.	

## ENGINES

	200 CID I-6	289 CID V-8	390 CID V-8
Type	6-Cylinder	8-Cyl. 90° V OHV	8-Cyl. 90° V OHV
Displacement	200 Cu. In.	289 Cu. In.	390 Cu. In.
Bore & Stroke (Inches)	3.68 x 3.13	4.00 x 2.87	4.05 x 3.78
Compression Ratio	9.2:1	9.3:1	9.5:1 (2V) 10.5:1 (4V)
Brake Horsepower	120 @ 4400 rpm	200 @ 4400 rpm	265 @ 4400 rpm (2V) 335 @ 4800 rpm (4V)
Idle RPM—Std. Trans.	575-600	575-600	575-600
Idle RPM—Auto. Trans.	500-525	475-500	475-500
Maximum Torque (Foot-Pounds)	190 @ 2400 rpm	282 @ 2400 rpm	401 @ 2600 rpm (2V) 427 @ 3200 rpm (4V)
Valve Lifters	Hydraulic	Hydraulic	Hydraulic
Carburetor	Automatic Choke Single Venturi	Automatic Choke 2 Venturi	Automatic Choke 2 & 4 Venturi
Fuel	Regular	Regular	Regular (2V) Premium (4V)
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Plugs	B7A-12405-B	B8A-12405-A	B8A-12405-A
Spark Gap Width	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"
Distributor Point Gap	0.024"-0.026"	0.014"-0.016"	0.014"-0.016"
Ignition Timing (BTDC):			
Standard Transmission	6°	6°	4°
Automatic Transmission	12°	6°	6°

Ignition timing requirements may vary depending upon locality, fuel, and operating conditions. For best economy and performance the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting.

Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.



## how to identify the '66 Falcons



Falcon Futura Sports Coupe

For 1966, there are ten Falcon models in three series. Included are a 2-door and 4-door sedan and 4-door station wagon in both the Falcon and Futura series, plus a brand new model, the Falcon Futura Sports Coupe. For details and specifications on the Falcon Club Wagon series, see pages 16 and 17.



# 1966...

### GENERAL DIMENSIONS

Wheelbase:		
All Except Station Wagon	.....	111"
Station Wagon	.....	113"
Tread:		
Front	.....	58"
Rear	.....	58"
Over-all Length:		
All Except Station Wagon	.....	184.3"
Station Wagon	.....	198.7"
Over-All Width:		
All Except Station Wagon	.....	73.2"
Station Wagon	.....	74"
Over-all Height:		
All Except Station Wagon	.....	54.6"
Station Wagon	.....	55.8"

### APPROXIMATE REFILL CAPACITIES

	U.S. Measure
Fuel Tank:	
Car	16 gal.
Station Wagon	20 gal.
Cooling System:*	
6-Cylinder	9½ qts.
8-Cylinder	15 qts.
*Includes 1 quart for heater.	
Engine Crankcase:†	
6-Cylinder	4½ qts.
8-Cylinder	5 qts.
†Includes 1 quart for filter replacements.	
Transmission:	
3-Speed:	
6-Cylinder	2 pts.
8-Cylinder	3½ pts.
4-Speed:	
8-Cylinder (Ford)	4 pts.
8-Cylinder (BW)	3½ pts.
Cruise-O-Matic:	
6-Cylinder	7¾ qts.
8-Cylinder	10¼ qts.
Rear Axle:	
6-Cylinder	2½ pts.
8-Cylinder	4 pts.

### LIGHTS (12 VOLTS)

	Candela* or Wattage	Lamp Number
Headlights	40/50 Watts	6012
Parking and Front		
Turn Indicator	32 C.	1157
Stop, Tail, and Rear		
Turn Indicator	32 C.	1157
Back-Up:		
All Except Station Wagon	32 C.	1156
Station Wagon	32 C.	1076
License Plate	4 C.	1155
Courtesy Light	6 C.	631
Dome Lamp	15 C.	1003
Parking Brake Indicator	2 C.	1895
Radio Dial	2 C.	1891
All Instrument Panel Bulbs		
Unless Otherwise Indicated	2 C.	1895

\*Candela is the new international term for candlepower.



Falcon Futura Station Wagon



Falcon Standard Club Coupe



Falcon Futura Sedan



# FALCON MODELS AND SPECIFICATIONS

## IDENTIFICATION

The car warranty number and other important identifying information is stamped on the warranty plate which is attached to the rear face of the left front door inner panel.

The official Vehicle Identification Number for title and registration purposes is stamped on a tab under the hood on the dash panel near the hood right hinge.

## CIRCUIT PROTECTION

	Location	Rating Type		Location	Rating Type
Headlamps	Integral with Lighting Switch	12 C.B.	Windshield Wipers:		
Rear (Tail Lights & Stop Lights, Front Parking, License, Horns)	Integral with Lighting Switch	15 Amp. C.B.	Single Speed Wipers	Integral with Wiper Switch	6 C.B.
Dome, Courtesy, Cargo, Glove Compartment, Luggage, Clock, Tachometer	Fuse Panel	7½ SFE	Dual Speed Wipers and Washers (Ford)		7 C.B.
Instrument Panel, Unless Otherwise Specified	Fuse Panel	2½ AGA	Convertible Top Circuit	Between Starter Relay and Junction Block	Safety Link
Heater and Defroster Motor, Safety Convenience Panel Lamps	Fuse Panel	20 Amp. SFE	Power Windows	On Starter Relay	20 C.B.
Cigar Lighter Plus Emergency Warning	Fuse Panel	20 Amp. SFE	Power Seats (Four and Six-Way)	Relay	20 C.B.
Radio, Back-Up, Single Speed Washers	Fuse Panel	14 Amp. SFE	Air Conditioning:		
Turn Signal Circuit	Flasher Acts As Circuit Breaker		Air Conditioner (Economy)	In Line	15 AGC
			Air Conditioner (Selectaire)	On Ignition Switch	25 C.B.
			Overdrive	Clips to Overdrive Relay	20 SFE
			Spotlight	In Line	7½ SFE
			Motors:		
			Windshield Wiper, Convertible Top, Power Window, Power Seat	Integral with Motor	C.B.

## TIRE INFLATION (COLD)

UP TO FULL RATED LOAD (See table at right)		
	Front	Rear
Car	26	26
Wagon and Ranchero	24	30

## TIRE PRESSURES

## FULL RATED LOADS

	Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
All Models except Station Wagons and Rancheros	1075	Driver + 5 Pass. + 175 lbs. Luggage
Station Wagons	1200	Driver + 5 Pass. + 300 lbs. Luggage
Ranchero Standard Suspension	850	Driver + 700 lbs. Cargo
Ranchero Heavy Duty Suspension	1250	Driver + 1100 lbs. Cargo
Trailer Towing Up to 200 lb. actual tongue load	Driver + Passengers + Luggage + Actual Tongue Load must not exceed full rated (max.) load.	
For heavier tongue loads see your Ford Dealer.		

For sustained legal speeds over 60 mph (one hour or more) add 4 lbs. (up to 32 max.) to the recommended inflation pressures. While we strongly discourage excessive speed, if the car is to be driven over 90 mph, special high speed tires are required.

## ENGINES

	170 CID I-6	200 CID I-6	289 CID V-8 2V
Type	6-Cylinder	6-Cylinder	8-Cyl. 90° V OHV
Displacement	170 Cu. In.	200 Cu. In.	289 Cu. In.
Bore & Stroke (Inches)	3.50 x 2.94	3.68 x 3.13	4.00 x 2.87
Compression Ratio	9.1:1	9.2:1	9.3:1
Brake Horsepower	105 @ 4400 rpm	120 @ 4400 rpm	200 @ 4400 rpm
Idle RPM—Std. Trans.	575-600	575-600	575-600
Idle RPM—Auto. Trans.	500-525	500-525	475-500
Maximum Torque (Foot-Pounds)	158 @ 2400 rpm	190 @ 2400 rpm	282 @ 2400 rpm
Valve Lifters	Hydraulic	Hydraulic	Hydraulic
Carburetor	Automatic Choke, Single Venturi	Automatic Choke, Single Venturi	Automatic Choke, 2 Venturi
Fuel	Regular	Regular	Regular
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plugs	B7A-12405-B	B7A-12405-B	B8A-12405-A
Spark Gap Width	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"
Distributor Point Gap	0.024"-0.026"	0.024"-0.026"	0.014"-0.016"
Ignition Timing (BTDC):			
Standard Transmission	6°	6°	6°
Automatic Transmission	12°	12°	6°

Ignition timing requirements may vary depending upon locality, fuel and operating conditions. For best economy and performance, the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting. Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.



## how to identify the '66 Mustangs



# 1966



Mustang Hardtop

The Mustang lineup for 1966 continues with the three basic models that have made Mustang so popular; the hardtop, convertible, and the 2 plus 2 fastback. Also there is a GT performance package that can be adapted to all three models.



Mustang Convertible



Mustang 2 plus 2 Fastback



2 plus 2 Fastback with GT Performance Equipment

### GENERAL DIMENSIONS

Wheelbase .....	108"
Tread:	
Front .....	55.4"
Rear .....	56"
Over-all Length .....	181.6"
Over-all Width .....	68.2"
Over-all Height .....	51.1"

### APPROXIMATE REFILL CAPACITIES

	U.S. Measure
Fuel Tank .....	16 gal.
Cooling System*	
6-Cylinder .....	9½ qts.
8-Cylinder .....	15 qts.
*Includes 1 quart for heater	
Engine Crankcase†	
6-Cylinder .....	4½ qts.
8-Cylinder .....	5 qts.
†Includes 1 quart for filter replacement	
Transmission:	
3-Speed	
6-Cylinder .....	2 pts.
8-Cylinder .....	3½ pts.
4-Speed	
6-Cylinder .....	4½ pts.
8-Cylinder (Ford) .....	4 pts.
8-Cylinder (B.W.) .....	3½ pts.
Cruise-O-Matic	
6-Cylinder .....	7¾ pts.
8-Cylinder .....	10¼ qts.
Rear Axle:	
6-Cylinder .....	2½ pts.
8-Cylinder .....	4 pts.
8-Cylinder 289 4-V H.P. ....	5 pts.

### LIGHTS (12 VOLTS)

	Candela* or Wattage	Lamp Number
Headlights .....	40/50 W.	6012
Fog Light .....	35 C.	4415
Parking and Front Turn Indicator ..	32 C.	1157
Stop, Tail, and Rear Turn Indicator ..	32 C.	1157
Back-Up .....	21 C.	1142
License Plate .....	4 C.	1155
Spotlight .....	30 W.	4405
Courtesy Light:		
Console .....	3 C.	1816
Under Instrument Panel .....	6 C.	631
Fast Back .....	15 C.	1003
Parking Brake Indicator .....	1 C.	257
Radio Dial .....	2 C.	1891
All Instrument Panel Bulbs Unless Otherwise Indicated .....	2 C.	1895
Clock .....	2 C.	1895
Rally Pac:		
Tachometer .....	2 C.	1895
Clock .....	3 C.	1816
Glove Compartment .....	2 C.	1895
Glove Compartment (Console) .....	1.5 C.	1445

\*Candela is the new international term for candlepower.



# MUSTANG MODELS AND SPECIFICATIONS

## IDENTIFICATION

The car warranty number and other important identifying information is stamped on the warranty plate which is located on the left door lock face panel.

The official Vehicle Identification Number for title and registration purposes is stamped on a tab under the hood on the dash panel near the hood right hinge.

## CIRCUIT PROTECTION

	Location	Rating Type		Location	Rating Type
Headlamps	Integral with Lighting Switch	12 C.B.	Windshield Wipers:		
Rear (Tail Lights & Stop Lights, Front Parking, Ignition Switch, License, Horns)	Integral with Lighting Switch	15 C.B.	Single Speed Wipers	In Wiper Switch	5 C.B.
Dome, Courtesy, Cargo, Glove Compartment, Luggage, Clock, Tachometer	Fuse Panel	7½ SFE	Dual Speed Wipers and Washers (Ford)		12 C.B.
Instrument Panel, Unless Otherwise Specified	Fuse Panel	2½ AGA	Convertible Top Circuit	Between Starter Relay and Junction Block	Safety Link
Heater and Defroster Motor, Safety Convenience Panel Lamps	Fuse Panel	14 SFE	Power Windows	On Starter	
Cigar Lighter Plus Emergency Warning	Fuse Panel	20 SFE	Power Seats (Four and Six-Way)	Relay	20 C.B.
Radio, Back-Up, Single Speed Washers	Fuse Panel	14 SFE	Air Conditioning:		
Turn Signal Circuit	Flasher Acts As Circuit Breaker		Air Conditioner (Economy)	In Line	15 AGC
			Air Conditioner (Selectaire)	On Ignition Switch	25 C.B.
			Overdrive	Clips on Overdrive Relay	20 SFE
			Spotlight	In Line	7.5 SFE
			Motors:		
			Windshield Wiper, Convertible Top, Power Window, Power Seat	Integral with Motor	C.B.

## TIRE PRESSURES

### TIRE INFLATION (COLD)

	UP TO FULL RATED LOAD (See table at right)	
	Front	Rear
All models (except as noted below)	24	24
Hi-Performance models and other vehicles with high speed tires	28	28

### FULL RATED LOADS

	Full Rated Load (lbs.)	Passenger and Luggage Equivalent of Full Rated Load
All Models	775	Driver + Pass. + 175 lbs. Luggage
Trailer Towing up to 200 lbs. actual tongue load	Driver + Passengers + Actual Tongue Load must not exceed full rated (max.) load. For heavier tongue loads see your Ford Dealer.	

For sustained legal speeds over 60 mph (one hour or more) add 4 lbs. to the recommended inflation pressures. While we strongly discourage excessive speed, if the car is to be driven over 90 mph, special high speed tires are required.

## ENGINES

	200 CID I-6	289 CID V-8 2V	289 CID V-8 4V	289 CID V-8 Hi Perf.
Type	6-Cylinder	8-Cyl. 90° V OHV	8-Cyl. 90° V OHV	8-Cyl. 90° V OHV
Displacement	200 Cu. In.	289 Cu. In.	289 Cu. In.	289 Cu. In.
Bore & Stroke (Inches)	3.68 x 3.13	4.00 x 2.87	4.00 x 2.87	4.00 x 2.87
Compression Ratio	9.2:1	9.3:1	10.0:1	10.5:1
Brake Horsepower	120 @ 4400 rpm	200 @ 4400 rpm	225 @ 4800 rpm	271 @ 6000 rpm
Idle RPM—Std. Trans.	575-600	575-600	575-600	750-775
Idle RPM—Auto. Trans.	500-525	475-500	500-525	
Maximum Torque (Foot-Pounds)	190 @ 2400 rpm	282 @ 2400 rpm	305 @ 3200 rpm	312 @ 3400 rpm
Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Solid
Carburetor	Automatic Choke	Automatic Choke	Automatic Choke	Automatic Choke
Fuel	Regular	2 Venturi	4 Venturi	4 Venturi
Firing Order	1-5-3-6-2-4	Regular	Premium	Premium
Spark Plugs	B7A-12405-B	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Gap Width	0.032"-0.036"	B8A-12405-A	B8A-12405-A	B8A-12405-A
Distributor Point Gap	0.024"-0.026"	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"
Ignition Timing (BTDC):		0.014"-0.016"	0.014"-0.016"	0.014"-0.016"
Standard Transmission	6°	6°	6°	6°
Automatic Transmission	12°	6°	6°	6°

Ignition timing requirements may vary depending upon locality, fuel and operating conditions. For best economy and performance, the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting. Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.



## how to identify the '66 Thunderbirds



Thunderbird Hardtop

There are four Thunderbird models for 1966. The convertible and the hardtop which are continued from 1965, plus two new models; the Town Landau and the Town Hardtop. These have a new "town" roof line so named because it is suggestive of custom "town car" roofs.



Thunderbird Convertible



Thunderbird Town Landau



Thunderbird Town Hardtop

# 1966

### GENERAL DIMENSIONS

Wheelbase.....	113"
Tread:	
Front.....	61"
Rear.....	60"
Over-all Length.....	205.4"
Over-all Width.....	77.3"
Over-all Height:	
Hardtop.....	52.5"
Hardtop-Landau.....	52.7"
Convertible.....	53.3"

### APPROXIMATE REFILL CAPACITIES

	U.S. Measure
Fuel Tank.....	22 gal.
Cooling System*.....	20½ qts.
*Includes 1 quart for heater	
Engine Crankcase†.....	5 qts.
†Includes 1 quart for filter replacement	
Transmission:	
Cruise-O-Matic.....	13 qts.
Rear Axle.....	5 pts.

### LIGHTS (12 VOLTS)

	Candela* or Wattage	Lamp Number
Headlights		
No. 1 (inner).....	37.5 Watts	4001
No. 2 (outer).....	37.5/50 Watts	4002
Parking and Front		
Turn Indicator.....	32 C.	1157-A
Stop, Tail, and Rear		
Turn Indicator.....	32 C.	1157
Back-Up.....	32 C.	1076
License Plate.....	4 C.	1155
AM-FM Radio (Dial).....	1 C.	1892
AM Radio (Dial).....	2 C.	1891
Courtesy Light:		
Door Mounted.....	15 C.	1004
"C" Pillar.....	15 C.	1003
Identification Light.....	3 C.	1816
Dome.....	3 C.	1816
Turn Signal Indicator:		
Fender.....	1 C.	53X
Instrument Panel†.....	2 C.	1895-G
All Instrument Panel Bulbs Unless Otherwise Indicated.....	2 C.	1895
Speedometer Indicator Lamp.....	1.5 C.	1445
Heater or Air Conditioner.....	1.5 C.	1445
Clock.....	2 C.	1895
Map Light.....	6 C.	631
Automatic Transmission		
Quadrant.....	2 C.	158
Luggage Compartment.....	6 C.	631
Control Nomenclature (Air & Wiper).....	2 C.	1891
Spotlight.....	30 Watts	4405
Hand Brake Signal.....	2 C.	1895
Low Fuel Warning.....	1.5 C.	1445
Door Lock Warning.....	1.6 C.	256
Emergency Flasher.....	1.5 C.	1445
Seat Belt Warning Light.....	1.5 C.	1445
Glove Compartment Lamp.....	6 C.	631

\*Candela is the new international term for candlepower.  
†For State of Minnesota and Wisconsin.



# ..THUNDERBIRD

## MODELS AND SPECIFICATIONS

### IDENTIFICATION

The car warranty number and other important identifying information is stamped on the warranty plate which is attached to the rear face of the left front door.

The official Vehicle Identification Number for title and registration purposes is stamped on a tab under the hood on the dash panel near the hood right hinge.

### CIRCUIT PROTECTION

	Location	Rating Type		Location	Rating Type
Headlamps	In Headlight Switch	18 C.B.	Upper Back Panel Motor Control	In Trunk	15 C.B.
Tail Lights & Front Parking, License	In Headlight Switch	15 C.B.	Convertible Top Power Circuit	Terminal Junction	Fuse Assembly
Stoptlights	Fuse Panel	15 C.B.		Block and Starter Relay	(Link Wire 6" long 14 Gauge)
Dome, Courtesy, Interior Lights, Luggage, Clock	Fuse Panel	14 SFE	Convertible Top Motor Feed	Terminal Junction	Fuse Assembly
Instrument Panel, Unless Otherwise Specified	Fuse Panel	6 SFE			(Link Wire 6" long 12 Gauge)
Heater and Air Conditioner	Fuse Panel	20 C.B.	Top Control, Neutral Relay	Fuse Panel	10 C.B.
Speed Control, Seat Belt Warning	Fuse Panel	4 AGE	Power Windows, Power Seats, and Horns	Fuse Panel	20 C.B.
Power Antenna	Fuse Panel	14 SFE	Transistorized Ignition	Cartridge In Feed Wire	2 AGA
Cigar Lighter	Fuse Panel	15 SFE	Motors:		
Emergency Warning	Fuse Panel	20 SFE	Windshield Wiper, Convertible Top, Power Windows, Power Seat	Integral with Motor	Circuit Breaker
Radio, Back-Up, Windshield Washers, Door Open Warning	Fuse Panel	7.5 SFE			
Turn Signal Circuit	Fuse Panel	15 AGC			
Windshield Wipers	Hydraulically Operated	No Fuse or Circuit Breaker			
Deck Lock Control	In Trunk	15 C.B.			

### TIRE PRESSURES

#### TIRE INFLATION (COLD)

	MODERATE LOAD (4 Persons or less)	
	Front	Rear
Hardtop	24	25
Convertible	24	25
UP TO FULL RATED LOAD (See table at right)		
Hardtop	24	25
Convertible	24	27

#### FULL RATED LOADS

	Full Rated (Max.) Load (lbs.)	Passengers and Luggage Equivalent of Full Rated Load
All Models	750	Driver + 3 Pass. + 150 lbs. Luggage
Trailer Towing up to 200 lbs. actual tongue load	Driver + Passengers + Luggage + Actual Tongue Load must not exceed full rated (max.) load. For heavier tongue loads see your Ford Dealer.	

For sustained legal speeds over 60 mph (one hour or more) add 4 lbs. to the recommended inflation pressures. While we strongly discourage excessive speed, if the car is to be driven over 90 mph, special high speed tires are required.

### ENGINES

	390 CID V-8	428 CID V-8
Type	8 Cyl. 90° V OHV	8 Cyl. 90° V OHV
Displacement	390 Cu. In.	428 Cu. In.
Bore & Stroke (Inches)	4.05 x 3.78	4.13 x 3.98
Compression Ratio	10.5:1	10.5:1
Brake Horsepower	315 @ 4600 rpm	345 @ 4600 rpm
Idle RPM—Std. Trans.	575-600	575-600
Idle RPM—Auto. Trans.	475-500	475-500
Maximum Torque (Foot-Pounds)	427 @ 2800 rpm	462 @ 2800 rpm
Valve Lifters	Hydraulic	Hydraulic
Carburetor	Automatic Choke	Automatic Choke
Fuel	4 Venturi	4 Venturi
Firing Order	Premium	Premium
Spark Plugs	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Gap Width	B8A-12405-A	B8A-12405-A
Distributor Point Gap	0.032"-0.036"	0.032"-0.036"
Ignition Timing (BTDC)	0.014"-0.016"	0.014"-0.016"
	10°	12°

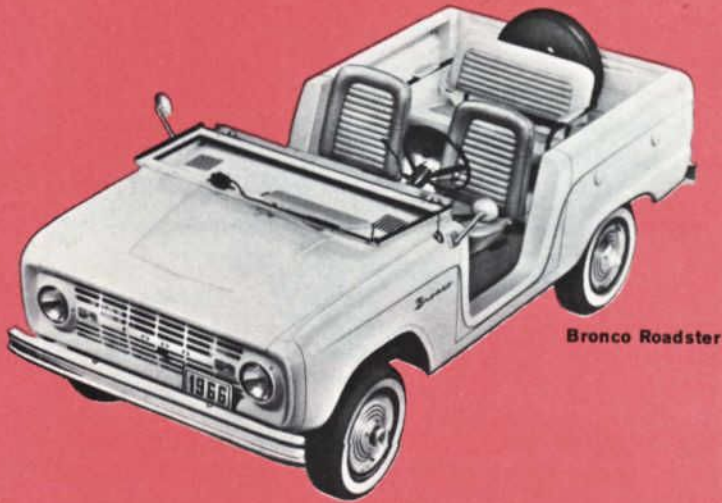
Ignition timing requirements may vary depending upon locality, fuel, and operating conditions. For best economy and performance the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting.

Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.



## How to identify the '66 BRONCO

**BRONCO**



Bronco Roadster

The brand new Bronco for 1966 is available in three models; the Roadster which comes with no roof, the Sports Utility which comes with a short roof, and the Wagon which comes with the long roof. Four-wheel drive is standard on all models.



Bronco Wagon



Bronco Sports Utility

# 1966...

### APPROXIMATE REFILL CAPACITIES

	U. S. Measure
Fuel Tank .....	14½ gal.
Cooling System* .....	12¼ qts.
*Includes one quart for heater.	
Engine Crankcase† .....	7 qts.
†Includes one quart for filter replacement.	
Transmission:	
3-Speed Manual .....	3½ pts.
Front Axle .....	3½ pts.
Rear Axle—3,300 lbs. ....	4½ pts.
2,780 lbs. ....	5 pts.

### GENERAL DIMENSIONS

Wheelbase .....	92"
Tread:	
Front .....	57"
Rear .....	57"
Over-all Length .....	152.1"
Over-all Width .....	68.8"
Over-all Height .....	69.2"

### LIGHTS (12 VOLTS)

	Candela* or Wattage	Lamp Number
Headlights .....	40/50 Watts	6012
Parking and Front Turn Indicator ..	32 C.	1157-A
Stop, Tail, and Rear Turn Indicator .....	32 C.	1157
License Plate .....	4 C.	1155
Map .....	15 C.	631
Radio Pilot Light .....	2 C.	1895
All Instrument Panel Bulbs Unless Otherwise Indicated .....	2 C.	1895

\*Candela is the new international term for candlepower.



# ..BRONCO MODELS AND SPECIFICATIONS

The car warranty number and other important identifying information is stamped on the warranty plate which is attached to the inner left side cowl panel near the clutch.

The official Vehicle Identification Number for title and registration purposes is stamped on a tab under the hood on the dash panel near the hood right hinge.

## FUSES AND CIRCUIT BREAKERS

	Location	Rating
Headlight .....	In Headlight Switch	12 AMP. C.B.
Taillights, Parking Lights, Rear License Lights, Stop Lights and Turn Signal .....	In Headlight Switch	15 AMP. C.B.
Heater Fan .....	Fuse Panel	20 AMP. Fuse
Emergency Warning .....	Cartridge in Feed Line	20 AMP. SFE Fuse
Windshield Washer used with Single Speed Wipers .....	Integral with Motor	Circuit Breaker
Lighter .....	End of Cigar Lighter	8 AMP. C.B.
Instrument Panel Lights .....	Fuse Panel	4 AMP. 7 AG, AGW Fuse
Courtesy Map Light .....	Fuse Panel	2 AMP. 1 AG, AGA Fuse

## TIRE PRESSURES

The tires should be checked regularly to be sure that the air pressures agree with specifications.

TIRE SIZE AND PLY RATING	RIM TYPE	PRESSURE	
		Front	Rear
Tubless Tires			
7.35 x 15 4 PR PT	5½ K	30	30
7.75 x 15 4 PR PT	5½ K	30	30
7.75 x 15 8 PR PT	5½ K	30	30
8.15 x 15 4 PR PT	5½ K	30	30
8.15 1 15 8 PR PT	5½ K	30	42
9.15 x 15 4 PR PT	5½ K	30	30
Tube Tires			
6.50 x 16 6 PR TT	5K	35	45

## ENGINE

	170 CID I-6
Type .....	6 Cylinder
Displacement .....	170 Cu. In.
Bore & Stroke (Inches) .....	3.50 x 2.94
Compression Ratio .....	9.1:1
Brake Horsepower .....	105 @ 4400 RPM
Maximum Torque (Foot-Pounds) .....	158 @ 2400 RPM
Compression (Pressure at Cranking Speed) .....	155-195
Idle Speed (RPM at neutral) .....	575-600
Oil Pressure—Hot (psi @ 2000 RPM) .....	35-55
Firing Order .....	1-5-3-6-2-4
Spark Plugs .....	B7A-12405-B
Spark Gap Width .....	0.032"-0.036"
Distributor Point Gap .....	0.024"-0.026"
Ignition Timing .....	4° (BTDC)

Ignition timing requirements may vary depending upon locality, fuel, and operating conditions. For best economy and performance, the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting.

Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.



# How to identify the '66 Econolines & Falcon Club Wagons

There are three models in the Econoline lineup; the Pickup, the Van and the Panel Van. The Falcon Club Wagon line also has three models; the Club Wagon; the Deluxe Club Wagon, and the Custom Club Wagon.



Econoline Van



Econoline Panel Van



Falcon Custom Club Wagon



Falcon Club Wagon

# 1966

## GENERAL DIMENSIONS

Wheelbase .....	90"
Tread:	
Front .....	60"
Rear .....	60.2"
Over-all Length:	
Pickup .....	164.1"
Van .....	167.4"
Panel Van & Wagon .....	167.4"
Super Van & Panel Van .....	185.4"
Extended Body .....	185.4"
Over-all Width:	
Pickup .....	75.00"
Van or Bus .....	75.80"

## APPROXIMATE REFILL CAPACITIES

	U. S. Measure
Fuel Tank .....	14 gals.
Cooling System*:	
170 CID .....	9½ qts.
240 CID .....	12½ qts.
*Includes 1 quart for heater	
Engine Crankcase .....	4½ qt**
**5 quarts needed on 240 CID	
Transmission:	
3-Speed Manual .....	3.5 pts.
Automatic—170 CID .....	7¾ qts.
Automatic—240 CID .....	10 ½ qts.
Rear Axle—Standard .....	2½ pts.
H.D. ....	5 pts.
Limited Slip .....	4 ½ pts.

## LIGHTS (12 VOLTS)

	Candella* or Wattage	Lamp Number
Alternator Indicator .....	2 C	1895
Headlight .....	50-40 Watts	6012
High Beam Indicator .....	1.5 C	1445
Interior .....	15 C	1003
Interior Turn Signal .....	2 C	1895
Oil Pressure Indicator .....	2 C	1895
Parking and Front Turn Indicator .....	4-32 C	1157
Radio Dial .....	2 C	1895
Rear License Plate .....	4 C	1155
Speedometer and Odometer .....	2 C	1895
Spotlight .....	30 Watt	4405
Stop, Tail and Rear Turn Indicator .....	4-32 C	1157

\*Candella is the new international term for candle power.



# ECONOLINE AND FALCON CLUB WAGON

## MODELS AND SPECIFICATIONS

The vehicle warranty number and other important identifying information 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 body.

### CIRCUIT PROTECTION

	Location	Fuse Number		Location	Fuse Number
Cigar Lighter.....	Cartridge in Feed Wire	SFE-14	Rear, Parking and Dome Lights...	Fuse Panel	AGC-15
Headlamps.....	Light Switch	Circuit Breaker	Spot Lamp.....	Cartridge in Feed Wire	SFE-7.5
Heater Fan.....	Fuse Panel	SFE-14	Turn Indicator.....	Fuse Panel	AGC-14
Instrument Panel Lamp Rheostat..	Cartridge in Feed Wire	AG-1 or AGA-1	Windshield Wiper Motor.....	Integral with Switch	Circuit Breaker
Radio (Manual).....	Fuse Panel	SFE-7.5			

### TUBELESS TIRE PRESSURES (COLD)

Tire Size	Pounds		Tire Size	Pounds	
	Front	Rear		Front	Rear
6.50 x 13-4PR*	28	28	7.35 x 14-8PR*	34	44
6.95 x 14-4PR*	28	28	7.00 x 14-8PRTT†	35	50#
6.95 x 14-8PR*	30	36	7.00 x 14-10PRTT†	35	60

\*Passenger Type    †Truck Type    #60 Pounds for SuperVan Models

### LOAD CAPACITIES

Pickup.....	73 cubic feet	Wagon without rear compartment seats.....	204 cubic feet
SuperVan.....	251 cubic feet	Van.....	204 cubic feet
Extended Body.....	251 cubic feet		

### LOAD VOLUME CAPACITY

Model	GVW <sup>1</sup>	Model	GVW <sup>1</sup>
Econoline Pickup.....	3,800 Lbs. <sup>2</sup>	Econoline SuperVans (Vans-Panel Vans).....	3,650 Lbs. <sup>1</sup>
Econoline Pickup.....	4,350 Lbs. <sup>3</sup>	Econoline SuperVans (Vans-Panel Vans).....	4,350 Lbs. <sup>3</sup>
Econoline Pickup.....	4,930 Lbs. <sup>3</sup>	Econoline SuperVans (Vans-Panel Vans).....	4,930 Lbs. <sup>3</sup>
Econoline Vans, Panel Vans.....	3,650 Lbs. <sup>2</sup>		
Econoline Vans, Panel Vans.....	4,350 Lbs. <sup>3</sup>		
Econoline Vans, Panel Vans.....	4,930 Lbs. <sup>3</sup>		

1. Gross Vehicle Weight—Vehicle plus payload
2. Standard GVW
3. Optional GVW

### ENGINES

Bore (Inches)		
170 CID.....		3.50
240 CID.....		4.00
Stroke (Inches)		
170 CID.....		2.94
240 CID.....		3.18
Taxable (SAE Horsepower)		
170 CID.....		29.4
240 CID.....		38.4
Maximum Brake Horsepower		
170 CID.....		105 @ 4400 RPM
240 CID.....		150 @ 4000 RPM
Maximum Gross Torque (Foot-Pounds)		
170 CID.....		158 @ 2400 RPM
240 CID.....		234 @ 2200 RPM
Ignition Timing		
170 CID.....	Std. Trans.	Auto. Trans.
240 CID.....	4°	8°
	4°	10°



# 1966.....



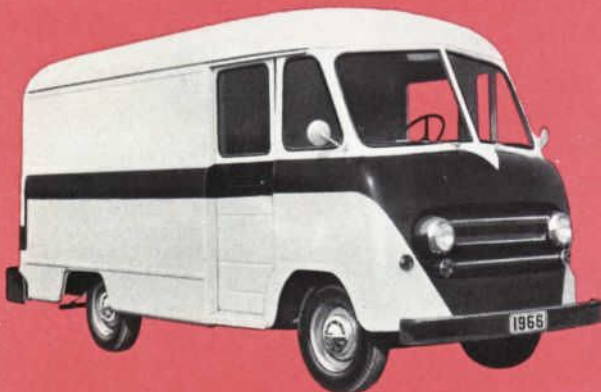
Ford Ranchero



Ford F-100



Ford F-350



Ford P-350 Parcel

## ENGINES

	170 CID	240 CID	300 CID	352 CID	4-Cyl. 220 Diesel
Bore (Inches)	3.50	4.00	4.00	4.00	3.9375
Stroke (Inches)	2.94	3.18	3.98	3.50	4.524
Taxable (SAE) Horsepower	29.4	32.5	38.4	51.2	24.8
Maximum Gross Horse- power at RPM	105 @ 4400	150 @ 4000	170 @ 3600	208 @ 4400	70 @ 2500
Maximum Gross Torque (ft-lbs @ rpm)	158 @ 2400	234 @ 2200	283 @ 2400	315 @ 2400	160 @ 1600
Compression Ratio	9.1:1	9.2:1	8.4:1	8.9:1	16:1
Compression Pressure (psi @ cranking speed)	155 @ 195	155 @ 195	150 @ 200	160 @ 200	365 @ 215
Idle Speed rpm Std. Transmission	575-600	500-525	500-525	500-525	500-550
Auto. Transmission (In Drive)	500-525	500-525	500-525	500-525	
Oil Pressure—Hot (psi @ 2000 rpm)	35-55	35-55	35-55	35-55	30-40
Cylinder 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	1-2-4-3
Spark Plug Replacement Ford Part Number	B7A- 12405-B	C5TZ- 12405-A	C5TZ- 12405-A	B8A- 12405-A	
Spark Gap Width	0.032"- 0.036"	0.032"- 0.036"	0.030"	0.032"- 0.036"	
Distributor Point Gap	0.025"	0.025"	0.025"	0.017"	
Ignition Timing: Standard Transmission	4°	6°	6°	6°	
Automatic Transmission	—	10°	10°	6°	

## DIESEL FUEL

	Grade #1	Grade #2
Cetane Number	43 Min.	45 Min.
Viscosity s.o.s. @ 100 F	33-38	30-33
Pour Point	0° F Max.	-25° F Max.
Cloud Point	10° F Max.	-15° F Max.
Carbon residue on 10% bottom	.15 Max.	.10 Max.
Sulphur Percent	.4 Max.	.25 Max.
Copper Strip Corrosion	#2	#1
Ast. Percent-wt.	.01 Max.	.01 Max.
Water and Sediment Percent-vol.	0.10 Max.	Trace
Flash Point° F.	125 or Legal	125 or Legal
Distillation °F.	625 (90%)	600 (90%)
API Gravity	33 Min.	35 Min.



# FORD TRUCK SPECIFICATIONS

(SERIES 100 through 350, and P SERIES)

## APPROXIMATE REFILL CAPACITIES

COOLING	TRUCK MODEL	Approx. Cap. (Qts.) U. S. Measure
170 CID Six	P-100	9
240 CID Six	F-100 and F-250—4 x 2 (Stand)	13
240 CID Six	F-100 and F-250—4 x 2 RPO, F-100 and 250 4 x 4 and F-350 Single Rim Rear Wheels	14
240 CID Six	F-350 Double Rim Rear Wheels	18
240 CID Six	P-350, P-400, P-500	19
300 CID Six	F-100 and F-250 4 x 2 (Stand)	13
300 CID Six	F-100 and F-250 4 x 2 RPO, F-100 and F-250 4 x 4 and F-350 Single Rim Rear Wheels	14
300 CID Six	Double Rim Rear Wheels	18
300 CID Six	P-350, P-400, P-500	19
352 CID V-8	F-100, F-250, F-350 Single Rim Rear Wheels	21
352 CID V-8	F-350 Double Rim Rear Wheels	24
<b>CRANKCASE</b>		
170 CID Six		3½
240 CID Six		4
240 CID (4 x 4 and F-350)		5
300 CID Six		4
300 CID (4 x 4 and P Series)		5
352 CID V-8		5
<b>FUEL TANK</b>		
Std. Type	F-Series Cab Models F-100 and 250 Chassis, windshield and P Series Chassis F-350 Series Cowl or Chassis windshield models	19.5 gals 17 gals
Optional Type (mounted outside of frame)	P-400 and P-500 P-350	30 gals
<b>REAR AXLE MODEL</b>		
Ford 3300	F-100, P-100	4½
Spicer 44	F-100 (Limited Slip)	4½
Spicer 44 F (Front Axle)	4-Wheel Drive F-100 & 250	3¾
Spicer 44 F HD (Front Axle)	4-Wheel Drive 250	3¾
Spicer 60-2	F-100	4½
Spicer 60	F-250, P-350, P-3500	5½
Spicer 70	F-350, P-350, P-3500, P-400, P-4000	6
Rockwell C-100-N	P-500 and P-5000	15
Rockwell D-100-N	P-500	15
<b>TRANSMISSION</b>		
3-Speed (Ford)		3½
3-Speed with Overdrive (Warner T-85-N)		4
3-Speed Medium Duty (Warner T-89-F)		3⅓
3-Speed Heavy Duty (Warner T-87-G)		5½
4-Speed (Warner T-18)		6½
4-Speed (Warner T-98-A)		6½
4-Speed (New Process 435)		6½
Heavy Duty Cruise-O-Matic		22
C-4 Automatic		20¼

TRANSMISSION	Approx. Cap. (Qts.) U. S. Measure	
4-Wheel Drive Transfer Case Single Speed F-100	1¼	
2-Speed F-250	4½	
<b>FUSES AND CIRCUIT BREAKERS</b>		
CIRCUIT F-100, 250, 350	PROTECTIVE DEVICE	LOCATION
Dome Lamp	SFE 7.5 or SFE 9 Fuse	Fuse Panel
Emergency Warning System	SFE 20 Fuse	Cartridge in Feed Wire
Headlamps	Circuit Breaker	Integral with Switch
Heater	SFE 20 Fuse	Fuse Panel
Instrument Panel Lights	1-AG Fuse	Fuse Panel
License Light	Circuit Breaker	Integral with Headlamp Switch
Lighter	SFE 14 Fuse	Fuse Panel
Marker Lights	SFE 14 Fuse	Cartridge in Feed Wire
Overdrive Circuit	3-AG Fuse	Clip on O/D Relay
Radio	SFE 14 Fuse	Fuse Panel
Spotlight	SFE 7.5 Fuse	Cartridge in Feed Wire
Stop Lamp	Circuit Breaker	Integral with Headlamp Switch
Turn Signal Lights	SFE 14 Fuse	Fuse Panel
Windshield Wiper	Circuit Breaker	Integral with Wiper Switch
<b>CIRCUIT P-SERIES</b>		
Emergency Warning System	SFE 14 Fuse	Cartridge in Feed Wire
Headlamps	Circuit Breaker	Integral with Headlamp Switch
Heater	SFE 14 Fuse	Cartridge in Feed Wire
Instrument Panel Lights	1-AG Fuse	Cartridge in Feed Wire
License Lamp	Circuit Breaker	Integral with Headlamp Switch
Parking Lamps	Circuit Breaker	Integral with Headlamp Switch
Stop Lamps	Circuit Breaker	Integral with Headlamp Switch
Turn Signal Lights	SFE 7.5 Fuse	Cartridge in Feed Wire
Windshield Wiper	Circuit Breaker	Integral with Headlamp Switch
<b>BULBS</b>		
DESCRIPTION	CANDELA* OR WATTAGE	TRADE NUMBER
Cigarette Lighter Socket	1.5 C.	1445
Dome Light	1.5 C.	1003
Front Parking Light Only	4 C.	1155
Front Turn Signal/Parking	32/4 C.	1157
Alternator	2 C.	1895
Headlights (Single-High-Low Beam)	50/40 W	6012
Heater Control	2 C.	1895
Instrument Cluster Illumination	2 C.	1895
Instrument Panel Indicators Hi-Beam	2 C.	1895
Marker	4 C.	1155
Oil Pressure	2 C.	1895
Radio Dial	2 C.	1895
Rear License Light Only	4 C.	1155
Rear Turn Signal, Stop and Tail Lights	32/4 C.	1157
Spotlight	30 W	4435
Turn Signal	2 C.	1895

\*Candela is the new international term for candlepower.





# 1966..... FORD TRUCK

## ENGINES (GAS)

	240-6	300LD-6	300HD-6	330 V-8	330HD-V-8	361 V-8	391- V8	401-SD 2V-V-8	401-SD 4V-V-8	477-SD 2V-V-8	477-SD 4V-V-8	534-SD V-8
Bore (Inches)	4.00	4.00	4.00	3.87	3.87	4.05	4.05	4.125	4.125	4.50	4.50	4.50
Stroke (Inches)	3.18	3.98	3.98	3.50	3.50	3.50	3.78	3.75	3.75	3.75	3.75	4.2
Taxable (SAE) Horsepower	38.4	38.4	38.4	48.05	48.05	52.48	52.48	54.0	54.0	65.0	65.0	65.0
Brake Horsepower	150	170	170	186	186	203	235	206	226	231	253	266
Engine Governed rpm Setting	3800† 4000**	3800† 4000**	3800† 4000**	3600† 3900**	3600† 3900**	3600† 3800**	3600† 3800**	3400† 2500-3600**	3400† 2500-3600**	3200† 2500-3400**	3200† 2500-3400**	3000† 2500-3200**
Maximum Gross Torque (ft.-lbs. @ rpm)	234 @ 2200	382 @ 14-2400	283 @ 14-2400	300 @ 2000	300 @ 2000	330 @ 2000	372 @ 2000	341 @ 1800	343 @ 2600	412 @ 1800	415 @ 2600	481 @ 1800
Compression Ratio	8.75:1	8.4:1	8.0:1	7.4:1	7.4:1	7.3:1	7.3:1	7.5:1	7.5:1	7.5:1	7.5	7.5
Compression Pressure (psi @ Cranking Speed)	150-200	150-200	150-200	120-160	120-160	120-160	120-160	130-170	130-170	130-170	130-170	130-170
Idle Speed (rpm @ Drive (With Head Lamps on))	500-523	500-525	500-525	525-550	525-550	525-575	525-575	500-550	500-550	500-550	500-550	500-550
Oil Pressure—Hot (psi @ 200 rpm)	35-55	35-60	35-60	35-55	35-55	35-55	35-55	35-65	35-65	35-65	35-65	35-65
Ignition Timing*	6°	6°	6°	12°	10°	10°	8°	8°	8°	8°	8°	8°
Transistorized Distributor Point Gap Width (Inches)	0.026- 0.028	0.026- 0.028	0.026- 0.028	0.019- 0.021	0.019- 0.021	0.019- 0.021	0.019- 0.021	0.019- 9.021	0.19- 0.021	0.019- 0.021	0.019- 0.021	0.019- 0.021
Conventional Distributor Point Gap Width (Inches)	0.024- 0.026	0.024- 0.026	0.024- 0.026	0.014- 0.016	0.014- 0.016	0.14- 0.016	0.014- 0.016	0.014- 0.016	0.014- 0.016	0.014- 0.016	0.014- 0.016	0.014- 0.016
Spark Gap Width (Inches)	0.028- 0.032	0.032- 0.036	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032	0.028- 0.032
Cylinder 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	1-5-4-2- 6-3-7-8	1-5-4-2- 6-3-7-8	1-5-4-2- 6-3-7-8	1-5-4-8- 6-3-7-2	1-5-4-8- 6-3-7-2	1-5-4-8- 6-3-7-2	1-5-4-8- 6-3-7-2	1-5-4-8- 6-3-7-2
Spark Plug Replacement Ford Part Number	C5TZ- 12405-A	C5TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A	C3TZ- 12405-A

†Load  
\*\*No Load

\*Ignition timing requirements may vary depending upon locality, fuel and operating conditions. For best economy and performance, the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting. Do not retard the initial advance beyond 2° for sub-standard fuels.

## ENGINES (DIESEL)

	Ford 330	V6E-195	V8E-235	V8-265	NHE-180	NHE-195	NH-220	NHE-225	NH-250
Bore (Inches)	3.94	5.50	5.50	5.50	5.12	5.12	5.12	5.50	5.50
Stroke (Inches)	4.52	4.12	4.12	4.12	6.0	5.0	6.0	6.0	6.0
Taxable (SAE) Horsepower	37.2	72.5	96.8	96.8	63.04	63.04	63.04	72.5	72.5
Brake Horsepower	112	195	235	265	180	195	220	225	234
Engine Governed rpm Setting	2500*-2700**	2500	2400	2600	1950	1950	2100	1950	2100
Maximum Gross Torque (ft.-lbs. @ rpm)	265 @ 1500	450 @ 1800	567 @ 1600	600 @ 1800	534 @ 1300	580 @ 1300	606 @ 1600	670 @ 1300	250 @ 2100
Compression Ratio	16:1	17:1	17:1	17:1	15.5:1	15.5:1	15.5:1	14.9:1	14.9:1
Compression Pressure (psi @ Cranking Speed)	365	365	365	365	365	365	365	365	365
Idle Speed (rpm @ neutral)	500-550	600-650	600-650	600-650	520	520	520	520	520
Oil Pressure—Hot (psi @ operating rpm)	35-40	35-40	35-40	35-40	30-50	30-50	30-50	30-50	30-50
Cylinder Firing Order	1-5-3-6-2-4	1-4-2-5-3-6	1-5-4-8-6-3-7-2	1-5-4-8-6-3-7-2	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4

\*Load  
\*\*No Load

## FUEL TANK CAPACITIES

Tank Type	Truck Model (500-800 Series)	Approx. Capacity Gallons (U.S.)
Standard	C-, F-, N-, and T-Series	19.5
	B- and CT-Series	30
Optional Rectangular	C-, F-, N-Series and T-700-750 Series	30
Optional Step	F-800 and N-, T-Series	50
Optional Cylindrical	C-, F-, T-700-800; N-700-750	50
	CT-750-800	60
Optional Saddle	C-, F-, T-700-800; CT-750-800	125

Tank Type	Truck Model (850-1000 Series)	Approx. Capacity Gallons (U.S.)
Standard	F-, C-, T-, NT-Series (cab models)	18
	H-, and HT-Series	50
	F-850 thru 950 (cowl models)	18
	CT-850-950	30
Optional (Cylindrical)	H-, HT-, F-, N-, T-, and NT-Series (850 thru 1000)	60
Optional (Saddle)	F-, C-, and T-Series (850 thru 1000)	125
Optional (Step)	F- and T-Series (850 thru 1000)	50



# SPECIFICATIONS

## SERIES 500 THROUGH 1000

### ENGINE COOLING SYSTEM REFILL CAPACITIES



GAS ENGINES		
ENGINE	TRUCK MODEL	APPROX. CAP.* (QTS.) U. S.
240—Six	F-500, F-600, B-600, N-500-600	19
300—Six	F-500, B-500, N-500	19
300HD—Six	F-600, B-600, N-600 C-550, C-600	19
		21
330 V-8	F-500, B-500, F-600, B-600, B-700, B-500, N-600 C550, C-600	24
		28
330HD V-8	F-600, B-600, F-700, B-700, T-700†, N-600, N-700 C-600, C-700†	24
		28
361 V-8	F-750, B-750, F-800, T-750, T-800, N-750 C-750-800, CT-750-800	24†
		28†
391 V-8	F-800, T-750, T-800, N-750, B-750, F-750 C-750, C-800, CT-750, CT-800	24†
		28†
401 SD V-8	F-, N-, NT-, T-Series C-, CT-Series	46
		51
477 SD V-8	F-, N-, NT-, T-Series C-, CT-Series	46
		51**
534 SD V-8	F-, N-, NT-, T-Series C-1000 and CT-Series	46
		52*

DIESEL ENGINES				
ENGINE	TRUCK MODEL	APPROX. CAP.* (QTS.) U. S.		
NH-180 NHE-180 NHE-195 NHE-225	HT-950-D, H-1000-D, N-1000-D, NT-850-D, NT-950-D	44		
		NH-220	H-1000-D, HT-950-D N-1000-D, NT-850-D, NT-950-D	44 43
			NH-250	H-1000-D, HT-950-D, N-1000-D, NT-850-D, NT-950-D
		V6E-195	NT-850-D, T-850-D, NT-950-D, T-950-D, F-950-D, N-950-D, F-1000-D	31
V8E-235, V-8 265	H-1000, HT-950-D	51		
4-Cyl. 220	P-3500, 4000, 5000	17		
6-Cyl. 330	C-6000, 7000	24		
6-Cyl. 330	N-6000, 7000	20		

\*Add 1 U.S. quart for trucks equipped with heater.

\*Add 1 U.S. quart for trucks equipped with heater.  
†Add 1½ U.S. quarts for trucks equipped with Transmatic Transmission.  
\*\*Add 7 U.S. quarts for trucks equipped with Transmatic Transmission.

### TRANSMISSION REFILL CAPACITIES

TRANSMISSION TYPE AND MAKE	FILLER LOCATION	DRAIN LOCATION	APPROX. CAPACITY (PINTS)
3-Speed Auxiliary (Spicer 5831)	Rt	L	4
3-Speed H.D. Auxiliary (Spicer 7231-9031)	Rt	L	8
4-Speed Auxiliary (Spicer 7041-8341)	Rt	L	12
4-Speed (Warner T98A)	L	Rt	6½
4-Speed (Warner T87E)	L	Rt	6½
4-Speed (New Process NP-435)	L	L	6½
5-Speed Medium-Duty (Clark 250)	Rt	L	9
5-Speed Heavy-Duty (Clark 265)	Rt	L	11½
5-Speed Extra Heavy-Duty (Spicer 5000)	Rt	L	13
5-Speed Extra Heavy-Duty (Spicer 6000)	Rt	L	12
8-Speed (Fuller Roadranger R-46)	L	L	17
10-Speed Fuller (R-96-960)	L	L	33
10-Speed Fuller (RTO 910)	L	L	26
12-Speed Spicer (8125)	L	L	24
Transmatic Drive (MP-30-40)	*Rt	L	38

\*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

### REAR AXLE LUBRICANT CAPACITIES

REAR AXLE MODEL	TRUCK MODEL	APPROX. CAPACITY (PINTS)
Rockwell C-100-N	F, N, B-500, P-500, P-5000	12½
Rockwell D-100-N	F, N, B-500, C-550, P-500	12½
Eaton 13800, 13802	N, C-6000	19
Rockwell F-106-NX-6	F, B, C-6000, 700, N, C-7000	13
Eaton 16802	F, C, N-600, 700, C, N-6000, C-7000	24
Rockwell H-140	N-7000, F, C, B, N-600, 700, 750	24
	C, N-7000, F-800	24
	F, B, C, N-750, F-800	18
Eaton 13800, 13802	F, C, N-600, F, B, C, N-700, C, N-6000, F, N-500, C-550	
Eaton 1750A	N-850, F-850, C-850, F-950-D, N-950-D	*26.0 †29.0
Eaton 1880	N-850, N-950, N-950-D, F-850, F-950-D, H-1000, C-850, C-950	*26.0 †29.0
Eaton 1918	N-950, N-1000, NT-850-D, NT-950-D, N-1000-D, F-1000, F-950-D, F-1000-D, H-1000-D, HT-950, HT-950-D, C-1000	†34.0
Eaton 8802 & 8803	N-950, F-950, F-950-D, D-850, C-950	†34.0
Eaton 9502	N-950, N-1000, N-1000-D, F-950-D, F-1000-D, H-1000-D, C-950, C-1000	†34.0
Eaton 17800 (2-Speed)	N-850, F-850, C-850, F-950-D, N-950-D	*26.0 †29.0
Eaton 18802 (2-Speed)	N-850, N-950, N-950-D, F-850, F-950, C-850, C-950, N-1000-D, F-950-D, H-1000, H-1000-D	*26.0 †29.0
Eaton 19800 (2-Speed)	N-850, N-950, N-950-D, F-850, F-950	

\*Fabricated Housing †Forged Housing



## THE RIGHT FUEL

Generally the grades of fuel recommended will provide satisfactory engine performance. However, if pinging or spark knock occurs and cannot be cured by spark timing or other engine adjustments, change to the next higher grade of fuel.

MODEL APPLICATION	ENGINE	GRADE OF FUEL
Falcon	170 CID Six	Regular (At least 94 Octane*)
Fairlane, Falcon, Mustang	200 CID Six	Regular (At least 94 Octane*)
Ford	240 CID Six	Regular (At least 94 Octane*)
Ford, Fairlane, Falcon, Mustang	289 CID V-8 2V	Regular (At least 94 Octane*)
Falcon, Mustang	289 CID V-8 4V	Premium (At least 99.8 Octane*)
Ford	352 CID V-8 4V	Regular (At least 94 Octane*)
Ford, Fairlane	390 CID V-8 2V	Regular (At least 94 Octane*)
Thunderbird, Ford, Fairlane	390 CID V-8 4V	Premium (At least 99.8 Octane*)
Ford	427 CID V-8 8V	Premium (At least 99.8 Octane*)
Thunderbird, Ford	428 CID V-8 4V	Premium (At least 99.8 Octane*)

\*Octane as rated by the Research Method.

## THE RIGHT ENGINE OIL

### Oil Quality

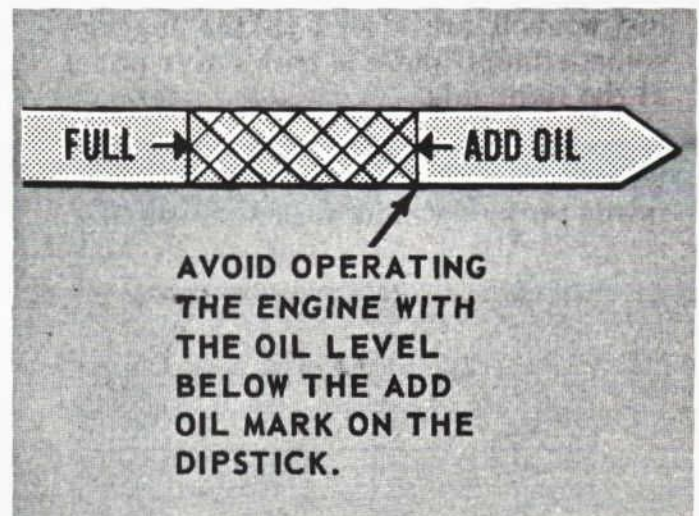
It is important to use only motor oils which clearly state on the container that they meet or exceed all car manufacturers' requirements for most severe service. As an example, Rotunda 6000-Mile Motor Oil, available at Ford Dealers, is a super premium oil especially designed and recommended for use in vehicles built by Ford Motor Company. It will provide long life and superior engine performance with recommended oil and filter change intervals of 6000 miles or 6 months (whichever occurs first). ROTUNDA 6000-MILE MOTOR OIL EXCEEDS ALL CAR MANUFACTURERS' REQUIREMENTS FOR MOST SEVERE (MS) SERVICE. It offers outstanding protection against corrosion, sludge and varnish formation, and the causes of sticking and noisy valves and lifters.

### Oil Viscosity

For most seasons, climates, and types of driving, use an oil of SAE grade 10W-20W-30 viscosity. For easier starting at sustained outdoor temperatures below -10°F., SAE grade 5W-10W-20 should be used. For sustained outdoor temperatures above +90°F., use SAE grade 20W-30-40.

## CHECK MOTOR OIL LEVEL FREQUENTLY

It is important to check the engine oil level at each fuel stop. If necessary, add oil to maintain the level between the "FULL" and "ADD OIL" marks on the dipstick. Check the engine oil level as the last step during the fuel stop so that the oil will have time to drain back into the crankcase. Remove the dipstick, wipe it clean, then insert it all the way and remove again to read the level. AVOID OPERATING THE ENGINE WITH THE OIL LEVEL BELOW THE "ADD OIL" MARK ON THE DIPSTICK.



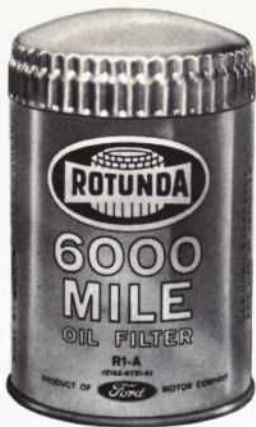
### ADDING OIL

It is normal to add some oil between 6000-mile changes. Requirements will vary with driving conditions, but the addition of one quart each 1000 miles would not be excessive. When Rotunda 6000-Mile Motor Oil is not available, select a reputable brand of motor oil which is marked on the container as having passed all car manufacturers' requirements for most severe service.

### CHANGING OIL AND FILTER

Engine oil and filter should be changed at least every 6000 miles or every 6 months (whichever comes first).





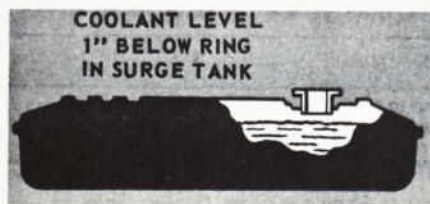
### THE RIGHT OIL FILTER

Each new car is equipped with a Rotunda 6000-Mile Oil Filter and a filter of this quality should be used throughout the life of the car. It is designed to protect the engine by filtering all harmful abrasive or sludgy particles without clogging up or blocking the flow of oil to vital engine parts. The exclusive two stage filtering action of the Rotunda 6000-Mile Oil Filter has been shown by tests to be far more effective than ordinary filters in over-all ability to keep the oil clean. This filter is especially designed for use in cars built by Ford Motor Company to give successful operation with 6000 mile (or six months) oil and filter change intervals.

ROTUNDA 6000-MILE MOTOR OIL AND ROTUNDA 6000-MILE OIL FILTERS are available at Ford dealers. One of the best ways of keeping the TOTAL PERFORMANCE built into the new car is to make sure that the oil and filter installed at recommended change intervals carry the ROTUNDA name. These ROTUNDA PRODUCTS are quality controlled by Ford Motor Company to help maintain a continuing high level of performance and dependability.

### CHECKING THE ENGINE COOLANT

The level of coolant should be checked regularly—at least once a month. It should be about an inch below the ring inside the filler neck. NEVER FILL ABOVE THIS LEVEL. If the vehicle requires coolant more than once a month or more than a quart at a time, the system should be checked for leaks. It is best to check when the system is cool. Ford systems are filled with a special Rotunda long-life coolant mixture which prevents corrosion and keeps the cooling system clean for best operation. In winter, it provides anti-freeze protection to—35° F, and in warm weather permits the engine to operate at temperatures up to 245° F, without boiling. It is good for two years or 36,000 miles if not lost by leakage or overflow. For most effective protection, the coolant should be maintained at original strength all year round in all climates. If coolant must be added, a 50-50 mixture of Rotunda Permanent Anti-Freeze, Part Number 8A-19549-A or B (R100-D or E) and water should be used. Normal tap water is satisfactory except in areas where the water is known to have a high alkali content or to be exceptionally hard.



Proper Engine Coolant Level

### COOLING SYSTEM CARE

It is well to be on the lookout for loose fan or accessory drive belts—they can reduce coolant circulation because the water pump is not driven at the proper speed. Also the belt tension should be checked for squealing noise or an unusual rise in the coolant temperature.

To check for proper drive belt tension, install the belt tension tool on the drive belt (see illustration) and check the tension following the instructions that accompany the belt tension tool.



Checking For Proper Belt Tension

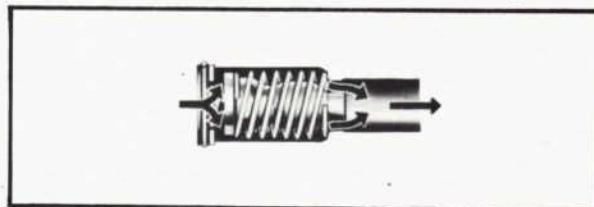
### POSITIVE CRANKCASE VENTILATION SYSTEM

As in previous models, the 1966 Ford vehicles will incorporate a positive crankcase ventilation system that uses a jiggle pin type regulator valve (see illustration). There are two types. One, in which the oil filler cap is open directly to the atmosphere, is referred to as an "open" system; the other a "closed" system in which the air enters at the carburetor and passes through a hose to a sealed oil filler cap.

The system in 352, 390 and 428 CID engines is essentially the same as used in 1965 vehicles; however, it is a split type which distributes the unburned gases into two separate locations in the intake manifold rather than one. This contributes to improved driveability and idle stability.

There are no changes in the 6-cylinder or 289 V-8 engine crankcase ventilation systems for 1966 models.

Since a clean crankcase ventilation system is important to the efficient functioning of the modern engine, it is important that you remind your customers of the maintenance and periodic servicing that it requires. The air filters and valves in these systems should be cleaned at the intervals shown in the Maintenance Schedule, page 30. Failure to do this could result in shortened engine life.



Positive Crankcase Emission Valve



### CARE OF THE AIR CLEANER

There are basically two types of air cleaners and air cleaner elements in use depending upon what type emission system the vehicle uses. The paper element is used with the open emission system while the polyurethane element is designed specifically for the closed emission system.

It is necessary to use the proper type element since the polyurethane type is made to withstand the corrosive action of the exhaust fumes in the closed type system while the paper type element would be destroyed by these fumes.

Polyurethane filter elements cannot be cleaned, they must be replaced.

Cellulose fiber filter elements must never be cleaned with a solvent or cleaning solution. Also, oil must not be added to the surfaces of the filter element or air cleaner body.

There are two alternate procedures that can be used to clean the air filter element. One method is performed with the use of compressed air. The other is performed by tapping the element on a smooth horizontal surface.



Paper (L) and Polyurethane (R) Air Cleaner Elements

#### Compressed Air Method

Direct a stream of compressed air through the element in the direction opposite that of the intake air flow, that is from the inside outward. Extreme care must be exercised to prevent rupture of the element material.

#### Tapping Method

Hold the element in the vertical position and tap it lightly against a smooth, horizontal surface to shake the dust and dirt out. Do not deform the element or damage the gasket surfaces by tapping too hard. Rotate the filter after each tap until the entire outer surface has been cleaned.

Hold the filter in front of a back-up light and carefully inspect it for any splits or cracks. If the filter is split or cracked, replace it.

Clean the air cleaner body and the cover with a solvent or compressed air. If the air cleaner contains an opening for the crankcase ventilation system air flow, probe the opening to assure removal of deposits. Wipe the air cleaner dry if a solvent is used. Inspect the air cleaner body and cover for distortion or damage at the gasket mating surfaces. Replace the cover or body if they are damaged beyond repair.

### CHECKING THE AUTOMATIC TRANSMISSION FLUID LEVEL

With the engine running at idle speed and the fluid at a normal operating temperature, move the selector through all ranges then position it in "Park". The fluid level should be at the full mark. Use only Rotunda Automatic Transmission Fluid Part Number C1AZ-19582-A, C or D, to maintain lifetime lubrication.

### CHECKING BRAKE FLUID LEVEL

Wipe off the brake master cylinder filler cap and rotate counterclockwise to remove. The fluid level should be maintained about  $\frac{3}{8}$ " from the top of the master cylinder. Use only Rotunda Super Heavy Duty Brake Fluid, Part Number B7A-19542-A, B or C (R103-A, B or C) for all models except Ford and Thunderbird with power disc brakes. For Ford and Thunderbird with power disc brakes, use only Rotunda Extra Heavy Duty High Temperature Disc Brake Fluid, Part Number C6AZ-19542-A.

### SERVICING THE OIL FILLER BREATHER CAP

The oil filler cap contains a mesh air filter to clean the air for the crankcase ventilation system that is drawn into the engine at this point. This filter should be cleaned periodically in solvent and replaced according to the Maintenance Schedule. Do not oil the filter mesh.

### CHECKING POWER STEERING FLUID LEVEL

Start the engine, turn the steering wheel all the way to the left and right several times, and shut off the engine. Check the fluid level. If the power steering pump has a straight filler tube, the fluid level should be at the bottom of the tube when the system is full. The fluid should not be up into the tube. On pumps with an angled filler tube, the full level is shown on the dipstick attached to the filler cap.

### LOCATION OF THE GAS FILLER CAPS

The 1966 Ford, Fairlane, Falcon and Thunderbird are filled from the left-hand side. This permits the larger car luggage compartment and station wagon cargo area. The filler cap is located beneath the hinged access door near the top of the left rear fender.

### HOOD LATCH LOCATION

The 1966 Ford, Fairlane, Falcon, Mustang and Thunderbird are equipped with a safety type hood release which completely releases the hood locking mechanism and the safety catch in one easy motion. To open the hood, pull forward on the release lever below the center of the grille and with the lever in forward position, open the hood.



## PUSHING AND TOWING

If the car is equipped with a Cruise-O-Matic transmission, do not attempt to start it by pushing or towing. Use a booster battery or jumper cables from the battery of another vehicle. If the battery is completely discharged, operate the engine at a fast idle for several minutes after it is started with a booster. This will create enough current to excite the alternator until there is some charge in the battery.

If the car has a manual transmission, it can be started by pushing. Place the lever in high gear before being pushed and keep the clutch fully depressed. If the car has overdrive, pull the overdrive control all the way out. Then with the ignition switch on, slowly release the clutch pedal when car speed reaches 10 mph, and press the accelerator halfway down until the car starts moving under its own power.

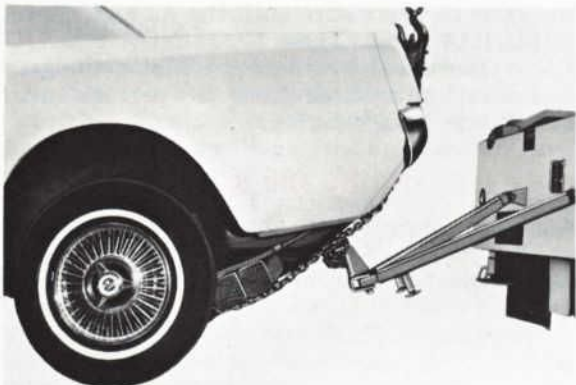
If the car is to be towed, be sure to fasten the towing chains to the front suspension lower arms or the rear axle, using suitable spacers beneath the underbody of the car so that the towing chains or cables do not bear on the body lower panels or bumper. **DO NOT LIFT THE CAR BY THE FRONT OR REAR BUMPERS.** Make sure that



Towing The Mustang—Front View

the parking brake is released and the gear selector is in neutral position. It is important to know that the transmission and rear axle are in the proper working order before towing.

To move a car with an inoperative rear axle, it is necessary to raise the rear wheels. If the transmission is inoperative, the drive shaft must be removed, or the rear wheels raised. If a car is to be towed with the rear wheels raised, a locking device should be installed to hold the front wheels in a straight ahead position.



Towing The Mustang—Rear View

## HOISTING THE MUSTANG

The unitized body-frame construction of the Mustang requires special precautions and procedures when the car is jacked up or hoisted. In some cases, special hoist adapters must be used as recommended by specific hoist manufacturers.

### Drive-On Type Hoist

To prevent possible damage to the underbody, do not drive the car onto the drive-on type hoist without first checking for possible interference between the upright flanges of the hoist rails and the underbody. Should there be interference, the hoist flanges should be modified as necessary or the approach ramps built up to provide the needed clearance.

### Rail-Type

**Free Wheeling Hoist . . .** The front adapters or hoist plates must be carefully positioned in contact with the lower suspension arms to assure safe, secure lifting. The hoist adapters must be positioned carefully under the rear axle to prevent damage to the shock absorbers when the car is raised. The hoist rails should be raised slowly and the position of the adapters checked.

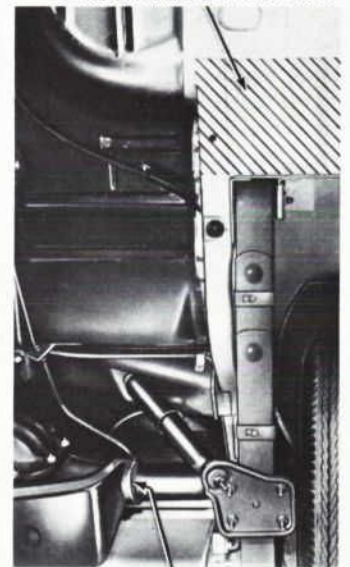
FRONT RAIL TYPE, FORK LIFT OR FLOOR JACK CONTACT AREA



FRONT FRAME CONTACT AREA

Hoisting The Mustang—  
Front Contact Areas

REAR FRAME CONTACT AREA



REAR RAIL TYPE, FORK LIFT OR FLOOR JACK CONTACT AREA

Hoisting The Mustang—  
Rear Contact Areas

### Fork Lift

**Twin Post Hoist . . .** To aid safe hoisting, the front post adapters must be positioned carefully to contact the center of the lower suspension arms. To prevent damage to the shock absorbers, the rear forks must contact the axle at points not farther outboard than one inch from the circumference welds near the differential housing. Carefully raise the rear post and check the position of the fork. Frame contact hoist adapters are necessary to lift the car.



# 1966

# FORD TRUCK SERVICE PROCEDURES

## OIL QUALITY

It is important to use only motor oils which clearly state on the container that they meet (or exceed) automobile manufacturers' requirements for engine test sequence for most severe (MS) service. As an example, Rotunda Motor Oil available at Ford Dealers, is a super premium oil especially designed and recommended for use in vehicles built by Ford Motor Company. It will provide long life

and superior engine performance with recommended oil and filter change intervals. Rotunda Motor Oil exceeds ALL automobile manufacturers' requirements for engine test sequence for most severe (MS) service. It offers outstanding protection against corrosion, sludge and varnish formation, and the causes of sticking and noisy valves and lifters.

## OIL VISCOSITY

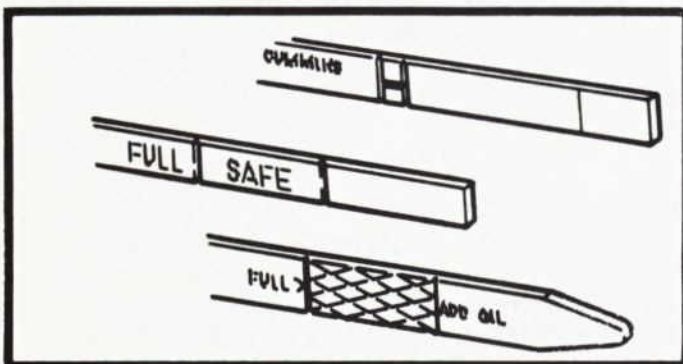
Econoline, F-100-350, & P-Series		Series 500 thru 1000 (Gasoline)		Series 500 thru 1000 ( Diesel )	
Temperature	Viscosity	Temperature	Viscosity	Temperature	Viscosity
Below -10°F	SAE 5W-10W-20	Below +10°F	SAE 5W-10W-20	Below 0°F	SAE 5W-10W-20
-10° to +90°F	SAE 10W-20W-30	+10°F to +32°F	SAE 10W-20W-30	0° to +90°F	SAE 10W-20W-30
Over 90°F	SAE-20W-30-40	+30°F to 100°F	SAE 20W-30-40	Over +90°F	SAE 20W-30-40
		Over 100°F	SAE 40		

## CHECK MOTOR OIL LEVEL FREQUENTLY

It is important to check the engine oil level at each fuel stop. If necessary, add oil to maintain the level between the "FULL" and "ADD OIL" marks on the dipstick. Check the engine oil level as the last step during the fuel stop so that the oil will have time to drain back into the crankcase. Remove the dipstick, wipe it clean, then insert it all the way and remove again to read the level. **AVOID OPERATING THE ENGINE WITH THE OIL LEVEL BELOW THE "ADD OIL" MARK ON THE DIPSTICK.**

## ADDING OIL

It is normal to add some oil between recommended oil changes. Requirements will vary with driving conditions, but the addition of one quart each 1000 miles would not be excessive. When Rotunda Motor Oil is not available, select a reputable brand of motor oil which is marked on the container as having passed all car manufacturers' requirements for most severe service.



Checking Engine Oil Level

## THE RIGHT OIL FILTER

Each new truck is equipped with a Rotunda Oil Filter and a filter of this quality should be used throughout the life of the vehicle. It is designed to protect your engine by



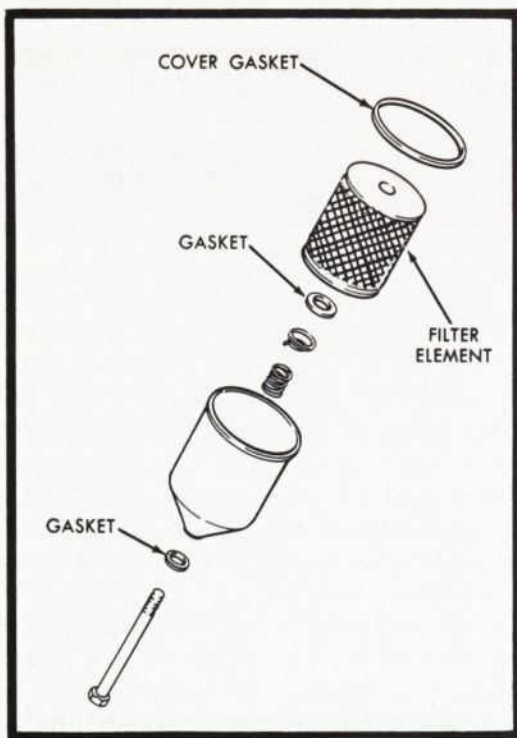
filtering all harmful abrasive or sludgy particles without clogging up or blocking the flow of oil to vital engine parts. The exclusive two stage filtering action of the Rotunda Oil Filter has been shown by tests to be far more effective than ordinary filters in over-all ability to keep the oil clean. This filter is especially designed for use in vehicles built by Ford Motor Company to give successful operation with the recommended oil and filter change intervals.

ROTUNDA MOTOR OIL AND ROTUNDA OIL FILTERS are available at Ford dealers. The best assurance of keeping the TOTAL PERFORMANCE built into new trucks is to make sure that the oil and filter carry the ROTUNDA name. These ROTUNDA PRODUCTS are quality controlled by the Ford Motor Company to assure a continuing high level of performance and dependability in Ford vehicles.

## CHANGING OIL & FILTER

On all gasoline engines and Ford Diesel engines, engine oil and filter should be changed at least every 4000 miles or 4 months whichever comes first. With F-100, 250, F-100 (4 x 4) and Cummins Diesel engines, change every 6000 miles or 6 months. These extended oil change intervals are possible with the use of Rotunda Motor Oil and Rotunda Oil Filters. The use of lesser quality motor oil and oil filters will require more frequent change intervals.





Replaceable Element-Type Oil Filter

## OIL FILTER REPLACEMENT

### Gasoline Engines

Two types of oil filters are used with the gas engines, a replaceable element type and a spin-on type.

To change the **replaceable element-type filter** place a drain pan under the filter and remove the through-bolt. Discard the filter element and gaskets. Wash the filter body and the through-bolt in solvent to remove any accumulated sludge. Position the filter, gasket, spring and spring retainer in the filter housing and hold in position with the through-bolt. Clean the filter mounting recess and install a new gasket. Position the filter on the engine and tighten the through-bolt fingertight. Rotate the filter slightly, right and left, to be sure it is seated. Torque the through-bolt to 20-25 ft.-lbs. Fill the crankcase and run the engine to check for leaks.

To replace the **spin-on filter**, place a drain pan under the filter, and unscrew and discard the filter unit. Make sure the adapter plate (which remains on the engine) is in the correct position, with the "Top" stamp facing upward. Coat the gasket surface of the new filter with engine oil and handtighten it onto the adapter until the gasket contacts the adapter face; then advance another  $\frac{1}{2}$  turn. Fill the crankcase and run the engine to check for leaks.

### Ford Diesel Engines

To change the filter element, remove the center bolt which holds the filter shell to the filter head and withdraw the filter assembly. Remove the filter element from the housing, wash the housing with solvent and insert a new filter element.

Remove existing gasket and locate the new gasket in the groove at four diametrically opposite points and seat it all around the groove. Do not fit the gasket at one point and then work it round the groove. This may cause the rubber to stretch and result in an oil leak.

Install the filter housing to the filter adapter, making sure that the washer is in place under the bolt head. Do not overtighten the center bolt (10 Ft.-lbs.).

## CRANKCASE VENTILATION SYSTEM

The operation of a truck engine creates gases and moisture some of which collect in the crankcase. If they are allowed to mix with the engine oil, acids and sludge will be formed which can corrode internal parts or restrict oil flow and cause early wear.

Ford engines use two types of crankcase ventilation systems to remove these vapors before they can cause harm and IT IS IMPORTANT that the air filters and valves in these systems be cleaned at the intervals shown in Maintenance Schedule Pages 34-39. Failure to have this done will result in shortened engine life.

## AIR CLEANER (GASOLINE ENGINES)

Air cleaner servicing should be done at the recommended intervals as shown in the Maintenance Schedule on pages 34-39.

To clean the oil bath air cleaner, wash all parts in solvent. Dry the maze screen with compressed air, and saturate with engine oil. Fill the reservoir with engine oil to the correct level. Use SAE 10W-20W-30 oil in temperatures above 32° F and SAE 5W-10W-20 oil below 32° F.



Air Cleaner—Ford Diesel

## AIR CLEANER (FORD DIESEL)

To clean the oil bath type air cleaner, used on all Ford Diesel engines, disconnect the air hose connecting the cleaner to the inlet manifold. Disconnect the engine breather hose from the air cleaner cover. Unscrew the center bolt securing the cleaner to its mounting bracket and remove the entire assembly. Remove the element, wash in solvent or diesel fuel and dry with compressed air. Fill reservoir with engine oil to the correct level. Use SAE 10W-20W-30 oil in temperatures above 32° F and SAE 5W-10W-20 oil below 32° F.

To service the air filter on P series trucks, disconnect the crankcase vent hose at rocker cover or filter. Drain the oil from the reservoir, and wash all parts in solvent. Saturate the element with engine oil.



## OPENING THE HOOD F-, B- AND T-SERIES

The F- or B-Series truck up through Series 750 has a simple latch hood release lever located at the center of the hood just above the grille.

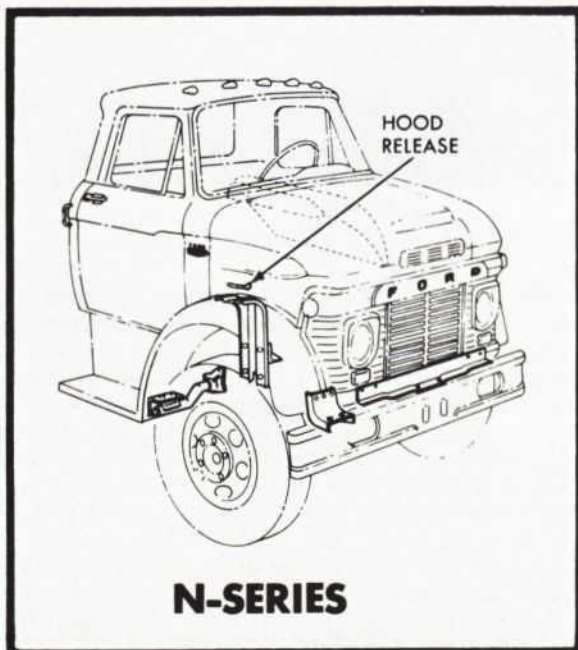
The F-800 and up, plus all T-Series, have two hood latch release levers at the front of the hood as illustrated, each one just above the corner of the grille air intake. To raise the hood, release the levers, then release a safety catch near one of the levers.



**F-800 AND T-SERIES**  
F-800 and T-Series Hood Release

## OPENING THE HOOD N-SERIES

The hood swings upward after turning the release handle. A support rod is then raised to hold the hood up. Additional access for maintenance is possible by disconnecting the fender at the points shown and then temporarily removing it.



**N-SERIES**

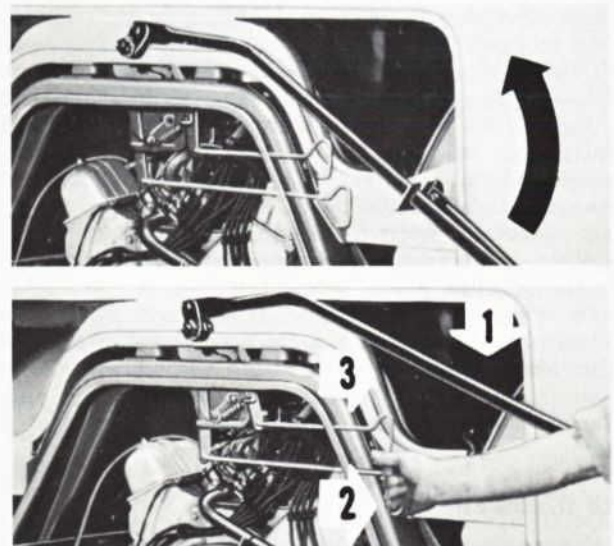
N-Series Hood Release

## RAISING OR LOWERING THE C- AND H-SERIES TILT CAB

The cab on the C- or H-Series truck can be tilted forward for access to the engine. Don't raise the cab until you've removed or fastened down all loose items in the cab, or until the optional grille guard, if installed, has been released and tilted forward. If the cab is equipped with exterior air lines, be sure the air lines will be clear of the body lock.

Release the cab from its secured drive position by raising the tubular lever (marked 1 in the illustration) at the right rear of the cab. Then release the first safety lock by pulling the lower trip-latch handle (2). Pull the upper trip-latch handle (3) to release the second safety lock, and tilt the cab forward. Assist springs under the cab make it easy to raise by hand. A locking support arm holds the cab in the tilted position.

To lower the cab to its driving position, release the support arm and pull the cab down until the latch clicks shut. Then pull the tubular lever (1) down all the way.



C- and H-Series Tilt Cab Hood Release

## FUEL FILTER

### Gasoline Engine

It's important that the fuel filter element be inspected or replaced regularly. Follow the recommendations given in the Maintenance Schedules for servicing the fuel filter.

On a truck with an electric fuel pump, remove the plug at the bottom of the bowl on the filter and drain the contents into a suitable container. Then install the plug.



On the 240-300—300 HD Sixes and the 330, 361, 391 CID V-8, unscrew the lower section of the filter and remove it, along with the filter element and the gasket. Clean the lower section in solvent and install a new gasket and a new filter element.

### Super Duty Gas Engine

To drain the fuel line filter, remove the plug at the bottom of the bowl on the one-quart size filter and drain the contents into a suitable container. Then install the plug. The entire filter assembly should be inspected, cleaned and the filter element replaced as recommended in the Maintenance Schedule.

### Ford Diesel

There are two fuel filters on all trucks equipped with a Ford Diesel engine: a primary fuel filter and a secondary fuel filter, both of which are in-line types. The primary fuel filter is located on the truck frame, whereas the secondary fuel filter is mounted on the engine.

**NOTE:** When servicing either filter, always **BLEED THE FUEL SYSTEM**. Diesel fuel acts as a lubricant for the fuel injector plungers: running "dry" will damage the injector.

### ENGINE COOLING SYSTEM

Check the coolant level in the radiator and if coolant must be added be sure not to overfill. The coolant level should be one inch below the bottom of the filler neck. When adding coolant to the super duty engine, loosen the small brass screw from the fitting just behind the engine end of the radiator upper hose. Fill the radiator until the coolant begins to flow from the screw hole and then tighten the screw finger tight.



Adding Coolant to the Super-Duty Engine

### CYLINDER BLOCK DRAINS

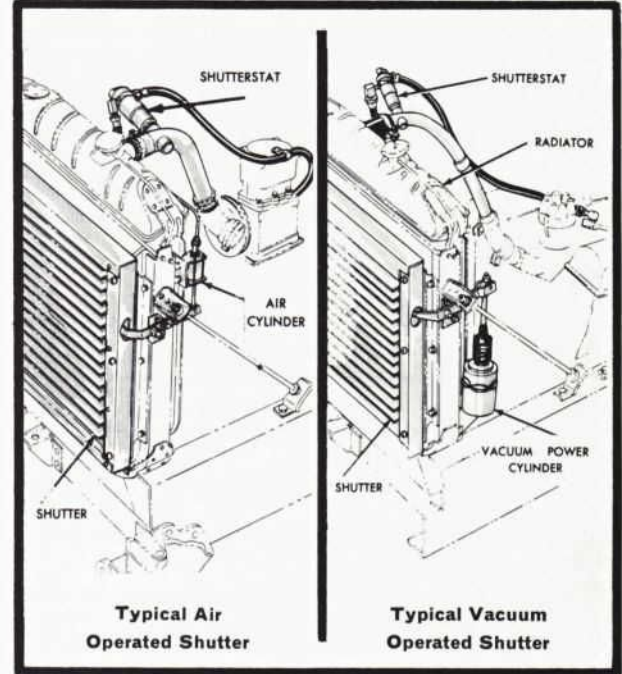
On 6-cylinder gasoline type engines and Ford Diesel Engines the block drain is found on the left side. On the 8-cylinder gasoline engines the two drains are found, one on the right side and one on the left.

### RADIATOR SHUTTER

On trucks so equipped, the radiator automatic shutter maintains coolant temperature above the engine thermostat setting, opening or closing as necessary to maintain engine temperature at a predetermined setting. On trucks with air brakes, an air cylinder actuates the shutters, and on trucks with vacuum brakes, a vacuum cylinder is maintained by a shutterstat in the upper radiator hose.

Whenever an engine thermostat is changed to a higher or lower temperature range, the shutterstat must also be changed to the correspondingly higher or lower range. Contact your Ford dealer for proper shutterstat and thermostat combinations.

All vanes should move freely without binding. The shutter blade pivot rod and arms should be lubricated with light engine oil.



### PUSHING AND TOWING (F-100 thru F-350)

Trucks equipped with Cruise-O-Matic transmissions should not be started by pushing. A booster battery or jumper cables should be used. If the truck has a manual transmission, the pushing method may be used. Shift to high gear before being pushed and keep the clutch fully depressed. If the truck has overdrive, pull the overdrive control all the way out. With the ignition switch on, slowly release the clutch pedal when speed reaches 10 mph, and press the accelerator pedal halfway down until the truck starts moving under its own power.

Don't tow a truck equipped with a manual-shift transmission unless the drive shaft is disconnected from the rear axle and tied up.

It is important that towing chains be fastened only to the arm brackets that attach the bumper to the frame. Route the chains under the bottom edge of the bumper. A locking device should be installed to hold the wheels in a straight ahead position if the vehicle is towed from the rear.

### TOWING (Series 500 thru 1000)

To tow a truck equipped with either a manual or automatic transmission, the rear wheels must be raised off the ground or the drive shaft and/or axle shafts disconnected or removed from the rear axle. After towing a 2- or 3-speed tandem equipped Ford truck with the forward rear tires raised, don't drive it until the lubricant is drained from the forward rear axle and the power divider and these units are refilled with lubricant to the proper level.



# 1966 PASSENGER CAR

## SCHEDULED MAINTENANCE

ENGINE	FALCON	MUSTANG	FAIRLANE	FORD	T-BIRD	EVERY 6	EVERY 12	EVERY 18	EVERY 24	EVERY 30	EVERY 36
Change engine oil and filter (Rotunda 6000-Mile Motor Oil and Filter are recommended)	X	X	X	X	X	X					
Clean carburetor air cleaner and filter (paper type)	X	X	X	X	X	X					
Replace carburetor air cleaner filter (polyurethane type)	X	X	X	X	X		X				
Clean crankcase oil filler breather cap	X	X	X	X	X	X					
Clean emission system hoses, tubes, fittings, carburetor spacer, coil separator on 427 CID engines, and replace emission control valve	X	X	X	X	X		X				
Replace Thermactor air pump filter if so equipped	X	X	X	X	X		X				
Check ignition timing	X	X	X	X	X		X				
Check exhaust control valve for free operation			(a)	(b)	X	X					
Replace engine coolant	X	X	X	X	X						(c)
Replace fuel filter				(b)	X	X					

### TRANSMISSION

Adjust automatic trans. front band (Intermediate)	X	X	X	X	X						X
Check transmission oil level—manual & automatic	X	X	X	X	X	X					

### CHASSIS

Check steering gear box lube level manual & power assist	X	X	X	(d)		X					
Check power steering reservoir fluid level	X	X	X	X	X	X					
Check master cylinder fluid level	X	X	X	X	X	X					
Check rear axle fluid level	X	X	X	X	X	X					
Lube front suspension ball joints	X	X	X	X	(e)						X
Lube steering linkage	(f)	(f)	(f)	X							X
Lube universal joints	X	X									X
Check brake lines and lining. Clean and repack front wheel bearings	X	X	X	X	X					X	
Check steering gear preload		X				X					
Lube steering col. lower assembly—heavy duty col.				X		X					

### BODY

Lube door lock cylinders	X	X	X	X		X					
Lube luggage compartment lock cylinder	X	X	X	X		X					
Lube tailgate lock Cylinders	X		X	X		X					

(a) 390 CID 8 Cylinder Only  
 (b) 427 CID High Performance Only  
 (c) Or Every 2 Years

(d) Manual Steering Only  
 (e) 100,000 Miles or 3 Years  
 (f) Power Steering Valve Ball Stud Only. All Other Linkage Joints Do Not Require Lube.



# MAINTENANCE SCHEDULE

## SEASONAL AND AS-REQUIRED MAINTENANCE

ENGINE	FALCON	MUSTANG	FAIRLANE	FORD	T-BIRD	REMARKS
Check engine oil level	X	X	X	X	X	When oil light glows and at every fuel stop.
Adjust carburetor—idle speed, fast (cold) idle speed & idle mix (automatic choke only)	X	X	X	X	X	When engine idles too fast, rough or stalls.
Replace fuel filter	X	X	X	(b)	X	When engine stalls or idles roughly.
Check engine accessory drive belts	X	X	X	X	X	When belts slip or squeal.
Check and adjust distributor points	X	X	X	X	X	If engine misses, is hard to start, is slow on acceleration or fuel economy decreases.
Check spark plugs	X	X	X	X	X	If engine misses, is hard to start, is slow on acceleration or fuel economy decreases.
Lubricate exhaust control valve			(f)	(b)		
Adjust accelerator pump level	X	X	X	X	X	For cold & warm weather operation.
Check engine coolant level	X	X	X	X	X	If engine overheats or at fuel stop.

### TRANSMISSION

Adjust automatic transmission rear (reverse) bands, if so equipped	X	X	X	X	X	If transmission slips or grabs when shifting.
Lubricate automatic transmission shift linkage	X	X	X	X	X	Abnormal pressure required to downshift.
Lube manual transmission shift control and linkage	X	X	X	X		Hard shifting effort.

### CHASSIS

Check clutch linkage adjustment—(manual & overdrive)	X	X	X	X		Poor engagement of gears.
Check front wheel alignment & linkage	X	X	X	X	X	Poor ride or handling—or abnormal tire wear.
Check steering gear preload	X		X	X	X	Poor ride or handling—or abnormal tire wear.
Check tire pressure	X	X	X	X	X	Poor vehicle handling.
Check battery fluid level	X	X	X	X	X	At fuel stops.
Check parking brake and adjust, if required.	X	X	X	X	X	Excessive pedal travel required to hold, or won't hold car.

### BODY

Lube hood latch	X	X	X	X	X	When operation is noisy or difficult use Rotunda Lubricants.
Lube hood auxiliary catch	X	X	X	X	X	
Lube door lock cylinders					X	
Lube luggage compartment lock cylinder					X	
Lube tailgate support & hinges	X		X	X		
Lube fuel filler door hinges			X	X	X	
Check convertible top operation		X	X	X	X	
Lube door hinges & hinge check	X	X	X	X	X	
Lube hood hinge pivots	X	X	X	X	X	
Lube luggage compartment hinge pivots	X	X	X	X	X	
Check convertible top fluid		X	X	X	X	Top operates too slowly; is noisy or stops in its mid-travel.
Replace windshield wiper blades	X	X	X	X	X	If blades do not properly clean windshield.
Lube seat track	X	X	X	X	X	If seat position is difficult to obtain.
Lube weatherstrip and rubber seals	X	X	X	X	X	If weatherstrip is noisy.



# 1966 MAINTENANCE SCHEDULE BRONCO

INTERVAL (THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)	EVERY 6	EVERY 12	EVERY 18	EVERY 24	EVERY 30	EVERY 36
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## ENGINE

Check engine compression				X		
Check and adjust valve lash		X				
Inspect cooling system hoses and lines			EVERY 6 MONTHS			
Replace fuel filter		X				
Replace air filter element thermactor—if applicable		X				
Clean emission system and replace valve		X				
Clean and refill oil bath air cleaner*	X					
Clean crankcase filler cap*	X					
Drain and refill cooling system†						
Change oil and filter* (Rotunda 6000-Mile Motor Oil and Filter are recommended)	X					

## TRANSMISSION and REAR AXLE

Check fluid level standard transmission and clean breather	X					
Check rear axle lubricant level	X					
Check fluid level transfer case (4 x 4)	X					
Check front axle lubricant level (4 x 4)	X					
Drain and refill transfer case				X		
Lube speedometer cable				X		
Lube universal joints						X
Lubricate U-joint slippyoke	X					

## CHASSIS

Check steering gear lubricant level	X					
Check steering gear preload; Initial adjustment at 6000 Miles (Ford Design)	X					
Check master cylinder fluid level	X					
Check wheel nut torque‡						
Inspect brake lining				X		
Cross switch wheels and tires	X					
Repack and adjust front wheel bearings				X		
Lube parking brake linkage, pivots and clevises	X					
Lube steering linkage	X					

## ELECTRICAL

Check distributor points and adjust dwell		X				
Check and adjust ignition timing		X				
Lube distributor bushing (oil cup)				X		

## BODY

Clean body and door drain holes			EVERY 6 MONTHS			
Lubricate door lock cylinder	X					

\*More frequent intervals in extreme dusty areas.

†Every two years when long life coolant is used. Twice annually when long life coolant is not used.

‡Within 500 miles of either: new vehicle delivery, or any removal of tire and wheel.



# 1966 MAINTENANCE SCHEDULE

## ECONOLINE and FALCON CLUB WAGON

INTERVAL (THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)	EVERY 6	EVERY 12	EVERY 18	EVERY 24	EVERY 30	EVERY 36
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### ENGINE

Change thermostator pump filter element if so equipped		X				
Change engine oil and filter* (Rotunda 6000-Mile Motor Oil and Filter are recommended)	X					
Clean and fill oil bath air cleaner*	X					
Clean crankcase breather filler cap*	X					
Clean positive crankcase vent system † and replace valve (if so equipped)	X					
Check engine compression				X		
Check and adjust valve lash		X				
Take compression reading of each cylinder				X		
Check exhaust control valve for free operation	X					
Inspect cooling system hoses and lines			TWICE ANNUALLY			
Clean engine cooling system ‡						X

### TRANSMISSION and REAR AXLE

Check automatic transmission fluid level	X					
Adjust automatic transmission bands			X		X	
Check manual transmission lube level	X					
Lubricate remote gearshift linkage	X					
Change manual transmission lube				X		
Lubricate universal joints and slip yoke	X					
Check rear axle lube level	X					

### CHASSIS

Lubricate steering linkage	X					
Repack and adjust front wheel bearings				X		
Cross switch tires	X					
Check brake master cylinder fluid level	X					
Inspect brake linings				X		
Lubricate brake pedal pivot	X					
Lubricate brake and parking brake linkage pivots & clevises	X					
Lubricate front axle spindle bolts	X					

### ELECTRICAL

Check distributor points and adjust dwell		X				
Check and adjust ignition timing		X				
Clean and lubricate distributor cam*		X				
Lubricate distributor bushing (oil cup)		X				
Check generator or alternator output				X		

\*More frequently in extremely dusty areas.

†Or every two years.

‡Clean every 2,000 miles or 2 months under continuous stop and go operation. Every 1,000 miles or 1 month under extremely dusty conditions.



# 1966 MAINTENANCE SCHEDULE

## F-100, F-100 (4x4) AND F-250

INTERVAL (THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)	EVERY 6	EVERY 12	EVERY 18	EVERY 24	EVERY 30	EVERY 36
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### ENGINE

Check engine compression				X		
Check and adjust valve lash (Bronco)		X				
Check exhaust control valve for free operation	X					
Replace fuel filter (As required on F-100 (4 x 4) and Bronco)						X
Clean emission system and replace valve		X				
Clean and refill oil bath air cleaner	X					
Clean crankcase filler cap	X					
Change oil and filter—Replace with Rotunda Motor Oil and Filter	X					

### TRANSMISSION AND REAR AXLE

Check fluid level standard transmission and clean breather	X					
Check rear axle lubricant level	X					
Check fluid level transfer case (4 x 4)	X					
Check front axle lubricant level (4 x 4)	X					
Check fluid level, automatic transmission (except 4 x 4)	X					
Check and adjust XP-3 speed automatic transmission intermediate band (except 4 x 4)			X			
Check and adjust XP-3 speed automatic reverse band—severe usage (except 4 x 4)		X				
Check and adjust XP-3 speed automatic transmission intermediate band—severe usage (except 4 x 4)	X					
Check and adjust MX automatic transmission bands (except 4 x 4)			X			
Drain and refill standard transmission (except 3 speed light and medium duty Ford transmission)						X
Drain and refill transfer case (4 x 4)				X		
Check lubricant front and rear axle	X					
Lube universal joints and slip yoke (every 36,000 miles—4 x 4)	X					
Lube speedometer cable				X		
Check and adjust MX automatic transmission intermediate band—severe usage (except 4 x 4)	X					
Check and adjust MX automatic transmission reverse band—severe usage (except 4 x 4)		X				
Drain and refill rear axle F-250	Every 32,000 miles (Dana axle initial refill—8,000 miles)					

### CHASSIS

Check steering gear lubricant level (4 x 4 only)	X					
Check master cylinder fluid level	X					
Check power steering pump fluid level	X					
Inspect brake linings				X		
Cross switch wheels and tires	X					
Lubricate steering linkage	X					
Lubricate parking brake linkage	X					
Repack and adjust front wheel bearings				X		
Lubricate front axle spindle pins	X					
Repack and adjust rear wheel bearings (Dana axle only)				X		



# FORD TRUCKS

## INTERVAL

(THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)

EVERY  
6

EVERY  
12

EVERY  
18

EVERY  
24

EVERY  
30

EVERY  
36

### ELECTRICAL

	EVERY 6	EVERY 12	EVERY 18	EVERY 24	EVERY 30	EVERY 36
Check distributor points and adjust dwell		X				
Check and adjust ignition timing		X				
Lube distributor bushing (oil cup)				X		

### F-250 (4x4), F-350 AND P-SERIES

## INTERVAL

(THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)

EVERY  
1

EVERY  
4

EVERY  
8

EVERY  
12

EVERY  
18

EVERY  
24

EVERY  
32

EVERY  
36

**NOTE:** For F-350 during light duty operations, the 4000-mile interval items may be extended to 6000 miles, the 8000-mile interval items may be extended to 12,000 miles.

### ENGINE

	EVERY 1	EVERY 4	EVERY 8	EVERY 12	EVERY 18	EVERY 24	EVERY 32	EVERY 36
Check exhaust control valve for free operation		X						
Check engine compression						X		
Check and adjust valve lash—170 CID engine				X				
Replace fuel filter (F 250 4 x 4 24,000 miles)								X
Replace air filter element thermactor if applicable				X				
Clean crankcase filler cap*		X						
Clean emission system and replace valve				X				
Clean oil bath air cleaner—refill reservoir*		X						
Change engine oil and filter*—Replace with Rotunda Motor Oil and Filter		X						

### TRANSMISSION AND REAR AXLE

	EVERY 1	EVERY 4	EVERY 8	EVERY 12	EVERY 18	EVERY 24	EVERY 32	EVERY 36
Check fluid level, and clean breather standard transmission	X							
Check fluid level, automatic transmission	X							
Check and adjust MX automatic transmission bands					X			
Check 2-speed axle shift unit lube level (P-500 and P-5000)			X					
Check rear axle lube level	X							
Check front axle lube level (4 x 4 models only)	X							
Check lube level transfer case (4 x 4 Models)	X							
Lubricate transmission linkage pivots	X							
Lubricate universal joints and slip yoke	X							
Lubricate clutch equalizer	X							
Lubricate clutch and brake pedal bracket (All P-series)	X							
Lubricate speedometer cable						X		
Drain and refill standard transmission—except 3 speed light and medium duty Ford transmissions						X		
Drain and refill rear axle (Dana initial refill—8000 miles)							X	
Drain and refill transfer case (4 x 4 models)						X		

\*More frequent intervals in extremely dirty areas.



# 1966 MAINTENANCE SCHEDULE

## F-250 (4X4); F-350; P-SERIES—(continued)

INTERVAL (Thousands of Miles or Number of Months, Whichever Occurs First)	EVERY 1	EVERY 4	EVERY 8	EVERY 12	EVERY 18	EVERY 24	EVERY 32	EVERY 36
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### CHASSIS

Check brake master cylinder fluid level	X							
Check clutch master cylinder fluid (P-series only)	X							
Check steering gear lubricant level	X							
Check wheel nut torque								
Inspect brake lining						X		
Cross switch wheels and tires			X					
Clean vacuum booster air cleaner (F-350—P-series)			X					
Repack and adjust rear wheel bearings (except F and P-100)						X		
Repack and adjust front wheel bearings						X		
Lubricate front axle spindle pins	X							
Lubricate steering linkage	X							
Lubricate accelerator linkage	X							
Lubricate parking brake linkage, pivots and clevises	X							
Lubricate front spring shackle (except F-350 and P-100)	X							
Lubricate rear spring shackle (except F-350)	X							
Lubricate brake pedal pivot (P-series only)	X							
Lubricate radiator shutter assembly (P-series with shutters)		X						

### ELECTRICAL

Check distributor points and adjust dwell			X					
Check and adjust ignition timing			X					
Lubricate distributor bushing (oil cup)						X		

### P-SERIES DIESEL ENGINE

INTERVAL (Thousands of Miles or Number of Months, Whichever Occurs First)	EVERY 1	EVERY 4	EVERY 12	EVERY 24
Check and adjust engine governed (maximum) speed			X	
Check engine fuel lift pump pressure			X	
Check engine compression				X
Adjust valve lash			X	
Clean and test or replace fuel injectors			X	
Clean crankcase filler cap		X		
Replace primary and secondary fuel filters			X	
Change engine oil and filter —Replace with Rotunda Oil and Filter		X		
Clean and refill oil bath air cleaner		X		
Drain primary fuel filter bowl	X			
Drain and refill fuel injection pump lube oil		X		



# FORD TRUCKS

CONTINUED

## 500-1000 TRUCK SERIES

INTERVAL	(Thousands of Miles or Number of Months, Whichever Occurs First)	EVERY	EVERY	EVERY	EVERY	EVERY	EVERY	OFF
		4	8	12	24	32	48	HIGHWAY

**OFF-HIGHWAY OPERATION**—The off-highway maintenance intervals shown on this Schedule are to be used as a guide in establishing your own servicing cycle if your operation is of this type. These intervals are considered **minimum** for any continuous off-highway use and therefore may require adjusting to fit the severity of your vehicle service operation.

PRELIMINARY SPECIAL SERVICES								
BEFORE FIRST 500 MILES	Torque Wheel Nuts							
AT EVERY 1000 MILES	Check Transmatic Drive Transmission Fluid Level							EACH 500 MILES
FIRST 2000 MILES	Change Transmatic Drive Fluid and Replace Filter Element (Initial Change)							
FIRST 4000 MILES	Replace Fuel Filter (240, 300, 330, 361 and 391 CID Engines)							

Check Transmatic Drive Transmission Fluid Level (At Fuel Stops)	X							EACH 500 MILES
Inspect Timken Tandem Suspension	X							
Check Power Steering Reservoir Fluid Level	X							
Check Steering Gear Lubricant	X							
Check Rear Axle Lubricant Level and Clean Breather	X							
Check Manual-Shift Transmission Lubricant Level and Clean Breather (Main and Auxiliary)	X							
Clean Oil-Bath Air Cleaner and Fill Reservoir	X							
Lubricate Radiator Shutter Blade Pivot and Pivot Arm	X							
Lubricate Transmission Remote Gear Shift Front Cross Shaft and Levers, Auxiliary Transmission Linkage and Transmission Cables, U-Joints, Crank Arm and Side Bushings (C- and H-Series Only)	X							
Lubricate Distributor Bushing Oil Cup					X			
Lubricate Front and Rear Spring Shackles Pins and Leaves	X							
Lubricate Front Axle Spindle Pins	X							
Lubricate Steering Linkage Including Idler Shaft Bearings	X							
Lubricate Universal Joints and Slip Yoke	X							
Lubricate Air Brake Valve Linkage, Treadle Hinge, and Roller	X							
Lubricate Accelerator Control Linkage Pivots	X							
Check Exhaust Control Valve for Free Operation	X							
Clean Crankcase Filler Cap (Except Super Duty)	X							
Lubricate Brake and Clutch Pedal Pivot	X							
Lubricate Transmission, Clutch, Brake, Parking Brake Linkage Pivots and Clevises and Retracting Springs	X							
Lubricate Steering Column U-Joints—C-H-N-Series	X							
Lubricate Clutch Equalizer	X							
Lubricate Transmatic Drive Transmission Detent Stop Assembly	X							
Lubricate Roadranger Transmission Air Cylinder Shift Lever	X						1,000	



# 1966 MAINTENANCE SCHEDULE

## 500-1000 HEAVY TRUCK SERIES (continued)

INTERVAL (THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)	EVERY 4	EVERY 8	EVERY 12	EVERY 24	EVERY 32	EVERY 48	OFF HIGHWAY
Check Timken Light Tandem Suspension Spring Seat Bushing Lubricant Level	X						1,000
Drain Fuel Filter Bowl (Electric Fuel Pump—Super Duty)	X						EACH 2,000 MILES
Check Page & Page Belt Tension	X						
Change Engine Oil and Replace Oil Filter (Use Rotunda Oil & Filter)	X						
Cross-Switch Tires and Tighten Wheel Stud Nuts		X					EACH 4,000 MILES
Check and Adjust Choke and Throttle Controls		X					
Replace Crankcase Filler Cap Breather (Super Duty)		X					
Torque U-Bolt Nuts—Timken Tandem Suspension			FIRST 12000 ONLY				
Lubricate Speedometer, Parking Brake, and Tachometer Cables			X				EACH 8000 MILES
Lubricate 45° Speedometer and Tachometer Adapter			X				
Check 2- and 3-Speed Rear Axle Shift Unit Oil Level (or each 3 months)			X				
Change Lubricant in Manual Shift Main or Auxiliary Transmissions			X				
Clean Transmission Oil Filter and Install New Element—Fuller 5H and R96, Spicer 8000			X				
Drain, Flush, & Refill Spicer 12-Speed and Fuller 10-Speed Transmissions			X				
Clean Oil Screen on 12-Speed Transmission			X				
Replace Air Filter—Fuller Transmissions			X				
Check Distributor Points and Adjust Dwell			X				
Check and Adjust Ignition Timing			X				
Check and Adjust Valve Lash			X				
Clean Emission System and Replace Valve			X				
Lubricate Hood Hinges			X				
Replace Dash-Mounted Vacuum Brake Booster Air Cleaner Element			X				
Lubricate Air Brake Foot Control Valve			X				
Replace Fuel Filter Element (240, 300, 330, 361, 391)			X				
Check Shutterstat Integral Filter—Clean and Replace as Necessary				X			EACH 12,000 MILES
Inspect and Adjust Brakes				X			
Lubricate Spicer 12-Speed Transmission Control Valve Body, Splitter and Range Controls				X			
Replace Spicer 12-Speed Transmission Air Filter Element				X			
Lubricate Clutch Release Bearing (Super Duty)				X			
Change Transmatic Drive Fluid and Replace Filter Element <sup>①</sup>				X			
Replace Power Steering Pump Reservoir Fluid Filter			X				
Lubricate Piston-Type Vacuum Brake Booster				X			
Check Engine Compression				X			
Replace Fuel Filter (Super Duty)				X			
Lubricate Air-Hydraulic Brake Booster Air Cylinder				X			
Change Rear Axle Lubricant (Maintain Twice yearly when truck is driven less than 60,000 miles each year) <sup>②</sup>					X		
Repack and Adjust Front and Rear Wheel Bearings					X		
Clean Engine Oil Cooler						X	

\*More Frequent Intervals may be required under adverse operating conditions.

①(12000 Miles For Severe Service)

②Initial Change at 8000.



# FORD TRUCKS

## FORD DIESEL ENGINE

INTERVAL (THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)	FUEL STOP	EVERY 2	EVERY 4	EVERY 8	EVERY 12	EVERY 24
Check Radiator Level	X					
Check Oil Level	X					
Drain Primary Fuel Filter		X				
Clean Crankcase Breather			X			
Change Engine Oil & Filter			X			
Drain and Refill Injection Pump Lubricating Oil			X			
Clean and Refill Air Cleaner			X			
Clean Fuel Lift Pump Screen				X		
Replace Fuel Filter Elements					X	
Adjust Valves					X	
Clean and Test or Replace Injectors					X	
Check and Adjust Governor					X	
Check Lift Pump Pressure					X	
Check Compression						X

## CUMMINS DIESEL ENGINE

INTERVAL (THOUSANDS OF MILES OR NUMBER OF MONTHS, WHICHEVER OCCURS FIRST)	DAILY	FUEL STOP	EVERY 6	EVERY 12	EVERY 24	EVERY 48
Check For Fuel Leaks	X					
Check Air Cleaner Oil Level	X					
Drain sediment from Fuel Tanks	X					
Drain Air Starter Reservoir	X					
Check Oil Level		X				
Check Radiator Level		X				
Change Engine Oil†			X			
Change Air Cleaner Oil			X			
Change Full-Flow Oil Filter Element			X			
Record Oil Pressure			X			
Change C'case Breather* (NH-NHE)			X			
Inspect Exhaust System			X			
Lubricate Accelerator Linkage			X			
Lubricate Starting Motor				X		
Change By-Pass Oil Filter Element				X		
Change Fuel Filter Element*				X		
Check and Adjust Belt Tension				X		
Check Cooling System Corrosion Resistor				X		
Check Air Inlet Piping*				X		
Change Crankcase Breather* (V6 & 8)					X	
Check Thermostat					X	
Check Condition of Coolant					X	
Check Fan Hub and Drive Pulley					X	
Check Inlet Air Restrictions					X	
Clean and Tighten Electric Connections					X	
Steam Clean Engine*					X	
Clean Starter Motor and Alternator					X	
Clean Fuel Pump Screen and Magnet						X
Steam Clean Oil-Bath Air Cleaner*						X
Check Crankshaft End Clearance						X
Clean Injectors						X
Adjust Injectors and Valve Lash						X
Clean Injector Inlet Screen (NH-NHE)						X
Check Engine Blow-By						X

†Change Oil at 4,000 Miles on units without By-Pass Filter.

\*More frequent intervals may be required under adverse operating conditions.





# OILS AND LUBRICANTS DESIGNED EXPRESSLY TO SERVICE VEHICLES BUILT BY MOTOR COMPANY



## AUTOMATIC TRANSMISSION FLUID

Sizes:  
One Quart ..... Part No. C1AZ-19582-A  
One Gallon ..... Part No. C1AZ-19582-C  
Drum ..... Part No. C1AZ-19582-D



## STANDARD TRANSMISSION FLUID

Size:  
5 Gallons ..... Part No. C3RZ-19C547-B



## LOCKING DIFFERENTIAL ADDITIVE

Size:  
4 oz. .... Part No. C1AA-19B546-A



## MULTI-PURPOSE LUBRICANT

Sizes:  
14½ oz. .... Part No. C1AZ-19590-B  
120 lb. Keg ..... Part No. C1AZ-19590-C



## HYDRAULIC BRAKE AND CLUTCH FLUID

Sizes:  
One Gallon ..... Part No. B7A-19542-B  
Five Gallons ..... Part No. B7A-19542-C  
12 oz. .... Part No. B7AZ-19542-A



## POWER DISC BRAKE FLUID (HI-TEMP)

16 oz. .... Part No. C6AZ-19542-A

## WHEEL BEARING GREASE

Size:  
25 lb. Pail ..... Part No. C2AZ-19585-A



## OIL CONDITIONER

Size:  
16 oz. .... Part No. C2AZ-19579-A  
55 Gal. Drum ..... Part No. C2AZ-19579-B



## POLYETHYLENE GREASE

Sizes:  
Tube with 8 oz. .... Part No. C4AZ-19584-A  
Aerosol can 16 oz. .... Part No. C4AZ-19584-B



## DISTRIBUTOR CAM LUBRICANT

Size:  
1½ oz. .... Part No. C4AZ-19D539-A



## HYPOID GEAR LUBRICANT

PART NO.	DESCRIPTION	APPLICATION
C1AZ-19580-E (One Gallon) C1AZ 19580-F (110 lb. keg)	Hypoid Gear Lube SAE 90	All cars with engines through 352 C.I.D., except 289 C.I.D. high performance and all trucks with Ford-built rear axles
C2AZ-19580-A (110 lb. keg)	Hypoid Gear Lube SAE 90	All trucks with other than Ford-built rear axles. Above -25 degrees Fahrenheit.
C2AZ-19580-B (Five Gallon)	Hypoid Gear Lube SAE 80	All trucks with other than Ford-built rear axles. Below -25 degrees Fahrenheit.
C2AZ-19580-D (One Gallon)	Hypoid Gear Lube SAE 90	All cars with engines 390 C.I.D. and up and 289 C.I.D. high performance

## LUBRIPLATE

Size:  
1¼ oz. .... Part No. C0AZ-19584-A

## SPEEDOMETER CABLE LUBRICANT

Size:  
1 lb. .... Part No. B5A-19581-A

## SILICONE LUBRICANT

Sizes:  
Tube with 8 oz. .... Part No. C0AZ-19553-A  
Aerosol can 16 oz. .... Part No. C0AZ-19553-C

## LOCK LUBRICANT

Size:  
4 oz. .... Part No. B4AZ-19587-A

## SOLVENT AND PENETRATING FLUID

Regular can size:  
8 oz. .... Part No. C0AZ-19A501-A  
Aerosol can size:  
12 oz. .... Part No. C4AZ-19A501-A



## ROTUNDA 6000-MILE OIL FILTER

The Rotunda 6000-Mile Oil Filter is a depth type two-stage filter that provides up to twice the life of ordinary surface-type filters.

It is especially designed for vehicles built by Ford, and will operate efficiently throughout 6000-Mile (or 6-Month) oil change intervals when used under normal conditions in conjunction with Rotunda 6000-Mile Motor Oil.

The illustration points up this filter's two-stage action that provides superior engine protection and sustained high efficiency at all operating temperatures: (1) Molded fiber first stage allows instant, full-flow lubrication when the engine is started. (2) The deep-filter second stage cleans thinner warmed-up oil and permanently traps grit, dirt and sludge for extended trouble-free operation.

