

# SHOP TIPS

**Autolite**



VOL. 9, NO. 1

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## 1971 Announcement Issue



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



MERCURY

FORD

TORINO

COUGAR



PINTO

MONTEGO



COMET



CAPRI



MAVERICK

MUSTANG



CONTINENTAL  
MARK III



THUNDERBIRD

LINCOLN-  
CONTINENTAL



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Be sure and 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: Autolite-Ford Parts Division, Merchandising Services Dept., P.O. Box 3000, Livonia, Michigan 48151.

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# INTRODUCTION

On the following pages you'll find a storehouse of basic technical information and a look at the engineering changes for 1971.

Also, to help you gain a better, overall viewpoint of the new 1971 models, we have devoted a number of pages to New Car Features . . . features you'll find important because many affect service work. Some are only refinements, while others are totally new for 1971.

Now, to directly assist you in servicing the new models during the coming months (and all through the year) we have set aside the major portion of this publication for service oriented specifications. Such information as: *Service Locations* for the hood release, gasoline fill pipe, etc.; *Lights* and their candlepower and basic part number; *Circuit Protection*: ampere rating of fuses and circuit breakers; *Refill Capacities* for the various operating units; *Service Tips*; *Engine Specifications*; plus *Performance Specifications* that you'll find helpful during tune-up or troubleshooting.

# LOOKING AT THE



## 1971 NEW CARS / FORD DIVISION

Of course, the big news for 1971 is the small, frisky car named the PINTO, one of the 46 models Ford is offering. This little beauty has some unusual and inexpensive service features. Some examples include a front grille repair kit which will sell for about \$10.00, a "do-it-yourself" manual on minor repairs and adjustments, and a special-value tool kit.

And, the Pinto's conventional front engine/rear axle layout is engineered to a real half-pint body . . . only 163 inches of unitized construction on a 94 inch wheelbase and standing a mere 12½ hands high . . . 50 inches to be exact.

With the standard 1600 cc (97.6 cubic inches), 4-cylinder overhead valve engine (using the same block as the Lotus competition powerplant) Pinto has averaged 25.5 mpg in simulated city-suburban driving.

Steering and handling in the turns is exceptionally easy and responsive from a rack and pinion design steering gear. Options include a more powerful overhead camshaft 4-cylinder engine with a larger (122) cubic inch displacement. This powerplant is rated at a solid 100 horsepower when turning at 5600 rpm. An automatic transmission is available.

Curb weight is 2008 lbs. for the standard model.

MUSTANG for 1971 reveals the most extensive changes since the day it was first introduced. By moving the front wheels forward one inch (in relation to the passenger compartment) and increasing the front tread width by a full three inches, the engine room will now accept the Boss 429 (NASCAR) powerplant without having to make any structural modifications.

A new crossflow radiator replaces the downflow type permitting the use of a 13% larger air conditioning condenser.

MACH I models feature a new front bumper with molded micellar urethane foam coating. Impact resistance is improved by almost 100% over the conventional type of bumper.

Two optional 429 CID, 4V V-8 engines are offered . . . one with Ram Air.

A unique "flat roof" for the SportsRoof models, flush door handles and keyless locking are just a few of the changes you'll find in Mustang for 1971.

MAVERICK, the "simple machine" has an added new model for 1971 . . . a four-door sedan with a longer wheelbase (109.9") versus 103" for the two-door.

Bucket seats are optional this year and a floor mounted gear shift is available with the three-speed manual transmission and automatic transmission.

Rear axle ring gear size is now eight inches and replaces the last year's 7¼ inch size.

Curb weight for the two-door model is 2595 lbs., while the four-door version with a 200 CID engine weighs in at 2712 lbs.

From an appearance viewpoint, the 1971 TORINO models have a new grille area, new exterior ornamentation and new interior soft trim.

From an engineering standpoint the Torino has an improved rear suspension system, a more effective emission control, a more reliable accelerator linkage to carburetor arrangement and such desirable new options as the h backlite plus body side moldings of aluminum for protection and added appearance.

The THUNDERBIRD Landau for 1971 has a new, more formal look of elegance since its roof has a wide rear pillar that extends forward to the door, thus eliminating the rear quarter window.

FOUR optional metallic glamour paints are offered. Two of the glamour paints are *Blue Fire* and *Walnut Fire*.

High-back split bench front seats with seat backs approximately eight inches higher than last year eliminate the need for separate headrests.

An electric rear deck operated release is now available replacing the vacuum type of last year.

Turning diameter is 42.7 feet on the two-door and 43.4 feet on the four-door models.

Curb weight ranges from 4552 lbs. for the two-door Landau hardtop to 4716 lbs. for the four-door Landau hardtop.

Full-size FORD models for 1971 offer completely redesigned lines with 19 new models including 11 sedans and hardtops . . . seven station wagons and one convertible. Major styling changes include an almost square grille with an egg-crate appearance. On the new "high series," the LTD and LTD BROUGHAM, the grille material is plastic. Rear end appearance is completely new with restyled taillamp treatment. On the LTD and LTD Brougham, eight bulbs give the appearance of a solid red illuminated band extending from fender to fender.

A new 400 cubic inch engine, optionally available, is offered. It is based on the successful 351 Cleveland powerplant design and uses regular fuel with a 2V carburetor.

Turning diameter curb-to-curb is 42.3 feet.

# NEW 1971 MODELS



## 1971 NEW CARS / LINCOLN-MERCURY DIVISION

The big news for 1971 from Lincoln-Mercury is the addition of a Mercury Comet compact car, bringing to 39 the number of models this Division offers.

Both the big Mercury and the personal sports car Cougar have redesigned exteriors and a number of improved interior and technical features.

The Montego, Lincoln Continental and Mark III are marked with refinements and in some areas, appearance changes, while the European import Capri introduced in April of 1970 remains unchanged.

In the COMET lineup, three models are offered . . . a two-door sedan, a four-door sedan and a two-door GT version. All models feature a "power dome" hood which gives the Comet a 2.3 inch length advantage over the Maverick. There's both an economical 100 and a 115 horsepower 6-cylinder engine; a 145 horsepower, 250 cubic inch 6-cylinder job; and good news . . . an optional 210 horsepower, 302 cubic inch V-8.

The major difference between the 200 and 250 CID engines is the stroke which is .970 inch longer on the 250 powerplant.

From a technical standpoint, the Comet has an external adjustment for headlight aim without the need for bezel removal — and an instrument cluster that features easy removal for servicing gauges, lamps and speedometer.

The low-friction steering gear is the recirculating ball type and is filled with a life-time lubricant which never needs changing under normal circumstances.

A unique water pump with a ceramic impeller, also used on the Lincoln Continental, extends pump life.

COUGAR for 1971 has the most extensive changes since it was originally introduced in 1967.

It's longer and lower in the body with a longer wheelbase (up one inch) and a wider front tread (up three inches) plus a wider rear tread (up 2½ inches) for increased riding comfort and stability.

There's a hardtop addition to the 1971 model lineup called the Cougar GT, which features many performance items as standard equipment.

Engines for 1971 include a standard 351 CID, 2V V-8 and three optional powerplants . . . a 351 CID, 4V V-8; a 429 CID, 4V CJ; and a 429 CID, 4V CJ-R rated at 370 horsepower with ram air induction.

Both versions of the 429 CID have cast aluminum rocker covers and bright engine dress-up.

All MONTEGO models for 1971 are distinguished by a new front end appearance featuring new or modified grilles.

Montego, Montego MX and Montego Brougham grilles are a new bright "egg crate" design with argent headlamp doors while the performance-oriented Cyclone models have a unique "gunsight" center grille section. Instrument panels are a two-piece design that emphasizes easier serviceability of gauges, lamps and speedometer.

Three suspension packages are available on the Cyclone models . . . a standard suspension, a cross-country (heavy-duty) ride package and a competition handling package.

A real breakthrough on space age micro-electronics is found in the AM/FM stereo radio. A total of 31 elements are replaced by only two integrated circuits which are approximately ¼ cubic inch in size!

Prominent on the 15 full-size MERCURY cars for 1971 are new, bolder front ends and a new body design accented by ventless windows and recessed door handles. There's all new sheet metal below the belt, new slimmer windshield and roof pillars and a new rear end treatment with wrap-around massive bumpers.

In this impressive passenger car lineup are two new engines. The all new 400 CID, 2V V-8 (standard on the Monterey Custom and all wagons) while the 351 CID, 2V V-8 is standard on Monterey sedans and hardtops.

Both the Monterey and Monterey Custom sedans and hardtops have been increased in overall length by 2.9 inches. Also offered for the first time is a four-door pillared hardtop in the Monterey series which was only available in the Marquis series last year.

Taillamps are inset in the upper and lower impact bars and wrap around the rear fenders so that they also serve as rear side marker lights.

LINCOLN CONTINENTAL, which was completely redesigned and re-engineered last year, has some appearance refinements . . . more standard equipment and several technical features for the 1971 models.

New standard features include automatic temperature control air conditioning system, and premium Michelin radial ply 225R15 steel-belted tires. Tinted glass is also used throughout.

MARK III's Sure Track brake system is continued with some refinements for 1971. This system helps prevent rear wheel lockup during maximum stopping situations by an automatic release and reapplication of the rear brake shoes three to four times per second.

Final drive ratio is 2.80 to 1 with the 460 cubic inch engine.

Curb weight of the Continental Mark III is 5003 lbs., while the Lincoln Continental two-door models weigh in at 5032 lbs.

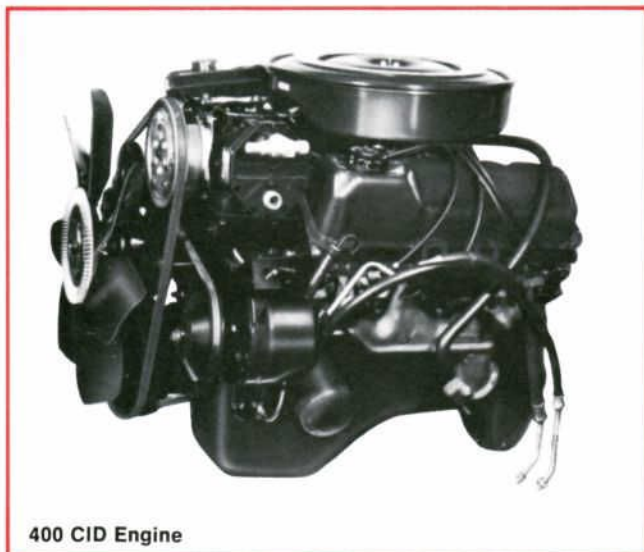
# NEW FEATURES FOR 1971

## THE 400 CID ENGINE

Both the full-size Ford and Mercury use the new 400 cubic inch powerplant. This V-8 puts out 260 horsepower @ 4400 rpm using a 2V carburetor.

It offers several advantages over the 390 CID engine in that the valves and ports are larger with the valves placed at compound angles for better engine "breathing." No two exhaust valves are next to one another, thus more uniform spacing and more efficient valve cooling is achieved.

Some of the primary differences of the 400 CID from those of the 351 CID, 2V engine (which the 400 CID derived from) include a perfect square bore 4.00" and stroke 4.00", a 1/2 inch longer stroke than that of the 351 . . . larger main bearing journal diameters . . . a larger 2 1/4 inch exhaust system and new pistons having a dished crown and larger diameter piston pins.



400 CID Engine

Many of the special design features on the 400 CID 2V V-8 are shared with the Cleveland-manufactured 351 CID 2V and 4V engines. They are: Intake valves 2.04 inches in diameter with chrome plated stems; exhaust valves of forged steel, 1.71 inches in diameter with chrome plated stems and carbide tips; a crankshaft of precision molded cast iron and wide main bearing caps with 1/2 inch bolts; stiff valve springs with inner damper; a high lift camshaft with a larger Number One bearing for extra durability; plus oil drip fingers inside the rocker arm covers for improved rocker arm lubrication. Compression ratio is 9.0 to 1.

## THE 351 CID 4V HO V-8

A limited production Boss 351 Mustang engine is the newest high performance powerplant from Ford. Although its basic design is the same as the 351 Cleveland engine, it includes many special high performance components.

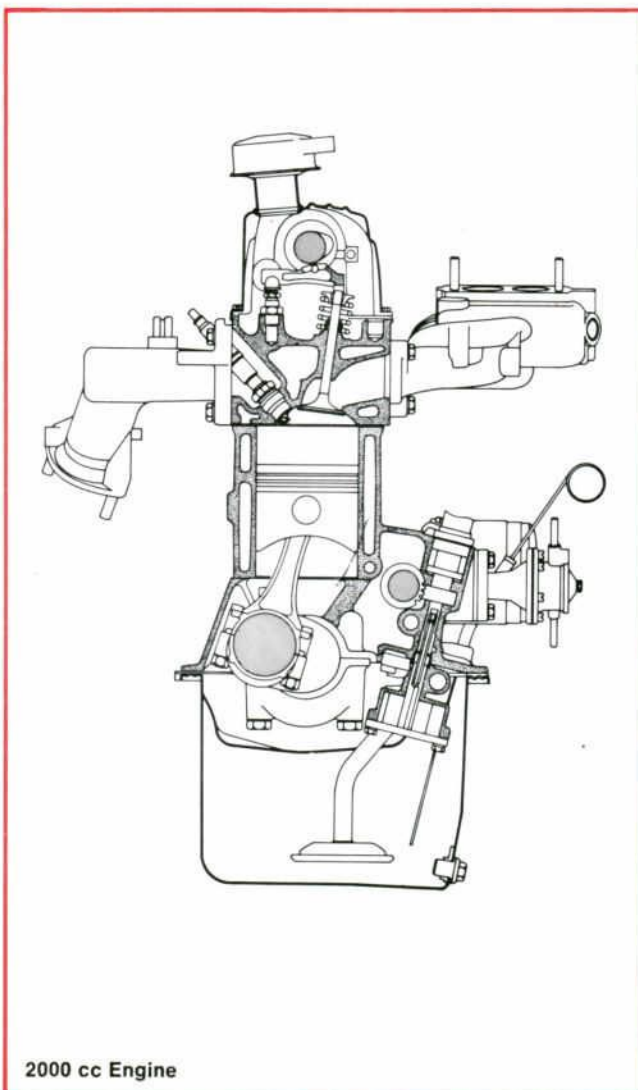
This new 351 HO V-8, exclusively prepared for the Boss Mustang, is a High Output powerplant with mechanical lifters, a four venturi carburetor plus dual exhausts that help produce 330 horsepower @ 5400 rpm from 351 cubic inches.

## PINTO ENGINES

Two engines are available with the 1971 Pinto. The standard 4-cylinder powerplant has a displacement of 1600 cc, while the larger 4-cylinder optional engine is 2000 cc. The 75 horsepower, standard water cooled powerplant is an overhead valve design with a crossflow type of cylinder head . . . intake on the right side and exhaust on the left. Compression ratio is 8.0 to 1. The bowl-in-piston design combustion chamber is unique in that the head is perfectly flat and the piston bowl forms the combustion chamber.

Pinto's optional 100 horsepower overhead cam 4-cylinder engine has a cubic inch displacement of 122 CID with an 8.6 to 1 compression ratio. Five main bearings support the crankshaft while the overhead camshaft is supported by three integral-with-head cam supports which are part of the cylinder head casting and not bolted on.

Camshaft drive is through a cogged timing belt reinforced with glass fiber cords. An Autolite heavy-duty starter and alternator is used.



2000 cc Engine

# NEW FEATURES FOR 1971

## TWO-STAGE CHOKE

Incorporated on the 302 . . . 351 . . . 400 and 429 with the two-barrel carburetor is a new two-stage choke system for 1971.

Construction differs from a conventional choke in that there are passages for engine exhaust heat within the choke housing. After a cold start the smaller of the two holes supplies heated air to the bimetal choke spring, thus causing the choke plate to open in a direct relationship to time and heat. At a point midway in the warmup cycle, the choke spring opens the second and larger passageway hole. As a result, this additional heat supply causes the choke to open more quickly as choke operation is no longer needed.

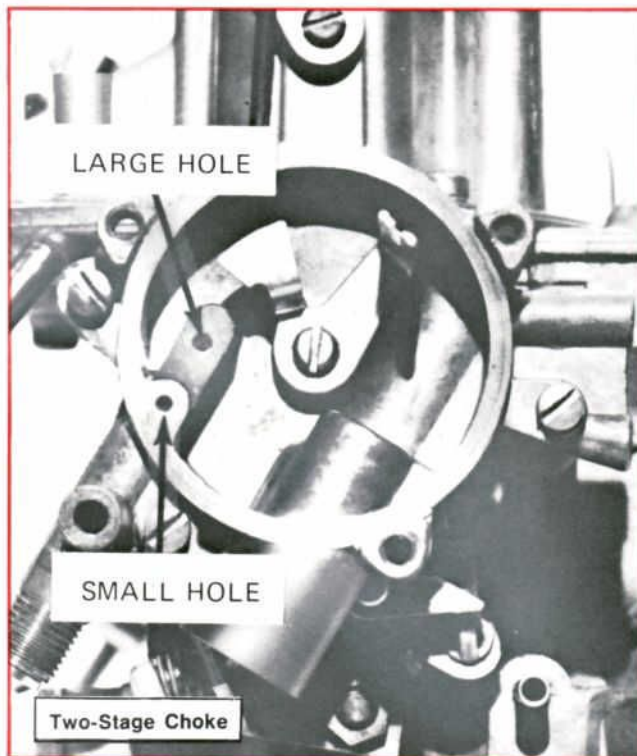
## ENGINE AVAILABILITY

There are 17 engines available in the 1971 passenger cars, ranging from the four time-proven 6-cylinder powerplants, the two 4-cylinder models for the Pinto and 11 V-8's.

All car lines with the exception of Maverick and Pinto are available with V-8 power.

Regular fuel V-8 engines will be able to run on 91 Octane gasoline. Major changes include lower compression ratios to prevent detonation on acceleration under heavy load, and resistor type spark plugs.

The 429 CID 4V CJ and CJ-R powerplants replace the older design 428 CID V-8 used last year. See the chart for further details on engine application.



## 1971 POWER TEAM AVAILABILITY

ENGINE	FORD MERCURY		TORINO MONTEGO/COUGAR			PINTO CAPRI		MAVERICK COMET		MUSTANG			THUNDERBIRD	MARK III LINCOLN CONTINENTAL
	3-Spd	Auto	3-Spd	4-Spd	Auto	4-Spd	Auto	3-Spd	Auto	3-Spd	4-Spd	Auto	Auto	Auto
1600 cc (98 CID) 1V Four						X								
2000 cc (122 CID) 2V Four						X(c)(d)	X(d)							
170 CID 1V Six								X						
200 CID 1V Six								X	X					
240 CID 1V Six (a)	X(5)	X(5)												
250 CID 1V Six			X		X(3)				X	X		X		
302 CID 2V V-8	X(5)	X(5)	X		X(3)			X(1)	X(1)	X		X		
351 CID 2V V-8	X	X	X(4)		X					X		X		
351 CID 4V V-8				X	X						X	X		
351 CID 4V HO V-8											X			
390 CID 2V V-8 (a, b)		X(5)												
400 CID 2V V-8		X												
429 CID 2V V-8		X												
429 CID 4V V-8		X											X	
429 CID 4V CJ V-8				X	X						X	X		
429 CID 4V CJ-R V-8 (2)				X	X						X	X		
460 CID 4V V-8														X

(a) Not available for sale in California

(b) Available through December, 1970

(c) Late introduction in model year

(d) Pinto Only

1—Comet Only

2—Ram Air

3—Montego and Torino Models Only

4—Cougar Only

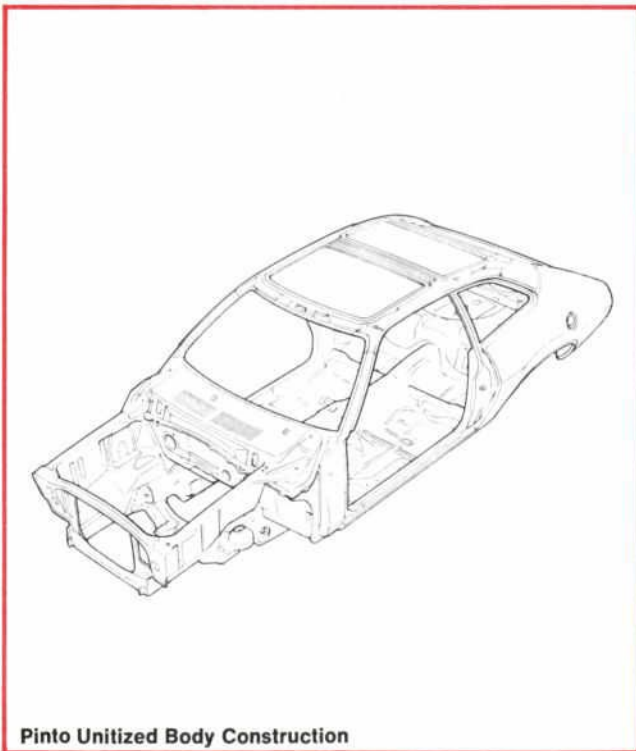
5—Ford Only

# NEW FEATURES FOR 1971

## PINTO

### BODY/CHASSIS

This frisky Pinto features a unitized body/chassis construction as shown. The platform type chassis and the body assembly are welded together to form an all-welded unit structure. The "backbone" for the chassis platform is a deep drive line tunnel which eliminates the need for side-to-side torque boxes and the conventional rear mounting crossmember for the engine. A thin roof design, yet strong and lightweight, permits more headroom with the same overall car height.



### FRONT SUSPENSION

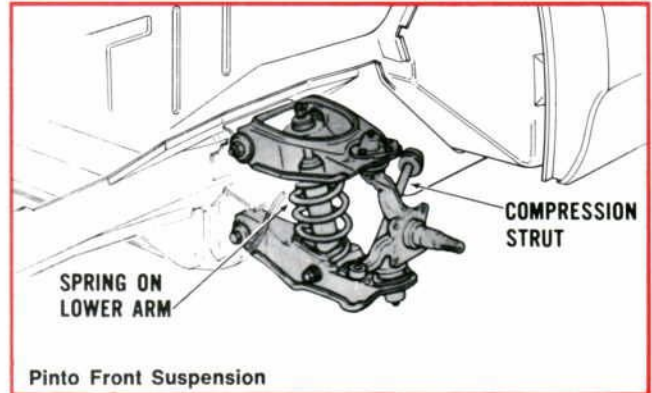
Tilted upper control arms (which combat "nosedive" braking tendencies) and ball joints are part of Pinto's front suspension system.

Note that the front coil springs are mounted on the lower control arms as they are on Thunderbirds and full-size Ford passenger cars.

This design eliminates the need for high spring towers and thus provides more room in the engine compartment. Attached to each lower control arm is a rubber mounted drag strut to let the wheels move rearward slightly over bumps, thus soaking up part of the initial road shock.

No front stabilizer bar is needed since the Pinto's light weight does not require this unit to counteract excessive "lean" while cornering.

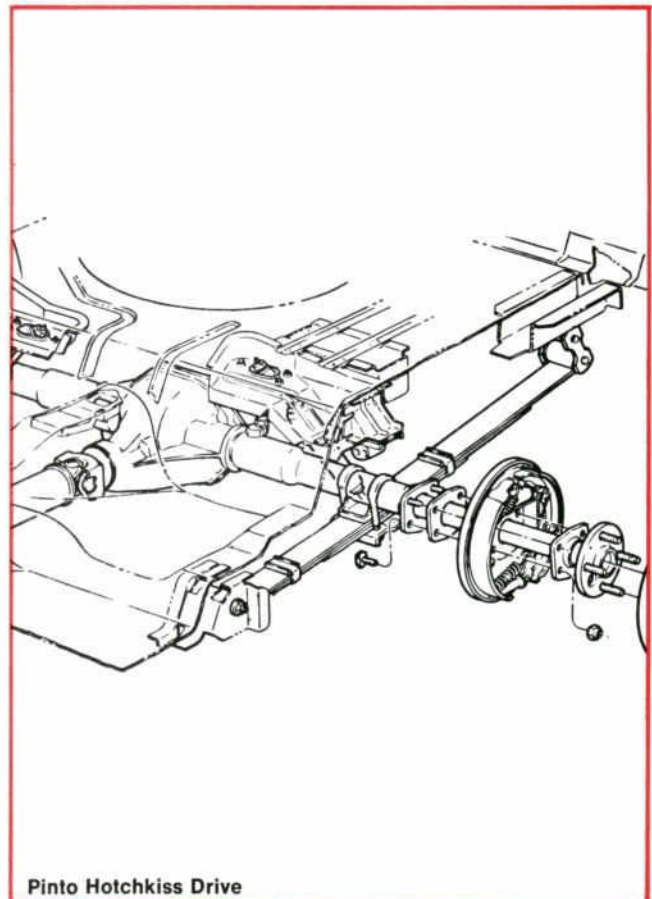
Front suspension operating units have a 36,000 mile lubrication interval.



### REAR SUSPENSION

Three-leaf semielliptical rear springs, 46½ inches long and insulated by rubber bushings at all connection points, help to reduce road noise from filtering into the car interior.

The spring design with the Hotchkiss type of drive line and axle tubes mounted forward of the center of the springs helps to resist forces causing "rear end squat" on heavy acceleration. Staggered rear shock absorbers are used to counter wheel hopping tendencies and increase tire-to-pavement traction during acceleration and braking.





# NEW FEATURES FOR 1971

Continued

## STEERING

The Pinto features a rack and pinion type of steering gear design . . . one that is found on many European sports cars, including the Capri.

This mechanical arrangement provides a positive and reliable response of the road wheels with a minimum of steering wheel effort.

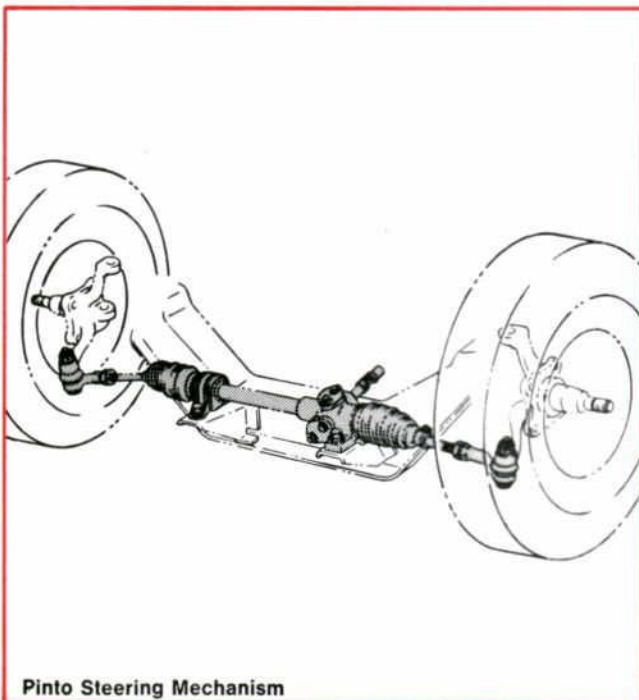
The rack housing is mounted on the front crossmember and is linked by short tie rods (called track rods) to the steering spindles ahead of the front wheels.

Helical teeth at the front end of the steering gear pinion engage with angled teeth on the rack shaft. Rotation of the pinion through movement of the steering wheel causes the rack to move laterally (in line) with the wheels.

Inner ball joints are attached to the rack and are protected by accordian type rubber bellows.

Outer ball joints are attached to the steering arms by castellated nuts and cotter pins and are protected by conventional rubber boots.

Routine maintenance of the steering gear is limited to checking the bellows for cracks or damage and inspecting the condition of the universal joint and flexible coupling of the steering shaft.

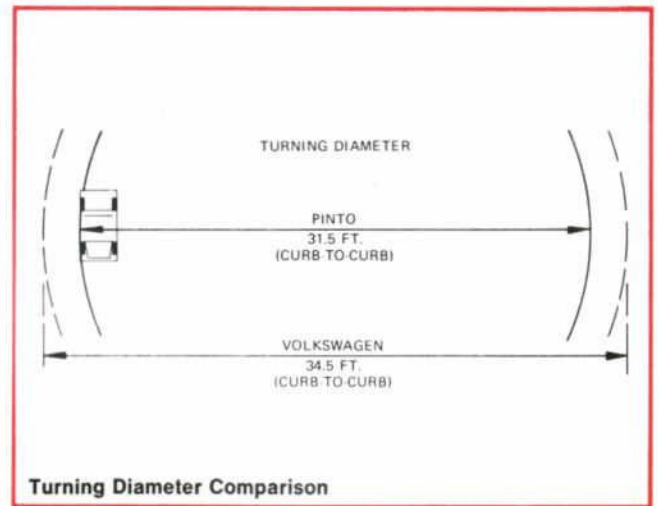


Pinto Steering Mechanism

## TURNING DIAMETER COMPARISON

Pinto's overall steering ratio of 22 to 1 gives excellent handling control. The turning circle of Pinto is a tight 31½ foot diameter . . . less than most imports and it takes only four steering wheel turns to go from lock-to-lock position.

The 15-inch steering wheel is slightly oval in shape. Standard tires are 6.00 x 13 load range B (two-ply/four-ply rating) bias black sidewalls.



Turning Diameter Comparison

## BRAKES

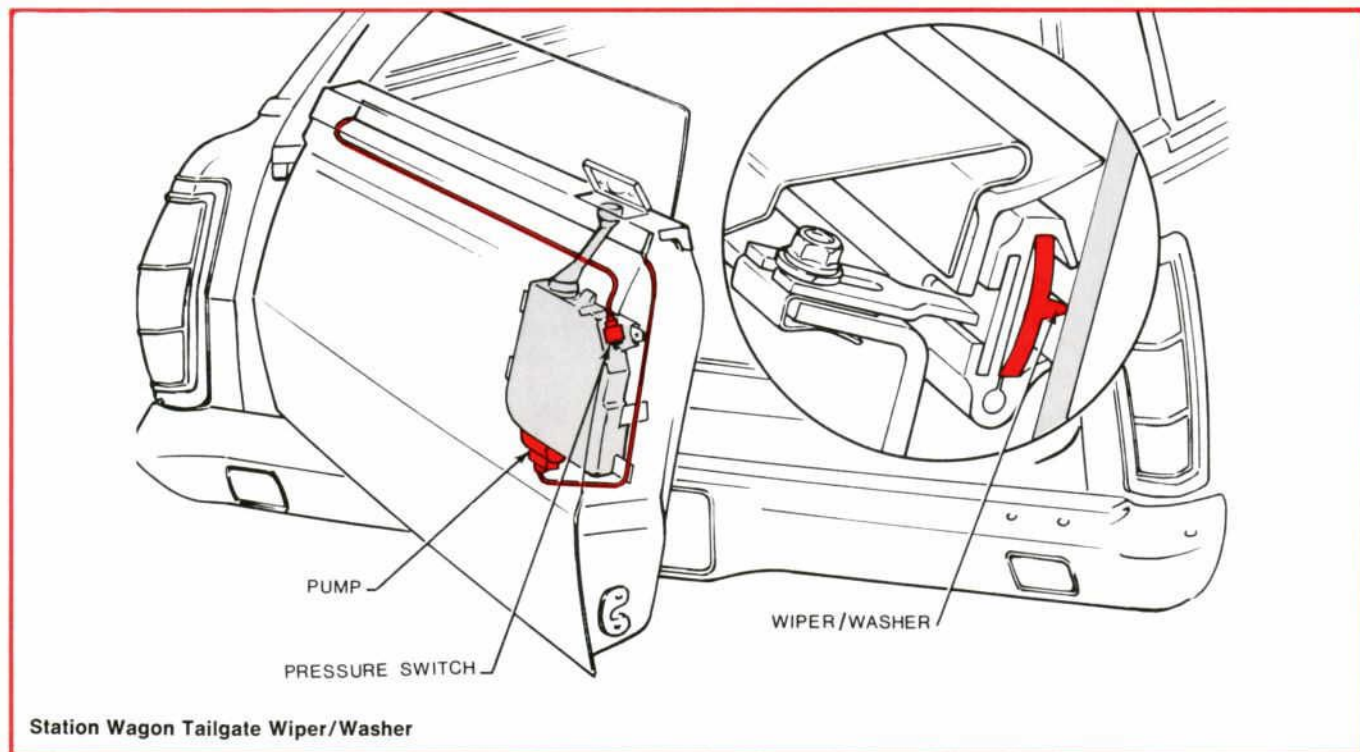
Self-adjusting brakes on the Pinto have nine inch drums front and rear. Shortly after the introduction date there will be front disc brakes with a single piston offered as an option. They will be the floating caliper type with only five major parts . . . the caliper housing, caliper anchor plate, ventilated rotor disc and the two shoe and lining assemblies . . . one on both sides of the disc.

Because of Pinto's light weight and the design of the self-energizing brakes, pedal effort is extremely low. Even in repeated panic stop tests, pedal effort ran from 30 to 50 percent below other vehicles. Also, lining life has been predicted to exceed 30,000 miles in normal use.



Pinto Front Disc Brake—Optional

# NEW FEATURES FOR 1971

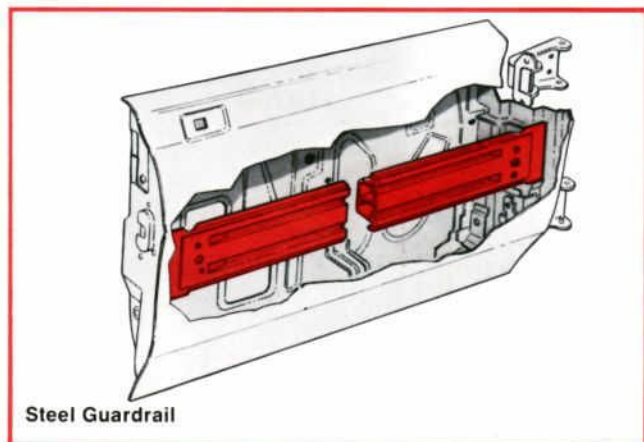


## STATION WAGON TAILGATE WIPER/WASHER

With this optional mechanism the tailgate window can be cleaned at any time . . . even when driving on the highway. The system consists of a full-width, hollow rubber washer/wiper tube mounted on the upper inside surface of the tailgate outer metal panel . . . a washer pump located in the tailgate itself . . . a fluid reservoir that can be refilled through a small door in the rear panel . . . a pressure switch and instrument panel control of the system.

To clean the tailgate window it must first be lowered. Then, by pushing the switch on the instrument panel, washer pump

forces water into the washer/wiper tube assembly. This inflates the tube and forces the wiper against the glass. Once the tube is pressurized the pressure switch makes contact, closing the electrical circuit and the window raises automatically. As the window moves up to the closed position, washer fluid is sprayed on the glass from tiny holes in the pressurized tube. During upward movement of the glass, the wiper portion of the tube acts much like a squeegee and wipes the window clean. To eliminate the possibility of dry streaking or scratching of the glass, the washer/wiper only contacts the glass when the control at the instrument panel is actuated by the driver.



## STEEL GUARDRAIL

Extra driver and passenger protection is provided in the 1971 full-size Ford and Mustang car lines and also the Cougar, the full-size Mercury and the Lincoln Continental luxury car model.

This protection feature is accomplished by a steel guardrail structure in all side doors. Basically the "Steel Guardrail" is a flanged steel tapered channel with a reinforcing steel partition down the center section. This assembly is "closed" by a welded-on ribbed plate and the entire unit is then welded at each end to flanges inside the door and directly inside the outer steel skin.

In the event of a side impact accident, the steel guardrail becomes the load-carrying member and wherever possible helps to cause the vehicles to be deflected away from each other, thus resisting passenger compartment penetration.

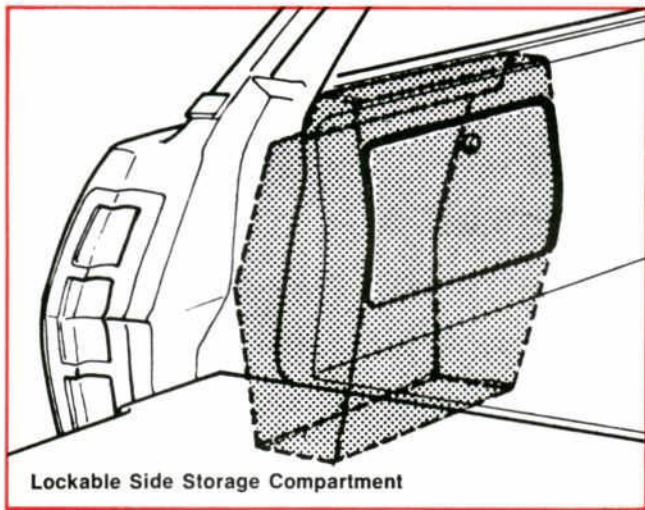
# NEW FEATURES FOR 1971

Continued

## STATION WAGON LOCKABLE SIDE STORAGE COMPARTMENT

Both the full-size Mercury and Ford models have a lockable side storage area located in the left rear quarter panel. This new concept for a safe, convenient place to carry valuables has a total volume of just over 1.2 cubic feet. A glove box type lock/latch is used with the button flush with the door panel.

Included with the side storage is a new two-piece foam-backed load floor carpet that features a simulated wood accent in its design.



## FUEL EVAPORATIVE EMISSION CONTROL

Standard equipment on all 1971 models is the fuel evaporative emission control system that prevents fuel vapors escaping into the atmosphere from the car's fuel system.

To accomplish this, engineers have made an internal vent in the carburetor fuel float bowl that leads to the throttle bore. When the engine is running, vapors are drawn into the engine and burned. With the engine not running, the air cleaner effectively prevents escape of rising vapors into the atmosphere.

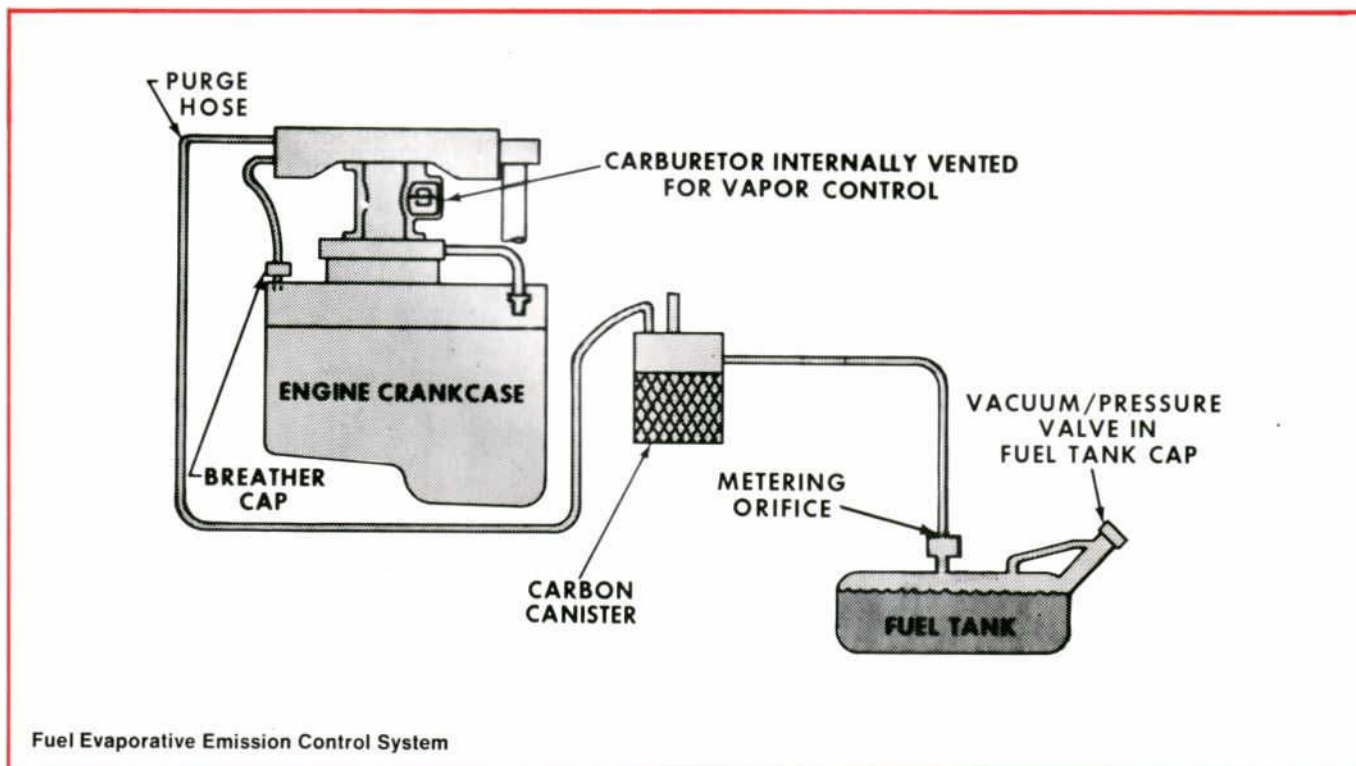
A revision is made in the fuel tank to provide for vapor collection in the top section and to also limit the total fill, thus preventing spillover due to fuel expansion at high outside temperatures.

Located in the top center of the tank is a liquid vapor separator which includes a small .050 inch metering orifice.

Fuel vapor is carried forward from this orifice through the special fuel vapor line to a carbon canister located in the engine compartment.

This canister absorbs and stores the fuel vapor when the engine is off. When the engine is running, any vapors present are drawn through a purge line connected to the air cleaner where they are then pulled into the combustion chambers and burned.

A special filler gas cap with a combination pressure and vacuum relief valve is used with this system. Its function is to relieve excessive fuel tank pressure into the atmosphere in the event of blockage in the vapor delivery line and also to allow fresh air to be drawn into the tank to replace fuel as it is used . . . thus preventing fuel tank collapse.



# 1971 SCHEDULED MAINTENANCE SERVICE

• FORD • MAVERICK • MUSTANG • PINTO • THUNDERBIRD • TORINO

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

Maintenance Operation	Service Interval							
	6	12	18	24	30	36	42	48
<b>ENGINE</b>								
Number of months or thousands of miles, whichever comes first since last service.	6	12	18	24	30	36	42	48
Change engine oil and filter. ①	X	X	X	X	X	X	X	X
Clean crankcase oil filler breather cap (Pinto only).	X	X	X	X	X	X	X	X
Replace fuel system filter and check fuel line connections for leaks.		X		X		X		X
Replace carburetor air cleaner filter (4 and 6 cyl. only). ①		X		X		X		X
Replace carburetor air cleaner filter (8 cyl. only). ①				X				X
Drain and flush cooling system. Replace coolant. ④	Every 24 Months							
Inspect cooling system hoses for deterioration, leaks and loose hose clamps. Repair and/or replace as required. ④ ⑤		X		X		X		X
Clean crankcase emission system hoses, tubes, fittings, carburetor spacer, oil separator assembly (390 V-8 & Pinto only) and replace as necessary. Replace emission control valve.		X		X		X		X
Replace crankcase breather element in air cleaner assembly.	X	X	X	X	X	X	X	X
Check and adjust deceleration valve (Pinto only).	X	X	X	X	X	X	X	X
Inspect thermactor exhaust emission system hoses and replace if necessary. (If so equipped.)		X		X		X		X
Adjust valve clearance—BOSS Engines, 429 SCJ (Mustang) and 1600 and 2000 cc Pinto engines.		X		X		X		X
Inspect thermactor exhaust emission system hoses and replace if required.		X		X		X		
Check exhaust control valve for free operation (if so equipped). (Lubricate if necessary.)	X	X	X	X	X	X	X	X
Check and adjust distributor points—replace as required.		X		X		X		X
Check and adjust carburetor—idle speed, fuel mixture. ③		X		X		X		X
Check choke plate and linkage. If sticking, clean or correct as required.		X		X		X		X
Check and adjust ignition timing—initial timing, mechanical and vacuum advances and vacuum retard (if so equipped).		X		X		X		X
Inspect ignition wiring (secondary) for proper installation and good condition.		X		X		X		X
Inspect, clean, adjust and test spark plugs—replace as required.		X		X		X		X
Torque intake manifold bolts to specifications (4 & 8 cyl. only).		X		X		X		X
Check drive belts for tension and wear. Adjust or replace as required.		X		X		X		X
<b>CHASSIS AND TRANSMISSION</b>								
Check steering linkage joints for abnormal looseness or damaged seals.		X		X		X		X
Lubricate steering linkage (Ford and Thunderbird only).						X		
Lubricate front suspension ball joints and power steering control valve ball stud. ②						X		
Lubricate steering arm stops.		X		X		X		X
Check transmission oil level. Add fluid if required.	X	X	X	X	X	X	X	X
Check rear axle fluid level. Add fluid if required.	X	X	X	X	X	X	X	X
Check Hurst Shifter® control assembly and lubricate as required—Mustang and Torino.		X		X		X		X
Adjust automatic transmission front and rear bands.		X						
Adjust automatic transmission front and rear bands when used in severe service. (Police, Taxi, or other severe service.)	X		X			X		
Clean and repack front wheel bearings.					X			
Check power steering reservoir fluid level (add if required).	X	X	X	X	X	X	X	X
Check clutch pedal "free play," adjust linkage if required.	X	X	X	X	X	X	X	X
Check brake lines and lining.					X			
Check brake master cylinder fluid level, add fluid if required.		X		X		X		X
<b>BODY</b>								
Lubricate all lock cylinders.	X	X	X	X	X	X	X	X
Lubricate all hinges, hood latch and auxiliary latch. Lubricate tailgate hinges and support.	X	X	X	X	X	X	X	X

- MAINTENANCE NOTES:** ① More frequent service intervals will be required if the vehicle is operated in extremely dusty or low temperature areas or for extended periods of idling, trailer towing, or short runs which prevent the engine from reaching normal operating temperature.
- ② Ball Stud—Torino and Maverick.
- ③ Pinto—each 6,000 miles or 6 months.
- ④ The cooling system should be inspected each 12,000 miles or 12 months. If the coolant is dirty or rusty in appearance the system should be drained and flushed. The radiator cap should be cleaned and the system refilled with the specified solution of coolant and water.
- ⑤ Add fluid if required

# 1971 SCHEDULED MAINTENANCE SERVICE

• COMET • COUGAR • MERCURY • MONTEGO • LINCOLN CONTINENTAL • MARK III • CAPRI (Listed at bottom of page)  
(These scheduled maintenance services should be performed as indicated to keep the car operating at peak performance.)

Maintenance Operation	Service Interval							
	6	12	18	24	30	36	42	48
Number of months or thousands of miles, whichever comes first since last service:	6	12	18	24	30	36	42	48
<b>ENGINE</b>								
Change Motor Oil and Autolite Filter. ①	X	X	X	X	X	X	X	X
Clean & inspect crankcase emission filter element in air cleaner assy. ①	X	X	X		X	X	X	
Replace crankcase emission filter element in air cleaner assy. ①				X				X
Replace Autolite carburetor air cleaner filter 8 cyl. only. ①				X				X
Replace Autolite carburetor air cleaner filter 6 cyl. only. ①	X		X		X		X	
Drain, flush and refill cooling system.	Every 24 Months							
Inspect cooling system heater hoses for deterioration, leaks and loose hose clamps. Repair and/or replace as required. ②	X		X		X		X	
Clean crankcase emission system tubes, fittings, carburetor spacer and replace as necessary. Replace positive crankcase ventilation valve.	X		X		X		X	
Adjust mechanical valve train (if so equipped).	X		X		X		X	
Replace spark delay valve (302 CID engine, California vehicles only: valve in distributor primary vacuum hose. ②)				X				
<b>CHASSIS AND TRANSMISSION</b>								
Inspect steering, linkage, joints & bushings.	X		X		X		X	

### MAINTENANCE NOTES:

- ① More frequent service intervals will be required if the vehicle is operated in extremely dusty areas or for extended periods of idling, trailer towing, or short runs which prevent the engine from reaching normal operating temperature.
- ② Add fluid if required.
- ③ If coolant is dirty or rusty in appearance, the system should be cleaned and flushed. The radiator cap should be cleaned and system refilled with the prescribed solution.

Maintenance Operation	Service Interval							
	6	12	18	24	30	36	42	48
Number of months or thousands of miles, whichever comes first since last service:	6	12	18	24	30	36	42	48
Lube and inspect power steering valve ball stud. ③						X		
Lube front suspension ball joints.						X		
Lube & inspect steering linkage. ④						X		
Check transmission oil level. ②	X	X	X	X	X	X	X	X
Adjust automatic transmission front and rear (if so equipped) bands.		X						
Adjust automatic transmission front intermediate band. ③	X		X			X		
Adjust automatic transmission front and rear (if so equipped) bands. (429 4V CJ Engine or vehicles used in Police, Taxi or other severe service). ④	X		X			X		
Check Hurst Shift Control and lubricate as required (if so equipped)		X		X		X		X
Check rear axle fluid level. ⑤	X	X	X	X	X	X	X	X
Clean and repack front wheel bearings.					X			
Check power steering reservoir fluid level. ⑥	X	X	X	X	X	X	X	X
Inspect and adjust clutch linkage (if so equipped).	X	X	X	X	X	X	X	X
Check brake lines and lining.					X			
Check brake master cylinder fluid level. ⑦		X		X		X		X
Lube steering arm stops.		X		X		X		X
<b>BODY</b>								
Lube all lock cylinders.	X	X	X	X	X	X	X	X
Lube hood latch and auxiliary catch.	X	X	X	X	X	X	X	X

- ① At first 6,000 miles or at first oil change (whichever occurs first).
- ② Cougar with 429 CID engine only; Lincoln Continental, Mark III, Mercury.
- ③ Cougar, Mercury, Lincoln Continental, Mark III.
- ④ Comet only.
- ⑤ Montego, Comet, Cougar

## CAPRI MAINTENANCE SERVICES

Maintenance Operation	Service Interval						
	1	6	12	18	24	30	36
Number of months or thousands of miles, whichever comes first.	1	6	12	18	24	30	36
<b>ENGINE, COOLING, IGNITION</b>							
Change engine oil and replace filter.		X	X	X	X	X	X
Clean oil filler cap.		X	X	X	X	X	X
Replace crankcase emission valve.			X		X		X
†Renew air cleaner element.				X			X
Check engine for water and oil leaks.	X	X	X	X	X	X	X
Check and adjust valve clearances.	X	X	X	X	X	X	X
Tighten cylinder head and manifold bolts to correct torque.	X						
Check torque of exhaust manifold flange to pipe clamp nuts.	X	X	X	X	X	X	X
Check exhaust system for leaks and correct as required.	X	X	X	X	X	X	X
Tighten oil pan screws to correct torque.	X						
Check and if necessary fill radiator.	X	X	X	X		X	X
Drain, flush and refill cooling system.					X		
Check water hoses for deterioration and leaks.	X	X	X	X	X	X	X
Adjust fan belt tension and tighten alternator mounting bolts to correct torque.		X	X	X	X	X	X
Examine breaker points and adjust or replace, clean distributor cap and coil.	X	X	X	X	X	X	X
Clean spark plugs and set gaps.	X	X	X	X	X	X	X
Lubricate distributor bearing.			X		X		X

†More frequent service intervals will be required if the vehicle is operated under extremely dusty conditions.

Maintenance Operation	Service Interval						
	1	6	12	18	24	30	36
Number of months or thousands of miles, whichever comes first.	1	6	12	18	24	30	36
<b>FUEL, CHASSIS, TRANSMISSION AND BODY</b>							
Adjust carburetor and set ignition timing.	X	X	X	X	X	X	X
Check choke for smooth operation and adjust.	X			X			X
Check accelerator linkage and lubricate.		X	X	X	X	X	X
Replace fuel tank vent valve assembly.			X		X		X
Deceleration valve—check and adjust as required.	X		X		X		X
Check clutch pedal free travel.	X	X	X	X	X	X	X
Check brake fluid reservoir. ‡	X	X	X	X	X	X	X
Check torque of rear springs "U" bolts.	X	X		X			
Check front wheel toe-in.	X						
Lubricate parking brake linkage.		X	X	X	X	X	X
Remove road wheels, check front brake pads for wear, examine rear brake shoes and self-adjusting mechanism and blow clean.		X	X	X	X	X	X
Check rear axle oil level. ‡		X	X	X	X	X	X
Check manual transmission oil level. ‡			X	X	X	X	X
Change manual transmission oil.		X					
Repack and adjust front wheel bearings.					X		
Lubricate door locks, lock cylinders, hood safety catch pivot, door striker wedge and all oilcan points.		X	X	X	X	X	X
Check door operation. Adjust striker where necessary.	X						
Check seat belts for security and wear.			X		X		X

‡Add fluid if required.

# 1971 THUNDERBIRD



## MODELS

- TWO-DOOR HARDTOP • TWO-DOOR LANDAU • FOUR-DOOR LANDAU

## SERVICE LOCATIONS



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

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5-50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Front and Rear Side Marker	1 c.p.	161
Front Cornering Lamps	50 c.p.	1196
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	168A
Warning Lights (Brake) Oil	6 c.p.	194
Fuel and Speedometer/Instruments	2 c.p.	194
Glove Compartment	2 c.p.	1895
Deluxe Seat Belt	2 c.p.	1891
Ash Tray, Front-Rear/Cigar Lighter	7 c.p.	1445
Heater (or Optional A/C) Controls	2 c.p.	1895
Low Fuel/Lights On	2 c.p.	1891
Courtesy Lamp Instrument Panel	6 c.p.	90
<b>Accessory Equipment</b>		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Pilot AM/AM-FM/AM Stereo	1.9 c.p.	1893
Pillar Courtesy Lamp	12 c.p.	105
Auto. Trans. Indicator	.7 c.p.	1445
Supplemental Parking Lamps	15 c.p.	94
Luggage Compartment	6 c.p.	631
Console Lamp	1.3 c.p.	1892
Engine Compartment Lamp	6 c.p.	631
Instrument Panel	6 c.p.	90
Map Lamp	6 c.p.	212
Portable Trunk Lamp	15 c.p.	1003
Door Ajar	2 c.p.	1891

A—Amber Color Bulb NA—Natural Amber Color Bulb

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	18	C.B.
Tail Lights, Parking Lights, Side Markers, License Light	Integral with Light Switch	15	C.B.
Horns, Power Seats, Air Cond.		30	C.B.
Power Windows	**	20	C.B.
Stoplights and Emergency Warning Flasher	**	10	C.B.
Rear Window Defroster	***	20	C.B.
Door Ajar Warning, Seat Belt Warning, Brake System Warning	Fuse Panel	7.5	SFE
Low Fuel Warning	Fuse Panel	7.5	SFE
Power Window Safety Relay	Fuse Panel	7.5	SFE
Back-Up Lamps, Speed Control	Fuse Panel	7.5	SFE
Turn Signals	Fuse Panel	7.5	SFE
Windshield Washer, Rear Window Defogger	Fuse Panel	7.5	SFE
Sure Track Brake System	Fuse Panel	3	SFE
Illumination Lamps, Instrument Panel Cluster, Radio, PRND21, Heater, A/C Controls, Ashtray	Fuse Panel	6	SFE
Power Antenna	Fuse Panel	15	SFE
Courtesy Lamps, Clock, Luggage, Glove and Engine Compartment Lamps, Map Lamp, Rear Reading Lamps, Ignition Key Warning	Fuse Panel	14	SFE
Front Cigar Lighter, Radio, Stereo Tape, Air Conditioning	Fuse Panel	15	SFE
Rear Cigar Lighters, Air Conditioning	Fuse Panel	15	SFE
Windshield Wiper	Integral with Wiper Switch	—	C.B.
Heater, Defroster, Air Cond. and Power Window Safety Feed	**	30	C.B.
Motors: Power Seats, Power Window	Integral with Each Motor	—	C.B.

\*C.B. Circuit Breaker \*\*Circuit Breaker Panel—R.H. Dash Panel  
\*\*\*On Brake Pedal Support

## THUNDERBIRD

## APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	23 gal.	Engine Crankcase (Includes 1 qt. for filter) 429 CID	5 qts.
Cooling System (Includes 1 qt. for heater) 429 CID	19½ qts.	Transmission Select-Shift	13 qts.*
		Rear Axle	5 pts.
		Power Steering System	3½ pts.*

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



## THUNDERBIRD

## ENGINE SPECIFICATIONS

Displacement & Cylinders	429-V8
Type.....	90°V OHV
Bore (Inches).....	4.36
Stroke (Inches).....	3.59
Compression Ratio.....	10.5:1
Brake Horsepower @ Specified rpm.....	360 @ 4600
Maximum Torque (lb.-ft.) @ Specified rpm.....	480 @ 2800
Valve Lifters H—Hydraulic.....	H
Fuel.....	Premium
Carburetor.....	4V



## THUNDERBIRD

## ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	429-4V
Firing Order.....	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size.....	BRF-42 (18mm)
Spark Plug Gap (Inches).....	.032-.036
Distributor—Service Tip ③	
Point Gap (Inches).....	Service Tip ④
Point Dwell (Degrees).....	Service Tip ④
Distributor Diaphragm Type.....	Service Tip ④
Idle rpm—Service Tip ①	
Automatic Transmission.....	600
Ignition Timing (BTDC)—Service Tip ② ③	4°



## THUNDERBIRD

## SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be

retarded from the "NORMAL" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.

- ④ Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021" point gap  
Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017" point gap

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

- ⑤ Distributor Rotor Rotation: Counterclockwise.

# 1971 FORD



## MODELS

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

## SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Fender
- ② **OIL FILLER CAP**—6 cyl.—Rear of Rocker Arm Cover  
8 cyl.—Left Front Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover; Front 240 CID; Left Front 302 2V, 351W 2V, 400 2V CID; Right Rear 390 2V, 429 2V, 429 4V, 429 4V CID Police
- ④ **FUSE PANEL**—Located on the Dash Panel to Left of Steering Column
- ⑤ **HOOD LATCH**—Top Center of Grille  
To Open: Lift Lever, Raise Hood

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5-50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal/Emergency Flashers	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front and Rear Side Marker	2 c.p.	194A
Front Cornering Lamp	50 c.p.	1196
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Hydraulic Brake	6 c.p.	194
Fuel and Speedometer/Instruments	2 c.p.	194
Glove Compartment	7 c.p.	1445
Deluxe Seat Belt	2 c.p.	194
Ash Tray	.7 c.p.	1892
Heater (or Optional A/C) Controls	1 c.p.	161
Clock	2 c.p.	194
Courtesy Lamp	6 c.p.	631
<b>Accessory Equipment</b>		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Dial Lamp/AM/AM-FM/AM Stereo	1.9 c.p.	1893
Floor Shift Quadrant	.7 c.p.	1445
Luggage Compartment	6 c.p.	631
Portable Trunk Lamp	15 c.p.	1003
Engine Compartment Lamp	6 c.p.	631
Parking Brake Warning	2 c.p.	158
Open Door Warning (Taxi)	2 c.p.	1895
Cargo Lamp (SW)	12 c.p.	105
AM-FM Radio Stereo Jewel	1.3 c.p.	1892
Speed Control Indicator	1 c.p.	161
A—Amber Color Bulb    NA—Natural Amber Color Bulb SW—Station Wagon		

## CIRCUIT PROTECTION

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



**FORD**

**APPROXIMATE REFILL CAPACITIES**

(U.S. Measure)

Fuel Tank All Models except Station Wagon	22½ gal.	Engine Crankcase (Includes 1 qt. for filter) 240, 302, 351, 400 & 429 CID	5 qts.
Station Wagon	22 gal.	429-SCJ Police Interceptor	7 qts.
Cooling System (Includes 1 qt. for heater) 240 CID	14 qts.	Transmission 3-Speed Manual	3½ pts.
302 CID	15½ qts.	Select-Shift 240, 302, 351 CID	11 qts.*
351 CID	16½ qts.	390, 400, 429 CID	13 qts.*
390 CID	21 qts.	Rear Axle 240, 302 CID	5 pts.
400 CID	17½ qts.	351, 390, 400, 429 CID	4½ pts.
429 CID	19 qts.	Power Steering System	2½ pts.*

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

**FORD**

**ENGINE SPECIFICATIONS**

Displacement & Cylinders	240-6*	302-V8	351W-V8	390-V8*	400-V8	429-V8	429-V8**
Type	In-Line	90°V OHV	90°V OHV	90°V OHV	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.00	4.05	4.00	4.36	4.36
Stroke (Inches)	3.18	3.00	3.50	3.78	4.00	3.59	3.59
Compression Ratio	8.9:1	9.0:1	9.0:1	8.6:1	9.0:1	10.5:1	10.5:1
Brake Horsepower @ Specified rpm	140 @ 4000	210 @ 4600	240 @ 4600	255 @ 4400	260 @ 4400	320 @ 4400	360 @ 4600
Maximum Torque (lb.-ft.) @ Specified rpm	230 @ 2200	296 @ 2600	350 @ 2600	376 @ 2600	400 @ 2200	460 @ 2200	480 @ 2800
Valve Lifters H—Hydraulic	H	H	H	H	H	H	H
Fuel R—Regular P—Premium	R	R	R	R	R	P	P
Carburetor	1V	2V	2V	2V	2V	2V	4V

\*Not Available in California. \*\*Also Available as P.I. (Police Interceptor) 11.3:1 Comp. Ratio; HP 370 @ 5400; Torque 450 @ 3400

**FORD**

**ENGINE PERFORMANCE SPECIFICATIONS**

Displacement & Carburetor	240-1V*	302-2V	351W-2V	390-2V*	400-2V	429-2V	429-4V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	†BRF-42 (18mm)	BRF-42 (18mm)	BRF-42 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	BRF-42 (18mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036
Distributor—Service Tip ① Point Gap (Inches)	.027	Service Tip ①	Service Tip ①	.021	.021	Service Tip ①	Service Tip ①
Point Dwell (Degrees)	35-40	Service Tip ①	Service Tip ①	24-29	24-29	Service Tip ①	Service Tip ①
Distributor Diaphragm Type	Service Tip ①	Service Tip ①	Service Tip ①	—	—	Service Tip ①	Service Tip ①
Idle rpm—Service Tip ① Manual Transmission (Without Throttle Solenoid)	800-500	—	—	—	—	—	700
(With Throttle Solenoid)***	—	800-500	775-500	—	—	—	—
Automatic Transmission (Without Throttle Solenoid)	500	575	575	600-475	650-500	590	590
(With Throttle Solenoid)***	—	600-500	600-500	—	—	—	—
Ignition Timing (BTDC) Service Tip ② ③ (Degrees)	6°	6°	6°	6° ④	10° ††	4°	4°

\*\*\*Higher idle speed with Solenoid Energized and Lower idle speed with Solenoid De-energized.

††6° for California Registration.

†Police and Taxi Use BRF-6

\*Not Available in California.

**FORD**

**SERVICE TIPS**

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation.

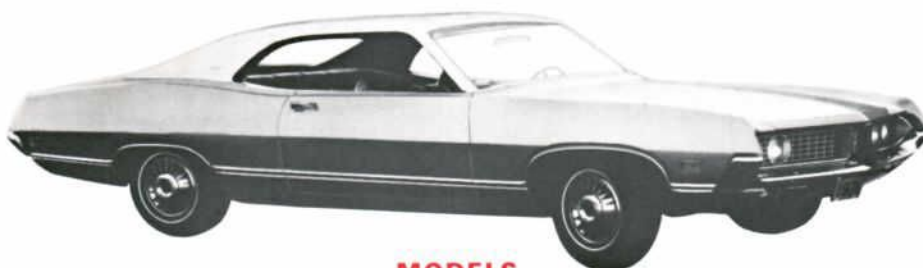
If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.

- ④ Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap  
Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap

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

- ⑤ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counter-clockwise.

# 1971 TORINO



## MODELS

- TORINO • TORINO 500 • TORINO COBRA
- TORINO GT • TORINO BROUGHAM • RANCHERO
- RANCHERO 500 • RANCHERO GT • RANCHERO SQUIRE

## SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Fender
- ② **OIL FILLER CAP**—6 cyl. Rear of Rocker Arm Cover  
8 cyl. Left Front Rocker Arm Cover
- ③ **PCV VALVE**—Located in Rocker Cover: Front 250 CID; Left Front 302 2V, 351 2V, 351 4V CID; Right Rear 429 4V, 429 4V CJ, 429 4V CID Police
- ④ **FUSE PANEL**—Located to Left of Steering Column on Firewall
- ⑤ **HOOD LATCH**—Top Center of Grille  
To Open: Lift Lever, Raise Hood

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5-50W	4002
Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157A
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front/Rear Side Markers	1 c.p.	161
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Brake	6 c.p.	194
Fuel and Speedometer; Warning/Oil/Air	2 c.p.	194
Glove Compartment	2 c.p.	1893
Ash Tray	3 c.p.	1816
Heater (or Optional A/C) Controls	2 c.p.	1895
Clock	2 c.p.	194
Courtesy Lamp	Fuse Type	562
<b>Accessory Equipment</b>		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Dial AM/AM-FM	1.9 c.p.	1893
Portable Trunk Lamp	15 c.p.	1003
Auto. Trans. Quadrant	.7 c.p.	1445
Luggage Compartment	6 c.p.	631
Console Lamp	7 c.p.	1445
Engine Compartment Lamp	6 c.p.	631
Map Lamp	6 c.p.	631
Cargo Lamp (SW)	12 c.p.	105
AM-FM Radio Stereo Jewel	1.3 c.p.	1892
A—Amber Color Bulb SW—Station Wagon		

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	18	C.B.
Tail Lights, Parking Lights, Stop Lights, Side Markers, Headlight Buzzer, License Light and Horns	Integral with Light Switch	15	C.B.
Courtesy, Dome, Map, Cargo, Console, Luggage & Glove Compartment, Ignition Key Warning Buzzer, Automatic Seat Back Latch Release, Headlights "ON" Buzzer	Fuse Panel	14	SFE
Instrument Panel Lights, Instrument & Cluster Lamps, PRND21 (Std. & Console) Radio, Ash Tray, Heater and Air Conditioner Illumination, Clock Lamp, W/S Wiper/Washer Controls	Fuse Panel	4	AGA
Emergency Flasher, Cigar Lighter & Clock Feed	Fuse Panel	20	SFE
Warning Lamps (convenience panel), Oil, Temp., Dual Brake Warning, Throttle Solenoid, Parking Brake Lamp, Alternator, Throttle Solenoid and/or Emission Control, Seat Belt Reminder	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer and Radio	Fuse Panel	20	SFE
Spotlight	Fuse Cartridge in Line	7.5	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (R.P.O.)	Fuse Panel	30	AGC
Air Conditioning (Dealer Inst.)	Fuse Panel	30	AGC
Accessory Feed: Seat Belt Warning (Opt.) Power Window and Backlite Safety Relay Coil Feed (Opt.)	Fuse Panel	20	AGC
Windshield Wiper	Integral with Wiper Switch	7	C.B.
Power Window, Convertible Top & Station Wagon Power Backlite Window	On Starter Relay	20	C.B.
Motors: Windshield Wiper, Power Window, Convertible Top and Power Tailgate Window (SW)	Integral with Motors	—	C.B.

\*C.B.—Circuit Breaker SW—Station Wagon

## TORINO and RANCHERO APPROXIMATE REFILL CAPACITIES (U.S. Measure)

Fuel Tank		Transmission	
All Models except Ranchero and Station Wagon	20 gal.	3-Speed Manual	3½ pts.
Ranchero	18 gal.	4-Speed Manual	4 pts.
Station Wagon	18 gal.	Select-Shift	
Cooling System (Includes 1 qt. for heater)		250 CID	9 qts.*
250 CID	11½ qts.	302, 351 CID	11 qts.*
302 CID	15¼ qts.	429 CID CJ & CJ-R	12¾ qts.*
351 CID	16¼ qts.	Rear Axle	
429 CID CJ & CJ-R	19½ qts.	250, 302 CID	4 pts.
Engine Crankcase (Includes 1 qt. for filter)		351, 429 CID	5 pts.
250 CID	4½ qts.	Power Steering System	2½ pts.*
302, 351, 429 CID CJ & CJ-R	7 qts.		

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

## TORINO and RANCHERO ENGINE SPECIFICATIONS

Displacement & Cylinders	250-6	302-V8	351C-V8	351C-V8	429-V8*	429-V8**
Type.....	In line OHV	90°V-OHV	90°V-OHV	90°-OHV	90°V-OHV	90°V-OHV
Bore (Inches).....	3.682	4.00	4.00	4.00	4.36	4.36
Stroke (Inches).....	3.910	3.00	3.50	3.50	3.59	3.59
Compression Ratio.....	9.0:1	9.0:1	9.0:1	10.7:1	11.3:1	11.3:1
Brake Horsepower @ Specified rpm.....	145 @ 4000	210 @ 4600	240 @ 4600	285 @ 5400	370 @ 5400	370 @ 3400
Maximum Torque (lb.-ft.) @ Specified rpm.....	232 @ 1600	296 @ 2600	350 @ 2600	370 @ 3400	450 @ 3400	450 @ 3400
Valve Lifters H—Hydraulic.....	H	H	H	H	H***	H***
Fuel R—Regular P—Premium.....	R	R	R	P	P	P
Carburetor.....	1V	2V	2V	4V	4V†	4V†

\*Cobra Jet (CJ) \*\*Super Cobra Jet (SCJ). Also available with Ram Air at no increase in Horsepower. \*\*\*Mechanical with Drag-pack option.

†Manual choke Holley with 780 CFM with Drag-pack option: 700 CFM Ford automatic choke is standard.

## TORINO and RANCHERO ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	250-1V	302-2V	351C-2V	351C-4V	429-4V*	429-4V**
Firing Order.....	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size.....	BRF-82 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	ARF-42 (14mm)	ARF-32 (14mm)	ARF-32 (14mm)
Spark Plug Gap.....	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036
Distributor—Service Tip ①						
Point Gap (Inches).....	.025	Service Tip ①	Service Tip ①	Service Tip ①	.020	.020
Point Dwell (Degrees).....	37-42	Service Tip ①	Service Tip ①	Service Tip ①	24-29	24-29
Distributor Diaphragm Type.....	—	Service Tip ①	Service Tip ①	Service Tip ①	—	—
Idle rpm—Service Tip ①						
Manual Transmission						
(Without Throttle Solenoid).....	—	—	700-500	—	700	700
(With Throttle Solenoid)***.....	750-500	800-500	—	800-500	—	—
Automatic Transmission						
(Without Throttle Solenoid).....	550	575	650-500	600	650-500	650-500
(With Throttle Solenoid)***.....	600-500	600-500	—	—	—	—
Ignition Timing (BTDC)—Service Tip ② ③	6°	6°	6°	6°	10°	10°

\*Cobra Jet (CJ) \*\*Super Cobra Jet (SCJ). Also available with Ram Air at no increase in horsepower.

\*\*\*Higher Idle Speed with Throttle Solenoid Energized. Lower Idle Speed with Throttle Solenoid De-energized.

## TORINO and RANCHERO SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation.

If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.

- ④ Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap

Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap

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

- ⑤ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counter-clockwise.

# 1971 MUSTANG



## MODELS

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

## SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Rear—Center of Back Panel
- ② **OIL FILLER CAP**—6 cylinder: Rear of Rocker Arm Cover  
8 cylinder: Front of Left Rocker Arm Cover (Except 351 4V HO CID, Right Rear)
- ③ **PCV VALVE**—Located in Rocker Covers: Front 250 CID  
Left Front: 302, 351C 2V, 351C 4V CID; Right Rear: 302 Boss, 429 4V CJ, 429 4V SCJ CID & 351 4V HO CID
- ④ **FUSE PANEL**—Located on Plate Attached to Lower Right Hand Flange Brake Pedal Support
- ⑤ **HOOD LATCH**—Upper Center of Grille  
To Open: Pull Lever to Left and Hold—Raise Hood

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40 & 50W	6012
Front Park/Turn Signal	3-32 c.p.	1157
Side Marker/Front, Rear	2 c.p.	194A
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Emergency Flashers (included in Front/Rear Turn Signals)		
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights	2 c.p.	194
Fuel and Speedometer	2 c.p.	194
Glove Compartment	2 c.p.	1895
Deluxe Seat Belt	2 c.p.	1891
Heater (or Optional A/C) Controls	2 c.p.	1895
Clock	2 c.p.	194
Courtesy Lamp	6 c.p.	631
<b>Accessory Equipment</b>		
Fog Lamps—Clear	35W	4415
Fog Lamp Switch	1 c.p.	53X
Spotlight	30W	4405
Radio Pilot Light/AM/AM-FM/AM Stereo	1.9 c.p.	1893
Luggage Compartment	6 c.p.	631
Engine Compartment Lamp	6 c.p.	631
Parking Brake Warning	2 c.p.	256
Map Lamp	6 c.p.	212
Portable Trunk Lamp	15 c.p.	1003
AM/FM Radio Stereo Jewel	1.3 c.p.	1892
A—Amber Color Bulb		

## CIRCUIT PROTECTION

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

\*C.B. Circuit Breaker

## MUSTANG

## APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank All Models	20 gal.	Transmission 3-Speed Manual	3½ pts.
Cooling System (Includes 1 qt. for heater) 250 CID	11¼ qts.	4-Speed Manual	4 pts.
302 CID and 302 BOSS	15 qts.	Select Shift 250, 302 CID	9 qts.*
351 CID (with A/C)	16¼ qts.	351 CID	11 qts.*
351 CID (without A/C)	16¼ qts.	429 CID CJ, SCJ	13 qts.*
302, 351 CID	5 qts.	Rear Axle 250, 302 CID	4 pts.
429 CID CJ, SCJ	19½ qts.	351, 429 CID	5 pts.
Engine Crankcase (Includes 1 qt. for filter) 250 CID	4½ qts.		
429 CID CJ/SCJ/Police (add 1 qt. for Oil Cooler)	7 qts.		

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

## MUSTANG

## ENGINE SPECIFICATIONS

Displacement & Cylinders	250-6	302-V8	351C-V8	351C-V8	429-V8*	429-V8**	351-4V HO V8
Type	In Line	90°V OHV	90°V OHV	90°V OHV	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	3.682	4.002	4.002	4.002	4.362	4.362	4.002
Bore and Stroke (Inches)	3.910	3.00	3.50	3.50	3.590	3.590	3.50
Compression Ratio	9.0:1	9.0:1	9.0:1	10.7:1	11.3:1	11.3:1	11.7:1
Brake Horsepower @ Specified rpm	145 @ 4000	210 @ 4600	240 @ 4600	285 @ 5400	370 @ 5400	375 @ 5600	330 @ 5400
Maximum Torque (lb.-ft.) @ Specified rpm	232 @ 1600	296 @ 2600	350 @ 2600	370 @ 3400	450 @ 3400	450 @ 3400	370 @ 4000
Valve Lifters							
H—Hydraulic M—Mechanical	H	H	H	H	H***	H***	M
Fuel	Regular	Regular	Regular	Premium	Premium	Premium	Premium
Carburetor	1V	2V	2V	4V	4V‡	4V‡	4V

\*Cobra Jet (CJ) \*\*Super Cobra Jet (SCJ) \*\*\*Mechanical with Drag-Pack Option.

‡Manual Choke Holley with 780 cfm with Drag-Pack Option.

## MUSTANG

## ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	250-1V	302-2V	351C-2V	351C-4V	429-4V*	429-4V**	351-4V HO V8
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	ARF-42 (14mm)	ARF-32 (14mm)	ARF-32 (14mm)	—
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036	—
Distributor—Service Tip ①							
Point Gap (Inches)	.025	Service Tip ①	Service Tip ①	Service Tip ①	.020"	.020"	—
Point Dwell (Degrees)	37-42	Service Tip ①	Service Tip ①	Service Tip ①	24-29	24-29	—
Distributor Diaphragm Type	—	Service Tip ①	Service Tip ①	Service Tip ①	—	—	—
Idle rpm—Service Tip ①							
Manual Transmission (Without Throttle Solenoid)	—	—	—	—	700	700	—
(With Throttle Solenoid)***	750-500	800-500	700-500	800-500	—	—	—
Automatic Transmission (Without Throttle Solenoid)	550	575	—	600	650-500	650-500	—
(With Throttle Solenoid)***	600-500	600-500	650-500	—	—	—	—
Ignition Timing (BTDC)— Service Tip ② ③	6°	6°	6°	6°	10°	10°	—

\*Cobra Jet (CJ). \*\*Super Cobra Jet (SCJ). \*\*\*Higher Idle Speed with Solenoid Energized—Lower Idle Speed with Solenoid De-energized.

## MUSTANG

## SERVICE TIPS

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjuster. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
  - ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
  - ③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation.
- If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.
- ④ Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap  
Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap
- \*Use either specification when installing NEW POINTS. Use DWELL ANGLE specification when adjusting points having MORE than ONE HOUR usage.
- ⑤ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counter-clockwise.

# 1971 MAVERICK



## MODELS

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

## SERVICE LOCATIONS



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

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40-50W	6012
Front Park/Turn Signal	3-32 c.p.	1157
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front/Rear Side Markers	1 c.p.	161
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Brake	6 c.p.	194
Fuel and Speedometer/Oil Warning	2 c.p.	194
Seat Belt Reminder	2 c.p.	1895
Warning Light/Alt., Temp.	2 c.p.	194
Heater (or Optional A/C) Controls	1 c.p.	1445
Clock	2 c.p.	194
Ash Tray	3 c.p.	1816
<b>Accessory Equipment</b>		
Spotlight	30W	4405
Radio Dial Light (AM)	1.9 c.p.	1893
Auto. Trans. Quadrant	.7 c.p.	1445
Luggage Compartment	6 c.p.	631
Engine Compartment Lamp	6 c.p.	631
Portable Trunk Lamp	15 c.p.	1003

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	12	C.B.
Tail Lights, Parking Lights, Stop Lights, Front & Rear Side Markers, License Light and Horns	Integral with Light Switch	15	C.B.
Courtesy, Dome, Map, Cargo, Console, Luggage Compartment, Ignition Key Warning Buzzer	Fuse Panel	14	SFE
Instrument Panel Lights, Auto. Trans. Quadrant, Ashtray, Radio Lamps, Heater, A/C and Clock Illumination	Fuse Panel	4	AGA
Emergency Flasher, Cigar Lighter & Clock Feed	Fuse Panel	20	SFE
Warning Lamps: Oil Temp., Dual Brake, Emission and/or Throttle Solenoid	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer and Radio	Fuse Panel	15	SFE
Spotlight	Fuse Cartridge in Line	7.5	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (R.P.O.)	Fuse Panel	30	SFE
Air Conditioning (Dealer Inst.)	Fuse Panel	30	SFE
Accessory Feed, Seat Belt Warning, Rear Window Defogger	Fuse Panel	20	SFE
Windshield Wiper	Integral with Wiper Switch	6	C.B.

\*C.B. Circuit Breaker

**MAVERICK**
**APPROXIMATE REFILL CAPACITIES**

(U.S. Measure)

Fuel Tank All Models	13½ gal.	Transmission 3-Speed Manual—170 CID	3½ pts.
Cooling System (Includes 1 qt. for heater)		Select Shift	
170 CID	9 qts.	200 CID	8 qts.*
200 CID	8¾ qts.	250 CID	9 qts.*
250 CID	10 qts.	Rear Axle All Engines	2½ pts.
Engine Crankcase (Includes 1 qt. for filter)			
170, 200 250 CID	4½ qts.		

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


**MAVERICK**
**ENGINE SPECIFICATIONS**

Displacement & Cylinders	170-6	200-6	250-6
Type	In-Line OHV	In-Line OHV	In-Line OHV
Bore (Inches)	3.50	3.68	3.68
Stroke (Inches)	2.94	3.13	3.91
Compression Ratio	8.7:1	8.7:1	9.0:1
Brake Horsepower @ Specified rpm	100 @ 4200	115 @ 4000	145 @ 4000
Maximum Torque (lb.-ft.) @ Specified rpm	148 @ 2600	180 @ 2200	232 @ 1600
Valve Lifters H—Hydraulic	H	H	H
Fuel R—Regular	R	R	R
Carburetor	1V	1V	1V

**MAVERICK**
**ENGINE PERFORMANCE SPECIFICATIONS**

Displacement & Carburetor	170-1V	200-1V	250-1V
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BRF-82 (18mm)	BRF-82 (18mm)
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036
Distributor—Service Tip			
Point Gap (Inches)	.027	.027	.025
Point Dwell (Degrees)	35-40	35-40	37-42
Distributor Diaphragm Type	—	—	—
Idle rpm—Service Tip ① ②			
Manual Transmission (Without Throttle Solenoid)	750	750	—
(With Throttle Solenoid)**	—	800-500	750-500
Automatic Transmission (Without Throttle Solenoid)	—	550	550
(With Throttle Solenoid)**	—	600-500	600-500
Ignition Timing (BTDC)—Service Tip ③	6°	6°	6°

\*\*Higher Idle Speed with Solenoid Energized. Lower Idle Speed with Solenoid De-energized.


**MAVERICK**
**SERVICE TIPS**

- ① Adjust all idle speeds with headlights "ON", automatic transmission in "DRIVE" or manual transmission in "NEUTRAL" and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH IDLE SPEED with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE SPEED using the carburetor idle speed screw with wire disconnected from throttle solenoid.
- ② The distributor DIAPHRAGM HOSE or HOSES must be disconnected and plugged.
- ③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.
- ④ Distributor Rotor Rotation: 6 cyl. Clockwise.

# 1971 PINTO



## MODEL

• 2-DOOR SEDAN

## SERVICE LOCATIONS



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



6C0

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40-50W	6012
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front/Rear Side Marker	2 c.p.	194A
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights/Brake/Alt./Oil	6 c.p.	194
Heater (or Optional A/C)	1 c.p.	1445
Clock	2 c.p.	194
<b>Accessory Equipment</b>		
Engine Compartment Lamp	6 c.p.	631
Portable Trunk Lamp	15 c.p.	1003
A—Amber Color Bulb NA—Natural Amber Color Bulb		

## CIRCUIT PROTECTION

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



**PINTO**

**APPROXIMATE REFILL CAPACITIES**  
(U.S. Measure)

Fuel Tank All Models	11 gals.	Engine Crankcase (Includes 1 qt. for filter) 98 Cubic Inches	3½ qts.
Cooling System (Includes 1 qt. for heater) 98 Cubic Inches (1600 cc)	6¼ qts.	122 Cubic Inches	5 qts.
122 Cubic Inches (2000 cc)	7 qts.	Transmission 4-Speed Manual	2½ pts.
		Select-Shift	9 qts.*
		Rear Axle	2¼ pts.

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



**PINTO**

**ENGINE SPECIFICATIONS**

Displacement & Cylinders	98-4*	122-4**
Type.....	In-Line OHV	In-Line OHC
Bore (Inches).....	3.188	3.575
Stroke (Inches).....	3.065	3.029
Compression Ratio.....	8.4:1	9.0:1
Brake Horsepower @ Specified rpm.....	75 @ 5000	100 @ 5600
Maximum Torque (lb.-ft.) @ Specified rpm.....	96 @ 3000	120 @ 3600
Valve Lifters M—Mechanical.....	M	M
Fuel R—Regular.....	R	R
Carburetor.....	1V	2V

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



**PINTO**

**ENGINE PERFORMANCE SPECIFICATIONS**

Displacement & Carburetor	98-1V*	122-2V**
Firing Order.....	1-2-4-3	1-3-4-2
Spark Plug Type (Autolite No.) and Size.....	AGR-22 (14mm)	BRF-32 (18mm)
Spark Plug Gap (Inches).....	.025	.034 <del>0.30</del>
Distributor		
Point Gap (Inches).....	.025	.025
Point Dwell (Degrees).....	38-40	48-52
Distributor Diaphragm Type.....	—	—
Idle rpm—Service Tip ①		
Manual Transmission (Without Throttle Solenoid).....	800-500	750 Service Tip ①
(With Throttle Solenoid).....	—	650 Service Tip ①
Automatic Transmission (Without Throttle Solenoid).....	800	—
(With Throttle Solenoid).....	—	—
Ignition Timing (BTDC).....	6°	6°

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



**SERVICE TIP**

① Air Conditioning "ON" and operating

# BRONCO



# 1971 Models & Specifications

## MODELS

- BRONCO PICKUP
- BRONCO WAGON

## IDENTIFICATION

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

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

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

## SERVICE LOCATIONS

**GAS FILLER CAP LOCATION**—Left Rear Quarter Panel

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

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

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

**FUSE PANEL**—Under Glove Box to Left of Door

## APPROXIMATE REFILL CAPACITIES (U.S. Measure)

Fuel Tank		
All	.....	12¾ gals.
Fuel Tank (Auxiliary)		
All	.....	10¼ gals.
Cooling System (Includes 1 qt. for heater)		
170 CID Six	.....	10 qts.
302 CID V-8	.....	16 qts.
Crankcase (Includes 1 qt. for filter)		
170 CID Six	.....	7 qts.
302 CID V-8	.....	6 qts.
Transmission:		
3-Speed Manual	.....	3½ pts.
Front Axle	.....	4 pts.
Rear Axle 2781 lbs./3300 lbs.	.....	9 pts.
Transfer Case	.....	2¼ pts.
Oil Bath Air Cleaner	.....	1 pt.

## LIGHTS (12 VOLTS)

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

## CIRCUIT PROTECTION

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

\*C.B. Circuit Breaker

Note: Fuse panel located in glove box to left of door.

## ENGINE SPECIFICATIONS

	170 CID I-6	302 CID V-8 2V
Type	In Line 6-Cyl.	8-Cyl. 90°V OHV
Displacement	170 Cu. In.	302 Cu. In.
Bore and Stroke (Inches)	3.50 x 2.94	4.00 x 3.00
Compression Ratio	8.7:1	8.6:1
Brake Horsepower @ Specified rpm	100 @ 4200	205 @ 4600
Maximum Torque (lb-ft) @ Specified rpm	148 @ 2600	300 @ 2600
Valve Lifters	Hydraulic	Hydraulic
Fuel	Regular	Regular
Carburetor	Auto. Choke 1V	Auto. Choke 2V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BTF-31 (18mm)
Spark Plug Gap	0.032"-0.036"	0.032"-0.036"
Distributor		
Point Gap	0.027"	0.021"
Point Dwell Angle	35°-40°	24°-29°
Distributor Diaphragm Type	Dual	Dual
Idle rpm ①		
Manual Transmission (Without Throttle Solenoid)	775	675
(With Throttle Solenoid)	800-500	800-500
Ignition Timing (BTDC) ②, ③	6°	6°

## SHOCK ABSORBERS (Autolite Sales No.)

	Auto-Flex	Auto-Flex XD	Super-Flex
Front	AB-117	AX-122	—
Rear	AB-103	AX-125	AA-133

## SERVICE TIPS

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

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

③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2°BTDC.

You get something extra every day  
with **Autolite**

When you go with Autolite, every electrical tune-up, every shock replacement, and every V-Belt or radiator hose sale puts you a step closer toward your choice of prizes ranging from golf balls to a new car . . . or a vacation to anywhere! Because with all Autolite Tune-Up Kits, Shock Absorbers, V-Belt and Radiator Hoses, you automatically get valuable Pacemaker Bonuses . . . *every day all year long.*

# Pacemaker Prize Points

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Equal 1 Pacemaker Prize Point.

2 Autolite Tune-Up Kit Pacemaker Prize Point Certificates  
Equal 1 Pacemaker Prize Point.



2 Autolite Shock Absorber Numbered End Flaps  
Equal 1 Pacemaker Prize Point.



10 Autolite Radiator Hose Numbered Label Tear Tabs Equal 1 Pacemaker Prize Point.

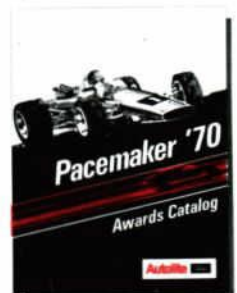
Save Autolite Tune-Up Kit  
Prize Point Certificates!

Save Autolite Shock Absorber end flaps!

Save Autolite V-Belt sleeve tabs!

Save Autolite Radiator Hose label tabs!

Redeem them in any combination to get your choice of over 1800 famous name merchandise or travel awards listed in the big 1970 Pacemaker Awards Catalog.



Ask about these and additional Pacemaker bonuses at your Autolite Supplier

FAIRLANE FALCON FORD LINCOLN MARK III MERCURY  
MERCURY MUSTANG MAVERICK THUNDERBIRD FALCON  
FORD TRUCKS BRONCO COUGAR FAIRLANE MAVERICK

# Autolite

## FL-1 OIL FILTER

ONE PART NUMBER  
COVERS THE FORD MARKET  
... AND MORE!

**That's right! When you stock Autolite's FL-1 Oil Filter, you've got complete coverage for every domestic passenger car built by Ford Motor Company since 1957 . . . with additional coverage for many other popular applications as well.**

**Stocking Autolite FL-1 Oil Filters enables you to stake a claim on a ready-made pre-sold market that's big and getting bigger!**

### **Enormous Pre-Sold Market!**

Autolite Oil Filters have been installed as original equipment on over 21 million Ford Vehicles. When the owners of Ford-built products come to you for an oil filter change, you can be sure they will want the brand installed by the manufacturer—and that's Autolite.

### **Your Market Grows Every Day!**

The number of new Ford, Lincoln, and Mercury vehicles on the road is increasing at a rate of over 6,000 per day. When you have Autolite Oil Filters in stock, you're ready for a dynamic market that offers increased sales and profit potentials day by day.

### **Ford Recommends Autolite For Oil Filter Replacement!**

All Owner's Manuals for Ford-built cars and trucks recommend that oil filters be replaced with Autolite Original Equipment Filters. And that recommendation is consistently reinforced by messages in Ford Times, a nationally read magazine with a wide circulation among owners of Ford-built cars. It's easier for you to sell Autolite Oil Filters to Ford, Lincoln, and Mercury car and truck owners because Autolite is the only oil filter backed by Ford.



# Your Original Equipment Key to the Ford Market

## CHECK THESE APPLICATIONS

Ford Motor Applications—66-70 Bronco, 60-70 Comet, 67-70 Cougar, 59-60 Edsel, 62-70 Fairlane, 60-70 Falcon, 57-70 Ford, 57-70 Lincoln and Continental, 69-70 Mark III, 70 Maverick, 57-70 Mercury, 62-63 Meteor, 65-70 Mustang, 57-70 Thunderbird, 69-70 Ford Light Trucks.

Other Applications—66-70 Barracuda, 59-70 Chrysler, 60-70 Dart, 59-61 DeSoto, 60-70 Dodge, 59-70 Imperial, 63-65 Kaiser Jeep, 61-62 Lancer, 63-70 Plymouth, 59 Rambler, 60-70 Valiant.

**FL-1  
CROSS  
REFERENCE**

Hastings	Deluxe	Atlas	Wix	Fram	Purolator	AC	<b>AUTOLITE</b>
P115, 115	WD-96, WD-996	F-10	PC-15, PC-15-P	PH-8, PH-8A	PER-1	PF-2	<b>FL-1</b>

**A Complete Oil Filter Inventory in One Number—Autolite FL-1**

**Plan Your Inventory for Original Equipment Replacement Sales and Profits!  
Stock the Autolite FL-1**

**... It Covers Nearly Every Ford Car on the Road!**

**Order from Your Autolite Supplier Today!**

# UNIQUE V-BELT AND HOSE SALES NUMBERING SYSTEM!

SIMPLIFIES STOCKING, SELECTING & SELLING!



Just a glance at a belt sleeve or hose label and you know immediately the size of the part and/or its intended use. Autolite's new V-Belt and Hose numbering system makes your job easier and more efficient. The Autolite V-Belt and Hose numbering system is explained in detail on the back of every Pacesetter and Hi-Trac Belt sleeve. A complete explanation of the new numbering system is available in the Autolite V-Belt and Hose Catalog.

**PREMIUM QUALITY** — Autolite V-Belts and Hose feature premium construction design and are made of the finest quality materials available. Broad line product coverage is provided for all Ford-built vehicles and all other popular domestic and foreign passenger cars and domestic light trucks.

**CATALOG AND WALL CHART** — To assist you, a new 595-page catalog (GSR-200) has been prepared with complete application and product information on the entire Autolite V-Belt and Hose line. Plus, a colorful wall chart (GSR-203) is available with application information on popular passenger cars for V-belts and flexible and molded radiator hose.

## NEW PACEMAKER TEAR TAB REDEMPTION PROGRAM

*makes the industry's best incentive program  
... PACEMAKER '70 ... even better!*



Sell Autolite performance-proven V-Belts and Radiator Hose and earn exciting Pacemaker Prize Points. All Autolite V-Belts and Radiator Hose feature either a sleeve tear tab or hose label tear tab. Any combination of ten sleeve tear tabs and hose label tear tabs have the equivalent value of one Pacemaker Prize Point. Combine these tabs with the other Pacemaker Prize Points you earn. Choose from more than 1800 nationally-known brand-name items pictured in the Pacemaker Awards Catalog.

**SEE YOUR PARTICIPATING AUTOLITE SUPPLIER FOR DETAILS TODAY!**

# 1971 Models & Specifications



## MODELS

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

## IDENTIFICATION

The vehicle warranty number is stamped on the warranty plate, which is attached to the rear face of the left front door lock panel.

The official Vehicle Identification Number for title and registration purposes is stamped on the inboard face of the alternator regulator bracket.

## SERVICE LOCATIONS

**GAS FILLER CAP LOCATION**—Left Rear Quarter Panel

**HOOD LATCH LOCATION** Center of Grille

To Open: Pull Out Hood Release Lever, (Top Center of Grille) and Open Hood. Hold Open with Support Rod.

**OIL FILLER CAP**—6-Cylinder: Front of Rocker Arm Cover

—8-Cylinder: Front of Left Rocker Arm Cover

**PCV VALVE**—6-Cylinder: Rear of Rocker Arm Cover

—8-Cylinder: Rear of Right Rocker Arm Cover

**FUSE PANEL**—On Engine Side Panel at L. H. Side Under Instrument Panel

## APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank:		
All	21 gals.	
Cooling System (Includes 1 qt. for Heater)		
240 Six—Std. and Extra Cooling	14½ qts.	
With A/C	16½ qts.	
302 V-8—Std. and Extra Cooling with manual transmission	15½ qts.	
With A/C or Extra Cooling with automatic transmission	17½ qts.	
Engine crankcase (Includes 1 qt. for filter)		
240 CID	5 qts.	
302 CID	6 qts.	
Transmission		
3-Speed Manual	3½ pts.	
Select-Shift Cruise-O-Matic	10½ qts.	
Rear Axle		
Standard, Heavy Duty and Limited Slip	6 pts.	

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Lamp Number
Cigar Lighter	1.5 c.p.	1445
Alternator Indicator	2 c.p.	1895
Dual Brake Warning	2 c.p.	1895
Back-Up Lamp	32 c.p.	1156
Side Marker	2 c.p.	194
Headlight	50-40 watts	6012
High Beam Indicator	2 c.p.	1895
Interior, Dome and Cargo	15 c.p.	1003
Turn Signal Indicator	2 c.p.	1895
Oil Pressure Indicator	2 c.p.	1895
Parking and Front Turn Indicator	3-32 c.p.	1157
Radio Dial	1.9 c.p.	1891
Rear License Plate	4 c.p.	97 or 1155
Speedometer and Odometer	2 c.p.	1895
Spotlight	30 watts	4405
Stop, Tail, and Rear Turn Indicator	3-32 c.p.	1157
Seat Belt Reminder	2 c.p.	1895
Fog Lamps	35 watts	4415A
Fog Lamp Switch	1.5 c.p.	53X
Clock	2 c.p.	1895
School Bus Warning Lamps	75 watts	4633R

A—Amber Color Bulb

## FUSES AND CIRCUIT BREAKERS

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

## FUSES AND CIRCUIT BREAKERS (Continued)

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

## ENGINE SPECIFICATIONS

	240 CID I-6	302 CID V-8 2V
Type	In Line 6-Cyl.	8-Cyl. 90°V OHV
Displacement	240 Cu. In.	302 Cu. In.
Bore and Stroke (Inches)	4.00 x 3.18	4.00 x 3.00
Compression Ratio	8.9:1	8.6:1
Brake Horsepower @ Specified rpm	140 @ 4000	205 @ 4600
Maximum Torque (lb-ft) @ Specified rpm	230 @ 2200	300 @ 2600
Valve Lifters	Hydraulic	Hydraulic
Fuel	Regular	Regular
Carburetor	Auto. Choke 1V	Auto. Choke 2V
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BF-42 (18mm)	BTF-31 (18mm)
Spark Plug Gap	0.032"-0.036"	0.032"-0.036"
Distributor		
Point Gap	0.027"	0.021"
Point Dwell Angle	35°-40°	24°-29°
Distributor Diaphragm Type	Dual	Dual
Idle rpm ①		
Manual Transmission (With Throttle Solenoid)	850-500	800-500
Automatic Transmission (With Throttle Solenoid)	600-500	600-500
Ignition Timing (BTDC) ②, ③	6°	6°

## SHOCK ABSORBERS (Autolite Sales No.)

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

\*Except 302-CID

## SERVICE TIPS

① Adjust all idle speeds with headlights "ON," automatic transmission in "DRIVE" or manual transmission in "NEUTRAL," and if air conditioner equipped, with A/C in "OFF" position. Adjust high idle speed with throttle solenoid operating. Adjust low idle speed with wire disconnected from throttle solenoid.

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

③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "normal" setting to eliminate detonation. If retarding is necessary it should be done progressively and not exceed 2° BTDC.

# FORD TRUCKS

100 THRU 350, AND P SERIES

# 1971 Models &



Ford F-100



Ford Parcel Delivery



Ford F-250

## GASOLINE ENGINES

### ENGINE SPECIFICATIONS

Engine	240 CID	300 CID	302 CID	360 CID	390 CID
Bore (Inches)	4.00	4.00	4.00	4.05	4.05
Stroke (Inches)	3.18	3.98	3.00	3.50	3.786
Taxable (SAE) Horsepower	38.4	38.4	51.2	52.5	52.5
Compression Ratio	9.2:1	8.8:1	8.6:1	8.4:1	8.6:1
Engine Idle Speed (rpm) ①	500/850	775/500	800/500	650	650
Standard Transm. ②	(4)				
Over 6000 GVW (Calif.)	600	—	—	—	—
Automatic Transm. ② ③	500/600	500/550	600	550	550
Over 6000 GVW (Calif.)	550	550	—	—	—
Cylinder Firing Order	1-5-3-6-2-4			1-5-4-2-6-3-7-8	
Spark Plug Number (Autolite)	BF-42	BF-42	BTF-31	BF-32	BF-32
Spark Plug Gap	0.032-0.036				
Distributor Point Gap					
Exhaust Emission	0.027	0.027	0.017*	0.021	0.021
F-250-350, P-350-500	0.025	0.025	0.017	0.017	0.017
Ignition Timing—°BTC ④	6°	6°	6°	6°	6°

① If the individual requirements of the vehicle and/or use of sub-standard fuels dictate the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary it should be done progressively and not to exceed 2° B.T.C.

② With headlights ON ③ Transmission in drive  
④ Higher idle speed with throttle activator energized  
\*0.021 inch with dual diaphragm distributor



## FORD DIESEL ENGINE

Engine	4-Cylinder 254
Bore (inches)	4.220
Stroke (inches)	4.52
Displacement (cubic inches)	254
Taxable (SAE) Horsepower	28.4
Horsepower (cc rpm)—Net	73 (cc) 2800
Gross	81 (cc) 2800
Maximum Torque (ft. lb. (cc rpm)—Net	187 (cc) 1700
Gross	193 (cc) 1700
Compression Ratio	16.0 to 1
Compression Pressure	363 psi (cc) 215
Maximum Engine rpm (No Load)	3090
(Loaded)	2800
Idle Speed (rpm (cc Neutral) Hot	500-550
Valve Lash Hot (inches)—Intake	.015
—Exhaust	.015
Oil Pressure Hot (psi)	35 (cc) 1500
Cylinder Firing Order	1-2-4-3
Air Cleaner—Type	Oil Bath
Injection System	
Injector Nozzle Opening Pressure psi	2600-2700 psi
Injector Pump Timing	22° BTDC
Belt Tension (New)	140 lbs.
(Reset—After 10 min. operation)	110 lbs.



# Specifications

## FORD TRUCKS

100 THRU 350, AND P SERIES

### APPROXIMATE REFILL CAPACITIES (U.S. Measure)

#### COOLING

Engine	Truck Model	Approx. Capacity* (Quarts) U. S. Measure	
240	F-100-250—4 x 2 (Manual Transmission) (Automatic Transmission) W/Air Conditioning	13 14½ 17	
	240	F-100-250—4 x 4, F-350 Single Rim Rear Wheels W/Air Conditioning	14½ 18¼
	240	F-350 Single Rim Rear Wheels (Auto. Trans.)	14½
240	F-350 Dual Rear Wheels W/Air Conditioning	17 18¼	
240	P-350-400-500	17	
300	F-100-250—4 x 2, F-100-250—4 x 4, F-350 Single Rim Rear Wheels W/Air Conditioning	14½ 17	
300	F-350 Single Rim Rear Wheels (Auto. Trans.) W/Air Conditioning	17 18¼	
300	F-350 Dual Rear Wheels W/Air Conditioning	17 18¼	
300	P-350-400-500	18	
302	F-100-250—4 x 2 W/Air Conditioning	17 17½	
360	F-100-250—4 x 2 W/Air Conditioning	22 22¼	
360	F-100-250—4 x 4, F-350 Single Rim Rear Wheels, F-350 Dual Rear Wheels W/Air Conditioning	22¼ 24	
390	F-100-250—4 x 2	22¼	
390	F-350 Single and Dual Rim Rear Wheels W/Air Conditioning	22¼ 24	

\*Includes 1 quart for trucks with heater

### ENGINE CRANKCASE REFILL CAPACITIES

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

\*Add 1 quart extra when changing oil filter.

### REAR AXLE

Rear Axle Model	Truck Model	Pints
Ford 3300	F-100, P-100	6½
Dana 44F (front axle)	4-Wheel Drive (F-100, F-250)	3¼*
Dana 44F HD (front axle)	4-Wheel Drive (F-250)	3¼*
Dana 60-3	F-100	6
Dana 60	F-250, P-350, P-3500	6
Dana 70	F-350, P-350, P-3500, P-400, P-4000	6
Rockwell C-100-N	P-500, P-5000	13
Rockwell D-100-N	P-500	13

\*Add 1 pt. for each steering knuckle.

### FUEL TANK

Tank Type	Truck Model F-100-350 and P-Series	Approx. Cap. U.S. Gallons
Standard	F-100	18½
	F-250 and F-350 Chassis—Cowl and P-Series Chassis	17
	F-250 and F-350 Chassis-cab	19½
Optional (Outside of Frame)	P-350, P-400 and P-500	30
Optional (Frame Mounted)	F-100, F-250, F-350	21½ 25

### TRANSMISSION

Transmission Type and Make	Pints
3-Speed (Ford)	3½
3-Speed w/Overdrive (Warner T-85-N)	4
3-Speed Medium Duty (Warner T-89-F)	3¾
3-Speed Heavy Duty (Warner T-87-G)	5½
4-Speed (Warner T-18-B)	6½
4-Speed (New Process 435)	6½
HD Cruise-O-Matic	22
C-4 Automatic	20½
C-6 Automatic	25½
4-Wheel Drive Transfer Case Single Speed F-100	1¼
4-Wheel Drive Transfer Case 2-Speed F-250	4½

### CIRCUIT PROTECTION

Circuit	F-100-350	P-Series
Tail, Park, License, Marker and Stop Lights		12 amp. C.B. (2)
Tail, Park and License Marker Lights	15 amp. C.B. (2)	
Dome, Courtesy, Map, Cargo Lights and Cigar Lighter	Models 81, 85 AGW-15 Fuse (1) Models 84	SFE or AGW 7.5 Fuse
Turn Signal, Backup Lights and W/S Washer (F Series Only)	SFE-14 Fuse (1)	AGC-10 Fuse (4)
W/S Washer Pump	Integral C.B.	AGC-10 Fuse (4)
Instrument Panel Lights	2 amp. AGA-2 Fuse (1)	AGA-1 (4)
Emergency Warning and Stop Lamps	AGX-20 Fuse (1)	SFE-14 Fuse (4)
Headlights	12 amp. C.B. (2)	12 amp. C.B. (2)
Heater	AGC or SFE-20 Fuse (1)	SFE-14 Fuse (4)
W/S Wiper	C.B. (2)	C.B. (2)
Roof Marker Lamps F-350 Stake Platform or Dual Wheels	Camper Special Option 15 amp. C.B. 25 amp. C.B.	
Charging and Gauge Circuit	Fuse Link	
Overdrive Transmission	AGC-15 Fuse (2)	
Fuel System (Dorset Diesel)		6 amp. C.B.

(1) Fuse Panel

(2) Integral with Headlamp Switch

(3) Clip on O.D. Relay

(4) Cartridge in Feed Wire

(5) Integral with Switch

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

### LIGHTS (12 VOLTS)

Description	Candela or Wattage	Trade No.
Cigarette Lighter Socket	1.5 C.	1445
Dome Light	2 C.	105
Front Parking Only	4 C.	97
Front Turn Signal/Parking	3-32 C.	1157
Alternator Indicator	2 C.	1895 (1)
Headlights—Single-High/Low Beam	50/40 W	6012
Heater Control	2 C.	1895 (1)
Instrument Cluster Illumination	2 C.	1895 (1)
Instrument Panel Indicators—Hi-Beam	2 C.	1895 (1)
Marker Lights	4 C.	97
Front	4 C.	97
Rear	1 C.	161
Roof	4 C.	97
Oil Pressure	2 C.	1895 (1)
Radio Dial	2 C.	1891
Rear License Light Only	4 C.	97
Rear Turn Signal & Stop/Tail	3-32 C.	1157
Spotlight Par 46	30 W	4435
Turn Signal Indicator	2 C.	1895
Brake Warning Light	2 C.	1895
Spotlight Par 36	30 W	4405
Rear or Front Turn Signal only	32 C.	1156
Fog Lights, Amber	35 W	4415A
Fog Light Switch	1 C.	53X
Automatic Trans. Control (PRND21)	1.5 C.	1445
Back-Up Lights	32	1156
Engine Compartment (Optional)	6	631
Cargo Lamp (Optional)	32 C.	1076
Cargo Lamp Indicator (Optional)	1 C.	53X

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

# FORD TRUCKS

F AND B 500 THRU 750 SERIES

# 1971 Models &

## ENGINES (GAS)

	300LD-6	300HD-6	330HD V-8	361HD V-8	391HD V-8	401SD V-8	477SD V-8	534SD V-8
Bore (inches)	4.000	4.000	3.875	4.050	4.050	4.125	4.500	4.500
Stroke (inches)	3.980	3.980	3.500	3.500	3.786	3.750	3.750	4.200
Taxable Horsepower	38.40	38.40	48.05	52.49	52.49	54.00	65.00	65.00
Brake Horsepower @ Special rpm	165 @ 3600	165 @ 3600	190 @ 4000	210 @ 4000	235 @ 4000	226 @ 3600 (4V)	253 @ 3400 (4V)	266 @ 3200 (4V)
Engine Governed rpm								
Manual Transmission (load) (no-load)	3600 3800	3600 3800	3600 3800	3600 3800	3600 3800	3400 25-3400	3200 25-3400	3000 25-3200
Auto. Transmission (load) (no-load)	3600 3800	3600 3800	3600 3900	3600 3800	3600 3800	3600 3800	3400 3600	3200 3400
Max. Gross Torque lb.-ft. @ rpm	294 @ 2000	294 @ 2000	306 @ 2000	345 @ 2000	372 @ 2000	343 @ 2400	415 @ 2300	481 @ 1800
Compression Ratio	8.8:1	8.8:1	7.4:1	7.4:1	7.4:1	7.5:1	7.5:1	7.5:1
Compression Pressure psi @ Cranking Speed	150-200	150-200	120-160	120-160	120-160	130-170	130-170	130-170
Idle Speed rpm (with lights on) ①								
Manual Transmission	500	500	550	550	550	550	550	550
Automatic Transmission—(In Drive)	600	600	550	550	550	550	550	550
Ignition Timing (BTDC) ② ③								
Manual Transmission	6°	6°	6°	6°	6°	8°	8°	8°
Automatic Transmission	6°	6°	6°	6°	6°	8°	8°	8°
Oil Pressure—Hot psi @ 2000 rpm	35-60	35-60	35-60	35-60	35-60	35-60	35-60	35-60
Oil Capacity (qts.) (add 1 qt. for filter) *(add 2 qt. for filter)	5	6	8	8	8	9*	9*	9*
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8	1-5-4-8-6-3-7-2	1-5-4-8-6-3-7-2	1-5-4-8-6-3-7-2
Distributor Point Gap—Conventional	0.025	0.025	0.017	0.017	0.017	0.017	0.017	0.017
Transistorized Dist.—Point Gap (inches)	0.027	0.027	0.020	0.020	0.020	0.020	0.020	0.020
Spark Plug Gap (inches)	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
Spark Plug (Autolite No.)	BTF-42	BTF-42	BTF-31	BTF-31	BTF-31	BTF-31	BTF-31	BTF-31

## ENGINES (DIESEL)

	NH-230	NHCT-CT	NHC-250	NTC-335 SERIES					6V-53N
Bore (inches)	5.500	5.500	5.500	5.500	5.500	5.500	5.500	5.500	3.870
Stroke (inches)	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	4.500
Brake Horsepower @ rpm	230 @ 2100	248 @ 1750	250 @ 2100	260 @ 2100	280 @ 2100	300 @ 2100	320 @ 2100	335 @ 2100	195 @ 2600
Engine Governed rpm	—	—	2100	2100	2100	2100	2100	2100	2600
Maximum Gross Torque lb.-ft. @ rpm	636 @ 1500	900 @ 1200	685 @ 1500	756 @ 1500	810 @ 1050	856 @ 1500	895 @ 1500	930 @ 1600	446 @ 1500
Compression Ratio	15.5:1	15.5:1	15.5:1	14.1:1	14.1:1	14.1:1	14.1:1	14.1:1	21.0:1
Compression Pressure psi @ Cranking Speed	—	—	365	—	—	—	—	365	—
Idle Speed rpm	—	—	520	520	520	520	520	520	—
Displacement (cu. in.)	855	855	855	855	855	855	855	855	318
Firing Order	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	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-3R-3-2R-2L-1R
Oil Pressure—Hot psi @ rpm	40-50	40-50	40-50	50-70	50-70	50-70	50-70	50-70	—

## ENGINES (DIESEL) continued

	6-711N-N55	6-711N-N60	6-711N-N65	8V-711NE-N55	8V-711N-N60	8V-711N-N65	V150D	V175	V200	V225
Bore (inches)	4.250	4.250	4.250	4.250	4.250	4.250	4.500	4.500	4.500	4.500
Stroke (inches)	5.000	5.000	5.000	5.000	5.000	5.000	4.100	4.100	4.500	5.000
Brake Horsepower @ rpm	195 @ 1950	218 @ 2100	238 @ 2100	260 @ 1950	290 @ 2100	318 @ 2100	150 @ 3200	175 @ 3200	200 @ 3000	225 @ 2800
Max. Gross Torque lb.-ft. @ rpm	570 @ 1200	604 @ 1200	650 @ 1400	761 @ 1200	805 @ 1200	864 @ 1400	309 @ 1700	353 @ 1700	446 @ 1600	522 @ 1300
Compression Ratio	18.7:1	18.7:1	18.7:1	18.7:1	18.7:1	18.7:1	17.5:1	17.5:1	17.0:1	16.5:1
Displacement (cu. in.)	426	426	426	568	568	568	522	522	573	636

# Specifications

## FORD TRUCKS F AND B 500 THRU 750 SERIES

### ENGINE COOLING SYSTEM AND CRANKCASE REFILL CAPACITIES

Engine	Truck Model	Cooling System		Crankcase	
		Approx. Cap. (Qts.)		Approx. Cap. (Qts.)	
		U.S.		U.S.	
240 Six	F-500, B-500, LN-500	18		5 ④	
300 Six	F-500, B-500, LN-500	18		5 ④	
300 HD Six	F-600, B-600, LN-600	18		6 ④	
	C-500, C-600	22			
330 V-8	F-500, B-500, F-600, B-600, B-700, LN-500, LN-600	24 ②		8 ④	
	C-500, C-600	28 ②			
330 HD V-8	F-600, B-600, F-700, B-700, LN-600, LN-700	24 ②		8 ④	
	C-600, C-700	28 ② 30 ③			
361 V-8	F-600, B-600, F-700, B-700, F-750, B-750, LN-600, 700, 750	24 ②		8 ④	
	C-600, C-700, C-750	28 ② 30 ③			
391 V-8	F-750, B-750, LN-750	24 ②		8 ④	
	C-750	28 ② 30 ③			
Ford V-8 Diesel	F-6000, B-6000, 7000, LN-6000, 7000	41		12	
	C-6000, 7000	43			

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

### ENGINE SPECIFICATIONS—GAS

Engine	Idle Speed (RPM With Head Lamps On)	Oil Pressure—Hot (PSI @ 2000 RPM)	Ignition Timing ③		Distrib. Point Gap Width (Inches)		Spark Plug		Cylinder Firing Order
			Auto. Trans.	Std. Trans.	Transistorized	Conventional	Model	Gap	
240	600 550 ①	35-60	6°	6°	—	0.025	BTF 42	0.032-0.036	1-5-3-6-2-4
300LD-6	600 550 ①	35-60	6°	6°	0.027	0.025	BTF 42	0.032-0.036	1-5-3-6-2-4
300HD-6	600	35-60	6°	6°	0.027	0.025	BTF 42 ④	0.032-0.036	1-5-3-6-2-4
330MD V-8	550	35-60	—	6°	0.020	0.017	BTF 31	0.028-0.032	1-5-4-2-6-3-7-8
330HD V-8	550 ②	35-60	6°	6°	0.020	0.017	BTF 31	0.028-0.032	1-5-4-2-6-3-7-8
361 V-8	550 ②	35-60	6°	6°	0.020	0.017	BTF 31	0.028-0.032	1-5-4-2-6-3-7-8
391 V-8	550 ②	35-60	6°	6°	0.020	0.017	BTF 31	0.028-0.032	1-5-4-2-6-3-7-8

① Automatic Transmission only—in Drive.      ② Automatic or Manual Transmission.  
③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary it should be done progressively not to exceed 2° B.T.D.C.  
④ F-, B-, and LN-600; C-500-600 use BTF31 (gap 0.028-0.032).

### TRANSMISSION REFILL CAPACITIES

Transmission Type and Make	Filler Location	Drain Location	Approx. Capacity (Pts.)
			U.S.
5-Speed (Spicer 5652)	Rt	L	13
5-Speed (Spicer 5756-B)	Rt	L	13
4-Speed (New Process) NP-435	L	L	6½
4-Speed Warner T-19	Rt	Rt	6½
5-Speed NP542	R	Rear	9
5-Speed Heavy-Duty (Clark 280, 282, 285)	Rt	Center Rear	8
5-Speed Extra Heavy-Duty (Clark 385, 387)	Rt	Center Rear	13
10-Speed Fuller (RT-610)	L	B	12
Transmatic Drive (MT-40)	Rt ①	L	38

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

### REAR AXLE REFILL CAPACITIES

Single-Speed Axle	
Make and Model	Approx. Capacity (Pints) ①
	U.S. Measure
Eaton 17101, 17121	29
Rockwell C-100 & D-100 ②	11
Rockwell F-106 ③	13
Rockwell H-170 ③	26
Rockwell FDS-75 (F-600 4 x 4)	
Two-Speed Axle	
Eaton 15201 ① ④	16½
Eaton 16244 ① ④	22½
Eaton 17201, 17221 ② ④	29

① If hubs have been removed, an additional ½ pint of axle lubricant must be added. Add lubricant through the axle vent.  
② If hubs have been removed, an additional 1 pint of axle lubricant must be added. Add lubricant through the axle vent.  
③ Quantities listed are approximate. Axle should be filled until lubricant is level with bottom of filler hole with vehicle in normal operating position.  
④

# 1971 MERCURY



## MODELS

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

## SERVICE LOCATIONS



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

## LIGHTS (12 VOLTS)

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

## CIRCUIT PROTECTION

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

\*C.B. Circuit Breaker

**MERCURY**
**APPROXIMATE REFILL CAPACITIES**

(U.S. Measure)

Fuel Tank		Engine Crankcase (Includes 1 qt. for filter)	
All Models except Station Wagon	23 gal.	351 & 400 CID	5 qts.
Station Wagon	22 gal.	429 CID	5 qts.
Cooling System (Includes 1 qt. for heater)		Transmission	
351 CID (with A/C)	16.7 qts.	3-Speed Manual	3½ pts.
351 CID (without A/C)	16.3 qts.	Select-Shift	
400 CID (with A/C)	17.6 qts.	351 CID	11.0 qts.*
400 CID (without A/C)	17.6 qts.	400 & 429 CID	12.7 qts.*
429 CID (with A/C)	18.8 qts.	Rear Axle	
429 CID (without A/C)	18.8 qts.	All	5 pts.
		Power Steering System	3½ pts.*

\*Dipstick used to determine exact fill requirements.

**MERCURY**
**ENGINE SPECIFICATIONS**

Displacement & Cylinders	351-V8	400-V8	429-V8	429-V8
Type	90°V OHV	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.36	4.36
Stroke (Inches)	3.50	4.00	3.59	3.59
Compression Ratio	9.5:1	9.0:1	10.5:1	10.5:1
Brake Horsepower @ Specified rpm	250 @ 4600	260 @ 4400	320 @ 4400	360 @ 4600
Maximum Torque (lb.-ft.) @ Specified rpm	355 @ 2600	400 @ 2200	460 @ 2200	480 @ 2800
Valve Lifters H—Hydraulic	H	H	H	H
Fuel P—Premium R—Regular	R	R	P	P
Carburetor	2V	2V	2V	4V

**MERCURY**
**ENGINE PERFORMANCE SPECIFICATIONS**

Displacement & Carburetor	351-2V	400-2V	429-2V	429-4V
Firing Order	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-42 (18mm)	ARF-42 (14mm)	BRF-42 (18mm)	BRF-42 (18mm)
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036	.032-.036
Distributor				
Point Gap (Inches)	Service Tip ①	Service Tip ①	Service Tip ①	Service Tip ①
Point Dwell (Degrees)	Service Tip ①	Service Tip ①	Service Tip ①	Service Tip ①
Distributor Diaphragm Type	Service Tip ①	Service Tip ①	Service Tip ①	Service Tip ①
Idle rpm—Service Tip ①				
Manual Transmission (Without A/C)	700-500	—	—	—
(With A/C)	700-500	—	—	—
Automatic Transmission (Without A/C)	600	575	590	600
(With A/C)	600-500	650-500	590	600
Ignition Timing (BTDC)—Service Tip ② ③	6°	10°	4°	4°

**MERCURY**
**SERVICE TIPS**

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

② If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.

③ The distributor Diaphragm Hose or Hoses must be disconnected and plugged.

④ Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap

Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap

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

Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise

# 1971 COUGAR



## MODELS

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

## SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind Rear License Plate
- ② **OIL FILLER CAP**—Front of Left Rocker Cover
- ③ **PCV VALVE**—Rear of Right Rocker Arm Cover, 429-4V CJ  
Front of Left Rocker Arm Cover, 351 CID
- ④ **FUSE PANEL**—On Plate Attached to Lower Right Hand Flange of Brake Pedal Support
- ⑤ **HOOD LATCH**—Center of Grille Area—Lift Upward on Hood Release Lever

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
License Plate	4 c.p.	97
Courtesy Lamps—Pillar or Dome	12 c.p.	105
Rear Side Markers	2 c.p.	194
Courtesy Lamps	12 c.p.	105
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	1895
Turn Signal Indicator	2 c.p.	1895
Warning Lights/Brakes/Air/Oil	2 c.p.	194
Speedometer and Gauges	2 c.p.	1895
Glove Compartment	2 c.p.	1895
Seat Belts	2 c.p.	1895
Ash Tray—Console	.75 c.p.	1892
Heater (or Optional A/C) Control	1.5 c.p.	1445
Clock	2 c.p.	1895
Cluster Illumination	2 c.p.	1895
Courtesy Lamp (Under Panel)	6 c.p.	631
<b>Accessory Equipment</b>		
Spotlight	30 W	4405
Radio/AM/AM-FM	1.9 c.p.	1893
Auto. Trans. Quadrant	1.5 c.p.	1445
Luggage Compartment	6 c.p.	631
Console Lamp	3 c.p.	1816
Engine Compartment Lamp	6 c.p.	631
Map Lamp	6 c.p.	212
Electrical Rear Window Defroster—All Models Except XR-7, see dealer	2 c.p.	1893
Radio AM/Tape Player	1.9 c.p.	1893
<b>Warning Lamps</b>		
XR-7 Models: Low Fuel/Door Ajar/Seat Belts/Park Brake	2 c.p.	194
A—Amber Color Bulb    NA—Natural Amber Color Bulb		

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	18	C.B.
Tail Lights, Parking Lights, Side Markers, Headlight Buzzer, License Light, PRND21	Integral with Light Switch	15	C.B.
Courtesy Lamps: Instrument Panel, Map, Glove Box, Pillar or Dome, Luggage Comp., Clock, Lighter, Ignition Key Reminder Buzzer, Automatic Seat Back Latch	Fuse Panel	14	SFE
Horns	Fuse Panel	20	SFE
Emergency Flasher, Stop Lamp	On Relay Panel Above Glove Box	15	C.B.
Warning Lamps (convenience panel), Oil Temp., Dual Brake, Parking Brake, Throttle Solenoid, Seat Belt Warning, Door Ajar	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer, Radio and Stereo Tape Player, Low Fuel, Turn Signals	Fuse Panel	15	SFE
Spotlight	Fuse Cartridge in Line	7.5	SFE
Engine Compartment Lamp	Fuse Cartridge in Line	7.5	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (R.P.O.)	Fuse Panel	30	SFE
Air Conditioning (Dealer Inst.)	Fuse Panel	30	SFE
Accessory Feed	Fuse Panel	20	SFE
Windshield Wiper	Integral with Wiper Switch	7	C.B.
Power Window, Convertible Top, Power Seat, Electrical Rear Window Defroster	On Starter Relay	20	C.B.
Instrument and Cluster Lamps, Radio Lamp, Heater and A/C Control Lamp, Clock Lamp, Ash Tray Lamp	Fuse Panel	4	AGA
*C.B. Circuit Breaker			

## COUGAR

## APPROXIMATE REFILL CAPACITIES

(U. S. Measure)

Fuel Tank All Models	20 gals.	Transmission 3-Speed Manual	3½ pts.	
Cooling System (Includes 1 qt. for heater) 351 CID (with A/C)	16.3 qts.	4-Speed Manual	4 pts.	
	351 CID (without A/C)	15.7 qts.	Select-Shift 351 CID Engine	11 qts.*
	429 CID	19.4 qts.	429 CID Engine	12¼ qts.*
Engine Crankcase (Includes 1 qt. for filter) 351 CID	5 qts.	Rear Axle 351, 429 CID	5 pts.	
	429 CID	7 qts.	Power Steering System	2¼ pts.*

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

## COUGAR

## ENGINE SPECIFICATIONS

Displacement & Cylinders	351-V8	351-V8	429-V8*
Type	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	4.00	4.00	4.30
Stroke (Inches)	3.50	3.50	3.59
Compression Ratio	9.1:1	10.7:1	11.3:1
Brake Horsepower @ Specified rpm	240 @ 4600	285 @ 5400	370 @ 5400
Maximum Torque (lb.-ft.) @ Specified rpm	350 @ 2600	370 @ 3400	450 @ 3400
Valve Lifters H-Hydraulic	H	H	H
Fuel R-Regular P-Premium	R	P	P
Carburetor	2V	4V	4V

\*Available in Two Versions: 429-4V CJ and 429-4V CJ-R. CJ: Cobra Jet; CJ-R: Cobra Jet with Ram Air Induction

## COUGAR

## ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	351-2V	351-4V	429-4V*
Firing Order	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	ARF-42 (14MM)	ARF-42 (14MM)	ARF-32 (14MM)
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036
Distributor			
Point Gap (Inches)	Service Tip ⊕	Service Tip ⊕	Service Tip ⊕
Point Dwell (Degrees)	Service Tip ⊕	Service Tip ⊕	Service Tip ⊕
Distributor Diaphragm Type	Service Tip ⊕	Service Tip ⊕	Service Tip ⊕
Idle rpm—Service Tip ⊕			
Manual Transmission	700-500	800-500	700
Automatic Transmission	650-500	650-500	650-500
Ignition Timing (BTDC)—Service Tip ⊕ ⊕	6°	6°	10°

\*Available in Two Versions: 429-4V CJ and 429-4V CJ-R. CJ: Cobra Jet; CJ-R: Cobra Jet with Ram Air Induction.

## COUGAR

## SERVICE TIPS

- ① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.
  - ② If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.
  - ③ The distributor Diaphragm Hose or Hoses must be disconnected and plugged.
  - ④ Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap  
Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap
- \*Use either specification when installing NEW POINTS—Use DWELL angle when adjusting points having MORE THAN ONE HOUR usage.
- Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise.

# 1971 MONTEGO



## MODELS

- MONTEGO • MONTEGO MX
- MONTEGO MX BROUGHAM • CYCLONE
- CYCLONE GT • CYCLONE SPOILER

## SERVICE LOCATIONS



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

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Lamp Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157A
Rear Tail/Stop/Turn Signal (Pass. & SW)	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front/Rear Side Markers	1 c.p.	161
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights	2 c.p.	194
Speedometer & Gauges	2 c.p.	194
Glove Compartment	2 c.p.	1893
Instrumentation Package	2 c.p.	194
Ash Tray	3 c.p.	1816
Clock	2 c.p.	1895
Courtesy Lamp	6 c.p.	562
<b>Accessory Equipment</b>		
Spotlight	30W	4405
Radio Dial Light	2 c.p.	1893
Tachometer	2 c.p.	1895
Auto. Trans. Quadrant (PRND21)	1.5 c.p.	1445
Cluster	2 c.p.	1895
Luggage Compartment	6 c.p.	631
Console Lamp	.7 c.p.	1445
Engine Compartment Lamp	6 c.p.	631
Console Ash Tray Lamp	.75 c.p.	1892
Cargo Lamp (SW)	12 c.p.	105
A—Amber Color Bulb SW—Station Wagon		

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	Integral with Light Switch	18	C.B.
Tail Lights, Parking Lights, Stop Lights, Side Markers, License Light and Horns	Integral with Light Switch	15	C.B.
Courtesy, Dome, Map, Cargo, Luggage & Glove Compartment Lamps, Ign. Key Buzzer Warning System, Headlamps "ON" Buzzer, Automatic Seat Back Release	Fuse Panel	14	SFE
Electric Motors: Power Rear & Side Windows	Integral with Motors	—	C.B.
Emergency Flasher, Cigar Lighter & Clock Feed	Fuse Panel	20	SFE
Warning Lamps: Oil, Temp., Dual Brake; Throttle Solenoid	Fuse Panel	14	SFE
Back-up Lights, Windshield Washer and Radio	Fuse Panel	20	SFE
Heater & Defroster	Fuse Panel	14	SFE
Air Conditioning (R.P.O.)	Fuse Panel	30	SFE
Air Conditioning (Dealer Inst.)	Fuse Panel	30	SFE
Accessory Feed, Seat Belt Reminder, Power Windows, Rear Window Defroster	Fuse Panel	20	SFE
Windshield Wiper	Integral with Wiper Switch	—	C.B.
Instrument and Cluster Lamps, PRND21 Lamp, (Std. and Console), Clock, Radio, Ashtray, Heater and A/C Illumination, W/S Wiper Washer Controls	Fuse Panel	4	AGA
Motors: Power Windows, Power Rear Window (SW), Power Seats, Automatic Seat Back Latch Solenoid Feed	On Starter Relay	20	C.B.

\*C.B. Circuit Breaker



## MONTEGO

## APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

Fuel Tank		Transmission	
All Models except Station Wagon	20 gal.	3-Speed Manual	3½ pts.
Station Wagon	18 gal.	4-Speed Manual	4 pts.
Cooling System (Includes 1 qt. for heater)		Select Shift	
250 CID	11¼ qts.	250, 302 CID	9 qts.*
302 CID	15 qts.	351 CID	11 qts.*
351 CID (with A/C) or (Extra cooling)	16½ qts.	429 CID	12¼ qts.*
351 CID (without A/C)	15½ qts.	Rear Axle	
429 CID	19½ qts.	250, 302 CID	4 pts.
Engine Crankcase (Includes 1 qt. for filter)		351, 429 CJ CID	5 pts.
250 CID	4½ qts.	Power Steering System	2½ pts.*
302, 351 CID	5 qts.		
429 CID CJ	7 qts.		

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

## MONTEGO

## ENGINE SPECIFICATIONS

Displacement & Cylinders	250-6	302-V8	351C-V8	351C-V8	429-V8*
Type	In-Line OHV	90°V OHV	90°V OHV	90°V OHV	90°V OHV
Bore (Inches)	3.68	4.00	4.00	4.00	4.36
Stroke (Inches)	3.91	3.00	3.50	3.50	3.59
Compression Ratio	9.0:1	9.0:1	9.0:1	10.7:1	11.3:1
Brake Horsepower @ Specified rpm	145 @ 4000	210 @ 4600	240 @ 4600	300 @ 5400	370 @ 5400
Maximum Torque (lb.-ft.) @ Specified rpm	232 @ 1600	296 @ 2600	250 @ 2600	380 @ 3400	450 @ 3400
Valve Lifters	H—Hydraulic	H	H	H	H
Fuel	R—Regular P—Premium	R	R	P	P
Carburetor	1V	2V	2V	4V	4V

\*CJ—Cobra Jet

## MONTEGO

## ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	250-1V	302-2V	351C-2V	351C-4V	429-4V*
Firing Order	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-3-7-2-6-5-4-8	1-3-7-2-6-5-4-8	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-82 (18mm)	BRF-42 (18mm)	ARF-42 (14mm)	ARF-42 (14mm)	ARF-32 (14mm)
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036	.032-.036	.032-.036
Distributor—Service Tip ①					
Point Gap	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④
Point Dwell	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④
Distributor Diaphragm Type	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④
Idle rpm—Service Tip ①					
Manual Transmission (Without A/C)**	750-500	800-500	700-500	800-500	700
(With A/C)**	750-500	800-500	700-500	800-500	700
Automatic Transmission (Without A/C)**	550	575	650-500	650-500	650-500
(With A/C)**	600-500	600-500	650-500	650-500	650-500
Ignition Timing (BTDC)—Service Tip ② ③	6°	6°	6°	6°	6°

\*CJ—Cobra Jet \*\*Higher idle speed with Solenoid Energized—Lower idle speed with Solenoid De-energized.

## MONTEGO

## SERVICE TIPS

- ① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.
- ② The distributor Diaphragm Hose or Hoses must be disconnected and plugged.
- ③ If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.
- ④ 8 CYLINDER ENGINES  
Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap  
Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap
- 6 CYLINDER ENGINES  
Dual Diaphragm distributors: \*33-38 degrees dwell angle  
.027 inches point gap  
Single Diaphragm distributors: \*34-39 degrees dwell angle  
.026 inches point gap
- \*Use either specification when installing NEW POINTS—Use DWELL angle when adjusting points having MORE THAN ONE HOUR usage.
- ⑤ Distributor Rotor Rotation: 6 cyl. Clockwise; 8 cyl. Counterclockwise.

# 1971 COMET



## MODELS

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

## SERVICE LOCATIONS



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

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	40-50W	6012
Front Park/Turn Signal	3-32 c.p.	1157
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
License Plate	4 c.p.	97
Dome Lamp	12 c.p.	105
Front/Rear Side Markers	1 c.p.	161
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	2 c.p.	194
Warning Lights: Oil/Alt./Temp./Brakes	2 c.p.	194
Fuel and Speedometer	2 c.p.	194
Air Conditioning Controls	2 c.p.	1895
Ash Tray	3 c.p.	1816
Heater Controls	2 c.p.	1895
<b>Accessory Equipment</b>		
Spotlight	30 W	4405
Radio Light	1.9 c.p.	1893
Tachometer	2 c.p.	1895
Auto. Trans. Quadrant	1.5 c.p.	1445
Luggage Compartment	6 c.p.	631

## CIRCUIT PROTECTION

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

\*C.B. Circuit Breaker

**COMET**
**APPROXIMATE REFILL CAPACITIES**

(U.S. Measure)

Fuel Tank All Models	16 gal.	Engine Crankcase (Includes 1 qt. for filter) 170, 200, 250 CID	4½ qts.
Cooling System (Includes 1 qt. for heater) 170 CID	9 qts.	302 CID	5 qts.
200 CID (Standard)	8¾ qts.	Transmission 3-Speed Manual	3½ pts.
200 CID (with A/C) or Extra Cooling	9 qts.	Select-Shift All Models	8 qts.*
250 CID (All)	9¾ qts.	Rear Axle 170, 200, 250 CID	2½ pts.
302 CID (Standard)	13½ qts.	302 CID	4 pts.
302 CID (with A/C) or Extra Cooling	14¼ qts.	Power Steering System	2½ pts.*

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

**COMET**
**ENGINE SPECIFICATIONS**

Displacement & Cylinders	170-6	200-6	250-6	302-V8
Type	In-Line OHV	In-Line OHV	In-Line OHV	90°V OHV
Bore (Inches)	3.50	3.68	3.68	4.00
Stroke (Inches)	2.94	3.13	3.91	3.00
Compression Ratio	8.7:1	8.7:1	9.0:1	9.0:1
Brake Horsepower @ Specified rpm	100 @ 4200	115 @ 4000	145 @ 4000	210 @ 4600
Maximum Torque (lb.-ft.) @ Specified rpm	148 @ 2500	180 @ 2200	232 @ 1600	296 @ 2600
Valve Lifters H-Hydraulic	H	H	H	H
Fuel R-Regular	R	R	R	R
Carburetor	1V	1V	1V	2V

**COMET**
**ENGINE PERFORMANCE SPECIFICATIONS**

Displacement & Carburetor	170-1V	200-1V	250-1V	302-2V
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No. and Size)	BRF-82 (18MM)	BRF-82 (18MM)	BRF-82 (18MM)	BRF-42 (18MM)
Spark Plug Gap (Inches)	.032-.036	.032-.036	.032-.036	.032-.036
Distributor				
Point Gap (Inches)	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④
Point Dwell (Degrees)	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④
Distributor Diaphragm Type	Service Tip ④	Service Tip ④	Service Tip ④	Service Tip ④
Idle rpm—Service Tip ④				
Manual Transmission				
(Without A/C)	750	750	750-500	800-500
(With A/C)	—	800-500	750-500	800-500
Automatic Transmission				
(Without A/C)	—	550	550	575
(With A/C)	—	600-500	600-500	600-500
Ignition Timing (BTDC) Service Tip ④ ⑤	6°	6°	6°	6°

**COMET**
**SERVICE TIPS**

- ① Adjust all idle speeds with automatic transmission in Drive or manual transmission in Neutral and if air conditioner equipped, place A/C controls in "OFF" position. Adjust HIGH idle speed with throttle solenoid operating by using the solenoid adjustment. Adjust the LOW IDLE speed using the carburetor idle speed screw, with wire disconnected from throttle solenoid.
  - ② If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2 degrees B.T.D.C.
  - ③ The distributor Diaphragm Hose or Hoses must be disconnected and plugged.
  - ④ All 6 Cylinder Engines—  
Dual Diaphragm distributors: \*33-38 degrees dwell angle  
.027 inches point gap  
Single Diaphragm distributors: \*34-39 degrees dwell angle  
.026 inches point gap
  - ⑤ All 8 Cylinder Engines—  
Dual Diaphragm distributors: \*24-29 degrees dwell angle  
.021 inches point gap  
Single Diaphragm distributors: \*26-31 degrees dwell angle  
.017 inches point gap
- \*Use either specification when installing NEW POINTS—  
Use DWELL angle when adjusting points having MORE THAN ONE HOUR usage.  
Note: Distributor Rotor Rotation: 6 cyl. Clockwise;  
8 cyl. Counterclockwise

# 1971 CAPRI



## MODEL

- 2-DOOR SPORTS COUPE

## SERVICE LOCATIONS



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



## LIGHTS (12 VOLTS)

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

## CIRCUIT PROTECTION

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

**CAPRI**

**APPROXIMATE REFILL CAPACITIES**

(U.S. Measure)

Fuel Tank	12 gal.	Transmission 4-Speed Manual	2½ pts.
Cooling System (Includes 1 qt. for heater) 1600 CC Engine	6¼ qts.	Rear Axle	5¼ pts.
Engine Crankcase (Includes 1 qt. for filter) 1600 CC Engine	3½ qts.		



**CAPRI**

**ENGINE SPECIFICATIONS**

Displacement & Cylinders	98*-4
Type.....	In-Line OHV
Bore (Inches).....	3.1881
Stroke (Inches).....	3.056
Compression Ratio.....	8.4:1
Brake Horsepower @ Specified rpm.....	75 @ 5000
Maximum Torque (lb.-ft.) @ Specified rpm.....	96 @ 2500
Valve Lifters M—Mechanical.....	M
Fuel R—Regular.....	R
Carburetor.....	1V
*97.56 Cubic Inches/1600 CC/1.6 Liters.	



**CAPRI**

**ENGINE PERFORMANCE SPECIFICATIONS**

Displacement & Carburetor	98*-1V
Firing Order.....	1-2-4-3
Spark Plug Type (Autolite no.) and Size.....	AG-22A (14mm)
Spark Plug Gap (Inches).....	.025
Distributor—Service Tip ①	
Point Gap (Inches).....	.022-.028
Point Dwell (Degrees).....	38-40
Distributor Diaphragm Type.....	Dual
Idle rpm	
Manual Transmission.....	830-870
Ignition Timing (BTDC)—Service Tip ②	6°
*97.56 Cubic Inches/1600 cc/1.6 Liters.	



**CAPRI**

**SERVICE TIPS**

① Distributor Rotor Rotation: Counterclockwise

② Both vacuum hoses disconnected and plugged.

# 1971 LINCOLN CONTINENTAL



## MODELS

- TWO-DOOR COUPE • FOUR-DOOR SEDAN

## SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Behind Rear License Plate
- ② **OIL FILLER CAP**—Front Center of Engine
- ③ **PCV VALVE**—In Tube at Right Rear of Engine
- ④ **FUSE & CIRCUIT BREAKER PANEL**—Under Instrument Panel Above Parking Brake Pedal
- ⑤ **HOOD LATCH**—Top Right Center of Grille  
To Open: Pull Hood Release Handle Located at Lower Left of Instrument Panel. Push Hood Latch Inward to Raise Hood

## LIGHTS (12 VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50	4001
Headlights Hi-Beam	37.5	4002
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-up Lamp	32 c.p.	1076
Front & Rear Side Marker	1 c.p.	161
License Plate	4 c.p.	97
Rear Seat Reading	12 c.p.	105
Luggage Compartment	6 c.p.	631
Cornering Lamp	50 c.p.	1196
Courtesy Lamp—4-Door Model	6 c.p.	212*
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	1895
Turn Signal Indicator—L & R	2 c.p.	1895
Warning Lights	2 c.p.	1895
Speedometer	2 c.p.	1895
Glove Compartment	2 c.p.	1895
Illumination	2 c.p.	1895
Ash Tray (Instrument Panel & Rear Doors)	1.5 c.p.	1445
Heater A/C Control	2 c.p.	1895
Clock	2 c.p.	1895
Courtesy Lamp	6 c.p.	631
Door Lock Nomenclature	2 c.p.	1895
Low Fuel Warning	2 c.p.	1895
Speed Control Lamp	1.5 c.p.	1445
Auto. Trans. Quadrant Lamp	1.5 c.p.	1445
Engine Compartment Lamp	6 c.p.	631
Map Lamp	6 c.p.	212*
Radio AM/FM Stereo	2 c.p.	1891
Radio AM Signal Seeking	1.9 c.p.	1893
Radio AM/Stereo Tape	1.9 c.p.	1893

A—Amber Color Bulb NA—Natural Amber Color Bulb  
\*—212-1 Used in 2-Door Models

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights, Headlight Door Open Warning Light	In Headlight Switch	18	C.B.
Parking Lights, License Plate Light, Tail Lights, Ash Tray Light, Marker Lights	In Headlight Switch	15	C.B.
Automatic Headlamp Dimmer	In-Line Fuse	4	SFE-4
Stoplamps and Emergency Warning System	Fuse Panel	20	C.B.**
Warning Lamps: Door Ajar, Deck Lid Open, Low Fuel, Seat Belt, Brake System	Fuse Panel	7.5	SFE
Cigar Lighter (front), Door Lock Solenoid	Fuse Panel	20	AGC
Cigar Lighter (Rear)	Fuse Panel	20	AGC
Power Seat, Horns	Fuse Panel	30	C.B.**
Courtesy Lights, Doors, Reading Lights, Luggage Compartment, Map Light, Glove Box Light, Clock Feed, Seat Back Latch Control, Dome Light, Ignition Key Warning Buzzer	Fuse Panel	15	SFE
Instrument Panel Lights; Radio, Clock, Heater and A/C Controls, W/S Wiper, Map Light Switch Illumination, Transmission Indicator (PRND21)	Fuse Panel	6	SFE
Motors, Power Seat—Windows	In Motor Ass'y.	—	C.B.
Turn Signal and Cornering Lights, Back-Up Lights	Fuse Panel	15	SFE
Windshield Wiper	Fuse in Wiper Switch	8.25	SFE
Speed Control, Defogger, W/S Washer and Seat Belt Warning	Fuse Panel	7.5	SFE
Rear Window Defroster	Fuse Panel	25	SFE
Power Window Safety Relay	Fuse Panel	7.5	SFE
Radio, Power Antenna and Stereo Tape Player	Fuse Panel	15	SFE
Power Windows	Fuse Panel	20	C.B.**
Heater/Air Conditioner	Fuse Panel	30	C.B.**
Sure Track Brake System	Fuse Panel	3	SFE
Seat Back Latch	In Solenoid Ass'y.	—	C.B.

\*C.B.—Circuit Breaker

\*\*This Circuit Breaker Is Inserted In Fuse Panel

## LINCOLN CONTINENTAL APPROXIMATE REFILL CAPACITIES

(U. S. Measure)

Fuel Tank All Models	23 gal.	Select-Shift Transmission	13 qts.*
Cooling System (Includes 1 qt. for heater) 460 CID	19½ qts.	Rear Axle Conventional	5 pts.
		Traction-Lok	5 pts.
Engine Crankcase (Includes 1 qt. for filter) 460 CID	5 qts.	Power Steering System	3.9 pts.*

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



## LINCOLN CONTINENTAL ENGINE SPECIFICATIONS

<b>Displacement &amp; Cylinders</b>	<b>460-V8</b>
Type	90°V OHV
Bore (Inches)	4.36
Stroke (Inches)	3.85
Compression Ratio	10.5:1
Brake Horsepower @ Specified rpm	365 @ 4600
Maximum Torque (lb.-ft.) @ Specified rpm	500 @ 2800
Valve Lifters H—Hydraulic	H
Fuel P—Premium	P*
Carburetor	4V

\*99.8 Octane rating required to meet factory adjustments.



## LINCOLN CONTINENTAL ENGINE PERFORMANCE SPECIFICATIONS

<b>Displacement &amp; Carburetor</b>	<b>460-4V</b>
Firing Order	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-42 (18mm)
Spark Plug Gap (Inches)	.032-.036
Distributor	
New Point Gap (Inches)	.017
New Point Dwell (Degrees)	27-31.5
Distributor Diaphragm Type	Dual
Idle rpm—Service Tip ①	
Automatic Transmission	600
Ignition Timing (BTDC)—Service Tip ②	4°



## LINCOLN CONTINENTAL

## SERVICE TIPS

- ① Adjust Idle Speed with automatic transmission in "DRIVE" and air conditioner controls in "OFF" position.
- ② Ignition Timing Requirements may vary depending upon locality, fuel, and operating conditions. If the use of sub-

standard fuels are encountered, the initial setting may be retarded from the normal setting. However, do not retard the initial advance beyond 2 degrees B.T.D.C.

Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise

# 1971 CONTINENTAL MARK III



## MODEL

- TWO-DOOR COUPE

## SERVICE LOCATIONS



- ① **GAS FILLER CAP**—Left Rear Quarter Panel
- ② **OIL FILLER CAP**—Front of Left Rocker Arm Cover
- ③ **PCV VALVE**—Rear of Right Rocker Arm Cover
- ④ **CIRCUIT BREAKER PANEL**—Right Hand Side of Dash Panel
- ⑤ **FUSE PANEL**—In Right Side of Glove Box in Back of Removable Cover
- ⑥ **HOOD LATCH**—Lower Center of Grille—to Open Pull Outward on Lever

## LIGHTS 12 (VOLTS)

Lamp Description	Candle Power or Wattage	Trade Number
Headlights Hi-Lo Beam	37.5 & 50W	4002
Headlights Hi-Beam	37.5W	4001
Front Park/Turn Signal	3-32 c.p.	1157NA
Rear Tail/Stop/Turn Signal	3-32 c.p.	1157
Back-Up Lamp	32 c.p.	1156
License Plate	4 c.p.	97
Side Marker—Front	4 c.p.	97NA
Side Marker—Rear	4 c.p.	97
Rear Seat Reading	12 c.p.	105
Door Courtesy Lights	6 c.p.	212
Luggage Compartment	6 c.p.	90
Overhead Console Lamp—Warning	2 c.p.	1891
<b>Instrument Panel</b>		
Hi-Beam Indicator	2 c.p.	194
Turn Signal Indicator	3 c.p.	168A
Warning Lights/Brake & Low Fuel	2 c.p.	194
Glove Compartment	2 c.p.	1895
Map Light	6 c.p.	212
Ash Tray	.7 c.p.	1445
Automatic Temperature Control Light	2 c.p.	1895
Instrument Illumination	2 c.p.	194
Courtesy Lamp	6 c.p.	90
Warning Light—Rear Window Defroster	1.3 c.p.	1892
Cigar Lighter Light	.7 c.p.	1445
Wiper Control Light	2 c.p.	194
Speed Control Light	1 c.p.	53X
Auto. Trans. Quadrant	1.5 c.p.	1445
Radio Dial Light	1.9 c.p.	1893
A—Amber Colored Bulb    NA—Natural Amber Color Bulb		

## CIRCUIT PROTECTION

Circuit	Location	Rating Amperes	Type Fuse or C.B.*
Headlights	In Headlight Switch	18	C.B.
Parking Lights, License Plate Light, Tail Lights, Side Marker Lights	In Headlight Switch	15	C.B.
Stoplights and Emergency Warning System	In Circuit Breaker Panel—R.H. Side of Dash Panel	10	C.B.
Warning Lamps: Door Ajar, Seat Belt, Brake System	Fuse Panel	7.5	SFE
Low Fuel Warning	Fuse Panel	7.5	SFE
Cigar Lighter (Rear)	Fuse Panel	15	AGC
Power Seats, Horns	In Circuit Breaker Panel—R.H. Side of Dash Panel	30	C.B.
Turn Signals	Fuse Panel	7.5	SFE
Courtesy Lights, Doors, Rear Reading Lights, Luggage Compartment, Map Light, Glove Box Light, Clock Feed, Ignition Key Warning Buzzer	Fuse Panel	14	SFE
Instrument Panel Illumination, Panel Cluster, Radio, Heater and A/C Controls, Transmission Indicator (PRND21), Ash Tray	Fuse Panel	6	SFE
Motors, Power Windows	In Circuit Breaker Panel—R.H. Side of Dash Panel	20	C.B.
Speed Control, Back-Up Lights	Fuse Panel	7.5	SFE
Windshield Washer, Rear Window Defogger	Fuse Panel	7.5	SFE
Rear Window Defroster	On Brake Pedal Support	20	SFE
Power Window Safety Relay	Fuse Panel	7.5	SFE
Power Antenna	Fuse Panel	15	SFE
Heater/Air Conditioner	In Circuit Breaker Panel—R.H. Side of Dash Panel	30	C.B.
Sure Track Brake System	Fuse Panel	3	SFE
Front Cigar Lighters, Radio, Stereo Tape Player	Fuse Panel	15	SFE
Windshield Wiper	In Wiper Switch	—	C.B.
*C.B.—Circuit Breaker			



## CONTINENTAL MARK III APPROXIMATE REFILL CAPACITIES (U. S. Measure)

Fuel Tank	23 gal.	Select-Shift Transmission	12.7 qts.*
Cooling System (Includes 1 qt. for heater) 460 CID	19½ qts.	Rear Axle	5 pts.
		Conventional	
Engine Crankcase (Includes 1 qt. for filter) 460 C.I.D.	5 qts.	Traction-Lok	5 pts.
		Power Steering System	3.9 pts.*

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



## CONTINENTAL MARK III ENGINE SPECIFICATIONS

Displacement & Cylinders	460-V8
Type	90°V OHV
Bore (Inches)	4.36
Stroke (Inches)	3.85
Compression Ratio	10.5:1
Brake Horsepower @ Specified rpm	365 @ 4600
Maximum Torque (lb.-ft.) @ Specified rpm	500 @ 2800
Valve Lifters H—Hydraulic	H
Fuel P—Premium	P*
Carburetor	4V

\*99.8 Octane Rating Required to Meet Factory Adjustments.



## CONTINENTAL MARK III ENGINE PERFORMANCE SPECIFICATIONS

Displacement & Carburetor	460-4V
Firing Order	1-5-4-2-6-3-7-8
Spark Plug Type (Autolite No.) and Size	BRF-42 (18mm)
Spark Plug Gap (Inches)	.032-.036
Distributor	
New Point Gap (Inches)	.017
New Point Dwell (Degrees)	27-31.5
Distributor Diaphragm Type	Dual
Idle rpm—Service Tip ①	
Automatic Transmission	600
Ignition Timing (BTDC)—Service Tip ②	4°



## CONTINENTAL MARK III SERVICE TIPS

- ① Adjust Idle Speed with automatic transmission in "DRIVE" and air conditioner controls in "OFF" position.
- ② Ignition Timing Requirements may vary depending upon locality, fuel and operating conditions. If the use of sub-standard

fuels are encountered, the initial setting may be retarded from the normal setting. However, do not retard the initial advance beyond 2 degrees B.T.D.C.

Note: Distributor Rotor Rotation: 8 cyl. Counterclockwise

# AUTOLITE PART NUMBER

CYLINDER	ENG. C.I.D.	SPARK PLUG				IGNITION PARTS					PCV VALVE	ELECTRICAL TUNE-UP KIT
		STD.	RESISTOR	GAP	POINTS	COND.	CAP	ROTOR	COIL	TUNE-UP KIT		
<b>FORD</b>												
6 cyl. S/T 240		—	BRF-42	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-20
6 cyl. A/T 240		—	BRF-42	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-20
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 351 (w)		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 351 (w)		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 390		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 390		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 400		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 400		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 429		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 4 Bbl. Carb. 429		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
<b>TORINO</b>												
6 cyl. S/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 429 CJ		—	ARF-32	.035"	DP-5 <sup>3</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-21
8 cyl. A/T 429 CJ		—	ARF-32	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-23
<b>PINTO</b>												
4 cyl. S/T 98		—	AGR-22	.035"	DP-77 <sup>2</sup>	DCE-238	DHE-156	DRE-91	DG-5	—	EVE-58	TKF-18
4 cyl. S/T 122		—	BRF-32	.035"	DP-124	DC-88	DH-157	DR-92	DG-5	—	EVE-58	TKF-24
4 cyl. A/T 122		—	BRF-32	.035"	DP-124	DC-88	DH-157	DR-92	DG-5	—	EVE-58	TKF-24
<b>MAVERICK</b>												
6 cyl. S/T 170		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	—	—
6 cyl. S/T 200		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 200		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. S/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
<b>MUSTANG</b>												
6 cyl. S/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. 302 4 Bbl. Special		—	ARF-32	.035"	DP-5 <sup>3</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-51	TKF-21
8 cyl. S/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. 4 Bbl. Carb. 351 (c) GT		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 429 CJ		—	ARF-32	.035"	DP-5 <sup>3</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-21
8 cyl. A/T 429 CJ		—	ARF-32	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-23
8 cyl. S/T 429 Super CJ		—	ARF-32	.035"	DP-5 <sup>3</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-56	TKF-21
8 cyl. A/T 429 Super CJ		—	ARF-32	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-56	TKF-23
<b>THUNDERBIRD</b>												
8 cyl. 429		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17

- (1) DP-3 Pivot Type Point Set can be used.
- (2) DP-12 Pivot Type Point Set can be used.
- (3) Two used.
- (4) GR-383 Regulator used with Integral Alternator Transistorized 55 Amp.
- (5) SV-27F used with Heated Backlite & A/C.

- (6) SV-24F Group used with Heated Backlite & A/C.
- (7) With Ram Air use FA-74.
- (8) With Ram Air use FA-50.
- (9) With A/C use Group 24F.
- (10) Universal Spark Plug Set.

# APPLICATION CHART...1971 VEHICLES

GEN./ALT.		STARTER		FILTERS			IGN. CABLE	BATTERY				
BRUSH SET	REGULATOR	BRUSH SET	SWITCH	OIL	AIR	GAS	SETS	STARTER CABLE	GROUND CABLE	STA-FUL	STD.	UNIFILL
							STATIC SHIELD					
<b>FORD</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3811 <sup>15</sup>	7106	7304	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3811 <sup>15</sup>	7106	7304	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>16</sup>	7106	7304	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>16</sup>	7106	7304	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7106	7304	SV-22HF <sup>5</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7106	7304	SV-24F <sup>5</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3805 <sup>16</sup>	7106	7246	SV-24F <sup>5</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3805 <sup>16</sup>	7106	7246	SV-24F <sup>5</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27F	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27F	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27HF80	—	HVU-27HF
<b>TORINO</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>16</sup>	7106	WC-8041A	SV-22HF <sup>6</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>16</sup>	7106	WC-8041A	SV-22HF <sup>6</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>7</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>7</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
<b>PINTO</b>												
GB-111	GR-341	SB-97	SW-3	—	FA-92	FG-44	—	7106	—	SV-22HF	—	—
GB-111	GR-341	SB-97	SW-3	FL-1	FA-91	FG-44	—	7106	—	SV-22HF	—	—
GB-111	GR-341	SB-97	SW-3	FL-1	FA-91	FG-44	—	7106	—	SV-22HF	—	—
<b>MAVERICK</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
<b>MUSTANG</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>15</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>16</sup>	7106	WC-8041A	SV-22HF <sup>6</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>16</sup>	7106	WC-8041A	SV-22HF <sup>6</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-41 <sup>8</sup>	FG-19	3809 <sup>16</sup>	7106	WC-8041A	SV-22HF <sup>6</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-22HF <sup>6 13</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>5</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-22HF <sup>5</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>5</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>5</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>7</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>7</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-41 <sup>8</sup>	—	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-41 <sup>8</sup>	—	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
<b>THUNDERBIRD</b>												
GB-117	GR-341 <sup>4</sup>	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134 <sup>17</sup>	7234	SV-27HF80	—	HVU-27HF

(11) With Ram Air use FA-41.

(12) With Ram Air use FA-84.

(13) Mach I & GT with Heated Backlite & A/C use Group 27F.

(14) SV-27HF Group used with Heated Backlite & A/C.

(15) 3119 Universal Spark Plug Set may also be used.

(16) 3162 Universal Spark Plug Set may also be used.

(17) Battery to Junction Block.

(w) Windsor Built Engine.

(c) Cleveland Built Engine.

(CJ) Cobra Jet.

# AUTOLITE PART NUMBER

CYLINDER	ENG. C.I.D.	SPARK PLUG			IGNITION PARTS						PCV VALVE	ELECTRICAL TUNE-UP KIT
		STD.	RESISTOR	GAP	POINTS	COND.	CAP	ROTOR	COIL	TUNE-UP KIT		
<b>COMET</b>												
6 cyl. S/T 170		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	—	—
6 cyl. S/T 200		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 200		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. S/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
<b>COUGAR</b>												
8 cyl. S/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. 4 Bbl. Carb. 351 (c)-GT		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 429 CJ		—	ARF-32	.035"	DP-5 <sup>3</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-21
8 cyl. A/T 429 CJ		—	ARF-32	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-23
<b>MONTEGO</b>												
6 cyl. S/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
6 cyl. A/T 250		—	BRF-82	.035"	DP-70 <sup>1</sup>	DC-13A	DH-4	DR-87	DG-5	—	EV-49	TKF-19
8 cyl. S/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 302		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. S/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 4 Bbl. Carb. 351 (c)		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. S/T 429 CJ		—	ARF-32	.035"	DP-5 <sup>3</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-21
8 cyl. A/T 429 CJ		—	ARF-32	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-23
<b>MERCURY</b>												
8 cyl. S/T 2 Bbl. Carb. 351 (w)		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 351 (w)		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 2 Bbl. Carb. 400		—	ARF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-22
8 cyl. A/T 2 Bbl. Carb. 429		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
8 cyl. A/T 4 Bbl. Carb. 429		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
<b>LINCOLN</b>												
8 cyl. 4 Bbl. Carb. 460		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
<b>MARK III</b>												
8 cyl. 4 Bbl. Carb. 460		—	BRF-42	.035"	DP-77 <sup>2</sup>	DC-13A	DH-6	DR-5	DG-5	—	EV-50	TKF-17
<b>SHOCK ABSORBERS (AUTOLITE SALES NO.)</b>												
			Auto-Flex		Auto-Flex XD		Super-Flex					
<b>FORD</b>	Front Rear		AB-105 AB-104		AX-110 AX-108						— AA-134	
<b>TORINO</b>	Front Rear Rear		AB-16 AB-119 Sta. Wag. AB-160 Exc. S/W		AX-31 AX-121 Exc. S/W AX-120 Sta. Wag. & Ranchero						— AA-144 Exc. S/W AA-143 Sta. Wag. & Ranchero	
<b>MUSTANG</b>	Front Rear		AB-164 AB-21		— AX-76						— AA-145	
<b>MAVERICK</b>	Front Rear		AB-154 AB-155		AX-129 —						— —	
<b>THUNDERBIRD</b>	Front Rear		AB-105 AB-104		AX-110 AX-108						— AA-134	

- (1) DP-3 Pivot Type Point Set can be used.
- (2) DP-12 Pivot Type Point Set can be used.
- (3) Two used.
- (4) GR-383 Regulator used with Integral Alternator Transistorized 55 Amp.
- (5) SV-27F used with Heated Backlite & A/C.
- (6) SV-24F Group used with Heated Backlite & A/C
- (7) With Ram Air use FA-74.
- (8) With Ram Air use FA-50.

- (9) With A/C use Group 24F.
- (10) Universal Spark Plug Set.
- (11) With Ram Air use FA-41.
- (12) With Ram Air use FA-84.
- (13) Mach I & GT with Heated Backlite & A/C use Group 27F.
- (14) SV-27HF Group used with Heated Backlite & A/C.
- (15) 3119 Universal Spark Plug Set may also be used.
- (16) 3162 Universal Spark Plug Set may also be used.

# APPLICATION CHART...1971 VEHICLES

GEN./ALT.		STARTER		FILTERS			IGN. CABLE	BATTERY				
BRUSH SET	REGULATOR	BRUSH SET	SWITCH	OIL	AIR	GAS	SETS	STARTER CABLE	GROUND CABLE	STA-FUL	STD.	UNIFILL
							STATIC SHIELD					
<b>COMET</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-52	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>1a</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>1a</sup>	7106	WC-8041A	SV-22HF <sup>9</sup>	—	—
<b>COUGAR</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-22HF <sup>a</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	AL-24F	HVU-24F
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>11</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>11</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
<b>MONTEGO</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-68	FG-14	3802 <sup>1s</sup>	7106	WC-8041A	SV-22HF	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>1a</sup>	7106	WC-8041A	SV-22HF <sup>a</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3809 <sup>1a</sup>	7106	WC-8041A	SV-22HF <sup>a</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	WC-8041A	SV-24F <sup>s</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>12</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50 <sup>12</sup>	FG-39	3162 <sup>10</sup>	7134	WC-8041A	SV-27HF80	—	HVU-27HF
<b>MERCURY</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7106	7304	SV-22HF <sup>s</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7106	7304	SV-24F <sup>s</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27F <sup>1a</sup>	—	—
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27HF80	—	HVU-27HF
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134	7304	SV-27HF80	—	HVU-27HF
<b>LINCOLN</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134 <sup>17</sup>	—	SV-29HR	—	HVU-29HR
<b>MARK III</b>												
GB-111	GR-341	SB-134	SW-3	FL-1	FA-50	FG-14	3162 <sup>10</sup>	7134 <sup>17</sup>	7234	SV-29HR	—	HVU-29HR
<b>SHOCK ABSORBERS (AUTOLITE SALES NO.)</b>												
					Auto-Flex		Auto-Flex XD		Super-Flex			
<b>COUGAR</b>		Front			AB-164		—		—			
		Rear			AB-160		AX-124		AA-145			
<b>MONTEGO</b>		Front			AB-16		AX-31		—			
		Rear			AB-119 Sta. Wag.		AX-121 Exc. S/W		AA-144 Exc. S/W			
		Rear			AB-160 Exc. S/W		AX-120 Sta. Wag.		AA-143 Sta. Wag.			
<b>MERCURY</b>		Front			AB-105		AX-110		—			
		Rear			AB-104		AX-108		AA-134			
<b>LINCOLN</b>		Front			AB-105		AX-110		—			
		Rear			AB-104		AX-108		AA-134			
<b>MARK III</b>		Front			AB-105		AX-110		—			
		Rear			AB-104		AX-108		AA-134			
<b>COMET</b>		Front			AB-154		AX-129		—			
		Rear			AB-155		—		—			
<b>PINTO</b>		Front			AB-163		—		—			
		Rear			AB-161		—		—			

(17) Battery to Junction Block.  
(w) Windsor Built Engine.

(c) Cleveland Built Engine.  
(CJ) Cobra Jet.

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- **Greater customer satisfaction**—Owners are proud of their cars. That's why they prefer like-new quality parts when replacements are needed.
- **High quality**—High quality means fewer comebacks and greater profits on the average.
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