

SHOP TIPS

Autolite



VOL. 9, NO. 3

NOVEMBER, 1970

MANUFACTURED BY
FORD MOTOR COMPANY

08, 70 THIS VEHICLE CONFORMS
TO ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY STAND-
ARDS IN EFFECT ON DATE OF
MANUFACTURE SHOWN ABOVE.

VEH IDENT NO	BODY	COL	
1F53F100001	54D	A	
TRIM	AXLE	TRNS	DISO
3A	2	W	13

NOT FOR TITLE OR REGISTRATION

MADE IN U.S.A.

HOW TO READ THE IDENTIFICATION PLATES
ON 1963-1971 FORD-BUILT CARS AND TRUCKS

SEE CENTER INSERT FOR TIMELY PROMOTIONS!

1963-1971 FORD-BUILT VEHICLE IDENTIFICATION

Technical parts and service information published by the Autolite-Ford Parts Division and distributed by Ford and Lincoln-Mercury Dealers to assist servicemen in Service Stations, Independent Garages and Fleets.

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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.

The descriptions and specifications contained in this publication were in effect at the time it was approved for printing. Our policy is one of continuous improvement and we reserve the right to change specifications or design without notice and without incurring obligation.



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Autolite-Ford Parts Division
Livonia, Michigan

With Ford offering the motoring public such a wide choice of models and optional equipment, proper identification of power train components is a mandatory step that must be taken before servicing the vehicle or ordering needed parts.

Knowing exactly what model, series or equipment you are servicing eliminates guesswork and permits you to apply the proper factory specifications when adjustments, maintenance or overhaul procedures are called for.

Understanding the code system Ford uses for 1971 and prior years will eliminate lost time or confusion by permitting you to order the correct parts. This knowledge will also assist you in preventing comebacks, making it easier for you to beat published flat-rate schedules.

Vehicle codes are listed on the Vehicle Identification Plate or the Safety Standard Certification Label. "Breaking the Code" is simple, once you understand what the letters or numerals represent. This issue of *Shop Tips* is designed to do just that.

The identification plate or certification label is located as follows:

Passenger Cars, Club Wagons, Econolines: On Lock Face of Left Front Door or Left Front Body Pillar.

Bronco: On Inside Panel of Glove Box Door.

Trucks: Depending on Year and Model, the *Identification Plate* may be on the Lock Face of the Left Front Door, Inside the Panel of the Glove Box Door, or on the Right Hand Side of the Radiator Support Bracket. 1970 and 1971 Truck Models have the *Certification Label* attached to the Rear Face of the Driver's Door.

NOTE: Tampering, alteration or removal of the Certification Label will cause its destruction or the appearance of the word VOID.

D.S.O. CODES (Special Equipment)

Many vehicles such as police cars, taxis and trucks have special equipment installed at the factory, and are identified by a D.S.O. code, (Domestic Special Order).

D.S.O. codes have been stamped into truck plates since 1957 and passenger cars since 1962. In addition, all vehicles delivered since January 1962 with special equipment, have a blue envelope in the glove box containing a copy of the Special Equipment Parts List used on that particular vehicle. The selling dealer also has a yellow copy.

A typical D.S.O. number might be 13-0645. The (13) indicates the district (in this example, New York) in which the vehicle was delivered. The (0645) indicates it was the 645th vehicle with special equipment delivered for the year. On some plates you may find a D.S.O. number such as (13-) without a second set of numbers. This is NOT a vehicle with special equipment. The number (13), for example, refers only to the District (New York) in which the vehicle was delivered.

To order special equipment parts for vehicles delivered after January 1962, simply use the D.S.O. parts list in the glove box. If this list is not available then use the D.S.O. code on the Identification Plate or the Certification Label. If neither is available, give your Ford or Lincoln-Mercury parts manager any information stamped or stenciled on the part you need. He can then deliver the correct part you request.

Heavy and Extra Heavy Duty trucks built at the Louisville assembly plant between August 14, 1967 and Mid-Year 1970 have a Truck Specification List (T.S.L.) in the glove box. From Mid-Year 1970 and for all 1971 truck models you will find a moisture-proof laminated T.S.L. located as follows: All units except W, WT-9000, F-700, F-750, C and CT series with sleeper compartment and "B" series cowl units have the T.S.L. attached to the right hand side of the upper inner back panel.

The W, WT-9000 series have the T.S.L. attached to the right hand side of the heater console.

The F-700, F-750 and C and CT series with sleeper compartment have the T.S.L. attached to the lower rear corner of the right hand door inner panel.

The "B" series cowl models have the T.S.L. placed in the glove compartment and the customer may attach it in any suitable position he chooses.

1970-71

FORD and LINCOLN-MERCURY SAFETY STANDARD CERTIFICATION LABEL

- FORD • TORINO • PINTO • MAVERICK • MUSTANG
- THUNDERBIRD • RANCHERO • COUGAR • MONTEGO
- COMET • MERCURY • CONTINENTAL MARK III
- LINCOLN CONTINENTAL



**MANUFACTURED BY
FORD MOTOR COMPANY**

08/70 THIS VEHICLE CONFORMS
TO ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY STANDARDS
IN EFFECT ON DATE OF
MANUFACTURE SHOWN ABOVE.

VEH IDENT NO	BODY	COL
1F53F100001	54D	A
TRIM	AXLE	TRNS
3A	2	W
DSO		
13		

NOT FOR TITLE OR REGISTRATION

MADE IN U.S.A.

MODEL CODE →

ASSEMBLY PLANT CODE →

MODEL YEAR CODE →
'0' is 1970
'1' is 1971

TRIM CODE →
(Use To Order Interior Trim)

REAR AXLE RATIO CODE →
(See Chart Below)

ENGINE CODE →
(See Chart Below)

CONSECUTIVE UNIT NO. →

BODY CODE →
(Use To Order Body Parts)

COLOR CODE →
(Use To Order Exterior Paint)

DISTRICT or DISTRICT AND SPECIAL ORDER CODE →
(See Page 2 For Details)

TRANSMISSION CODE →
(See Chart Below)

ENGINE CODES				
YEAR	CODE	CYL.	CID	CARB. VENTURI
70-71	A	8	460(a)	4V
70-71	B	6	240(b)	1V Police
70-71	C	8	429	4V Cobra Jet
70-71	D	8	302(b)	2V Taxi
70-71	E	6	240(b)	1V Taxi
70-71	F	8	302	2V
70-71	G	8	302(c)	4V Boss
70-71	H	8	351	2V
1970	J(f)/C(g)	8	429	4V Cobra Jet (CJ) Ram Air
1971	J	8	429	4V Cobra Jet (CJ) Ram Air
70-71	K	8	429	2V
70-71	L	6	250	1V
70-71	M	8	351	4V
70-71	N	8	429	4V
1970	P	8	428	4V Police Interceptor
1971	P	8	429	4V Police Interceptor
1970	Q	8	428	4V Cobra Jet
1971	Q	8	351(d)	4V-GT
1970	R(e)/Q(h)	8	428	4V Cobra Jet Ram Air
1971	R	8	351(e)	4V Boss
1971	S	8	400	2V
70-71	T	6	200	1V
70-71	U	6	170(j)	1V
70-71	V	6	240(b)	1V
1971	W	4	1600cc	1V Pinto Only
1971	X	4	2000cc	2V Pinto Only
70-71	Y	8	390	2V Regular Fuel
1970	Z	8	429	4V Boss
1971	NOTE 1	8	429	4V CJ Super

- (a) Lincoln Continental, Mark III
 (b) Full Size Ford
 (c) 1971 Mustang; 1970 Mustang/
 Cougar
 (d) Mustang, Cougar
 (e) Mustang
 (f) Fairlane, Ranchero
 (g) Montego
 (h) Cougar
 (i) 1971 Maverick & Comet; 1970 Maverick

NOTE 1: To determine identification of the Super Cobra Jet (Drag Pak) engine, reference must be made to the Cobra Jet engine code PLUS Axle Ratio 3.91; 4.11 Code.

TRANSMISSION CODES		
YEAR	CODE	TRANSMISSION TYPE
70-71	1	Manual 3 Speed
70-71	5†	4 Speed Wide Ratio (2.78 1st Gear)
70-71	6	4 Speed Close Ratio (2.32 1st Gear)
1970	V	Semi Automatic 3-Speed Stick Shift
70-71	U	Automatic C6 (XPL)
1970	W	C4 (XP3)
1971	W	C4 (XP)
70-71	X	Cruise-O-Matic (FMX)
70-71	Z	C6 (XPL Special Police)

†PINTO 3.65 1ST GEAR

REAR AXLE RATIO CODES			
YEAR	REGULAR	RATIO	LOCKING
70-71	2	2.75:1	K
70-71	3	2.79:1	—
70-71	4	2.80:1	M
1970	5	2.83:1	—
70-71	6	3.00:1	∅
70-71	B	3.07:1	—
1970	C	3.08:1	—
1971	7*	3.18:1	—
1970	8	3.20:1	—
70-71	9	3.25:1	R
70-71	A	3.50:1	S
1971	G*	3.55:1	—
1971	H*	3.92:1	—
1970	—	3.91:1	V
1970	—	4.30:1	W
1971	—	3.91:1	V
1971	—	4.11:1	Y

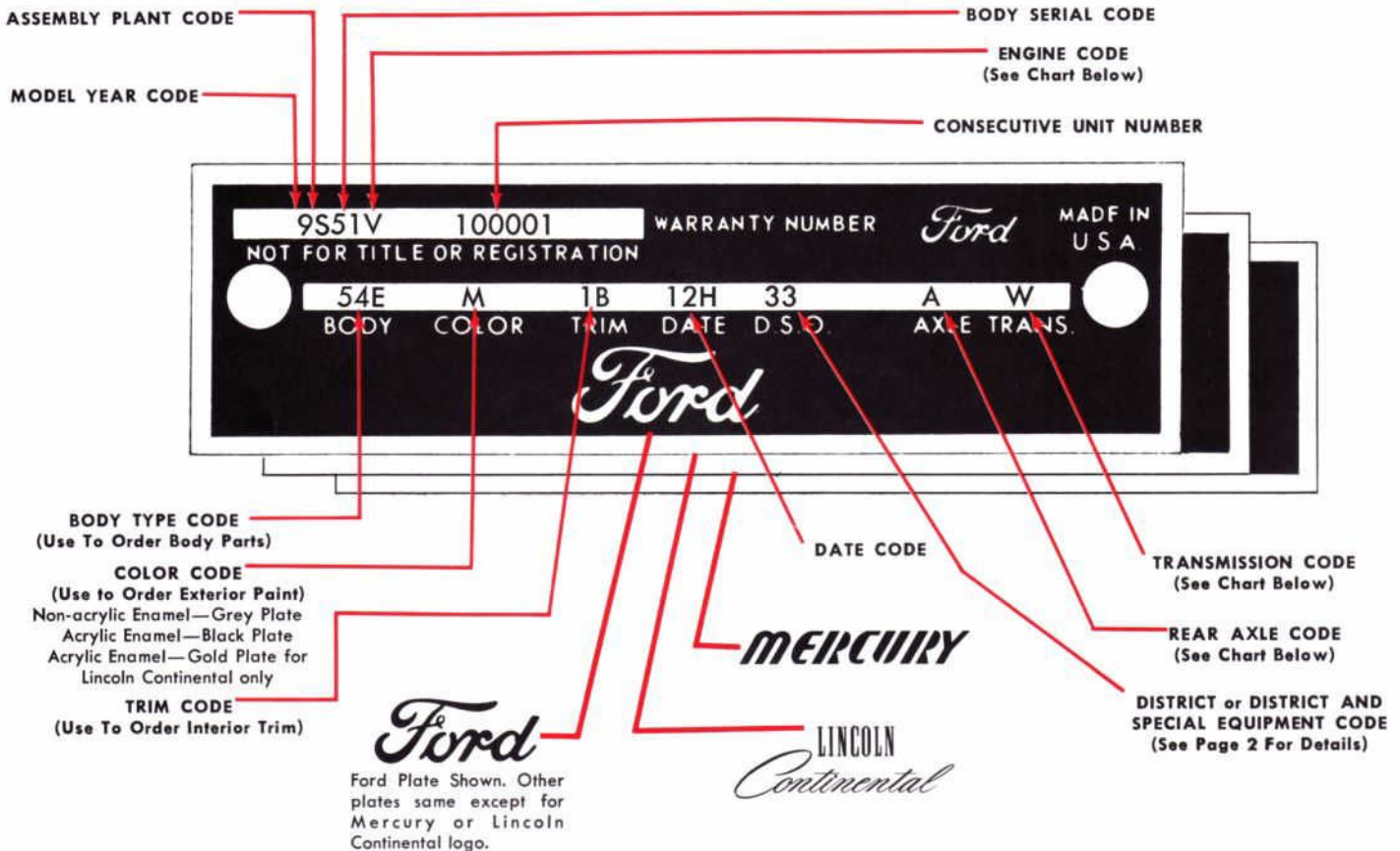
*PINTO ONLY



1969

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD
- MUSTANG • RANCHERO • COUGAR • MONTEGO
- MERCURY • CONTINENTAL MARK III
- LINCOLN CONTINENTAL



ENGINE CODES

CODE	CYL	CID	CARB VENTURI
A	8	460†	4V
B	6	240*	1V Police
D	8	302	2V Police & Taxi
E	6	240	1V Taxi
F	8	302	2V
H	8	351	2V
K	8	429	2V
L	6	250	1V
M	8	351	4V
N	8	429	4V
P	8	428	4V Police Interceptor
Q	8	428	4V Cobra Jet
R	8	428	4V Cobra Jet Ram Air
S	8	390	4V Improved Performance
T	6	200*	1V
U	6	170*	1V
V	6	240	1V
X	8	390†	2V Premium Fuel
Y	8	390	2V Regular Fuel

†L-M only
*Ford only

TRANSMISSION CODES

CODE	TRANSMISSION TYPE
	<u>Manual</u>
1	3 Speed
5	4 Speed Wide Ratio (2.78 1st Gear)
6	4 Speed Close Ratio (2.32 1st Gear)
	<u>Automatic</u>
U	C6 (XPL)
W	C4 (XP3)
X	Gruise-O-Matic (FMX)
Z	C6 (XPL Special)

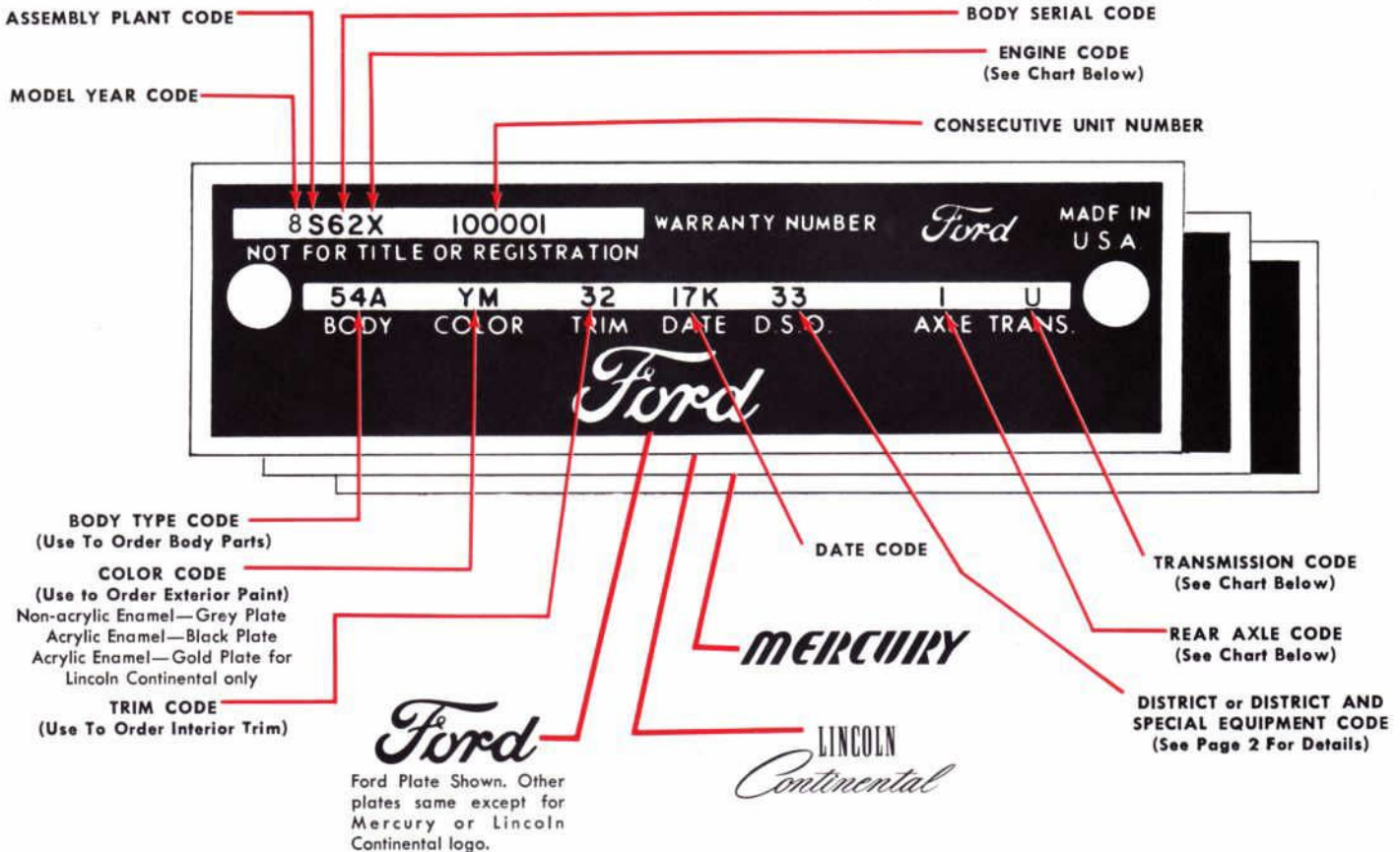
REAR AXLE RATIO CODES

REGULAR	RATIO	LOCKING
F	2.35:1 (Mustang only)	—
2	2.75:1	K
3	2.79:1	—
4	2.80:1	M
5	2.83:1	—
6	3.00:1	Ø
C	3.08:1	U
7	3.10:1	—
8	3.20:1 (Falcon only)	Q
9	3.25:1	R
A	3.50:1	S
—	3.91:1	V
—	4.30:1	W

1968

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD
- MUSTANG • RANCHERO • MERCURY
- COUGAR • MONTEGO • LINCOLN CONTINENTAL



ENGINES CODES

CODE	CYL.	CID	CARB. VENTURI
A	8	289	4V (Prem. Fuel)
B	6	240*	1V (Police)
C	8	289*	2V
E	6	240*	1V (Taxi)
F	8	302	2V
G	8	462†	4V (Lin.-Cont.)
H	8	390*	2V Auto. Trans.
J	8	302	4V
K	8	289*	4V (Special)
N	8	429*	4V
P	8	428	4V (Police)
Q	8	428	4V
R	8	427	8V (Hi-Perf.)
S	8	390	4V (GT)
T	6	200	1V
U	6	170*	1V
V	6	240*	1V
W	8	427	4V (Hi-Perf.)
X	8	390†	2V (Prem. Fuel)
Y	8	390	2V (3-Spd. Man.)
Z	8	390	4V

*Ford Only
†L-M Only

TRANSMISSION CODES

CODE	TRANSMISSION TYPE
1	3 Speed Manual Shift
5	4 Speed Manual Shift
U	C6 Automatic (XPL)
W	C4 Automatic (XP3)
X	Cruise-O-Matic (FMX)*
Y	Cruise-O-Matic (MX)*
Z	C6 Automatic Special (XPL)

*Ford Only

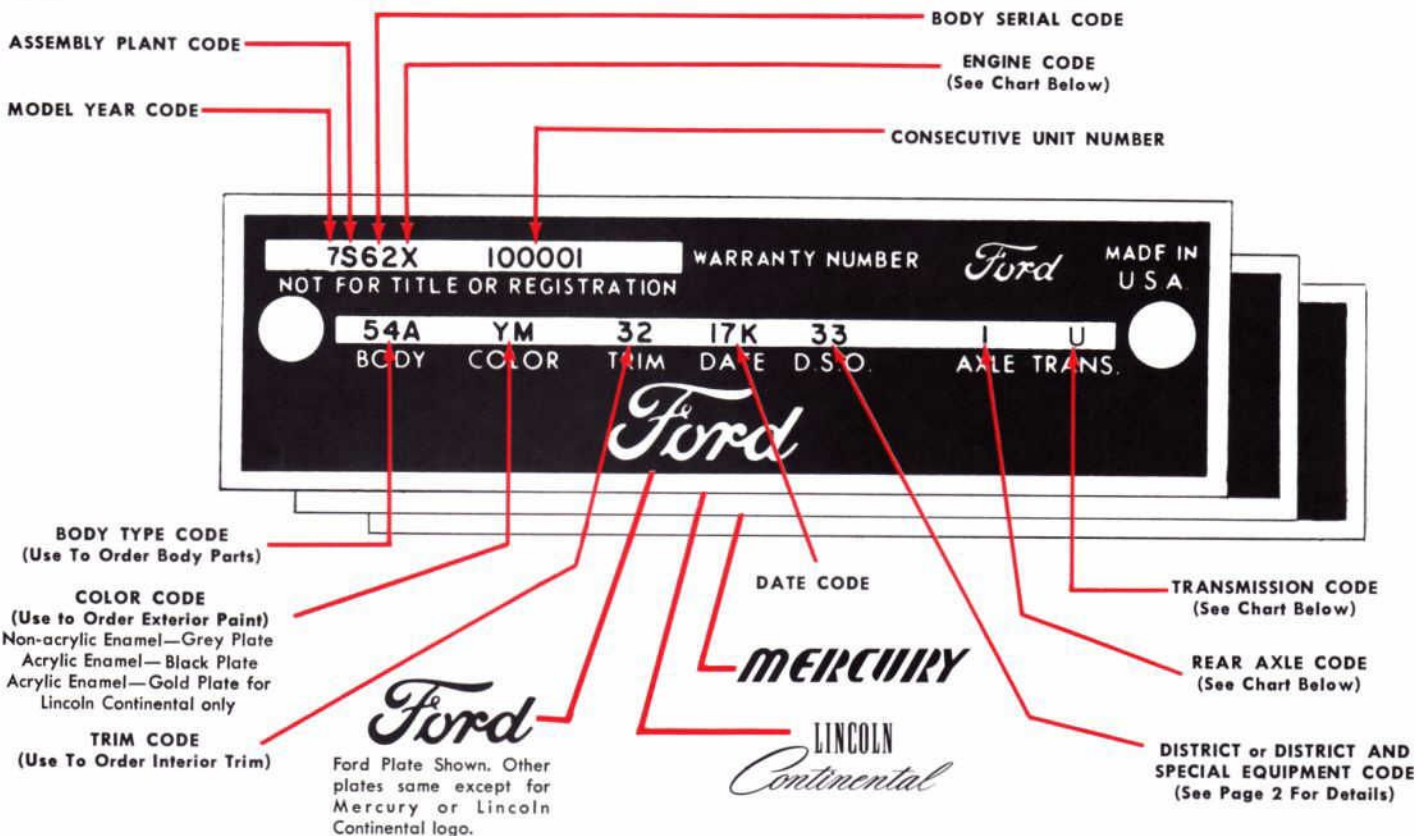
REAR AXLE RATIO CODES

REGULAR	RATIO	LOCKING
0	2.50:1	—
1	2.75:1	A
2	2.79:1	B
3	2.80:1	C
4	2.83:1	D
5	3.00:1	E
6	3.20:1	F
7	3.25:1	G
8	3.50:1	H
9	3.10:1 (L-M Only)	—

1967

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG
- RANCHERO • MERCURY • LINCOLN-CONTINENTAL
- COUGAR • MERCURY INTERMEDIATE



ENGINE CODES

CODE	CYL.	CID	CARB. VENTURI
A	8	289	4V (Prem. Fuel)
B	6	240*	1V (Police)
C	8	289	2V
D	8	427*	8V (Hi-Perf. SOHC)
E	6	240*	1V (Taxi)
G	8	462	4V (Lin.-Cont.)
H	8	390	2V (Auto. Trans.)
K	8	289	4V (Hi-Perf.)
L	8	427*	4V (Hi-Perf. SOHC)
P	8	428	4V (Police)
Q	8	428	4V
R	8	427	8V (Hi-Perf.)
S	8	390	4V (GT)
T	6	200	1V
U	6	170*	1V
V	6	240*	1V
W	8	427	4V (Hi-Perf.)
X	8	390†	2V (Prem. Fuel)
Y	8	390	2V (3 Spd. Man.)
Z	8	390*	4V

*Ford Only
†L-M Only

TRANSMISSION CODES

CODE	TRANSMISSION TYPE
1	3 Speed Manual Shift (2.77)
2	Overdrive*
3	3 Speed Manual Shift (3.03)*
5	4 Speed Manual Shift
U	C6 Automatic (XPL)
W	C4 Automatic (XP)
X	Cruise-O-Matic (FX)*
Y	Cruise-O-Matic (MX)
Z	C6 Automatic Special (XPL)

*Ford Only

REAR AXLE CODES

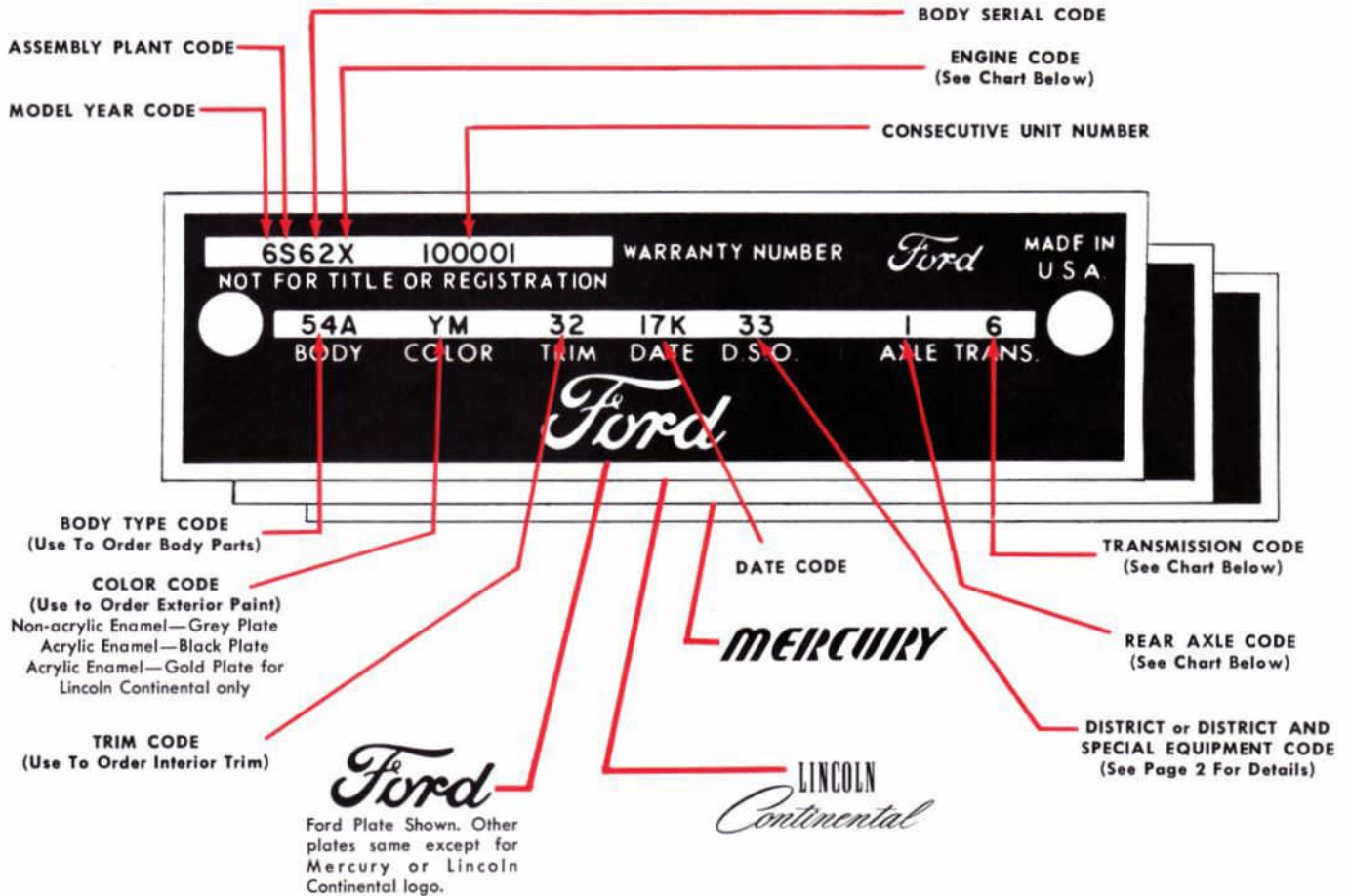
REGULAR	RATIO	LOCKING
0	2.79:1**	—
0	3.10:1	—
1	3.00:1	A
2	2.83:1	B
3	3.20:1	C
4	3.25:1	D
5	3.50:1	E
6	2.80:1	F
7	3.36:1*	G
7	3.89:1†	—
8	2.75:1	H
9	4.11:1	I
—	2.89:1†	4

*Ford Only †L-M Only **Fairlane, Falcon, Mustang

1966

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG
- RANCHERO • MERCURY • COMET • LINCOLN-CONTINENTAL



ENGINE CODES			
CODE	CYL.	CID	CARB. VENTURI
A	8	289*	4V (Prem. Fuel)
B	6	240*	1V (Police)
C	8	289	2V
E	6	240*	1V (Taxi)
G	8	462†	4V (Lin.-Cont.)
H	8	390	2V (Auto. Trans.)
K	8	289*	4V (Hi-Perf.)
M	8	410†	4V
P	8	428	4V (Police)
Q	8	428	4V
R	8	427	8V (Hi-Perf.)
S	8	390	4V (GT)
T	6	200	1V
U	6	170*	1V
V	6	240*	1V
W	8	427	4V (Hi-Perf.)
X	8	352*	4V (Power Opt.)
Y	8	390	2V
Z	8	390	4V

*Ford Only †L-M Only

TRANSMISSION CODES	
CODE	TRANSMISSION TYPE
1	3 Speed Manual Shift (2.77)
2	Overdrive*
3	3 Speed Manual Shift (3.03)*
4	C6 Automatic (XPL)
5	4 Speed Manual Shift
6	C4 Automatic (XP)
7	Cruise-O-Matic (FX)*
8	Cruise-O-Matic (MX)

*Ford Only

REAR AXLE CODES		
REGULAR	RATIO	LOCKING
0	3.10:1†	—
1	3.00:1	A
2	2.83:1	B
3	3.20:1	C
4	3.25:1	D
5	3.50:1	E
6	2.80:1	F
7	3.89:1†	—
8	3.89:1*	H
8	2.75:1†	H
9	4.11:1	I
—	2.89:1†	4

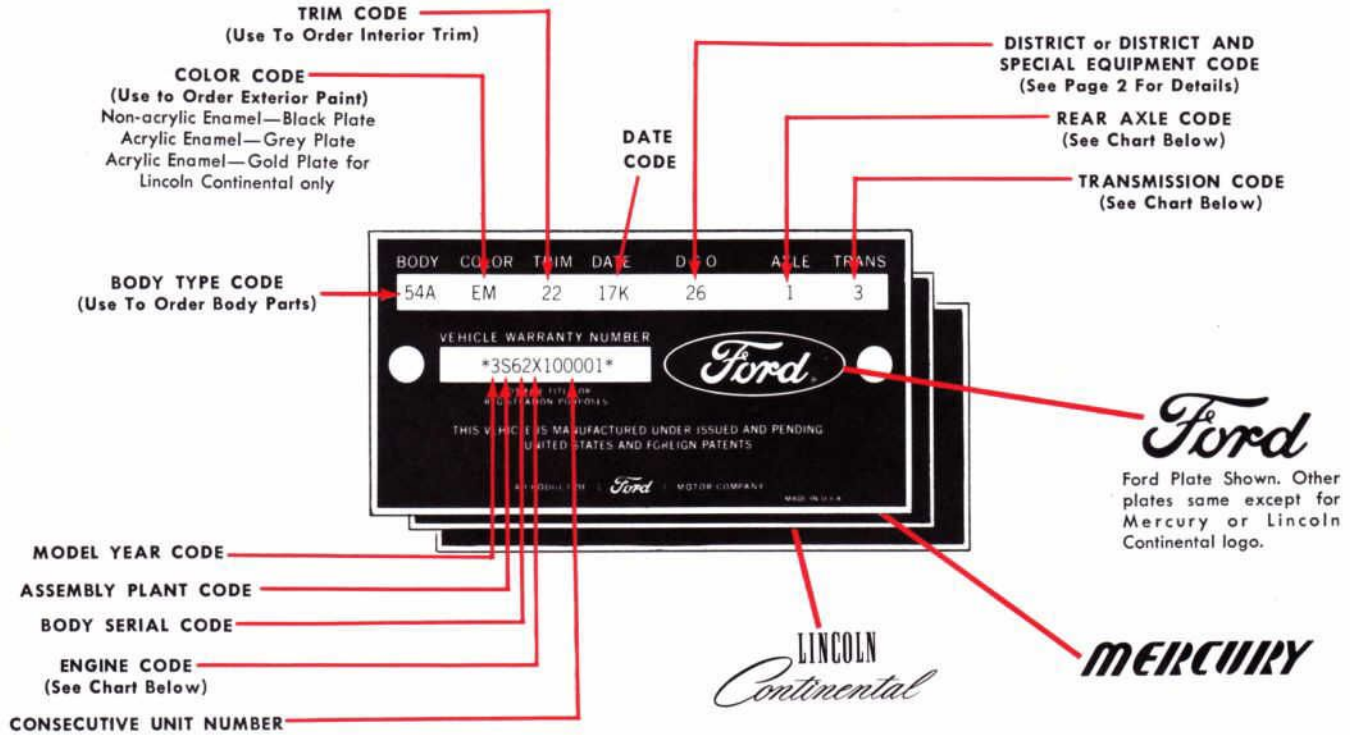
*Ford Only †L-M Only



1963-64-65

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG ('65)
- RANCHERO • MERCURY • COMET • LINCOLN CONTINENTAL



ENGINE CODES			
CODE	CYL	CID	CARB. VENTURI
A(65)	8	289	4V Premium Fuel
B(65)	6	240*	1V Police
B(64)	6	223	1V Police
B(63)	8	406	4V Hi-Perf.
C	8	289	2V
D	8	289*	4V Regular Fuel
D(65)	8	289†	2V Special
E	6	223	1V Taxi
E(65)	6	240	1V Taxi
F	8	260*	2V
G(63)	8	406	6V Special
H	8	390†	2V Special
K	8	289*	4V Hi-Perf.
L(63)	8	221	2V
L(64)	8	221	2-4V Special
M(63)	8	390	6V Special
M(64)	8	396	4V
N	8	430†	4V
P	8	390	4V Police
Q(63-64)	8	427	4V Hi-Perf.
R	8	427	8V (Hi-Perf)
S(63-64)	6	144	1V
T	6	200	1V
U	6	170*	1V
V	6	223*	1V
V(65)	6	240*	1V
X	8	352*	4V (Power Opt.)
Y	8	390†	2V (Reg. Fuel)
Z	8	390	4V

*Ford only †L-M only

TRANSMISSION CODES		
CODE		TRANSMISSION TYPE
63-64	65	
1	1	3-Speed Manual
2	2	Overdrive
3	—	Fordomatic 2-Speed*
3	—	Automatic 2-Speed
4	4	Cruise-O-Matic*
4	—	Automatic Dual Range
5	5	4-Speed Manual
6(64)	6	C4 Dual Range Automatic (XP)
—	8	Merc-O-Matic (MX)†

*Ford only †L-M only

REAR AXLE CODES				
REGULAR		RATIO	LOCKING	
63-64	65		63-64	65
—	0	3.10:1†	—	—
1	—	2.89:1†(Lincoln)	A	4
1	1	3.00:1	A	A
—	2	2.83:1	—	B
2	2*	3.10:1	B	B*
3	—	3.11:1†(Lincoln)	C	5
3	3	3.20:1	C	C
4	4	3.25:1	D	D
5	5	3.50:1	E	E
6	6	2.80:1	F	F
7	7*	3.80:1	G	G*
—	7†	3.89:1	—	H†
8	8*	3.89:1	H	H*
9	9	4.00:1(Fal & Com)	I	I
9	9	4.11:1	I	I

*Ford only †L-M only

Autolite Caps and 'Stats

seven fast-moving assortments



Autolite Caps and 'Stats provide broad coverage for all popular-make cars and trucks with a minimum of part numbers to simplify ordering, stocking and servicing. Packaged in attractive, self-contained display cartons.

Autolite thermostat assortments are available in 180° and 190° heat ranges to provide fast, dependable response and precisely controlled coolant temperatures. These premium quality products give you additional sales opportunities and give your customers the satisfaction of a properly serviced vehicle. Take your choice of complete assortments or individual pieces according to your needs.

Autolite radiator caps reduce coolant evaporation and increase an engine's cooling efficiency. The shell is of sturdy cold-rolled steel and zinc plated to prevent rust. Stainless steel, corrosion resistant, pressure spring maintains coolant pressure and heavy-duty gasket withstands heat, additives, and abrasive particles.

The safety lever vent cap releases pressure safely and conveniently, through an overflow tube when lever is lifted. Safety lever vent-type cap is easier to control than hot-to-handle standard and button type caps.

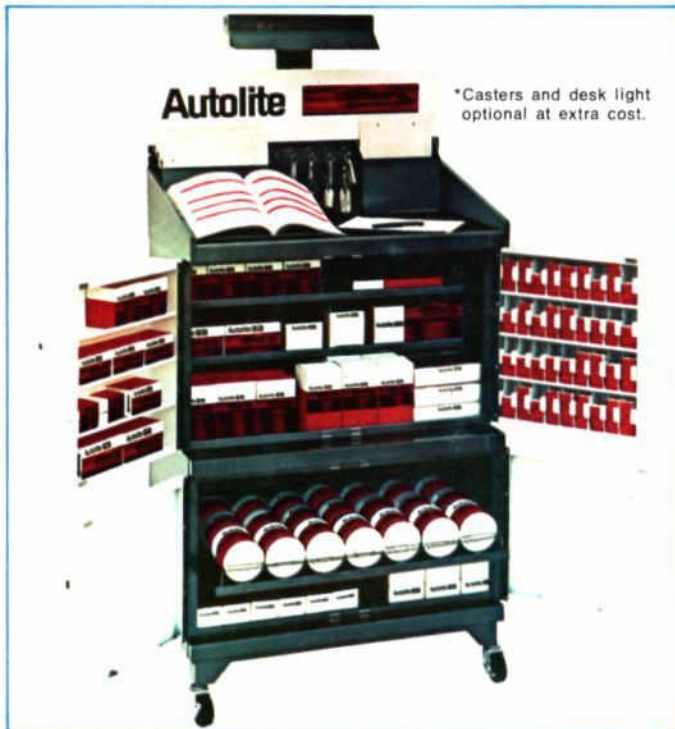
Autolite Caps and 'Stats come in the following seven popular assortments:

PART NUMBER	ASSORTMENT DESCRIPTION
RL-1000 (C8PZ-8100-B)	Safety Lever Vent Radiator Cap
RS-1000 (C8PZ-8100-A)	Standard Radiator Cap
FC-1000 (C8PZ-9030-A)	Gasoline Cap
EC-1000 (C8PZ-6766-A)	Oil Breather Cap
RT-1000 (C8PZ-8575-A)	180 Degree Thermostat
RT-1001 (C8PZ-8575-B)	190 Degree Thermostat
RG-12 (C8PZ-8255-A)	Water Outlet Gasket

**Visit our parts counter
and stock up NOW!!!**

Autolite service center program

HERE'S WHAT YOU GET!



FREE! with a \$200 order!

- Wall/Bench Merchandiser
- Curb Sign or Illuminated Clock Sign
- Service Information Plan

FREE! with a \$400 order!

- Service Control Cabinet*
- Curb Sign or Illuminated Clock Sign
- Service Information Plan

Centralize your parts operation with
Autolite's comprehensive Service Center Program!
A great way to combine sales, service, stock . . .
and keep them all under control!

This three phase program keeps parts together and keeps you in touch with what's new from a leader in the automotive parts market. One—you get a handy merchandising cabinet that keeps things in order, clean, fresh, ready for business. Two—the Service Center Program includes your choice of a curb sign or illuminated clock sign to help you sell Autolite parts . . . help you sell service. And three — the Service Information Program — gives you all the information you need to know to perform efficient repairs on the latest model vehicles.

All it takes is an order from you for a minimum of three Autolite product lines that meet the required dollar value at suggested Stocking Dealer Prices . . . to get the most comprehensive package of sales and service aids in the automotive parts market absolutely free!

**Find out how this total approach
to sales and service can benefit you!**

**ASK AT OUR PARTS COUNTER
NOW!**

WINNERS *on any track!*



Authentic Autolite Racing Jackets

Your customers will belong to the *in* crowd with authentic "his" and "hers" Autolite racing jackets. They'll wear them with a flair for that extra dash at races, rallies, or other sports activities. They're designed for true sport fans in a tough, washable rayon-blend fabric for summer or the in-between seasons at \$9.95 each, and a nylon version with thick polyester quilting for winter at \$17.95. Both are treated for water repellency, too!

They'll ride with the winners in these distinctive Autolite colors. Slim black and white racers' stripes accent the bright red background. Both front and back emblems are included on all jackets at no extra cost.

Roomy double pockets, full length zipper closures, and hip-slung drawstrings add practicality to these jackets as well. The summer version has smart looking racing button cuffs, and the winter version has windproof nylon stretch-cuffs plus a collar drawstring. For men, ladies, and youngsters, these sporting togs are sure to be admired on any track where winners gather.


Name _____
 Address _____
 City _____
 State _____ Zip _____

Please send the indicated quantity of official Autolite racing jackets. Order any quantity.

	Summer model \$9.95	Winter model \$17.95	Sno-Power model \$17.95
Women's-Boys' : XS	_____	_____	_____
Men's 32-36 : S	_____	_____	_____
Men's 38-40 : M	_____	_____	_____
Men's 42-44 : L	_____	_____	_____
Men's 46-48 : XL	_____	_____	_____
TOTAL ORDERED	_____	_____	_____
TOTAL COST	_____	_____	_____

TOTAL REMITTANCE _____

I enclose \$ _____ check, money order.

Mail to:  Autolite Racing Reminders
 P.O. Box BF 42
 Milwaukee, Wis. 53201

Add any applicable sales or use tax. All transportation cost prepaid. Allow two to three weeks for delivery.

The Autolite-Ford Parts Division of Ford Marketing Corporation reserves the right to discontinue the sale of the material listed at any time or change prices, specifications, or design without notice and without incurring obligation.

Autolite 

“I’ve only got two hands...!”

Ever felt like snapping . . . “I’ve only got two hands!”

In these days of mechanic shortages and increased workloads, instead of repairing, the answer is to replace with Authorized Remanufactured Ford Parts. You’ll save time. You’ll save money . . . and the new-part quality, guaranteed by a nationally honored warranty, protects customer goodwill.

See us for a complete line of Remanufactured Ford exchange parts.

Replace with the brand that gives you an extra hand!

NATIONAL WARRANTY

Every Remanufactured Ford Part is warranted nationally by the Remanufacturer to be free of defects in materials and workmanship for 90 days or 4000 miles from date of installation, whichever occurs first. Complete OHV engine assemblies are warranted for 12 months or 12,000 miles on passenger vehicles, and 6 months or 12,000 miles on trucks, whichever occurs first. This Warranty includes parts replacement plus related labor.

Ford and Lincoln-Mercury dealers will honor this warranty anywhere in the country.

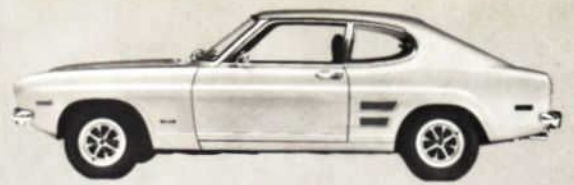
Remanufactured



Engines · Parts



1971 CAPRI CAR IDENTIFICATION PLATE



TRANSMISSION CODE → **REAR AXLE CODE**

ENGINE CODE → **COLOR CODE**

DRIVE CODE (1-Left-Hand Drive) → **TRIM CODE** (Use to Order Interior Trim)

BODY TYPE (ECJ—Tudor Sedan Only) → **CONSECUTIVE UNIT NUMBER**

ASSEMBLY CODE ‡

FORD WERKE AG KÖLN Western Germany

Lenk Drive	Motor Engine	Getriebe Trans.	Achse Axle	Farbe Color	Post Trim	KD SVC. Ref.
1	L1	5	V	7	HN	
Typ./Type		Version		Fahrzeug-/Vehicle No.		
ECJ				GAECKL66638		
1260 kg		Zul. Gesamtgew./Gross Vehicle Weight				
600 kg		Zul. Achslast vorn/Perm Axle Load front				
680 kg		Zul. Achslast hinten/Perm Axle Load rear				

ASSEMBLY CODES ‡		
MONTH	K1970	L1971
Jan.	L	C
Feb.	Y	K
March	S	D
April	T	E
May	J	L
June	U	Y
July	M	S
August	P	T
Sept.	B	J
Oct.	R	U
Nov.	A	M
Dec.	G	P

ENGINE CODES				REAR AXLE CODES		TRANSMISSION CODES	
CODE	CYL.	DISPLACEMENT	CARB VENTURI	CODE	RATIO	CODE	TYPE
L1, L4	4	1600 cc	1V	V	3.89:1	5	4-Speed Manual
NB*	4	2000 cc	2V	Q**	3.44:1	7**	Automatic

*Will be introduced late in 1971 Model year **Optional with 2000 cc engine only
 ‡First letter gives year of manufacture—the second letter gives the month

1966-71 BRONCO IDENTIFICATION PLATES

- ROADSTER • WAGON • SPORTS UTILITY (1966-1969)
- PICKUP • SPORTS WAGON (1970-71)



1968
69-70-71

SEE OPERATORS MANUAL FOR EQUIP. REQ'D FOR MAX. GVW & LOAD CAPACITIES

WARRANTY VOID IF LOAD CAPACITY EXCEEDED

MADE IN U.S.A.

↑ WARRANTY NO./ADEQUATE TIRES REQ'D FOR AXLE LOADINGS

W.B.	COLOR	MODEL	BODY	TRANS.	AXLE
92	J	U150	19	8	C 05
					72

MAX. G.V.W. LBS. CERT. NET H.P. R.P.M. D.S.O.

- CONSECUTIVE UNIT NUMBER**
- 68 MODELS—Begin with C42,000
 - 69 MODELS—Begin with D82,000
 - 70 MODELS—Begin with G30,000
 - 71 MODELS—Begin with J70,000

- ASSEMBLY PLANT CODE**
- ENGINE CODE**
(See Chart Below)
- VEHICLE—SERIES CODE**

1966-67

WARRANTY NUMBER Ford MADE IN U.S.A.

W.B.	COLOR	MODEL	BODY	TRANS.	AXLE
92	J	U150	198	C	05
					72

MAX. G.V.W. LBS. CERT. NET H.P. R.P.M. D.S.O.

WARRANTY VOID IF MAX. GROSS VEHICLE WEIGHT IS EXCEEDED
(SEE OPERATOR'S MANUAL OR LOAD CAPACITY CHART)

- CONSECUTIVE UNIT NUMBER**
- 66 MODELS—Begin with 732,000
 - 67 MODELS—Begin with A00,000
- BODY TYPE CODE**
(Use to Order Body Parts)
- 3-SPEED MANUAL**
(Only Transmission Available)
- REAR AXLE CODE**
(See Chart Below)

- WHEELBASE** (Inches)
- COLOR CODE**
(Use to Order Exterior Paint)
Non-acrylic Enamel—Gray Plate
Acrylic Enamel—Black Plate

- MODEL CODE**
- TRIM CODE**
(Use to Order Interior Trim)
- DISTRICT or DISTRICT AND SPECIAL EQUIPMENT CODE**
(See Page 2 for Details)

ENGINE CODES			
CODE	CYL	CID	CARB VENTURI
F	6	170 (66-71)	1V
G	8	302 (69-71)	2V
N	8	289 (66-68)	2V

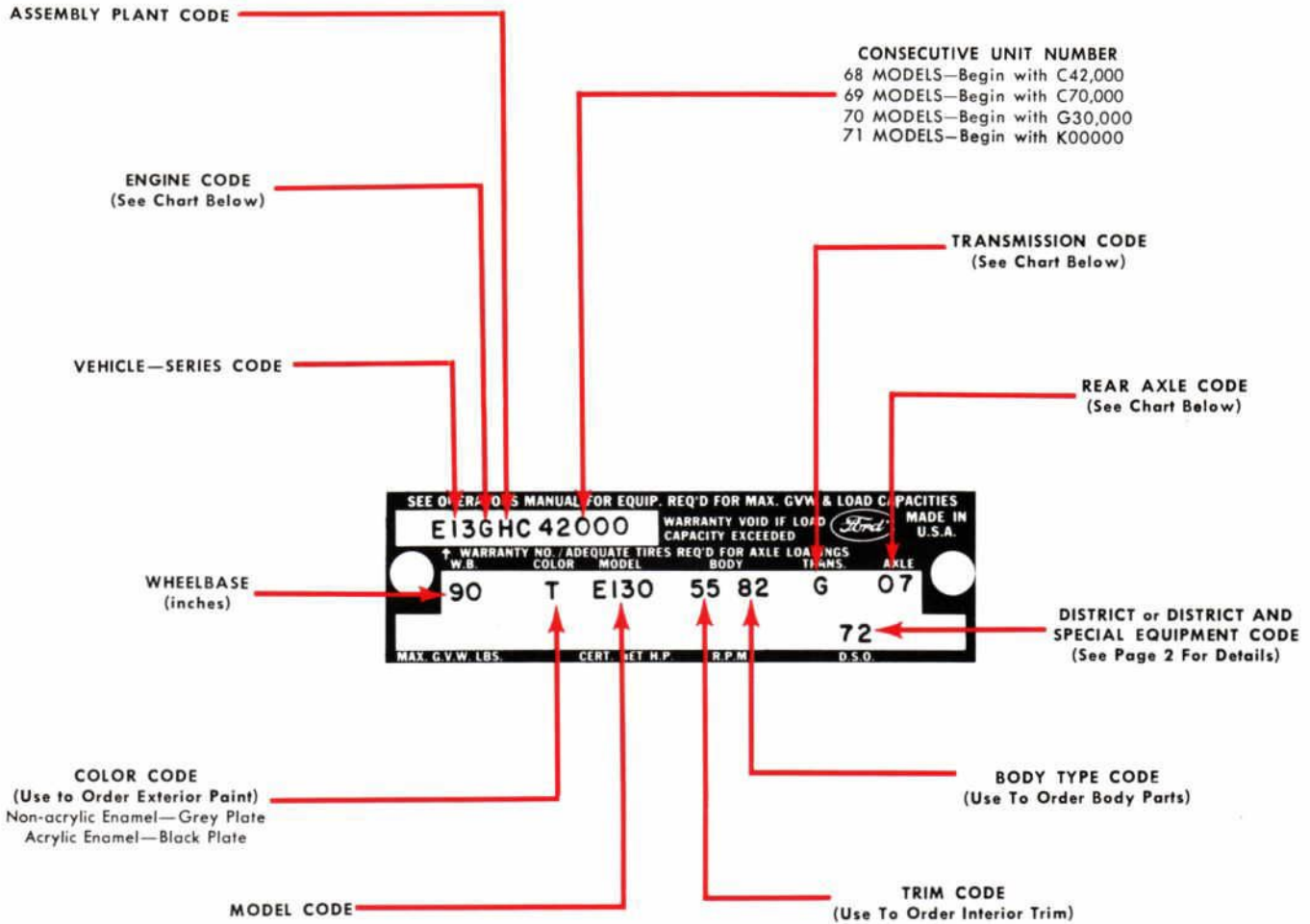
REAR AXLE RATIO CODES																	
REGULAR				RATIO	RATING	LOCKING			REGULAR				RATIO	RATING	LOCKING		
66	67-68	69	70-71			66	67-68	69-71	66	67-68	69	70-71			66	67-68	69-71
—	—	18	18	3.50:1	2780 lb.	—	—	B8	—	—	08	08	3.50:1	3300 lb.	—	—	B9
03	03	03	03	4.11:1	2780 lb.	A3	A3	A3	05	05	05	05	4.11:1	3300 lb.	A5	A5	A5
04	04	04	04	4.57:1	2780 lb.	A4	A4	—	06	06	06	—	4.57:1	3300 lb.	A6	A6	—



1970-71 1968-69

ECONOLINE (E100, E200, E300) VAN & CLUB WAGONS • IDENTIFICATION PLATES

FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



ENGINE CODES

CODE	CYL	CID	CARB VENTURI	CODE	CYL	CID	CARB VENTURI
A	6	240 (68-71)	1V	G	8	302 (69-71)	2V
F	6	170 (68-70)	1V	N	8	289 (68)	2V

TRANSMISSION CODES

CODE	TRANSMISSION TYPE
C	3-Speed Manual Shift
G	3-Speed Cruise-O-Matic

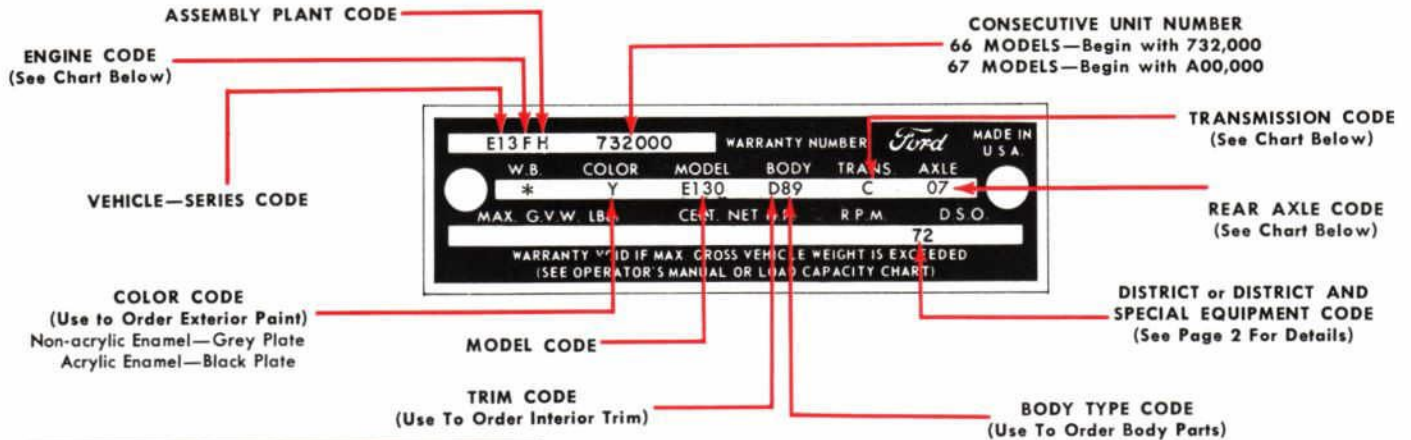
REAR AXLE CODES

REGULAR	RATIO	RATING	LOCKING	REGULAR	RATIO	RATING	LOCKING
07	3.00:1	3050 lb.	—	33	3.73:1	4800 lb.	C3
10	3.25:1	3050 lb.	—	35	4.10:1	4800 lb.	C5
11	3.50:1	3050 lb.	—	36	4.56:1	4800 lb.	C6
12 (68-70)	4.11:1	3050 lb.	—	71	3.54:1	5050 lb.	—
13 (68-70)	4.57:1	3050 lb.	—	72	3.73:1	5050 lb.	—
17	3.25:1	3300 lb.	—	73	4.10:1	5050 lb.	—
08	3.50:1	3300 lb.	—	74	4.56:1	5050 lb.	—
05	4.11:1	3300 lb.	—	—	3.54:1	5050 lb.	G1
06	4.57:1	3300 lb.	—	—	3.73:1	5050 lb.	G2
31	3.54:1	4800 lb.	C1	—	4.10:1	5050 lb.	G3



1966-67

FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



ENGINE CODES			
CODE	CYL.	C.I.D.	CARB. VENTURI
A	6	240	1V
F	6	170	1V

TRANSMISSION CODES	
CODE	TRANSMISSION TYPE
C	3-Speed Manual
G	H.D. Cruise-O-Matic

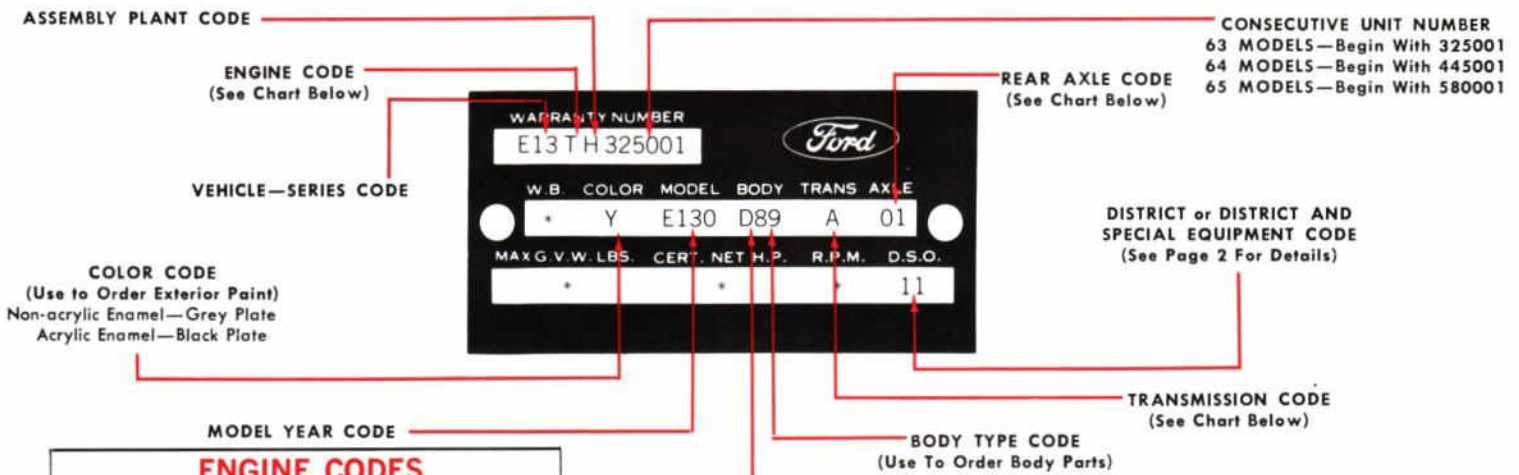
REAR AXLE CODES			
REGULAR	RATIO	RATING	LOCKING
01	3.50:1	2300 lb.	—
02	4.00:1	2300 lb.	—
07	3.00:1	3050 lb.	A7
11	3.50:1	3050 lb.	B1
12	4.11:1	3050 lb.	B2
13	4.57:1	3050 lb.	B3

*—NOT SHOWN ON FALCON CLUB WAGON AND ECONOLINE



1963-64-65

FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



ENGINE CODES			
CODE	CYL.	C.I.D.	CARB. VENTURI
J	6	240	1V (1965 only)
S	6	144	1V (1963-64 only)
T	6	170	1V

TRANSMISSION CODES	
CODE	TRANSMISSION TYPE
A	3-Speed Manual
F	4-Speed Manual
G	H.D. Cruise-O-Matic
6	C4 Dual Range Automatic (1963-65 only)

REAR AXLE CODES				
REGULAR	RATIO	RATING	LOCKING	
65	64-63		65	64-63
01	—	3.00:1	2780 lb.	A1 —
—	02	4.00:1	2300 lb.	— —
03	01	3.50:1	2300 lb.	— —
04	—	3.50:1	2780 lb.	A4 —
05	03	4.11:1	2780 lb.	A5 A3
06	04	4.57:1	2780 lb.	A6 A4

*—NOT SHOWN ON FALCON CLUB WAGON AND ECONOLINE

1963-71 TRUCK



N-SERIES



CT-SERIES



HT-SERIES



F-SERIES



W-SERIES

1963-1969 TRUCK IDENTIFICATION

IDENTIFICATION MODEL CODE	PREFIX	SERIES NUMBERS	SUFFIX	SERIES DESCRIPTION
F	F	100 thru 1000		Conventional (Gas)
K	F	6000 thru 8000		Conventional (Diesel)
K	F	950 and 1000	D	Conventional (Diesel)
T	T	800 thru 950		Tandem Axle (Gas)
U	T	8000		Tandem Axle (Diesel)
U	T	850 and 950	D	Tandem Axle (Diesel)
N	N	500 thru 1000		89" BBC Conv. (Gas)
R	N	6000 thru 8000		89" BBC Conv. (Diesel)
R	N	1000	D	89" BBC Conv. (Diesel)
S	NT	850 and 950		89" BBC Tandem (Gas)
W	NT	850 and 950	D	89" BBC Tandem (Diesel)
C	C	550 thru 1000		Tilt Cab (Gas)
D	C	6000 thru 8000		Tilt Cab (Diesel)
L	CT	800 thru 950		Tilt Cab Tandem (Gas)
Q	CT	8000		Tilt Cab Tandem (Diesel)
H	H	1000		Hi-Tilt Cab (Gas)
Y	H	1000	D	Hi-Tilt Cab (Diesel)
J	HT	950		Hi-Tilt Cab Tandem (Gas)
A	HT	950	D	Hi-Tilt Cab Tandem (Diesel)
Z	W	1000	D	Hi-Tilt Tractor (Diesel)
X	WT	1000	D	Hi-Tilt Tractor Tandem (Diesel)
B	B	500 thru 750		School Bus Chassis (Gas)
J	B	6000 and 7000		School Bus Chassis (Diesel)
P	P	350 thru 600		Parcel Delivery (Gas)
G	P	3500 thru 6000		Parcel Delivery (Diesel)

1970-1971 TRUCK IDENTIFICATION

YEAR	IDENTIFICATION MODEL CODE	SERIES PREFIX	SERIES NUMBERS	SERIES DESCRIPTION
1970	F	F	100 thru 750	Conventional Gas
1971	F	F	100 thru 600	Conventional Gas
1971	B	B	500 & 600	Conventional Gas (Bus)
1971	F	L	800 & 900	Conventional (Gas)
1971	N	LN	500 thru 900	Conventional (Gas)
1971	K	L	8000 & 9000	Conventional (Diesel)
1970	K	F	6000	Conventional (Diesel)
1971	R	LN	6000 thru 9000	Conventional (Diesel)
1971	K	F	7000	Conventional (Diesel)
1971	V	LTS	800 & 900	Short Conventional (Gas)
1971	Y	LTS	8000 & 9000	Short Conventional (Diesel)
1971	S	LNT	800 & 900	Conventional Tandem Axle (Gas)
1971	T	LT	800 & 900	Conventional Tandem (Gas)
1971	U	LT	8000 & 9000	Conventional Tandem (Diesel)
1971	W	LNT	8000 & 9000	Conventional Tandem Axle (Diesel)
1970	C	C	500 thru 1000	Tilt Cab (Gas)
1970-71	D	C	6000 thru 8000	Tilt Cab (Diesel)
1971	C	C	500 thru 900	Tilt Cab (Gas)
1970	L	CT	800 thru 950	Tilt Cab Tandem (Gas)
1971	L	CT	800 & 900	Tilt Cab Tandem (Gas)
1971	Q*	CT	8000	Tilt Cab Tandem (Diesel)
1971	Z	W	9000	Forward Axle Tilt Cab (Diesel)
1971	X	WT	9000	Forward Axle Tilt Cab (Diesel)
1970	Z	W	1000-D	Hi-Tilt Tractor (Diesel)
1970	X	WT	1000-D	Hi-Tilt Tractor Tandem (Diesel)
1970	B	B	500 thru 750	School Bus Chassis (Gas)
1971	B	B	700 & 750	School Bus Chassis (Gas)
1970	J	B	6000 thru 7000	School Bus Chassis (Diesel)
1971	J	B	6000	Bus (Diesel)
1971	J	B	7000	School Bus Chassis (Diesel)
1970-71	P	P	350 thru 600	Parcel Delivery (Gas)
1970	G	P	3500 thru 5000	Parcel Delivery (Diesel)
1971	G	P	3500 thru 6000	Parcel Delivery (Diesel)

*Special Order

INFORMATION F-100 AND UP

FORD TRUCK SERIES IDENTIFICATION SYSTEM

Ford truck series designation consists of:

- A PREFIX letter (or letters) and three (or four) digits under MODEL IDENTIFICATION CODE designates the truck model within a series.
- 1969 and prior truck models used a suffix "D" to indicate the Diesel engine series (except City-size Diesels, which have a four digit series number 3500 thru 7000 to identify them from comparable gas engine models).
- A CODE system is used to identify GAS from DIESEL ENGINES under the MODEL section of the identification plate. Example: 1963-1969 . . . F-950 (Gas), K-950 (Diesel); 1970-1971 . . . P-350 (GAS), G-3500 (Diesel).

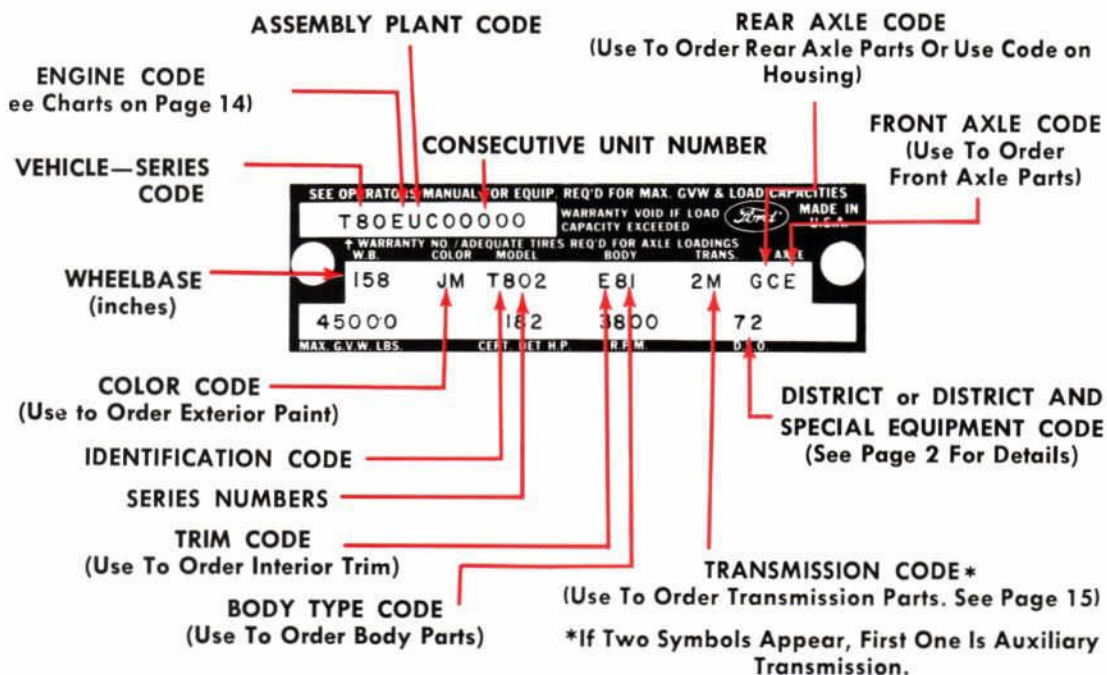
Shown below is a typical truck identification plate. The metal "Warranty and Rating Plate" is used on 1963-1971 model trucks. Model years can be identified by the following consecutive unit number system:

1963-1971 CONSECUTIVE UNIT PRODUCTION NUMBERS

1963	325,001—445,000	1968	C00,000—D81,999
1964	445,001—580,000	1969	D82,000—G29,999
1965	580,001—731,999	1970	G30,000—J89,000
1966	732,000—913,999	1971*	J70,000—M29,000
1967	A00,000—B49,999	1971**	J90,000—M19,999

*F&B 500-600-6000-Parcel **Heavy-Extra Duty

1963-1971 WARRANTY and RATING PLATE



B-SERIES



C-SERIES



H-SERIES



P-SERIES



L-SERIES

1963-71 TRUCK ENGINE CODES

GAS ENGINE CODES

CODE	ENGINE		Carb. Venturi	TYPE	Certified Net H.P.	R.P.M.	CODE	ENGINE		Carb. Venturi	TYPE	Certified Net H.P.	R.P.M.	Certified Net H.P.	R.P.M.		
	Cyl.	CID						Cyl.	CID								
1963-64							1965 (Continued)										
	S	6	144	1		79	4000										
	T	6	170	1		85	3600										
	J	6	223	1		114	3600										
	B	6	262	1	L/D	132	3600										
	B	6	262	1	H/D	132	3600										
	C	8	292	2	M/D	135	3800										
	D	8	292	4	H/D	153	3600										
1963	N	8	302	2		159	3800										
1963	I	8	302	4		163	3600										
1963	F	8	332	2		167	3800										
1963	W	8	332	4		173	3600										
	G	8	401	2		180	3400										
	P	8	401	4		198	3400										
	H	8	477	2		204	3200										
	Q	8	477	4		222	3200										
	R	8	534	4		235	3000										
1964	A	8	330	2	M/D	160	3800										
1964	M	8	330	2	H/D	160	3800										
1964	K	8	361	2		176	3800										
1964	9	8	391	4		199	3800										
1965							1966-70									1971	
	T	6	170	1		85	3600										
	J	6	240	1		129	4000							112	3800		
	B	6	300	1	LD/-100/500	150	3600							126	3400		
	B	6	300	1	H/D-550/600	150	3600							126	3400		
	D	8	352	2		172	4000							164	3800		
	A	8	330	2	M/D	160	3800							182	3800		
	M	8	330	2	H/D	160	3800							199	3800		
	K	8	361	2		176	3800							—	—		
	9	8	391	4		199	3800							—	—		
	G	8	401	2		180	3400							—	—		
	P	8	401	4		198	3400							—	—		
	H	8	477	2		204	3200							—	—		
	Q	8	477	4		222	3200							—	—		
	R	8	534	4		235	3000							—	—		
1966	N	8	302	2		159	3800							—	—		
1966	I	8	302	4		163	3600							—	—		
1966	F	8	332	2		167	3800							—	—		
1966	W	8	332	4		173	3600							—	—		
	G	8	401	2		180	3400							—	—		
	P	8	401	4		198	3400							—	—		
	H	8	477	2		204	3200							—	—		
	Q	8	477	4		222	3200							—	—		
	R	8	534	4		235	3000							—	—		
1966	A	6	240	1V		129	4000							—	—		
1966	B	6	300	1V	L/D-100/500	139	3600							112	3800		
1966	B	6	300	1V	H/D-550/600	139	3600							126	3400		
1966	C	8	330	2V	M/D	164	3800							164	3800		
1966	D	8	330	2V	H/D	164	3800							164	3800		
1966	E	8	361	2V		182	3800							182	3800		
1966	F	8	391	4V		199	3800							199	3800		
1966	F	6	170	1V		80	3600							—	—		
1966	G	8	401	2V	S/D	180	3400							—	—		
1968-70	G	8	302	2V		158	4000							148	4000		
1968-70	H	8	390	2V	F100/350	190	3900							180	4000		
1968-70	H	8	401	4V	S/D-850/950	198	3400							192	3400		
1966	J	8	477	2V	S/D	204	3200							—	—		
1966	K	8	477	4V	S/D	222	3200							213	3200		
1966	L	8	534	4V	S/D	235	3000							239	3000		
1968-70	Y	8	360	2V		179	4000							172	4100		
1966-67	Y	8	352	2V		172	4000							—	—		
1970	U	8	330	2V	LPG H/D	164	3800							164	3800		
1970	W	8	361	2V	LPG	182	3800							182	3800		
1970	9	8	534	4V	LPG	235	3000							235	3000		
1971	X	8	391	4V	LPG	—	—							199	3800		

DIESEL ENGINE CODES

CODE	ENGINE		TYPE	Certified Net H.P.	R.P.M.	CODE	ENGINE		TYPE	Certified Net H.P.	R.P.M.		
	Cyl.	CID					Cyl.	CID					
1963-65						1966-71 (Continued)							
	E	6	330	Dagenham	104	2500	1970-71	M	6	855	Cummins-NTC-260	247	2100
	O	6	855	NH-250	234	2100		N	6	855	Cummins-NTC-280	267	2100
1963-64	V	6	672	NH-180	169	2100		P	6	855	Cummins-NTC-300	287	2100
	X	6	743	NH-220	208	2100		Q	6	855	Cummins-NTC-320	307	2100
	Y	6	743	NHE-180	169	1950		R	6	855	Cummins-NTC-335	322	2100
	Z	6	743	NHE-195	184	1950	1968-71	S	6	426	Detroit Diesel-6-71N	207	2100
1963	2	6	588	V6-200	185	2600	1966	S	6	426	Detroit Diesel-6-71N	203	2100
1963-65	3	8	784	V8-265	255	2600	1967				218	2100	
1963-65	4	4	220	Dagenham	65	2500	1966	T	8	568	Detroit Diesel-8V-71N	298	2100
1964-65	6	6	588	V6E-195	184	2500	1967				318	2100	
1964-65	7	8	785	V8E-235	222	2400	1968-69	U	8	460	Caterpillar-150	137	3200
1964-65	8	6	855	NHE-225	213	1950	1966	U	4	220	Dagenham	65	2500
1966-71						1966-71 (Continued)							
1966-69	A	6	855	Cummins-NHC-225	213	2100	1970-71	U	8	522	Caterpillar-150 V8	136	3200
1970-71	B	6	903	Cummins-V6E-195	184	2500	1966	V	6	330	Dagenham	104	2500
1966-67	C	6	743	Cummins-V903-320	302	2600	1968-71	V	8	522	Caterpillar-175 V8	161	3200
1968-69	C	8	636	Cummins-NHE-180	169	1950	1967-70	W	6	363	Dorset	116	2800
1968-69	C	8	636	Caterpillar	208	2800	*1971	W	6	855	Cummins-NTC-290	258	2100
1970-71	C	8	636	Caterpillar-225	213	2800	1967-70	X	6	464	Cummins-CF-160	141	2800
*1966-71	D	6	743	Cummins-NHE-195	184	1950	*1971	X	6	855	Cummins-NTC-290	277	2100
1966-68	E	6	743	Cummins-NH-220	208	2100	1968-71	Y	6	464	Cummins-C-180	159	2500
1970-71	E	6	903	Cummins-V903-270	262	2600	1967	Y	6	464	Cummins-C-180	162	2500
	F	8	784	Cummins-V8E-235	222	2400	1968-70	Z	6	464	Cummins-C-160	142	2500
1970-71	F	6	855	Cummins-NHCT-270	255	2100	1970-71	I	6	855	Cummins-NH-230	213	2100
	G	8	784	Cummins-V8-265	250	2600	1968-71	2	6	426	Detroit Diesel-6-71N	225	2100
1970-71	G	6	903	Cummins-V903-290	282	2600	1966	2	6	426	Detroit Diesel-6-71N	223	2100
1966	H	6	855	Cummins-NHE-225	213	1950	1967				238	2100	
1966-71	H	6	855	Cummins-NHC-250	213	1950	*1968-71	3	6	638	Caterpillar-1674	252	2200
*1970-71	H	6	855	Cummins-NHC-250	225	1950	1968-71	4	8	573	Caterpillar-200 V8	187	3000
1966	J	6	855	Cummins-NH-250	234	2100	1970-71	5	6	855	Cummins-NHCT-270	236	1750
1967-69	J	4	242	Dorset	74	2800	1966				275	2100	
1967-71	J	6	855	Cummins-NHC-250	234	2100	68-71	6	8	568	Detroit Diesel-8V-71N	290	2100
1966-67	K	6	525</										

1963-71 TRUCK TRANSMISSION CODES

No. Spd.	TYPE	'63	'64	'65	'66	'67	'68	'69	'70	'71
3	Standard-Light Duty (Ford)	A	▲A	▲A	C	C	C	C	C	C
3	Medium Duty (Warner T89C; T89E or T89F)	D	D	D	D	D	D	D	D	D
3	Heavy Duty (Warner T87E or T87G)	E	E	E	E	E	E	E	E	E
3	Overdrive (Ford w/Warner T85 or T87)	B	B	B	B	B	B	B	B	B
3	H/D Cruise-O-Matic	G	G	G	G	G	G	G	G	G
3	Semi-Automatic C4								H	
3	C4 Automatic Dual Range		6	6						
4	Synchronized (Warner T19)						P	P	P	P
4	Synchronized (Warner T98A or T18)	F	F	F	F	F	F	F	F	F
4	Synchronized (Dagenham-Zephyr)	∅F	∅F	∅F						—
4	Synchronized (New Process 435)		▲A	▲A	A	A	A	A	A	A
4	Synchronized (New Process 435)		▲N	▲N						—
5	Medium Duty-Direct (Clark 250-V)	J	J	J	M	M				—
5	Medium Duty-Overdrive (Clark 251-V0)	K	K	K	K	V				—
5	Heavy Duty-Direct (Clark 2651-V1, 2653-V1)	L	L	L	L	L	L			—
5	Heavy Duty-Direct (New Process 541-FL)				0	0	0	0	0	—
5	Heavy Duty-Direct (Clark 2261-V1, 2622-V1)	W	W	W	N	R	R			—
5	Heavy Duty-Direct (Clark 305-V)			F	H	H	H	H		—
5	Heavy Duty-Direct (Clark 307-V)			I	I	I	I	I		—
5	Heavy Duty-Direct (Clark 282-V)					2	2	2	2	—
5	Heavy Duty-Direct (Clark 285-V)					M	M	M	M	—
5	Heavy Duty-Direct (New Process 541-FD)					9	9	9		—
5	Heavy Duty-Overdrive (Clark 264-V0)	M	M	M	J	J	J			—
5	Heavy Duty-Overdrive (Clark 280-V0)					4	4	4	4	—
5	Heavy Duty-Overdrive (New Process 541-F0)				P	P	T	T	T	—
5	Heavy Duty-Direct (New Process 542-FD)									9
5	Heavy Duty-Direct (New Process 542-FL)									∅
5	Heavy Duty-Overdrive (New Process 542-F0)									T
5	Extra Heavy Duty-Direct (Clark 385-V)						7	7	7	7
5	Extra Heavy Duty-Direct (Clark 387-V)						D	D	D	D

No. Spd.	TYPE	'63	'64	'65	'66	'67	'68	'69	'70	'71
5	Extra Heavy Duty-Direct (Spicer 5652)	N	▲N	▲N	Q	Q	Q	Q	Q	Q
5	Extra H/D-Direct (Spicer 5756B)	P	P	P	S	S	S	S	S	S
5	Extra Heavy Duty-Overdrive (Clark 380-V0)						G		G	G
5	Exclusive Direct-Diesel (Fuller 5H75)		9	9	G	G	—			—
5	Exclusive Direct Drive (401-477-534 eng.) (Spicer 5652)	N	▲N	▲N			—			—
5	Exclusive Direct Drive (401-477-534 eng.) (Spicer 5756B)	P	P	P			—			—
5	Exclusive H/D-Direct (Spicer 6352)-Iron	Q	Q	Q	N	N	N	N	N	N
5	Exclusive H/D-Direct (Spicer 6352B)-Iron	U	U	U	L	W	W	W	W	W
5	Exclusive H/D-Direct (Spicer 6354)-Aluminum	4	4	4	2	2				—
5	Exclusive H/D-Direct (Spicer 6354B)-Aluminum	8	8	8	6					—
5	Exclusive H/D-Direct (Spicer 6452A)-Iron	V	V	V	M	M				—
5	Exclusive H/D-Direct (Spicer 6454A)-Aluminum	7	7	7	5					—
5	Exclusive H/D-Direct-Spicer (6852G)-Iron	R	R	R	U	U	U	U	U	U
5	Exclusive H/D-Direct (Spicer 6854G)-Aluminum	6	6	6	4					—
5	Exclusive H/D-Direct (Spicer 6453A)-Iron	S	S	S	K	K	K	K	K	K
5	Exclusive H/D-Overdrive (Spicer 6455A)-Aluminum	5	5	5	3					—
5	Exclusive H/D-Direct (Fuller 5H74)		X	X	F	F	E	E	E	E
5	Exclusive H/D-Direct-Diesel (Fuller T-905-A)-Iron				X	X	X	X	X	X
5	Exclusive H/D-Direct-Diesel (Fuller T-905-B)-Iron				H	O	O	O	∅	∅
5	Exclusive H/D-Direct-Diesel (Fuller 5HA-74)-Aluminum				7	7	F	F	F	F
5	Exclusive H/D-Direct (Fuller 5HA-75)-Aluminum				8					—
5	Exclusive H/D-Direct (Spicer 5852)					3	3	3		—
	Fordomatic									
6	Transmatic (Allison MT 30)	H	H	H	X	X	X	X	X	X
6	Transmatic (Allison MT 40)	2	2	2	Y	Y	Y	Y	Z	Z
6	Transmatic (Allison MT 41)-Diesel					Y	Y	Y	Y	Y
6	Transmatic (Allison MT 42)	3	3	3	I	I	I	I	I	I
8	Roadranger H/D-Direct (Fuller R46)	T	T	T	T	T	6			—

1963-71 MAXIMUM DUTY TRANSMISSION CODES

No. Spd.	TYPE	CODE				
		'63/'65	'66	'67	'68/'70	'71
5	Direct Drive (Fuller 5W74)	†A				—
5	Direct Drive (Spicer 8052)-Iron	C	A	A		—
5	Direct Drive (Spicer 8054)-Aluminum	Z	P			—
5	Direct Drive (Spicer 8552-A)-Iron				1	1
5	Overdrive (Spicer 8051-A & C)-Iron	B	J	P		—
5	Overdrive (Spicer 8055-A & C)-Aluminum	Y	O			—
6	Direct Drive (Fuller RT906)				3(70)	3
10	Direct Drive (Fuller R96)-Iron	D	B	B	B	—
10	Direct Drive (Fuller RA96)-Aluminum	E	C			2
10	Direct Drive (Fuller RT-910)		V	V	V	V
10	Direct Drive (Fuller RT-610)				C	C

No. Spd.	TYPE	CODE				
		'63/'65	'66	'67	'68/'70	'71
10	Overdrive (Fuller RTO-910)		W	5	5	5
10	Overdrive (Fuller R960)-Iron		I	E		—
10	Overdrive (Fuller RA960)-Aluminum		G	D		—
12	Overdrive (Spicer 8125)-Aluminum		O	R	4	—
12	Overdrive (Spicer 8312)-Aluminum				8	8
13	Overdrive (Fuller RTO-913)				H(70)	H
13	Overdrive (Fuller RTO-9513)					J
15	Direct Drive (Fuller RT-915)-Diesel		9	9	9	9
15	Overdrive (Fuller RT-915)		1	6	6	6
16	Overdrive (Spicer 8516)				B(70)	B
16	Overdrive (Spicer 8716)				R(70)	R
—	Allison (AT-540)					L

∅ Econoline only.

† 1963/64.

▲ Code N applies to trucks with 5 speed Spicer 5652 transmission; also applies to F600 series equipped with New Process 435 four speed transmission.

▲ Code A applies to trucks with 3 speed standard Ford transmission; also applies to C & N600 Series trucks built at Louisville with New Process 435 four speed transmission.

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