



1961 Econoline

OPERATOR'S MANUAL

The 1961 Ford Econoline

OPERATOR'S MANUAL

This manual contains operating instructions, maintenance information, and service specifications for your 1961 Ford Econoline Van, Bus, or Pickup.

It's important that you read all sections of this manual, especially the sections that cover the maintenance and lubrication of your Econoline. It's also important that you carefully read the information on page 3 concerning your Ford Dealer's Service Policy and the 1000-Mile Inspection that should be performed by your Ford Dealer.

Store this manual in the glove compartment so that it will always be available for quick reference.

The descriptions and specifications contained in this manual were in effect at the time the manual was approved for printing. The Ford Division of Ford Motor Company, whose policy is one of continuous improvement, reserves the right to discontinue models at any time or change specifications or design, without notice and without incurring obligation.

**SERVICE DEPARTMENT
FORD DIVISION
FORD MOTOR COMPANY**

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Your Ford Dealer's



SERVICE POLICY

Your new Ford Econoline is warranted by the Authorized Ford Dealer from whom it was purchased.

Read all the conditions of the Authorized Ford Dealer's Service Policy carefully and completely. Then keep the Policy in the glove compartment of your Econoline where it'll be handy when you request the 1000-Mile Inspection or any other warranty service to which you may be entitled.

THE 1000-MILE INSPECTION

When your Econoline has been driven a full 1000

miles, it should be completely inspected by your Ford Dealer. The inspection is described on the Owner's 1000-Mile Inspection Service Coupon which is attached to the Service Policy.

While your Econoline is being inspected at the first 1000-mile interval, have your Ford Dealer change the engine oil and replace the oil filter to help maintain top engine performance. Although these services are part of the regular 1000-Mile Inspection, you will be charged for the new oil and the replacement filter.

ECONOLINE IDENTIFICATION

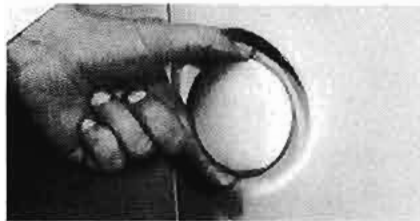
The model and serial numbers of your Ford Econoline are stamped on the patent plate which is permanently fastened to the left front door pillar post. The patent plate also shows other code numbers which identify various original equipment on the vehicle.

When you order replacement parts or equipment for your Econoline, give the patent plate information with the order to insure receiving the correct parts for your particular Econoline model.

FUEL RECOMMENDATIONS

Your Ford Econoline Six engine is designed to perform efficiently and economically with any good quality regular-grade gasoline. Nothing is gained by pouring a higher grade fuel into a properly adjusted engine that has lower octane needs. However, if "pinging" or "knocking" occurs, and it

can't be cured by spark timing or other engine adjustments, then switch to the next higher grade of gasoline that will eliminate the noise.



The fuel tank capacity of your truck is 14 gallons. The gas filler cap is located at the left rear side of the truck as illustrated on this page.

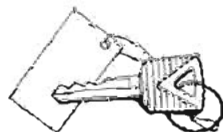
KEYS AND LOCKS

KEYS

A single shield-shaped key operates the ignition switch and all exterior door locks.

The code number of the key is listed on your Authorized Ford Dealer's Service Policy, as well as

on the metal ring that was attached to the key when the truck was first delivered to you. You can quickly get an extra key or a replacement for a lost key at any Ford Dealer—and at most locksmiths—if you know the code number of the original key.



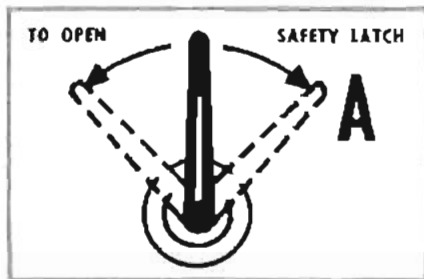
LOCKS

To lock or unlock a driver compartment door or the side and rear doors of a Van or Bus, first turn the dust shield up. Then insert the key and turn it to your right to lock the door, or to your left to unlock the door.

To lock either *driver compartment door* from the interior, press the door lock button down. To unlock, pull the button up.

For Your Added Safety, Driver Compartment Doors are Provided With a Double Latch. For Maximum Protection, the Handles Should

*Always be Returned to Position "A"
When Doors are Closed.*



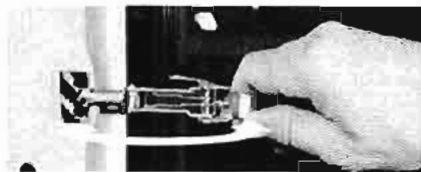
To lock the side cargo doors on the Van or Bus, with the doors completely closed, turn the lock lever on each door downward. (Lock levers are located beneath the interior door handles.)

DOORS, WINDOWS, AND TAILGATE

DOORS

To open the doors of the driver's compartment from the outside, depress the button located on the door handle. To open the doors from the inside, pull the interior door handle rearward.

To open either the side or rear



cargo doors on a Van or Bus from the outside, twist the door handle to the right. The right-hand door then may be pulled open. To open the left-hand door, reach around to the interior door handle and pull downward. The door is then free to open.

To open the side or rear cargo doors from the inside—press the interior door handles downward and push the doors open. *When closing either side or rear cargo doors, the door with the overlapping metal flange must be closed first.*

WINDOWS

To open either of the driver's compartment vent windows, press the button on the locking latch, turn the latch upward and push the window open. To close, pull the vent window inward, then turn the latch handle down to lock.

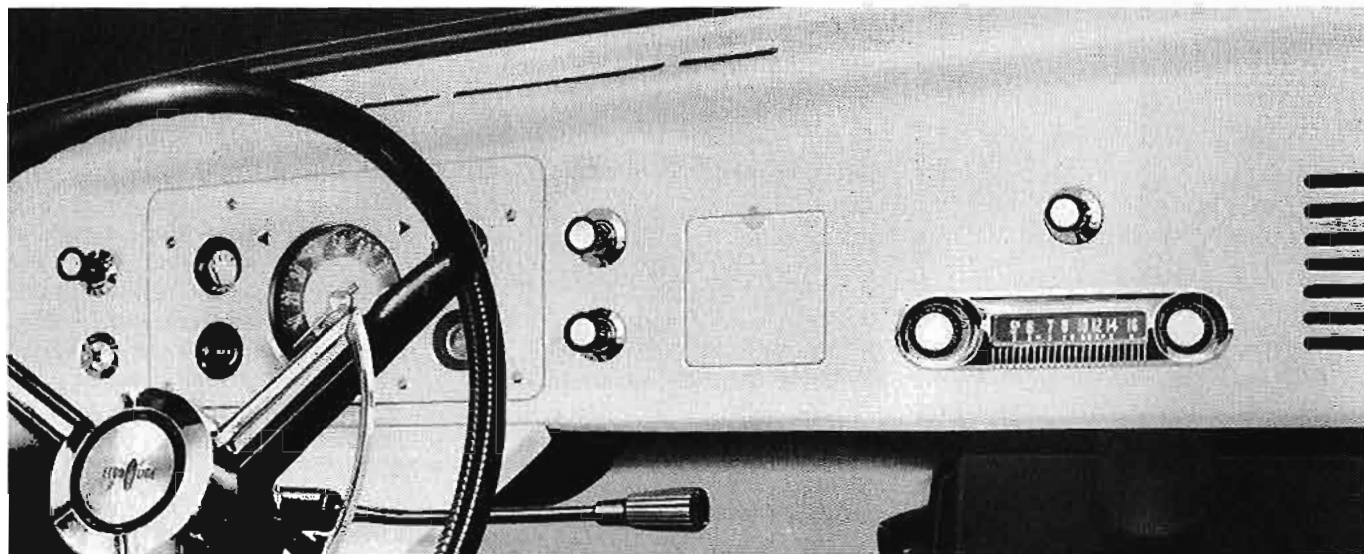
To open the side windows, crank the window regulator handle forward. To close, crank the handle rearward.

The Bus has two windows at each side which may be opened for ventilation. To open, release the catch and press window outward to the limit of the retaining latch. To close, pull window latch inward until the window is fully closed. Press the catch inward to lock.

TAILGATE

To lower the tailgate on the Pickup, remove the tailgate latch hook from each side of the tailgate, and then lower it to a horizontal position. To raise and lock, lift the tailgate and insert the tailgate latch hook at each side.

The optional short tailgate, in addition, may be lowered to a vertical position to allow the truck to be backed up flush to loading docks. To drop the tailgate, withdraw the two tailgate support hinges from the lower retaining socket in the tailgate.



IGNITION SWITCH

Turning the key in the ignition switch to the ACC (accessories) position permits operation of all accessories and electrical instrument panel gauges with the engine stopped. Turning the key past the ON position to the START position operates the starter and connects the ignition system.

Six



ACCESSORIES
ONLY



ACCESSORIES
AND IGNITION



START
ENGINE

Releasing the key, as soon as the engine starts, allows the switch to disconnect the starter and return to the ON position, making all electrical circuits available for normal operation.

(See Page 14 for information on starting the engine; also Page 7 for checking Oil Pressure Indicator Lights and Generator Charge Indicator Lights)

GAUGES AND INDICATORS

(See illustration of instrument panel on Page 6.)

FUEL GAUGE

The fuel gauge operates when the ignition switch is in either the ACC position or the ON position. The gauge pointer indicates the approximate level of gasoline in the tank. When the pointer indicates F (full), the fuel tank contains its maximum capacity of 14 gallons.



FUEL
GAUGE



OIL
PRESSURE
INDICATOR



GENERATOR
CHARGE
INDICATOR

OIL PRESSURE INDICATOR

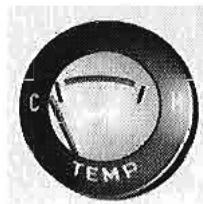
The oil pressure indicator light should glow red as you turn the ignition switch through the ON to the START position. As soon as the engine has started and is running normally, the indicator light should go out, indicating normal oil pressure; however, should the light remain on longer than a few seconds after the engine starts or if it comes on while driving at nor-

mal road speeds, stop the engine and have the engine lubrication system checked.

Make it a practice, when starting the engine, to turn the ignition switch key, pausing momentarily at the ON position. Both the oil pressure indicator light and the generator charge indicator light (described on this page) should glow. If either light fails to come on, the indicator light bulb is burned out, or trouble exists in its electrical circuit.

GENERATOR CHARGE INDICATOR

The generator charge indicator light should glow red as you turn the ignition switch through ON to START position. The light should go out or occasionally flicker as the engine idles. When driving, the light should remain out, indicating that the generator is supplying the proper electrical charge to the battery. If the light should remain on while driving, the generator and electrical system should be checked as soon as possible.



ENGINE TEMPERATURE GAUGE

When the engine is running at normal operating temperature, the temperature gauge pointer will remain about midway between C (cold) and H (hot).

Continual stop-and-go driving, hill climbing, or hauling extra-heavy loads in warm weather, may cause the gauge to indicate a slightly higher than normal engine temperature. Should the gauge pointer swing all the way to the H mark and remain at that position while driving, stop and check the radiator coolant level. (See Page 26—Cooling System Care.)

SPEEDOMETER AND ODOMETER

Your truck's road speed, in miles per hour, is shown on the speedometer. The total accumulated mileage that the truck has been driven is recorded on the odometer.

LIGHTS AND TURN INDICATOR

LIGHTS SWITCH

The LIGHTS switch controls the headlights, taillights, parking lights, instrument panel lights, and the interior light.

To turn on the parking lights and taillights, pull the LIGHTS knob out to the first position.

To turn on the headlights, pull the knob out to the second and final position.

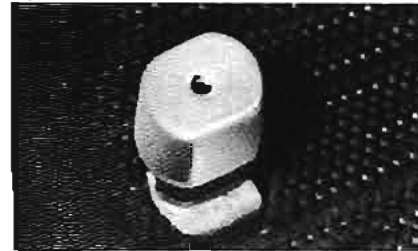
To control the brightness of the instrument panel lights, turn the



knob to the right to decrease the brightness, or to the left to in-

crease the brightness.

To turn on the interior light, turn the LIGHTS knob to the extreme left. The optional rear compartment dome light on the Van or Bus is turned on or off by the same switch.



HEADLIGHT BEAM SELECTOR SWITCH

To raise or lower the headlight beams, press the headlight beam

selector switch with your foot. A small red indicator light, above the 50 mark on the speedometer, glows when the headlights are on "high beam."

TURN INDICATOR LEVER

To signal other drivers that you intend a right turn, push the turn indicator lever upward, and the right-hand front and rear directional lights will flash intermittently. To indicate a left turn, pull the lever operating the left-hand front and rear directional lights downward. After making the turn, the lever will usually cancel automatically. However, less than normal radius curves will require that the turn indicator be cancelled manually. Glance at the right and left turn indicator lights next to the speedometer to be sure that your turn signals have cancelled after completion of the turn.

CONTROLS

CHOKE CONTROL

The choke control enriches the fuel mixture to the engine for starting and maintaining smooth engine operation during the warm-up period. Pulling the choke knob out to the limit provides maximum richness of fuel mixture. The degree of fuel richness is decreased proportionately as the choke knob is pushed in. (See Page 14 for instructions on how to operate the choke control when starting the engine.)



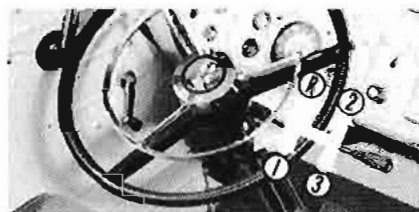
STEERING WHEEL AND HORN

The steering wheel of your Econoline truck is designed to give you the maximum protection in case of

accident. The horn is sounded by pressing the horn button or horn ring on the steering wheel.

GEAR SHIFT LEVER

The gear shift lever is located on the right-hand side of the steering column. Any of the three forward speeds or reverse may be selected from the neutral position following the standard "H" pattern shift motions. (See Page 15 for suggestions on shifting gears and clutching.)



FOOT PEDALS

The clutch pedal and brake pedal are located at the floor directly under the steering column. The

accelerator pedal is located in a convenient position to the right of the brake pedal, allowing a quick, easy foot movement from one pedal to the other.

PARKING BRAKE HANDLE

The parking brake handle is conveniently located at the front of the engine housing. To apply the parking brakes, pull the parking brake handle straight up. To release the parking brakes, turn the handle a quarter turn to the right and push down.



WINDSHIELD WIPERS CONTROL

The windshield wipers are two-speed electric parallel-action

wipers. To operate the windshield wipers, turn the wipers knob to the right, stopping at the first position for low-speed wiper action, or continue turning to the second position for high-speed wiper action.

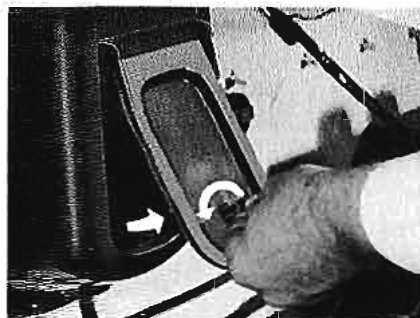
WINDSHIELD WASHER CONTROL

The foot-operated optional windshield washer control is located at the left front corner of the floor. To operate, depress the control with the foot. Two jets of fluid will spray the windshield. Turn on the wipers to clean the glass.

VENTILATING AIR CONTROLS

To admit outside air into the driver's compartment, open the vent door located under the instrument panel in front of the steering column. An optional air vent for the front passenger area is also available.

Additional ventilation can be obtained by opening the front side vent windows.



On the Bus, two windows at each side of the rear compartment may be opened for additional ventilation.

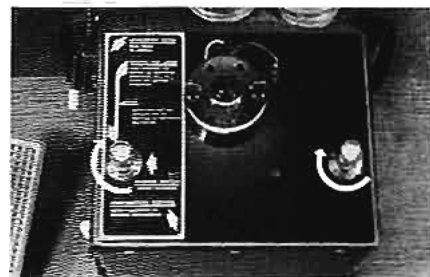
HEATER AND DEFROSTER CONTROLS

Your Econoline truck offers a highly efficient optional fresh air heater. Operating instructions for both heating and defrosting of the windshield are shown on the heater unit.

Heating

- Push the heater air lever forward.

- Turn the temperature control clockwise. The further you turn it, the higher the temperature of the incoming air.

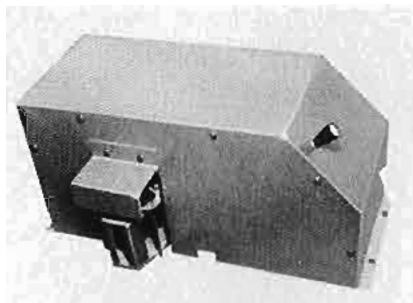


- Turn the blower switch clockwise until desired volume of air circulation is reached.
- The angle of each heater vent can be adjusted to direct the flow of heated air.

Defrosting

To defrost the windshield with the heater in operation, push the defrosting lever down. The heated air is then directed through the defroster louvers at the base of the windshield. Turn both the blower switch knob and the temperature

control knob fully clockwise for maximum defrosting action.



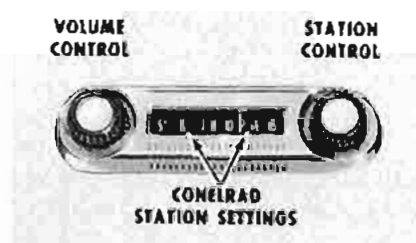
AUXILIARY HEATER

The optional auxiliary gas heater for the rear compartment of the Van or Bus is installed behind the driver's seat. The auxiliary heater is not dependent upon the truck's engine for heat, but is an entirely self-contained heating system which may be operated at any time regardless of the operation of the truck. There are two operating controls for this heater: the operating and fan control knob, located on the instrument panel above the radio dial, and the temperature control lever, located at the top of the heater unit.

To place the heater in operation, turn the operating and fan control knob clockwise from the OFF position. Wait two minutes for the heater to reach full heat. Then continue to turn the operating fan control knob clockwise until the fan or blower delivers the desired amount of warm air from the unit.

The temperature of the circulated air from the unit is controlled by the temperature control lever at the top of the unit.

To turn the auxiliary heater off, turn the operating fan control knob fully counter-clockwise to the OFF position.



RADIO CONTROLS

The optional Economy Console Radio provides distortion-free re-

ception and is fully transistorized for low battery drain operation.

To Operate:

- Turn the volume control clockwise to turn on the radio and adjust volume.
- Turn the station selector knob to the desired station.
- Turn the volume control to its counter-clockwise limit to turn the radio off.

(The antenna mounted at the right forward front panel of the truck should be extended to its maximum height for maximum signal strength.)

The tuning dial of this radio has two small triangular marks located at 640 and 1240 kilocycles. These marks indicate the Conelrad station settings which are reserved for the Office of Civilian Defense emergency information. *In case of a national emergency endangering your life or property, all commercial stations are required to go off the air. Conelrad will broadcast information vital to your safety on either or both frequencies indicated on the tuning dial.*

SEATS AND SEAT BELTS

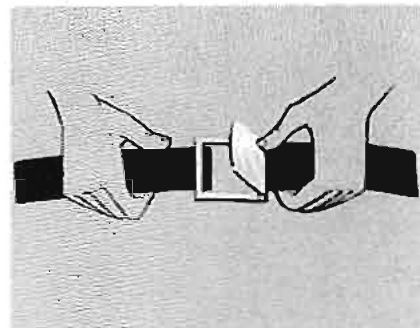
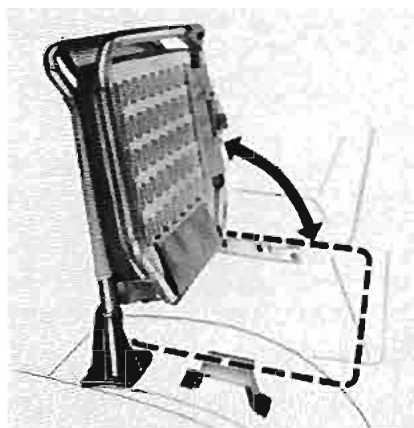


DRIVER'S SEAT ADJUSTMENT

The lever at the lower front of the seat unlocks the seat for adjustment. To adjust the seat position, press the lever toward the driver's door, then hold it while you slide the seat forward or backward to the desired position. Release the lever to lock the seat at that position.

FRONT PASSENGER FLIP SEAT

The optional flip seat in the Van or Bus hinges at the right side of the driver's compartment and latches to the side of the engine cover. The seat may be unlatched and pivoted rearward to allow access to the rear compartment. The seat also may be removed by unlatching and lifting upward from its hinge.

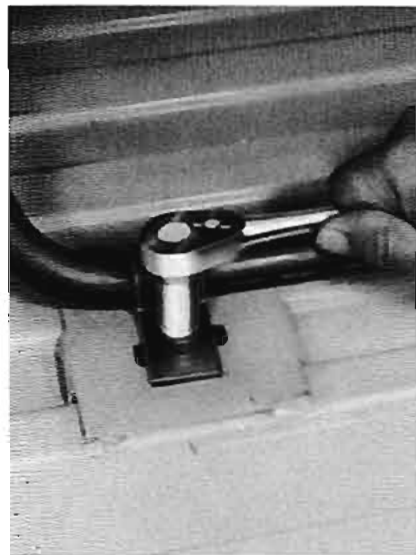


SEAT BELTS

Ford's seat belts are available as optional equipment on all Econoline truck models to provide an extra measure of safety.

To fasten the seat belt, first make sure the two halves of the seat belt are not twisted or reversed. Then slide the end of the belt through the buckle and pull it tightly enough for safety without restricting your comfort. To unfasten the seat belt, open the buckle and slide the other end of the belt out.

REMOVAL AND INSTALLATION OF REAR COMPARTMENT SEATS (BUS MODEL)



The optional rear compartment passenger seats on the Bus can be removed and replaced in the same manner. Each seat is fastened to the floor of the Bus by four clamps

secured by a "T" headed bolt, a lock washer, and a nut. The "T" head of each bolt fits into a socket located in the floor.

To remove either rear compartment seat, loosen the nut holding each clamp with a 9/16-inch socket wrench. Remove each nut, lock washer, and clamp. Twist the bolts to the left and lift each one from the socket in the floor. The seat then may be removed. Store the nuts, lock washers, clamps, and bolts in the truck's glove box or another secure place.

To re-install either rear compartment seat, first put the seat in position. Place each "T" headed bolt in its socket and turn it to the right to engage the retaining lips of the socket. Place each clamp in position over the seat support rails and a lock washer on each bolt. Start the nut on each bolt until finger tight, then tighten securely with the 9/16-inch socket wrench.

Store the seats in a dry area



when not in use. To save unnecessary cleaning when seats are installed, cover the seats with a fabric or plastic to protect them from dust or dirt when in storage.

Don't start or run the engine in a closed or poorly ventilated building. The engine's exhaust gases contain poisonous carbon monoxide which can endanger your health or life if breathed steadily for even a few minutes.

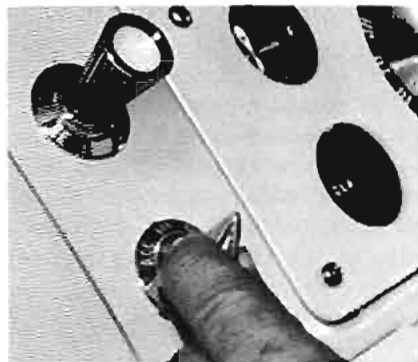
BEFORE STARTING THE ENGINE

Always place the gear shift lever in its neutral position before operating the ignition switch—this avoids the danger of a sudden, unexpected motion of the truck when the engine starts and eliminates the unnecessary load on the starter motor.

Always turn the ignition switch momentarily to the ON position to make sure that both the oil

OPERATION

pressure and the generator charge indicator lights are operating.



STARTING THE ENGINE

If the engine is cold, depress the accelerator pedal slightly and pull the CHOKE knob out all the way, then release the accelerator pedal. If the engine is warm, pull the CHOKE knob out partially, if needed.

Turn the ignition key to the ON position, turn and hold the key at

the START position until the engine starts, then release the key. After the engine starts, adjust the CHOKE knob, if required, to keep the engine operating smoothly.

When the temperature gauge pointer moves into its normal operating range, push the CHOKE knob in all the way. Driving with the CHOKE knob out only reduces your truck's gasoline mileage.

To start a "flooded" engine, depress the accelerator pedal to the floor and hold in this position. (Do not pump the pedal.) Turn the key and hold at the START position until the engine starts—then release the key. When the engine starts, release the accelerator pedal.

PUSHING THE TRUCK TO START ENGINE

Should it ever be necessary to start the engine by having the truck

pushed, make sure that the front bumper of the vehicle that's going to push will not lock-up with or damage the rear sheet metal or rear projections of your truck.

To start the engine by having the truck pushed: Push down the clutch pedal and shift the transmission into high gear. When your truck's speed reaches 5 mph, turn the ignition switch to ON. Then slowly release the clutch pedal and hold the accelerator pedal halfway down until the engine starts.



Don't attempt to tow your truck to start the engine! The sudden forward surge that often occurs when the engine starts could damage both your truck and the tow truck.

If it should be necessary to tow your truck to a garage for repairs, make sure that the tow chains are fastened only to the front bumper arms between the body and the bumper. Before towing, be sure the gear shift lever is in neutral and the parking brake is released.

SHIFTING GEARS

The Econoline manual-shift transmission has three forward gears and a reverse gear controlled by a standard "H" pattern gear shift lever on the steering column.

Be sure you push down the clutch pedal all the way before shifting gears to avoid clashing and chipping the gears. For the same reason, shift to either first or reverse only when the truck is fully stopped.

At low speeds and in stop-and-go traffic, you'll find the engine more responsive to acceleration when you first downshift to second gear. To reduce the possibility of stalling the engine when climbing hills or steep grades, shift to second or first gear. To maintain safe speeds on steep downgrades, and to help save the brakes, shift to second or first gear before you start down.

Don't rest your foot on the clutch pedal except when you're ready to shift gears. A clutch pedal becomes prematurely worn or completely ruined by "riding" it. "Slipping" the clutch by letting out the pedal just enough to hold the truck on a hill will eventually cause clutch wear and damage.

NEW TRUCK BREAK-IN

To maintain the high standard of performance and economy of your new Econoline truck, special attention should be given to the method of break-in driving, especially for the first 1000 miles. It's not necessary to drive your truck continually at low road speeds—in fact, it is beneficial to the engine and drive-line components if you vary the speed occasionally up to 40 mph. Do not drive steadily at speeds faster than 40 mph for the first 1000 miles. Don't race the engine, nor drive unnecessarily fast in low gears.

Get the feel of the brakes by first making a few gradual stops at various speeds. Avoid if possible making sudden or fast stops during the first 100 miles. This will allow your brakes to "seat" properly and deliver maximum braking power should an emergency stop be required. To help reduce brake lining wear or glazing of the brake linings

—do not "ride" the brake pedal with your foot. Apply the brakes only when you intend to slow or stop the truck completely.

Following a carefully planned break-in period will result in smoother operation, more economical performance, and longer service for your truck.

At the completion of your truck's first 1000 miles, arrange with your Ford Dealer for your 1000-Mile Inspection.

ECONOMY IN OPERATION

Your Econoline truck is designed and built to provide exceptional operating economy. To take full advantage of the economy in operation offered by your new Econoline truck, observe the recommended practices of large truck fleet operators who have made a science of keeping operating costs to a minimum.

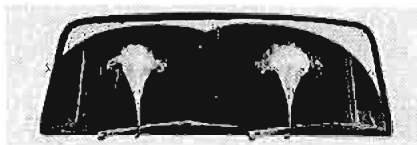
Preventive Maintenance:

- Keep your truck in good running order, ahead of trouble. (Follow the maintenance schedule on Pages 23, 24 and 25.)

Proper Operation—Good Economy Driving

- Do not make fast "get-aways."
- Do not pump accelerator in "cold" starts.
- Do not drive with erratic speeds.
- Do not drive for long periods in low gears unless required by grade and load.
- Do not load your truck beyond its rated capacity. (See Page 28 for capacity ratings.)

FORD ECONOLINE ACCESSORIES



WINDSHIELD WASHERS

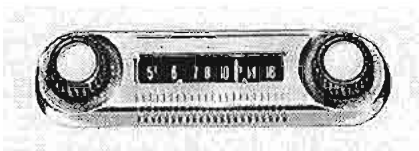
For clear vision at all times!

Ford's windshield washer, designed specifically for your Econoline truck, is always ready for instant action. Just press the washer control with the foot and twin jets of water spray the windshield.

RADIO

A supreme quality instrument!

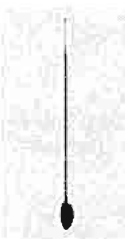
Ford's Economy Console Radio gives you the finest reception and highest quality of any radio you can buy for your Econoline truck. Transistor-powered for low bat-



tery drain and reliable performance. Its clean audio response and efficient automatic volume control system insure your maximum listening pleasure wherever you drive.

ANTENNA

Designed to match the electrical characteristics of the Economy Console Radio and provide maximum signal pickup. Antenna height can be extended for reception in areas remote from broadcast stations.



HEATER—DEFROSTER

Drive in comfort—even on the coldest mornings!

Designed specifically for your Econoline truck to provide the optimum in fresh air heat and quick, efficient eye-level defrosting of the wind-

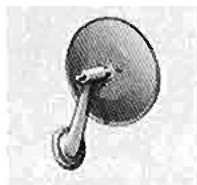


shield. Convenient, easily operated controls let you select the temperature and fresh warm air circulation you desire.

OUTSIDE REAR VIEW MIRROR

For greater rearward vision!

Ford's distortion-free outside rear view mirror makes rear viewing clear and sharp, providing a wide view of the traffic coming up behind; available in both left-hand and right-hand mountings.



WHEEL COVERS

Styled to enhance the appearance of your Econoline truck!

All stainless steel wheel covers add the extra sparkle of bright-metal that lends distinction to your truck's appearance.



MAINTENANCE

Proper maintenance of your Econoline truck is an important factor in maintaining continued satisfactory performance of your truck. Following the prescribed maintenance schedules listed in this section of the manual will keep your truck in top condition and result in lower maintenance costs.

DAY-TO-DAY CARE

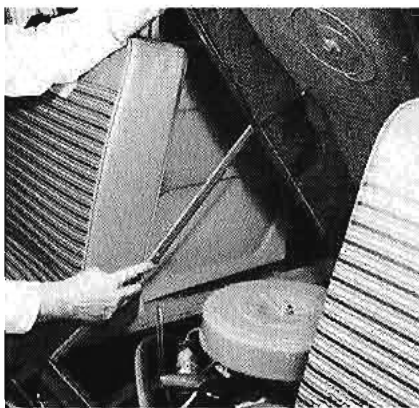
Each day before you first drive the truck make the following preventive maintenance checks:

- Inspect the tires and check tire pressures.
- Check the operation of all lights.
- Check both windshield wiper blades and wiper operation.
- Check the windshield washer reservoir fluid level and washer operation.
- Wash all windows. Do not wipe them with a dry cloth.

When Refueling

- Fill the gas tank up to the full mark. (Reduces moisture condensation in gas tank.)

- Check the engine oil level.
- Check the radiator coolant.
- Check the battery water level.



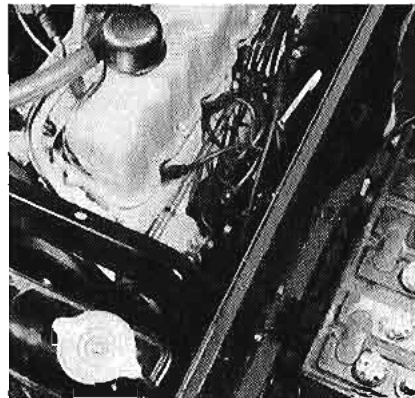
Engine Cover

To raise the engine cover, unfasten the two clasps at the forward end of the cover. Then raise the cover until its over-center support arm locks in place. You may have to push the center of the arm rearward to lock it securely.

To lower the cover, hold it up while you pull the support arm forward to unlock it. Then lower the cover and fasten the two clasps.

Checking Engine Oil Level

To check the engine oil level, wait until the engine has been stopped for a minute or two, and then remove the oil level dipstick, wipe it clean, and put it back in the tube. Pull it out again without turning it. If the engine crankcase has sufficient oil, the oil level on the dipstick will fall between the marks **FULL** and **ADD OIL**.



To add engine oil, remove the oil filler cap and pour the required amount of oil into the oil filler tube. (See Lubricant Recommendations on Page 23.)

Checking the Radiator Coolant Level

Be careful of escaping steam or hot water when removing the radiator filler cap, especially if the engine is overheated.

Remove the radiator filler cap by twisting the cap to the left and lifting it off. The coolant level should be kept just below the bottom of the radiator filler neck. Don't overfill! (See further instructions on Cooling System Care on Pages 26 and 27.)

Checking Battery

Do not allow flames or sparks to be brought near the battery openings. Explosive gases produced during normal battery operation may be present at these openings and could be accidentally ignited.

The battery, located behind the driver's seat and enclosed in a protective box, is accessible by removing the protective box rearward.

To check the battery fluid level, unscrew each filler cap from the top of the battery. If the fluid level is below the ring in the bottom of the filler well, add distilled water to bring the level up to the ring. Don't overfill the battery.



During hot dry weather, the battery fluid level should be checked frequently.

During freezing weather, always drive at least five miles after add-

ing water to the battery to allow the water to mix thoroughly with electrolytic fluid. Otherwise, the water may freeze, causing damage to the battery. (See Page 28 for details on Battery Care.)

Checking Windshield Washer Reservoir Fluid Level

The windshield washer reservoir is located under the right-hand side of the dash panel. If the level of fluid is low, fill the reservoir with water and the recommended proportion of FoMoCo All-Weather Windshield Washer Solution. Follow the instructions on the solution container.

Checking Tire Pressures

For proper inflation, the pressure for both front and rear tires should be 28 pounds (cold). The spare tire, located at the right rear-quarter of the truck, should also carry 28 pounds pressure. (See Pages 20 and 21 for details on Wheel and Tire Care.)

APPEARANCE MAINTENANCE

Your Econoline truck's new appearance is easy to maintain. Regular care of your truck's durable Diamond Lustre Paint, bright-metal finishes, and interior trim will add to your truck's resale value at trade-in time.

Washing the Truck

Wash your truck often and thoroughly with warm or cold water. Avoid washing either the exterior or interior painted surfaces with hot water, harsh detergents, or strong soaps. Wash the exterior painted surfaces and metal trim more often when truck has been exposed to salted roads or salt air. Do not wipe dust or dirt from a dry finish—this will scratch the paint.

Check and clean out the drain holes at the bottom of the doors and body panels so that they remain free to let rain and wash water drain out.

Polishing the Truck

The Diamond Lustre Finish of your Econoline truck is the most durable finish offered on any motor vehicle. Under normal conditions, it will never need waxing. However, it can, in time, become dull from accumulated dirt. And it can be damaged by corrosive elements (tree sap, industrial fly ash, bird droppings, salt deposits, etc.) that may fall on and cling to the surface of the paint. These undesirable elements can be prevented from getting a toe-hold on your truck's finish by applying an automobile polish, such as one of the high-quality FoMoCo polishes, immediately after you've washed the truck.

Metal Trim Care

The bright-metal trim on your Econoline truck can be kept bright and rust-free by washing corrosive elements from the surface. A mild soap may be used for cleansing injurious elements from the finish. Use FoMoCo Chrome Cleaner to restore the original lustre but do

not use steel wool or strong abrasive materials.

Cleaning Seat Upholstery

Dust the vinyl plastic seat upholstery with a damp cloth. To wash, use warm water and a mild soap, and then wipe dry. If badly soiled, wash with FoMoCo Interior Trim Cleaner. Only cleaning fluid recommended for vinyl plastic surfaces should be used.



TIRE AND WHEEL MAINTENANCE

Your Ford Dealer and most all gasoline service stations are equipped to handle the repair of tubeless tires, which are standard equipment on your Econoline truck. Proper care of your tires is

important to your safety and has a direct bearing on maintaining the low maintenance cost of your Econoline truck.

For Maximum Tire Life

- Check the tires for proper inflation regularly.
- Have the tires inspected for nails or sharp stones each time your truck is lubricated.
- Avoid scrubbing the tires against curbs, and avoid holes in the road.
- Slow down on curves.
- Brake gradually to avoid skidding and start up gradually to avoid spinning the wheels.

Proper Tire Inflation

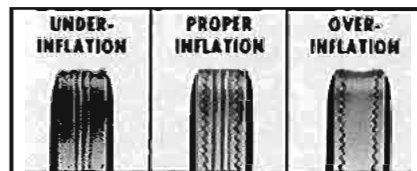
The correct air pressure for all the tires, including the spare, on your Econoline truck is 24 pounds when cold. If you expect to do much high-speed driving, or if the truck is to be heavily loaded, add 4 to 6 pounds to the recommended pressure. Since the tire pressures

normally build up several pounds after the truck has been driven at moderate or high speeds for a few miles, always check the pressures when the tires are relatively cold. Don't reduce the pressures when the tires are warm.

Results of Improper Inflation

Overinflation

- Wears out center of tire
- Hard ride
- Poor traction
- Breaks fabric
- Excessive tire wear offsets gas economy



Proper Inflation

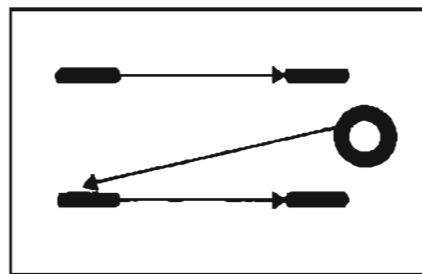
- Even wear
- Longer tire life with good gas economy

- Good ride
- Good traction

Underinflation

- Uneven wear at edges
- Runs hot
- Loosens cord
- Blowouts
- Reduces gas economy

Cross-Switching Tires



To equalize tire wear, cross-switch all five tires every 4000-8000 miles of driving, following the diagram for cross-switching as shown on this page.

Changing a Tire and Wheel

- Set the parking brake and block the diagonally opposite wheel.
- Remove the jack, handle, wheel nut wrench and the spare tire from the truck.
- With the flat end of the wheel nut wrench, pry off the hub cap.
- With the wrench loosen the wheel nuts two or three turns, but do not remove any of the wheel nuts until the truck is on the jack.
- If changing a front wheel, place the jack on the ground under the front axle near the wheel to be changed. Or, if changing a rear wheel, place the jack under the rear axle.
- With the jack in place, insert the jack handle, and crank the handle clockwise to raise the truck until the tire clears the ground.
- Remove the wheel nuts and remove the wheel.
- Replace the wheel and tighten

all the nuts alternately and evenly, and then operate the jack to lower the truck slowly to the ground.

- Check each wheel nut again to make sure it's tight, and then install the hub cap and store the jack and wheel nut wrench under the driver's seat.

Wheels

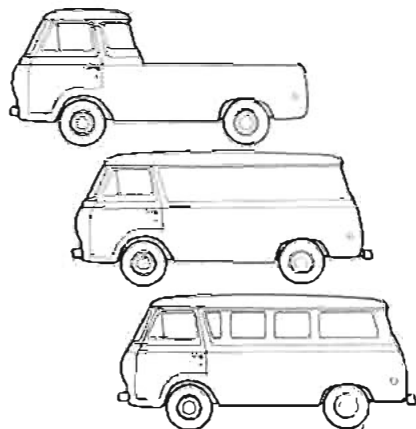
Wheel nuts should be inspected and tightened periodically. Loose wheel nuts can cause shimmy and vibration and, if neglected, can become dangerous, especially at high speeds.

It is important that the front wheel bearings be repacked with fresh lubricant and adjusted at each 12,000-mile interval.

Correct front wheel alignment and proper adjustment of the steering linkage should be maintained at all times for safety and also economy of operation. Improper steering and often excessive front tire wear are indications that an immediate front wheel alignment and steering system check should be made.

Front wheel alignment inspection and adjustment should be performed only on an unloaded truck. Specialized equipment for this operation is maintained by your Ford Dealer. (Front wheel alignment specifications are listed on Page 31 of this manual.)

Proper front wheel balance is important to the life of your front tires. Unbalanced front wheels and tires can cause excessive tire wear and excessive front-end vibration at high speeds. Your Ford Dealer is equipped to provide this wheel balancing service.



MAINTENANCE AND LUBRICATION GUIDE

INTERVAL	OPERATION	LUBRICANT
After Each 1000 Miles	Lubricate Front Axle Spindle Bolts	Chassis Lubricant
	Lubricate Steering, Clutch, and Gear Shift Linkage	Chassis Lubricant
	Lubricate Drive Shaft Universal Joints	Chassis Lubricant
	Lubricate Clutch and Brake Pedals	Engine Oil—SAE 10W
	Lubricate Front Spring Leaves	Dripless Penetrating Oil
After Each 4000 Miles	Change Engine Oil and Replace Oil Filter	<p>Certified Sequence-Tested Engine Oil—</p> <p>SAE 40 for prevailing temperatures above 100° F</p> <p>SAE 30 between 32° F and 100° F</p> <p>SAE 20 or 20W between 10° F and 32° F</p> <p>SAE 10W between —10° F and 10° F</p> <p>SAE 5W* for prevailing temperatures below —10° F</p> <p>*Sustained speeds above 65 mph should be avoided when using SAE 5W engine oils.</p> <p>Certified sequence-tested engine oils are described on their containers by such phrases as: <i>meets, excels, exceeds, or has proven superior in the test requirements, test sequences, MS Service tests, standards, and service requirements of automotive manufacturers, automakers, car makers, or car manufacturers for MS Service or Service MS.</i></p>
	Check Manual-Shift Transmission Lubricant Level	Mild E. P. Gear Oil—SAE 80
	Check Rear Axle Lubricant Level	Ford Hypoid Gear Lubricant COAZ-19580-A (SAE 90). Equivalent substitute rear axle lubricants must conform to Ford Specification M-2C34.
	Check Brake Master Cylinder Fluid Level	Heavy-Duty Brake Fluid
	Check Steering Gear Lubricant Level	Ford Steering Gear Lubricant B8A-19578-A. Equivalent substitute steering gear lubricants must conform to Ford Specification M-4738.
	Check Tire Pressures	
	Check Operation of All Lights and Driving Controls	

Maintenance and Lubrication Guide—Cont'd

INTERVAL	OPERATION	LUBRICANT
After Each 4000 Miles (continued)	Lubricate Accelerator Linkage	Engine Oil—SAE 10W
	Lubricate Door Latch Striker Plates	Stick Wax
	Lubricate Door Locks	Ford Lock Lubricant B4A-19587-A
	Perform 4000-Mile Engine Tune-up (except where 12,000-Mile Engine Tune-Up is required) Clean, adjust, and test spark plugs Check battery state of charge Check and adjust distributor breaker point dwell Check and adjust ignition timing Adjust accelerator pump link to seasonal position Check and adjust engine idle speed Check and adjust idle fuel mixture Check and adjust valve lash	
	Clean Crankcase Breather Cap	
After Each 4000-8000 Miles	Cross-Switch Tires	
After Each 8000 Miles	Clean Body and Door Drain Holes	
	Lubricate Door and Window Weatherstrips	Ford Silicone Lubricant COAZ-19553-A or COAZ-19553-B
	Check and Adjust Steering Gear Preload	
After Each 12,000 Miles	Lubricate Door Latch Rotors	Engine Oil—SAE 10W
	Lubricate Door and Tailgate Hinge Pivots	Engine Oil—SAE 10W
	Lubricate Heater and Air Control Pivots	Engine Oil—SAE 10W
	Lubricate Heater Defroster Detent	Lubriplate
	Lubricate Speedometer Cable	Ford Speedometer Cable Grease B5A-19581-A
	Clean, Repack, and Adjust Front Wheel Bearings	Wheel Bearing Grease

Maintenance and Lubrication Guide—Cont'd

INTERVAL	OPERATION	LUBRICANT
After Each 12,000 Miles (continued)	Check Headlight Alignment	
	Check Exhaust System for Leaks	
	Check Rear Axle U-Bolt Torque	
	Check Shock Absorber Mountings and Bushings	
	Check Rear Spring Eye Bushings	
	Check Condition of Brake Linings	
	Perform 12,000-Mile Engine Tune-Up Replace spark plugs Check compression of each cylinder Check and adjust drive belt deflection Clean fuel pump sediment bowl Replace fuel filter Check and adjust carburetor fuel level Clean distributor cap and rotor Lubricate distributor cam and bushing Clean battery cables and terminals Check battery state of charge Clean positive crankcase ventilation system Check and adjust spark advance Perform spark intensity test of each spark plug wire Check fuel pump pressure and capacity Clean carburetor air cleaner Inspect radiator, hoses, and engine for coolant leaks Adjust accelerator pump link to seasonal position Check and adjust engine idle speed Check and adjust idle fuel mixture Check and adjust valve lash	
After Each 24,000 Miles	Replace Carburetor Air Cleaner Element*	

*Replace more frequently (after each 12,000-18,000 miles) in extremely dusty or sandy areas.

COOLING SYSTEM CARE

Frequent inspection of the engine's cooling system is important. Like other recommended maintenance operations, it can have a direct bearing on the cost of operating your Econoline truck. A careful inspection of the cooling system can reveal minor details that can be quickly corrected, but which, if overlooked or neglected, can result in perhaps a costly repair of either the engine or its cooling system.

Check the radiator coolant level each time you stop for fuel or if the engine temperature gauge needle remains at the "H" (hot) mark while driving.

While you're checking the radiator coolant level, inspect the front of the radiator and remove any bugs, leaves, papers, etc., that might restrict the flow of air through the radiator and cause overheating. These obstructions can be blown out from the rear with an air hose.

Inspect the radiator for leaks, and check for any coolant dripping from the hoses. If there are leaks at

the hoses, tightening the hose clamps will often stop them.

The cooling system should be drained at least twice each year, preferably just before summer and winter. Complete draining requires opening the drains at the bottom of the radiator and on the engine cylinder block. Drain and discard the anti-freeze that was used during the winter. If the drained coolant appears to be very dirty, clean the system with FoMoCo Regular or Heavy-Duty Cooling System Cleanser. Be sure to follow the instructions printed on the cleanser container. Close all the drains when you've finished the job.

In warm weather, fill the radiator with clean water and the right amount of high-quality rust inhibitor. FoMoCo Rust Inhibitor will give your truck's cooling system the protection it needs.

In cold weather, use clean water and good anti-freeze in the correct proportions for the expected temperatures in your area. Always use new anti-freeze, and don't mix methanol anti-freeze with the per-

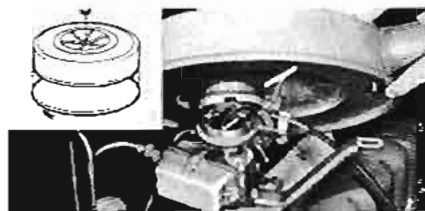
manent type in the cooling system. When you install FoMoCo Anti-Freeze (methanol or permanent), it's not necessary to add rust inhibitor to the cooling system, as either type of anti-freeze will protect the radiator and engine against rust.

Check the condition of the fan belt, and have it replaced if it appears to be frayed, cracked, or otherwise worn. A broken fan belt can cause serious overheating and possible damage to the engine. A loose fan belt, or one that is too tight, should be adjusted so that it deflects about $\frac{1}{2}$ inch when you press it with your thumb about halfway between the generator and water pump pulleys.

CARBURETOR AIR CLEANER CARE

To clean the air filter element, remove the wing nut from the cover of the air cleaner, then lift off the cover and remove the element. Strike the sealing surfaces of the element squarely against a flat surface. Don't tap it hard enough to deform the element. And don't immerse it in cleaning solvent. You can also clean the ele-

ment by blowing clean compressed air through the element from the inside out. If the element cannot be cleaned properly, replace it with a new one. To clean the air filter body, remove the nut from the



side support bracket. Turn the "T" handle clamp bolt counterclockwise. Lift the air cleaner body off the carburetor. With the air filter element removed, wash the air-cleaner body and wipe dry. Install the air cleaner body and air filter element.

FUEL FILTER CARE

It's important that you have the fuel filter replaced regularly to prevent dirt and other foreign matter getting through to the carburetor and engine.

BRAKE SYSTEM CARE

The brakes should be periodically

checked and adjusted according to the procedures given in the 1961 Ford Econoline Truck Shop Manual. Your Ford Dealer is properly equipped to handle all brake service that may be required on your truck.

ELECTRICAL SYSTEM CARE

Headlight and Lamp Replacement

Your truck's 12-volt headlights are of the sealed-beam type with lens, reflector, and filament assembled in a single, sealed unit. All the other lights in the truck consist of individual lamps which can be removed from their reflectors or sockets.

Your Ford Dealer can supply new replacement lamps which can be quickly and easily installed. Use only 12-volt replacement lamps of the recommended wattage or candlepower. You'll find lamp specifications for all the lights in your truck listed on Page 31 of this manual.

When a headlight is replaced, the new lamp should be adjusted to aim it properly on the road. Your Ford Dealer has the equipment required for chocking and

aiming the beam to provide maximum light without blinding oncoming drivers.

To Remove Lamps for Replacement

Headlight lamp

- Remove 4 screws holding the headlight door.
- Remove 3 screws holding the lamp retaining ring.
- Remove the lamp from the socket.

Parking and turn signal lamps

- Remove 2 exposed screws and lens. Then remove the lamp.

Dome lights

- Remove 2 exposed screws and lens. Then remove the lamp.

Taillight, stoplight, rear turn signal light and license plate light

- Remove 3 exposed screws and lens. Then remove lamp from its socket.

Fuse Replacement

The electrical circuits of your truck's electrical system are protected by circuit breaker or replaceable, glass-enclosed, cartridge-type fuses. All fuses are located on the fuse panel which is attached to the rear of the

headlight switch.

When replacing a fuse, use only a new fuse rated according to the specifications on page 30 of this manual. Your Ford Dealer can help you in replacing a fuse and checking the electrical system.

Battery Care

Check the fluid level of the battery frequently, in accordance with instructions on page 19.

Have the battery's charge checked frequently, especially in cold weather, to make sure there's power to operate the starter.

Keep the battery cables and terminals clean, and make sure that the cables are tightly clamped to the terminals. Corroded terminals or loose cable clamps may cause a discharged battery. Corrosion can be removed with a solution of baking soda or ammonia and water. Then coat these parts with grease to retard further corrosion.

Spark Plugs Care

Under normal driving conditions, the spark plugs should be cleaned and inspected after each 4000 miles of operation.

When you remove the wires

from the spark plugs, grasp the boot on the end of each wire where it covers the spark plug insulator, and rotate it to break the seal. Don't pull the wires to remove them.

Don't let dirt get into the spark plug holes as you remove the plugs. Blow all accumulated dirt out of the plug wells in the cylinder heads, and then remove the plugs from the wells.

After cleaning each spark plug, inspect it carefully. If the porcelain is cracked or broken, or the electrodes are badly pitted, replace the plug. If necessary, file the tips of both electrodes. They should have clean, flat surfaces for good firing.

Check the gap width between the electrodes with a wire feeler gauge. The gap should be 0.032-0.036 inches wide. All gap width adjustments should be made by bending the ground electrode only.

Distributor Point Care

The distributor points should be inspected, cleaned or replaced, and adjusted at least every 4000 miles of normal operation. Distributor points with badly burned contacts

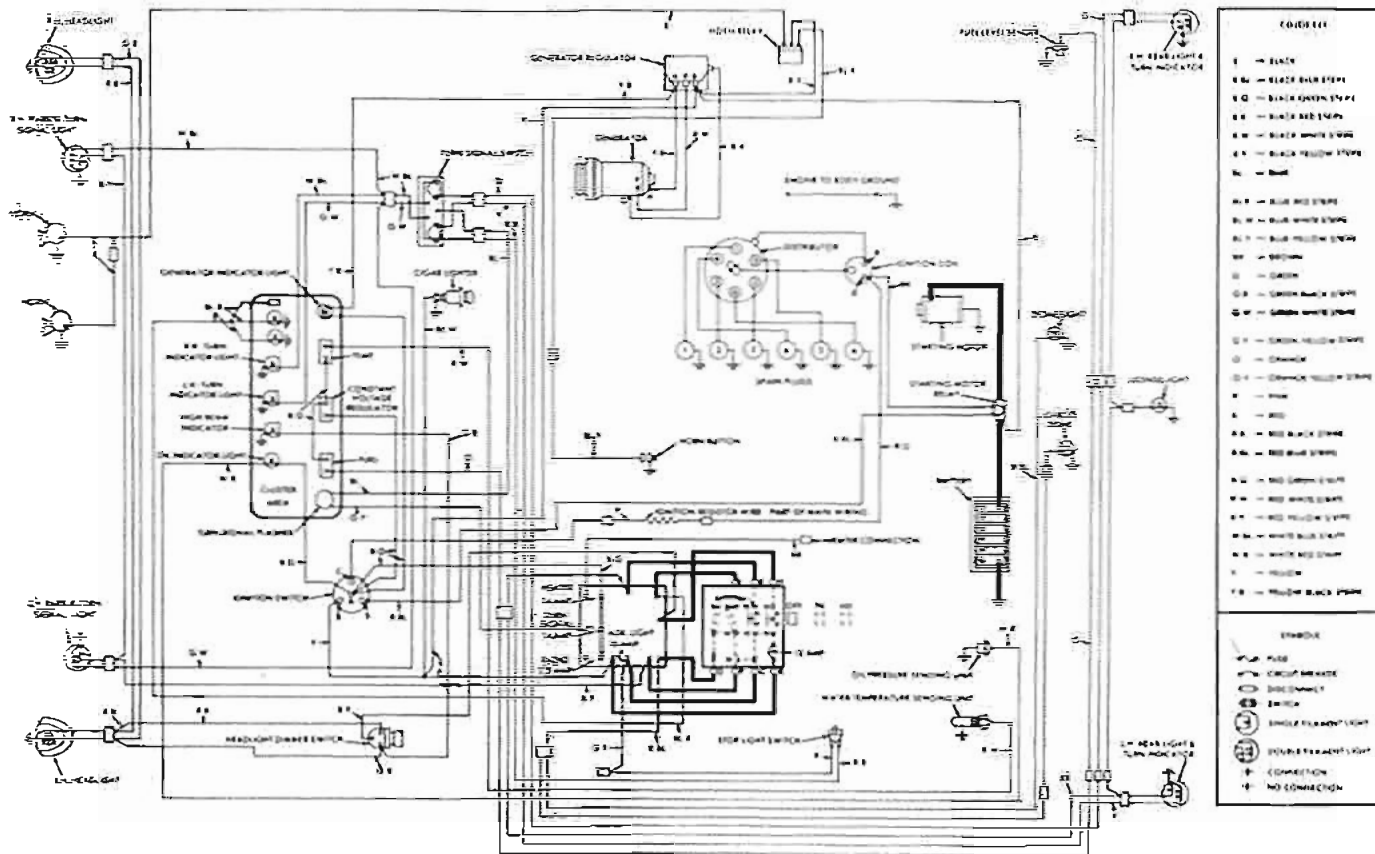
or excessive metal transfer between the points should be replaced.

When new distributor points are installed, they must be properly aligned and adjusted. To do this correctly, it's often necessary to remove the distributor from the engine when replacing points. The movable points must meet the stationary point squarely and exactly on center. Misaligned points will affect the engine operation and will burn rapidly. Each time the distributor points are replaced or adjusted, the ignition timing should be checked. An ignition timing "strob" light is needed to perform this operation. Your Ford Dealer is fully equipped to handle all engine electrical system needs.

ENGINE TUNE-UP CHECKS AND ADJUSTMENTS

A complete engine tune-up requires special service equipment and specifications, and must be performed following the procedures described in the 1961 Ford Econoline Truck Shop Manual. Don't attempt making any engine adjustments unless you're familiar with the work to be done and with the procedures to be followed.

ELECTRICAL WIRING DIAGRAM



1961 FORD ECONOLINE SPECIFICATIONS

GENERAL DIMENSIONS

Wheelbase	90 inches
Tread—Front	60 inches
Rear	60.24 inches
Over-all Length	168.36 inches
Over-all Width—Pickup	75.00 inches
Van or Bus	75.76 inches

ENGINE

Bore (Inches)	3.50
Stroke (Inches)	2.50
Piston Displacement (Cubic Inches)	144.3
Taxable (SAE) Horsepower	29.4
Maximum Brake Horsepower	85 @ 4200 rpm
Maximum Gross Torque (Foot-Pounds)	134 @ 2000 rpm
Compression Ratio	8.7:1
Cylinder Firing Order	1-5-3-6-2-4

TRANSMISSION GEAR RATIOS

First	3.27
Second	2.03
Third (High)	1.00
Reverse	3.89

REAR AXLE GEAR RATIOS

Standard	3.50 to 1
Optional	4.00 to 1

SPARK PLUGS

Part Number	B7A-12405-B (F-14-Y)
Thread Size	18 millimeters
Spark Gap Width	0.32-0.36 inch

FUSES (12 VOLTS)

CIRCUIT	LOCATION	FUSE NUMBER
Turn Indicator	Fuse Panel on Lights Switch	SFE-14
Radio (Manual)	Fuse Panel on Lights Switch	SFE-7.5
Rear Parking and Dome Lamps	Fuse Panel on Lights Switch	3AG-15
Heater Fan	Fuse Panel on Lights Switch	SFE-14
Spot Lamp	Cartridge in Feed wire	SFE-14

LIGHTS (12 Volts)

	Lamp Wattage or Candle Power	Lamp Number
Headlight	50-40 watts	6012
Parking and Front Turn Indicator	4-32 cp	1034
Stop, Tail, and Rear Turn Indicator	4-32 cp	1034
Rear License Plate	4 cp	67
Interior	15 cp	1003
Speedometer and Odometer	2 cp	57
High Beam Indicator	2 cp	57
Oil Pressure Indicator	2 cp	57
Generator Indicator	2 cp	57
Radio Dial	2 cp	57
Interior Turn Signal	2 cp	57
Cargo Lamp	15 cp	1003

Distributor

Point gap width 0.024—0.026 inches

APPROXIMATE REFILL CAPACITIES (U.S. Measures)

Cooling System	without heater	8¾ quarts
	with heater	10¼ quarts
Engine Crankcase	without filler replacement	3½ quarts
	with filler replacement	4½ quarts
Transmission		3 pints
Rear Axle		2½—3 pints
Fuel Tank		14 gallons

TUBELESS TIRE PRESSURES (Cold)

	Tire Size and Ply Rating	Pounds	
		Front	Rear
Standard	6.50 x 13—4	28	28
Optional	7.00 x 13—6	24	30

WHEEL NUT TORQUE

55-85 Foot-Pounds

FRONT WHEEL ALIGNMENT (At Curb Load)

Caster	3½° ± ¾°
Camber	¾° ± ¼°
Toe-In	½ inch ± ½ inch

LOAD CAPACITIES

Maximum Payload Capacity

Bus (with second and third seats)	1400 pounds
Van	1600 pounds
Pickup	1650 pounds

Load Volume Capacity

Bus—204 cubic feet (without rear compartment seats)
Van—204 cubic feet
Pickup—73 cubic feet

MAXIMUM GROSS VEHICLE WEIGHT

Standard (all models)	3300 pounds
Optional (all models with heavy-duty springs and shock absorbers)	4100 pounds

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FORD DIVISION FORD MOTOR COMPANY