

OWNER'S MANUAL

Scorline

Falcon

CLUB WAGON

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OWNER IDENTIFICATION

Warranty Number E10FH 862880

Owner Name John O'D. Williams

Owner Address 222 W. Brewery Lane P.O. Box 6391 Raleigh

Purchase Date 9-17-66

Selling Dealer Sanders Motor Company

329 S. Blount St., Raleigh N C
Address

FE 486

Thank you for your purchase of this outstanding Ford product. Since their introduction, Econoline and Falcon compact vehicles have become the most popular units of their type ever produced in this country.

Whatever your use, we are sure that this vehicle will give you exceptional service, because we have carefully designed and thoroughly tested it. We are proud of the Ford reputation for quality.

Our pride in this vehicle extends to the warranty. We warrant this vehicle to you for 2 years or 24,000 miles, whichever occurs first. This warranty appears on pages 2 and 3. A further complete explanation of the warranty appears on pages 4 and 5. We invite you to read it.

Second Printing December 1965—Ford Motor Company



OWNERCARD

IMPORTANT

KEEP THIS CARD IN YOUR VEHICLE AT ALL TIMES
FOR PRESENTATION TO YOUR DEALER'S SERVICE
DEPARTMENT WHENEVER YOU REQUEST SERVICE

E13TH732000

H E130 D89 A 01 33



SERVICE AND WARRANTY IDENTIFICATION CARD

OWNERCARD

In the glove compartment of your vehicle, held by a special clip, you will find a plastic card. This is your OWNERCARD. It contains certain basic information about your vehicle which your dealer will need if you have to return to him for warranty or other service.

Leave the OWNERCARD in your vehicle because your dealer will ask you to present it whenever you request a warranty adjustment. If you lose the OWNERCARD, your selling dealer will arrange to obtain a new one for you.

If you purchased a used Econoline and the warranty period has not elapsed, you should use the OWNERCARD which is in the glove compartment. You don't need a new one. However, if you did not receive an OWNERCARD with your used Econoline, the Ford dealer to whom you go for service will be happy to order one for you at no charge.

WARRANTY

There is no warranty, express or implied, made by either the Ford Motor Company or the selling Dealer on new Ford vehicles except the following direct Company vehicle warranty:

THIS IS YOUR NEW VEHICLE WARRANTY

Ford Motor Company warrants to the owner each part of this Ford vehicle to be free under normal use and service from defects in material and workmanship for a period of 24 months from the date of delivery to the original retail purchaser or until it has been driven for 24,000 miles, whichever comes first. This warranty shall be fulfilled by the dealer (or if the owner of the vehicle is traveling or has become a resident of a different locality, by any authorized Ford dealer) replacing or repairing at his place of business, free of charge including related labor, any such defective part.

This warranty shall not apply to (i) tires or tubes (appropri-

ate adjustments for them being provided by their manufacturers), or (ii) to normal maintenance services (such as engine tune-up, fuel system cleaning and wheel, brake and clutch adjustments), or (iii) to normal replacement of service items (such as filters, spark plugs, ignition points, wiper blades and brake or clutch linings), or (iv) to deterioration of soft trim and appearance items due to normal use or exposure.

This warranty is expressly IN LIEU OF any other express or implied warranty, including any implied WARRANTY of MERCHANTABILITY or FITNESS, and of any other obligation on the part of the Company or the selling Dealer.

For further clarification of this warranty and its liberal coverage, refer to Pages 4 and 5

WARRANTY

BATTERY WARRANTY

The Autolite Battery which is installed in your new vehicle at the time of delivery is guaranteed by Ford Motor Company against defects in material and workmanship for a period of 36 months from the time you purchase the vehicle. This protection varies with the length of time the vehicle has been in use and the mileage the vehicle has been driven as outlined below.

Batteries which fail because of defect during the first 24 months or 24,000 miles, whichever occurs first, will be replaced on a no-charge basis.

Batteries which fail after the first 24 months or 24,000 miles of service, whichever occurs first, will be replaced on a pro rata basis.

This pro rata adjustment provides you with a credit toward the purchase of a new Autolite battery. This credit is based on the number of months remaining in the pro rata period at the time the battery is found defective. For example, if the battery fails during the 25th month of service you will receive 11 months' credit toward the purchase of a new Autolite battery.

If a battery should fail within the first 24 months of service but after 24,000 miles the pro rata adjustment will be based on the number of months in service. For example, if the battery fails during the 20th month of service but after 24,000 miles of driving, then you will receive 16 months of credit.

This pro rata guarantee period applies to normal passenger car-type usage. If your vehicle is used in police or taxicab service, see your dealer for the guarantee period details.

NEW TIRE GUARANTEE

As noted in your New Vehicle Warranty, tires are separately warranted by the tire manufacturer.

The owner identification on the inside front cover serves to identify you, and to indicate the purchase date of your vehicle ownership. Should tire warranty service be required, show this owner information to the tire manufacturer's representative.

Your Ford dealer will assist you in presenting any tire problem to the tire manufacturer's designated field station.

WARRANTY COVERAGE

The warranty coverage of 24 months or 24,000 miles, whichever comes first, applies to the entire vehicle, except tires and tubes which are warranted by their manufacturer. Any part of your vehicle, which is found to be defective in material or workmanship during the warranty period, will be replaced or repaired free of charge by your selling dealer.

Pre-Delivery and First 6000 Miles

Your complete satisfaction is your selling dealer's first concern. He has carefully checked and

EXPLANATION OF THE WARRANTY

prepared your vehicle according to a pre-delivery inspection schedule specified by Ford Motor Company for achieving the highest standards of performance and appearance. If you are not entirely satisfied, return to your dealer immediately for any further inspection, adjustment or alignment that might be required.

These adjustments are a part of your dealer's pre-delivery responsibility and will be performed prior to 6000 miles of service at his expense.

Traveling or Change of Residence

When traveling or if you become a resident of a

different locality, any authorized Ford dealer can honor the New Vehicle Warranty.

Sale of Vehicle Within Warranty Period

If you sell or trade your vehicle while it is still within the New Vehicle Warranty period, all warranty privileges are available to the subsequent owner(s) and continue in force during the unexpired portion of the vehicle's original warranty period. If possible, the subsequent owner should return to your selling dealer for warranty service. However, if this is not practicable, any authorized Ford Dealer can honor the New Vehicle Warranty.

EXPLANATION OF THE WARRANTY

OWNER RESPONSIBILITIES

Corrections Required After 6000 Miles

Depending on your individual driving habits, usage of the vehicle and type of terrain on which the vehicle is operated, additional mechanical and body alignments, adjustments or tightening operations may become necessary. Normally, if conditions requiring these operations are found to exist after your first 6000 miles of service, their correction will be regarded as a part of normal maintenance and such services will be performed at your expense.

Use of Proper Service Products

Reliability, durability, and overall performance of your vehicle is largely dependent upon the use of lubricants and service components that meet Ford specifications. Use of products that do not meet Ford specifications may result in serious damage to vital operating mechanisms.

Use of Non-Ford parts, lubricants or service

products does not, in itself, affect the warranty; but, if such use contributes to the failure of some component on the vehicle, the cost of repairing this and related components is not covered by Your New Vehicle Warranty. Also **not** covered by the warranty is the repair or replacement of any component that has been modified or that is adversely affected by modification of another component.

Normal Maintenance

Normal maintenance services, such as the following, are not covered by the warranty and are performed at the owners expense:

- Scheduled "Quality Car Care" maintenance
- Engine tune up
- Fuel System Cleaning
- Front Wheel Alignment and Wheel Balancing
- Brake and Clutch Adjustments

Also, normal replacement of the following service items will be made at your expense:

- Filters
- Ignition Points
- Wiper Blades
- Spark Plugs
- Brake and Clutch Linings

NOTE: These components are covered by the New Vehicle Warranty. If they have to be replaced *because of a defect in workmanship or material*, such replacement will be made on a no-charge basis.

Paint and other Appearance Items

Imperfections in paint, trim or other appearance items are normally found and corrected during the pre-delivery inspection. If you discover such a flaw after delivery, inform your selling dealer immediately so that he can make the necessary corrections. The warranty does not cover deterioration of soft trim and appearance items due to normal use or exposure.

QUALITY CAR CARE

The quality of maintenance your vehicle receives is just as important as the regularity with which it is serviced. **Quality Car Care** includes both **Quality** and **Regularity** of service. Ford



Motor Company, Ford Dealers, and Ford Service Technicians provide the **Quality**—it is up to you, as an owner, to provide the regularity. Make it a point to bring your vehicle to your Ford Dealer at the specified times, or mileage intervals shown in the Maintenance Schedule on page 56. Ford Dealer charges for Quality Car Care Services are in line with most independent garages, so be sure to give your Econoline the very best—See your **authorized Ford Dealer for service**. The **Maintenance Orders** in the back of this manual make it easy to obtain **QUALITY CAR CARE** on a regular schedule.

After each 6,000 miles, or 6 months of operation—whichever comes first—visit your Ford Dealer and present the applicable **Maintenance Order** for your vehicle, noting any additional work you care to have done at that time. Upon completion of the work your Dealer's verification of the services performed will be shown on the appropriate stub in your manual. This provides you with a permanent "log book" of the

services completed during the period of your ownership.

OWNER'S RESPONSIBILITY FOR MAINTENANCE

As an owner, you are the real Quality Car Care Manager for your vehicle. The twice-a-year maintenance program of the Quality Car Care Plan was conceived to make it easy for you to meet your responsibilities and to help your car retain its value as well as its Total Performance capabilities throughout the time you will be driving it. However, there are certain definite items that only you can control. Although they may seem relatively minor, they can have a profound effect on how reliable your car will serve you and on the prevention of costly repairs. Details of Owner responsibility items are included in the Maintenance section, starting on the next page.

MAINTENANCE

OWNER RESPONSIBILITY ITEMS

To enable you to conveniently locate the instructions for the various operations, each subject is numbered to correspond with the details in the text.

1. Use the right fuel
2. Use the right motor oil
3. Check motor oil level frequently
4. Use the right oil filter
5. Check the engine coolant
6. Check the battery
7. Check tire pressures
8. Vehicle appearance
9. Have the recommended services performed

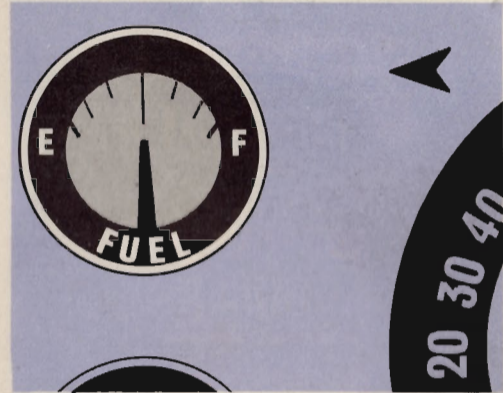
1

Use the Right Fuel

Under most conditions, your engine will operate satisfactorily on "regular" gasoline. If however, your engine "pings" or "spark knocks," your Ford Dealer can adjust the ignition timing or carburetor mixture to correct this trouble.

If you plan to drive your vehicle outside the United States or Canada, ask your travel agent or auto club about the octane rating and quality of gasoline available in the areas you intend to visit. Also, you may find that the octane ratings of "regular" gasoline vary in different parts of **this** country. If it appears that adjustments will be necessary, your Ford Dealer can make them in advance of your trip, if convenient.

Octane (or anti-knock) requirements and fuel mixture requirements can also vary according to extremes of air temperature or altitude



at which you might operate. These changing requirements can be met by ignition timing and carburetor jet size changes which any Ford Dealer can make.

MAINTENANCE



2 Use the Right Motor Oil

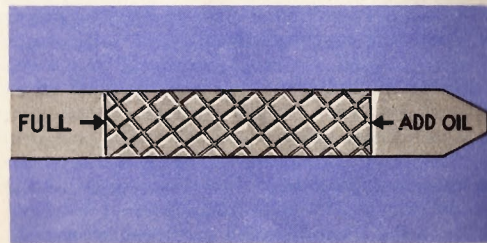
Oil Quality—It is important to use only motor oils which clearly state on the container that they meet or exceed all automobile manufacturers' requirements for engine operating sequence tests for service MS (most severe). As an example, Rotunda 6000-Mile Motor Oil available at Ford Dealers, is a super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

Oil Viscosity—For all seasons, climates, and types of driving, use SAE grade 10W-20W-30.

For easier starting at sustained outdoor temperatures below -10°F. , SAE grade 5W-10W-20 should be used. For sustained outdoor temperatures above $+90^{\circ}\text{F.}$, use SAE grade 20W-30-40.

3 Check Motor Oil Level Frequently

It is important to have the engine oil level checked each time you stop for fuel. If necessary, add oil to maintain the level between the "FULL" and "ADD OIL" marks on the dipstick. Check the engine oil level as the last step during the fuel stop so that the oil



MAINTENANCE

will have time to drain back into the crankcase. Remove the dipstick, wipe it clean, then insert it all the way and remove again to read the level. **AVOID OPERATING THE ENGINE WITH THE OIL LEVEL BELOW THE "ADD OIL" MARK ON THE DIPSTICK.**

Adding Oil — It is normal to add some oil between 6000-mile changes. Requirements will vary with driving conditions, but the addition of one quart each 1000 miles would not be excessive. When adding oil on the road or when Rotunda 6000-mile Motor Oil is not available, select a reputable brand of motor oil which is clearly marked on the container that it meets or exceeds all automobile manufacturers' requirements for engine operating sequence tests for service MS (most severe).

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

4

Use the Right Oil Filter

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

ROTUNDA 6000-MILE MOTOR OIL AND ROTUNDA 6000-MILE OIL FILTERS are available at your Ford dealer. One of the best ways of keeping the **TOTAL PERFORMANCE** built into

your new vehicle is to make sure that the oil and filter installed in your vehicle carry the **ROTUNDA** name. These **ROTUNDA PRODUCTS** are quality controlled by Ford Motor Company to help maintain a continuing high level of performance and dependability in your vehicle.



MAINTENANCE

5 Check the Engine Coolant

When checking the coolant level, be careful of removing the filler cap while the engine is warm. Your vehicle has a "pressurized" cooling system, designed to improve engine efficiency and prevent "boiling-away" of the coolant. Sudden release of this pressure may cause "false boiling," followed by a sudden eruption of hot coolant and steam from the radiator filler neck.

To remove the cap safely: CAREFULLY LIFT THE CAP PRESSURE RELEASE LEVER, IF HOT, USING A PROTECTIVE CLOTH. LET ALL THE PRESSURE ESCAPE THROUGH THE RADIATOR OVERFLOW TUBE. NOW, REPLACE THE CLOTH ON THE CAP AND TURN COUNTERCLOCKWISE UNTIL THE CAP CAN BE FULLY REMOVED.

You should check the level of coolant about once a month. It should be about an inch below the ring inside the filler neck. DO NOT FILL ABOVE THIS LEVEL. If you have to add coolant more than about once a month or if you have to add more than a quart at one time,

COOLANT 1" BELOW RING



have your Ford dealer check the cooling system for leaks or other trouble.

Your cooling system is filled with a special Rotunda long-life coolant mixture. This prevents corrosion and keeps the cooling system clean for best operation summer and winter. In winter, it provides anti-freeze protection to -35°F and in warm weather permits your engine to operate at temperatures up to 245°F without boiling. This coolant is good for two years (or 36,000 miles) of operation if not lost by leakage or overflow.

Be sure to check the anti-freeze protection level at least once a year at the beginning of the winter season, and before travelling to a colder climate.

For most effective cooling and engine protection, you should maintain this coolant at its

MAINTENANCE

original strength all year round and in all climates. (Use a regular permanent antifreeze hydrometer to check.)

If it becomes necessary to add coolant, we recommend a 50-50 mixture of Rotunda Permanent Antifreeze and water. Ordinary tap water may be used except in areas where the water is known to be exceptionally hard or to have a high alkali content.



Rotunda Permanent Antifreeze may be added undiluted if antifreeze protection below -35°F is required. Refer to the coolant mixture charts on the container.

Things to Look For

1. **Regular inspections of the cooling system** may reveal minor trouble which can be corrected quickly and inexpensively before they result in costly repairs to either the cooling system or the engine.

Highway truck drivers and fleet operators know this to be a fact. Because the radiator is placed at the front of the vehicle for best efficiency, it can accumulate bugs, leaves, dust, papers and winter snow or ice without your being aware of it, unless you look.

2. **Hose leaks are uncommon** in a new vehicle, unless the hose has been damaged by an outside force. Again, the best way to know if the hoses are intact is to look at them.

Hose leaks can often be stopped by tightening the clamps. Cracked or worn hoses should be replaced.

3. **Loose fan or accessory drive belts** can reduce coolant circulation because the water pump is not driven at the proper speed. For this reason, the belt tension should be checked whenever you have reason to believe a belt might be loose. The symptoms of a loose belt are a **squealing noise** in the engine compartment or an **unusual rise in coolant temperature**.

4. **Radiator pressure caps** are standard equipment on all modern motor vehicles. This cap holds a positive pressure on the coolant (taking advantage of the physical law that water boils at different temperatures, depending on the surrounding air pressure). If you should lose your radiator cap, or if it should require replacement, **be sure it is the correct type**, as shown in the Specifications on page 53. Otherwise, both your cooling and heating systems will be substandard in operation and you may experience coolant loss and radiator boiling at the higher altitudes.

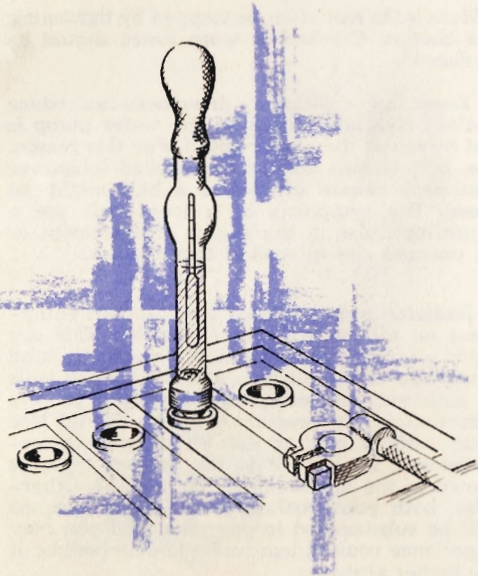
MAINTENANCE

Check the Battery

6 Keep the battery fluid level up to the ring under the filler cap. Ordinary tap water may be used except in areas where the water is known to be exceptionally hard or to have a high mineral or alkali content. In such areas, use distilled water. If water is added during freezing weather, drive the car five or six miles before shutting it off. This mixes the added water with the electrolyte and will prevent it from freezing and damaging the battery.

Have the battery charge checked regularly during extremely cold weather, to make sure it has enough power to do its job. Recharge the battery when the specific gravity falls below 1.230. Make sure the cables are clean and tightly clamped to the battery terminals.

Corrosion can be removed from the cables and terminals with a solution of baking soda or ammonia and water. After cleaning, flush the top of the battery with clean water, and coat the parts with grease to retard further corrosion.



BATTERY FLUID LEVEL KEEP FILLED
TO RING IN EACH CELL



Check Tire Pressures

7 Before driving each day, glance at all your tires. If one looks softer than the others, have all the pressures checked.

Otherwise check pressures at each fuel stop. Check pressures only when tires are reasonably cool—never bleed air out of tires to adjust pressure right after a long period of sustained high-speed driving. See recommended pressures on page 53.

MAINTENANCE

8 Vehicle Appearance

Your new vehicle has an Acrylic Enamel finish. This is a finish of maximum beauty which in depth of color, gloss retention and durability is superior to conventional automobile finishes.

Washing

The best way to preserve the finish is to keep it clean with frequent washings. Wash the vehicle with either warm (never hot) or cold water, not in the direct rays of the sun and not while the sheet metal surfaces are hot. Never wipe the dirt from dry painted surfaces, as this may scratch the finish. The use of strong soaps or detergents should be avoided. Any cleaning agent used, such as Rotunda Liquid Car Wash, should be promptly flushed from the surface with clear water and should not be allowed to dry, as it may streak the finish.

Polishing

Though the finish on your vehicle is more durable and retains its gloss better than conventional finishes, polishing will further enhance the beauty of the Acrylic Enamel finish.

Polishing your vehicle with Rotunda Custom Silicone Gloss will provide an added degree of protection against road salts, ice melting agents, road oil and tar, tree sap, industrial fallout from factory chimneys and other foreign matter. (If allowed to remain in contact with the paint film, any of these can damage any finish.)

Remove tar and road oil with Rotunda Tar and Road Oil Remover. Remove bugs from both paint and glass by using a paste made of ordinary baking soda and water.

Touching-Up Paint

After washing the vehicle, it is a good policy to examine the body for stone and parking lot paint nicks or chips. These should be touched

up immediately, before weathering action begins. Touch-up paint to match your color is available at your Ford Dealer.



MAINTENANCE

Vehicle Appearance (Cont'd)

Tires

Wash your tires with clear water or water with a mild detergent added. Tar, road oil and similar substances can be removed with Rotunda Tar and Road Oil Remover. Use the cleaner as directed on the container. A stiff-bristled brush or fine steel wool can be used to remove stubborn scuff marks.

Upholstery

Vinyl trim can be kept soft and clean by regular use of Rotunda Triple Clean. This is a specially compounded conditioner for such materials, and is available at your Ford dealer.

Floor Mats

Your floor mats should be cleaned regularly, using a whisk broom or vacuum cleaner. The rubber mats can be washed with mild detergent or soap and water.

Windshield Wipers

Windshield wipers should be checked regularly to make sure that the blades are free from grit and that only the rubber portion is contacting the glass.

Rotunda Windshield De-Icer sprayed onto your windshield will make it easy to remove snow, sleet or ice. Use a scraper with a plastic or rubber blade only. If the ice contains road grit, use Rotunda De-Icer or warm water to melt the ice then remove with a rubber squeegee.

Bright Metal

The bright metal trim on your vehicle requires the same care as the painted surfaces. Where salt is used on streets for snow removal, wash more frequently than usual to prevent discoloration. Rotunda Chrome Cleaner may be used to remove rust or salt corrosion from chrome-plated parts, and Rotunda Chrome Protector will help keep your chrome in excellent condition.

9 Have the Recommended Maintenance Services Performed

Take the vehicle to your Ford dealer every 6 months or every 6,000 miles (whichever comes first). He is thoroughly familiar with the maintenance requirements of your Ford, and has the factory-trained technicians, factory-approved equipment and Genuine FoMoCo and Rotunda parts and lubricants necessary to provide the recommended FORD QUALITY CAR CARE maintenance services (page 56).



MAINTENANCE

GENERAL MAINTENANCE RECOMMENDATIONS

The following parts of your vehicle were filled at the factory with a high quality lubricant designed for use throughout the life of the vehicle:

Manual Transmission

Automatic Transmission

Steering Gear Housing

Rear Axle

The lifetime lubricants need not be changed in any of these parts. The lubricant supply, however, should be checked periodically and the proper lubricant added when needed.

Instructions for checking these and other units are contained in the following paragraphs. Locations of the engine-compartment compo-

nents are shown on page 16. Specified lubricants are given on page 55.

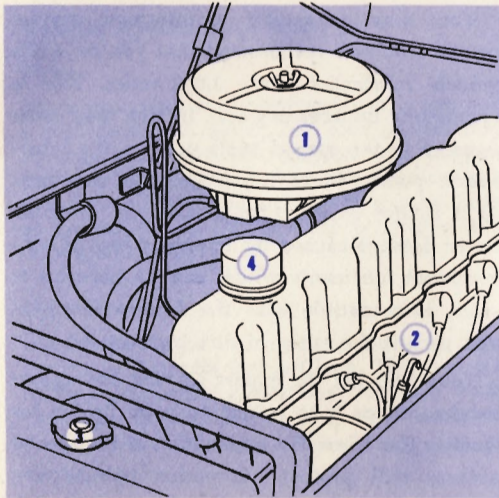
CHASSIS LUBRICATION

Your vehicle is equipped with an extended chassis lubrication feature which was pioneered by Ford Motor Company. This extended lubrication interval is made possible by a completely new type chassis lubricant combined with special seals and bearing materials which completely outmodes the old concept of 1,000 mile chassis lubrication. The new lubricant used by Ford Motor Company contains molybdenum disulphide and is one of the longest-lasting, most friction-free lubricants known to man. It provides the advantages of a consistently good ride over extended periods of time and also saves time, inconvenience and expense.

You may encounter uninformed service people who will recommend that you have the vehicle lubricated every 1,000 miles. This is completely unnecessary and, in fact, may cause damage to the special seals used in the lubrication points. More important, the warranty, as it relates to this part of the car, does not cover damage caused by improper use of conventional lubricants which can be harmful to seals, incompatible with the factory lubricant and permit the entry of dirt and water.

Your best bet for expert service and expert service advice is to return to your dealer for Quality Car Care. His application of the special greases will protect lubrication points from damage caused by the entry of dirt and water and enable you to operate for the specified length of time between service intervals.

MAINTENANCE



- 1 Air Cleaner 2 Engine Oil Dipstick
3 Radiator Cap 4 Oil Filler Cap

CRANKCASE VENTILATION SYSTEM

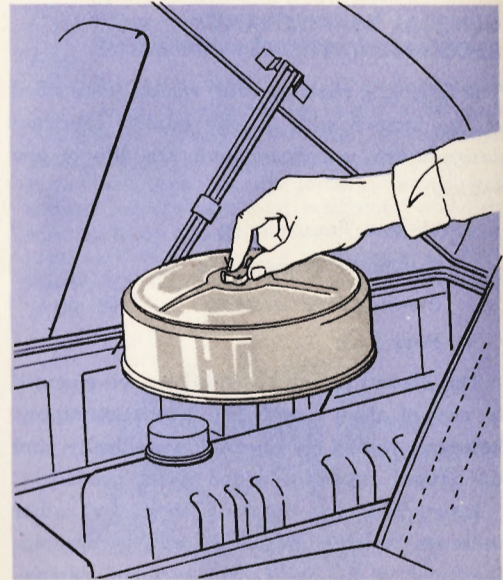
Engine operation creates gases and moisture which collect in the crankcase. If allowed to mix with engine oil, these contaminants will form acids and sludge which can corrode internal parts or restrict oil flow causing premature wear. All Ford engines are equipped with a positive crankcase ventilation system which removes these vapors before they can do harm.

IT IS IMPORTANT that the vent system control valve, air cleaners, and hoses be cleaned or replaced as indicated in the "Quality Car Care" schedule page 56. Failure to do so will shorten engine life.

THERMACTOR EXHAUST CONTROL SYSTEM

In some parts of the country, the Thermoactor system is installed on Ford engines to cut down the smog-producing elements discharged in exhaust gases. Extra air injected into the exhaust passages "re-burns" these gases to give a cleaner exhaust.

In order to keep this system working effectively and your car running smoothly IT IS IMPORTANT to have the specified maintenance services performed regularly as specified on the Quality Car Care schedule on page 56.



MAINTENANCE

CARBURETOR AIR CLEANER CARE

The carburetor air cleaner will be serviced as often as recommended in the Ford Quality Car Care Maintenance Schedule on Page 56.

To remove the air cleaner from the carburetor, remove the wing nut from the top of the air cleaner, and then carefully lift the entire assembly off the carburetor.

CHECKING THE AUTOMATIC TRANSMISSION FLUID LEVEL

With the engine running at idle speed, the fluid at a normal operating temperature, and the transmission selector lever at P (park), the fluid level should be at the Full mark on the dipstick. Clean all dirt from the dipstick cap. Remove the dipstick and wipe clean. Insert dipstick and seat firmly—then remove and read oil level. Seat the dipstick firmly after reading the level. Do not overfill the transmission.

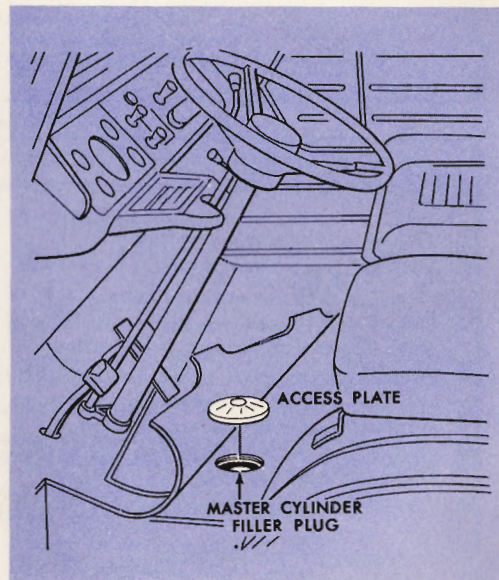
Use only those fluids which are designated by the following label on the container: "Ford Qualification No. 1P-6XXXXXX M2C33-D."

CHECKING WINDSHIELD WASHER RESERVOIR FLUID LEVEL

The windshield washer reservoir is located on the front left-hand side of the engine housing next to the driver's seat. If the level of fluid is low, fill the reservoir with water and the recommended proportion of Rotunda All-Weather Windshield Washer Solution. Remove container from bracket and pull cap off to fill.

CHECKING THE BRAKE FLUID LEVEL

Loosen and remove the 4 screws retaining the left side of the floor mat to the floor. Remove the trim moulding and roll the floor mat back. Use a screw-driver to pry the master cylinder access plate out of the floor. Wipe off the brake master cylinder filler plug and rotate counter-clockwise to remove. The fluid should be maintained about 1 inch below the top of the filler opening. This service is performed by your Ford Dealer as part of the regular Ford Quality Car Care maintenance.



NON SCHEDULED MAINTENANCE

The following maintenance operations are not required at definite mileage or time intervals but should be performed only when needed. For efficiency and economy, have your Ford Dealer check these items only when your car's performance indicates the necessity.

MAINTENANCE OPERATION	WHEN PERFORMED
1. Adjust carburetor idle speed and/or mixture setting.	When engine idles too fast, rough or stalls.
2. Adjust dash pot (when equipped with automatic transmission).	Engine stalls repeatedly when the throttle is closed quickly during a stop.
3. Adjust accelerator pump link.	To correct engine hesitation during acceleration.
4. Change the carburetor jets.	Consistently driving in altitudes more than 5000 ft. above sea level.
5. Check distributor advance setting.	Engine operates sluggishly or has a spark knock.
6. Check distributor breaker points and, if they are worn, replace them. Clean distributor cap and rotor.	Engine is hard to start. Loses good performance characteristics.
7. Inspect spark plugs. Clean and gap or replace them if necessary.	Hard starting, sluggish performance, misses consistently at cruising speed, poor gas mileage.
8. Replace engine fuel filter.	Rough engine idle, stalls, poor acceleration.
9. Check battery and recharge if necessary. Check connections for tightness and corrosion.	Starter turns engine more slowly than usual. Headlights brighten when engine is speeded up from idle.
10. Check headlamp alignment.	Light beam appears too high or too low while running with normal vehicle load.
11. Adjust clutch pedal travel.	Gear clash is experienced while shifting.
12. Adjust Service Brakes.	Pedal travel is more than half the distance between the released position and the floor.

13. Adjust parking brake. If equipped with optional Orscheln type lever, you can tighten the brake yourself by turning the knob on the top of the lever as though winding a clock (turn knob with lever released).	Parking brake does not hold the truck stationary on a reasonable grade without difficulty.
14. Adjust drive belt tension.	Belts slip or squeal. Engine appears to run hotter than normal.
15. Check wheel alignment and adjust, if necessary.	Poor handling characteristics, abnormal tire wear are experienced.
16. Adjust steering gear preload, steering linkage or front wheel bearings. Check suspension and frame for loose attachments.	Loose steering, slack in steering system, shimmy.
17. Adjust steering gear stops on front axle or suspension.	Front wheels rub against the body or undercarriage while turning.
18. Adjust automatic transmission bands.	Transmission slips or grabs sharply when shifting.
19. Lubricate automatic transmission kickdown linkage.	Abnormal accelerator pressure is required to downshift transmission.
20. Lubricate clutch linkage and standard transmission linkage. To avoid attracting dust and grit to the lube points, do not over-lubricate.	Linkage action is sluggish.
21. Lubricate accelerator linkage lightly with the specified lubricant.	Accelerator action is sluggish.
22. Lubricate body hinges, locks and striker plates with the specified lubricant.	Hinges noisy. Locks hard to operate. Doors hard to close.
23. Replace windshield wiper blades.	Wiper blades do not clean windshield after they have been wiped off with a clean cloth.
24. Check exhaust pipes and muffler for wear condition or tightness of attachment.	Looseness or leakage is suspected.
25. Check the spring leaves for being evenly stacked and the spring clips or "U-bolts" for being tight.	While the vehicle is hoisted for lubrication.

MAINTENANCE

ELECTRICAL SYSTEM CARE

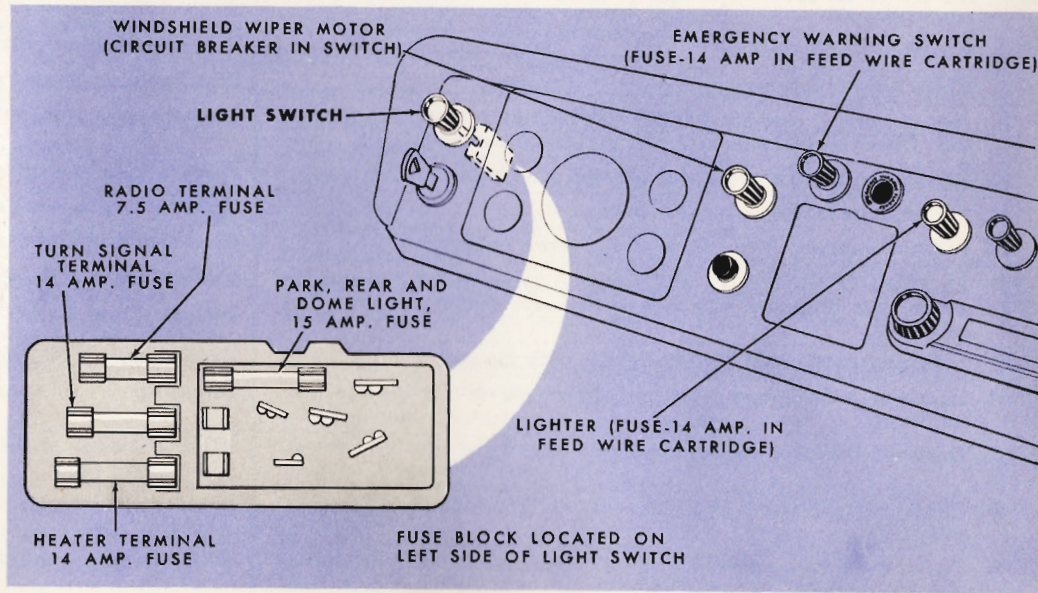
Fuse Replacement

For your convenience, most of the replaceable fuses for the electrical system are located on the fuse panel as shown.

The locations of all fuses are indicated on page 52. If a fuse needs to be replaced, use only a new fuse rated according to the specifications on page 52.

Circuit Breakers

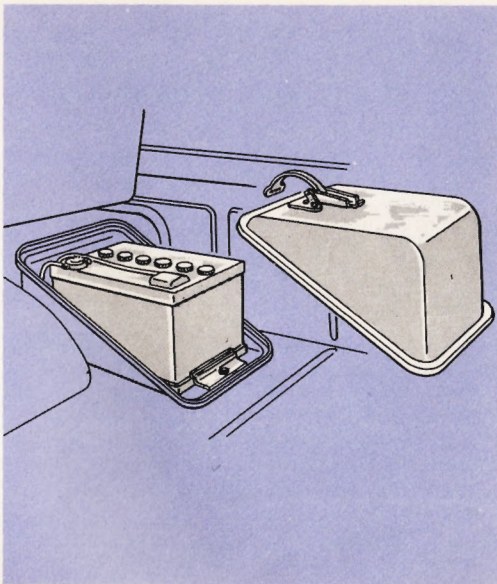
Selected circuits, such as headlights, are protected with circuit-breakers. A circuit breaker is designed to stop current flow in case of a short-circuit or overload. It will automatically restore current flow after a few seconds, but will again interrupt current if the overload or short-circuit continues. This on-off cycle will continue as long as the overload or short-circuit exists. Refer to page 52 for a list of components protected by circuit-breakers.



MAINTENANCE

BATTERY LOCATION

The vehicle battery is located under and behind the driver's seat. The metal battery cover is retained in position with a hand-operated latch. Move the seat as necessary to gain access to the battery for inspection of the water level.

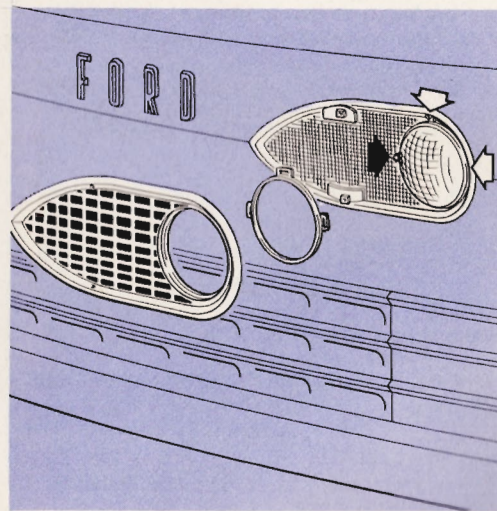


HEADLIGHT AND LAMP REPLACEMENT

To replace a headlight, remove the headlight trim cover retaining screws and remove the cover. Then loosen, but don't remove, the three retaining ring screws shown in the illustration. Rotate the headlight retaining ring counter-clockwise and pull it forward so that the headlight can be unplugged and removed. Plug in the new headlight and install it and its retaining ring in position. Rotate the retaining ring clockwise on the three screws and tighten the screws; then install the trim cover.

New replacement lamps are available from your Ford dealer and most service stations.

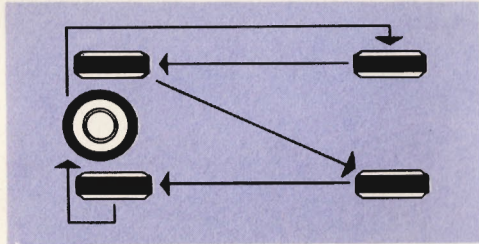
The lamp specifications for all the lights in your vehicle are listed on page 53.



MAINTENANCE

TIRES

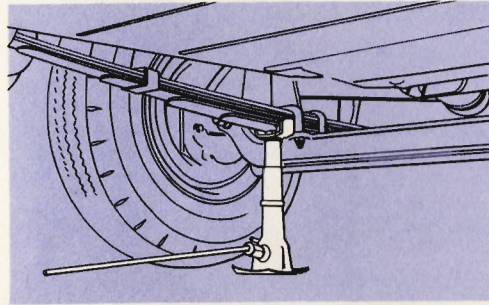
Cross-switching tires will equalize tire wear and may improve smoothness of ride. The pattern shown is recommended.



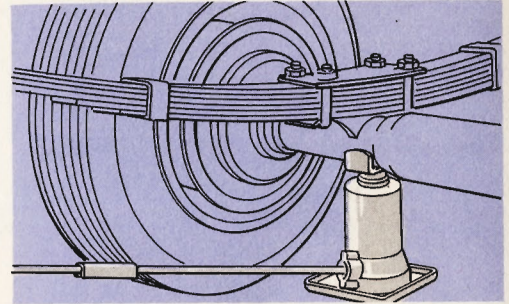
CHANGING A WHEEL

Do not lift the vehicle by the bumper. To lift the vehicle by other than the front or rear axle, be sure to use only hoist adapters with a wide contact surface.

- Set the parking brake and block the diagonally opposite wheel.



- Remove the jack, handle, wheel nut wrench and the spare tire from under the driver's seat.
- Unfold the jack handle and slide the handle-lock into place. By hooking the handle into the jack, you can now use the jack handle to slide the jack under the vehicle. If the jack screw is retracted, run it up to the approximate contact height by hand, before sliding the jack under the spring (front wheel) or axle housing (rear wheel).

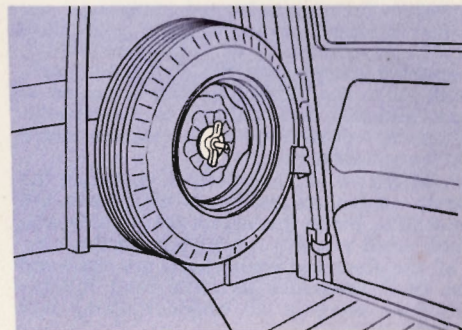
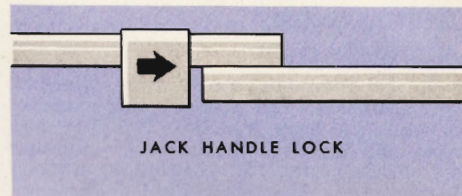
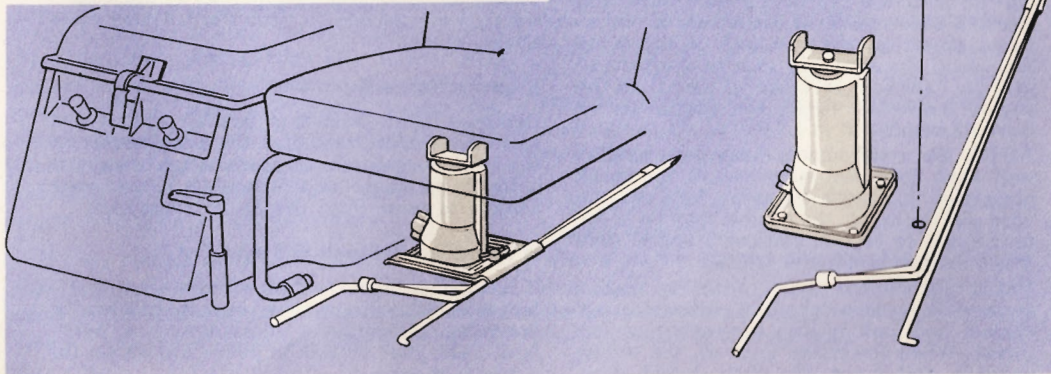


- Turn the jack handle clockwise to raise the vehicle slightly. Loosen the wheel nuts. Raise the vehicle until the wheel is clear of the ground. Finish removing the wheel nuts.
- Install the spare wheel on the axle studs and tighten the nuts as much as possible.
- Lower the vehicle and finish tightening the wheel nuts. Install the hub cap.
- Stow the jack, handle, wheel wrench and spare tire according to the diagrams on page 23

MAINTENANCE

STOWING THE TIRE JACK AND SPARE WHEEL

To eliminate the possibility of the jack and spare wheel rattling while the vehicle is moving, stow them properly, as shown in the applicable illustration.



MAINTENANCE

TROUBLE DIAGNOSIS

If Engine Won't Crank

1. Check the automatic transmission selector lever operation. The starter will operate only when the lever is at N or P. Apply the brakes and try moving the lever slightly right or left of the "N" position. If engine will then crank, have your Ford dealer adjust the safety switch.
2. Switch on the headlights. If the lights go out when the key is turned to "Start," the battery connections may be loose or the battery discharged.
3. A stuttering noise from the engine compartment, when the ignition switch is turned to start, indicates low voltage to the starter. Check the connections to the starter motor and the solenoid switch.
4. Should the switch be corroded, operating the starter switch several times may clean the contacts or make the switch temporarily operable until you can reach your Ford dealer.
5. If all the electrical connections are tight and you need assistance to start, read the instructions on page 25 under Pushing and Towing.

If Engine Cranks But Won't Start

1. Check the fuel gauge. You may be out of gas. If the gauge shows that there's fuel in the tank, the trouble may be in either the ignition system or the fuel system.
2. Check the ignition system. To check for trouble in the ignition system, remove the wire from one of the spark plugs by grasping the moulded cap of the wire only, and insert a short piece of bare wire or other metal object in the terminal of the wire. Then hold the insulated part of the wire so that the bare wire is about $\frac{3}{16}$ inch from the engine block and crank the engine for at least 3 seconds.
NOTE: To avoid shock, keep your fingers well back from the open end of the spark plug wire. If there's no spark between the wire and the metal, the trouble may be in the distributor or coil. If you see a spark, then check the fuel system for trouble.
3. Check the manual choke, with the engine stopped, by removing the carburetor air cleaner and looking into the carburetor air intake. When the choke knob on the engine cover is pulled out, the plate should close.

The choke plate should be opened when the knob is pushed in.

If Fuses Burn Out

Burned-out or "blown-out" fuses usually indicate an electrical short-circuit, although a fuse may occasionally fail from vibration. Insert a second fuse. If this fuse immediately burns-out, and you cannot locate the cause, return your vehicle to your Ford dealer for a circuit-check.

If Lamp Bulbs Burn Out

Repeated lamp burn-out usually indicates a loose connection, either at the lamp socket or the system ground. If examination does not indicate the cause of the trouble, return your vehicle to your Ford dealer for inspection.

If Headlights Flash Off and On

If headlights begin to flash off and on at regular intervals, the system circuit breaker is operating, indicating a short circuit or overload. Take your vehicle to your Ford dealer for a circuit check.

MAINTENANCE

PUSHING AND TOWING

If your vehicle is equipped with a **Cruise-O-Matic** transmission do not attempt to start it by pushing or towing. Use a booster battery or jumper cables from the battery in another vehicle. Connect positive terminal to positive terminal and negative to negative.

If you have a manual-shift transmission, the vehicle can be started by having it pushed. Place the shift-lever in high gear before being pushed, and keep the clutch pedal fully depressed; then, with the ignition switch ON, slowly release the clutch pedal when the vehicle's speed reaches 10 mph, and press the accelerator pedal halfway down until the car starts moving under its own power.

If your vehicle must be towed, it's important that the towing chains be fastened only to the arms or brackets that attach the bumper to the frame. The chains must be routed under the

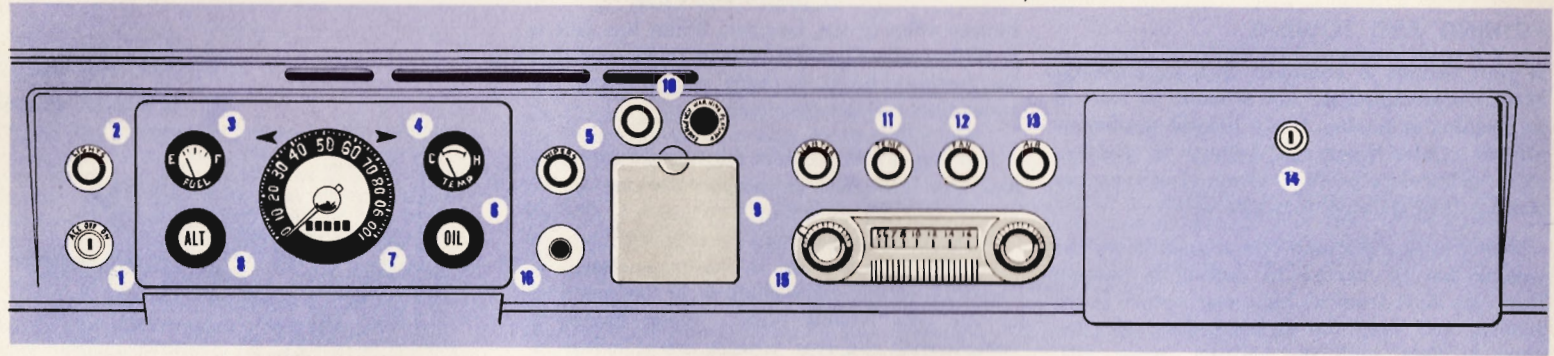
bottom edge of the bumper. When the unit is to be towed on its rear wheels, make sure that the parking brake is fully released and the transmission gears are in neutral.

It is important to know that the transmission and rear axle are in proper working order before pushing or towing. To move a vehicle with an inoperative rear axle it is necessary to raise the rear wheels. If the transmission is inoperative, the drive shaft must be removed or the rear wheels raised. When towing a vehicle with the rear wheels raised, install a locking device to hold the front wheels in a straight ahead position.

Do not tow a vehicle with an automatic transmission faster than 30 mph with the rear wheels on the ground. The distance should not exceed 15 miles. If this is not possible, raise the rear wheels off the ground or disconnect the drive shaft at the rear axle.



INSTRUMENT PANEL AND CONTROLS



SEE PAGE

- 1. Ignition Switch 27
- 2. Lights 27
- 3. Fuel Gauge 27
- 4. Temperature Gauge 28
- 5. Windshield Wiper Control. 28

SEE PAGE

- 6. Oil Pressure Indicator or Gauge 28
- 7. Speedometer and Odometer 28
- 8. Alternator Indicator or Ammeter 28
- 9. Ash Tray. 28
- 10. Emergency Flasher Switch and Light. . 29
- 11. Heater Temperature Control. 29

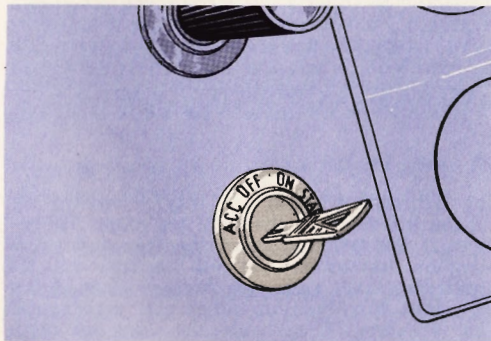
SEE PAGE

- 12. Heater Blower Switch 29
- 13. Heater Air Control 29
- 14. Glove Box Lock 30
- 15. Radio 30
- 16. Windshield Washer Control. 28

INSTRUMENT PANEL AND CONTROLS

Key

A single shield shaped key operates the ignition switch and all exterior door locks of your vehicle. Attached to the key is a metal ring on which a code number is stamped. For extra keys or quick replacement at any Ford dealership—and most locksmiths—keep this ring or a record of this code number.

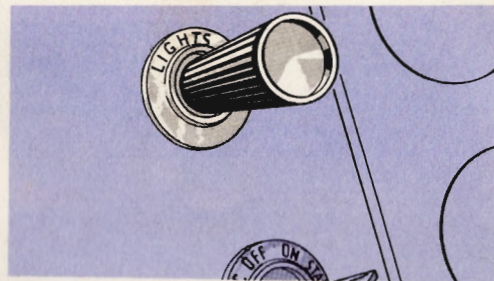


1. Ignition Switch

This 4-position switch to the left of the steering column is operated by the shield-shaped key. The ACC (accessory) position permits use of electrical accessories that are controlled through the switch. Only the ignition system remains inactive at ACC. To turn on ignition and other circuits, set the key at ON. Use of the START position is described on Page 39.

2. Lights Switch

Pull LIGHTS knob outward to its first position. This turns on parking lights and taillights. At the second position, headlights and taillights are on. At either position, the instrument panel lights can be dimmed, brightened, or turned off by rotating the knob. To switch on interior light, turn the LIGHTS knob all the way to the left, either pushed in or pulled out.



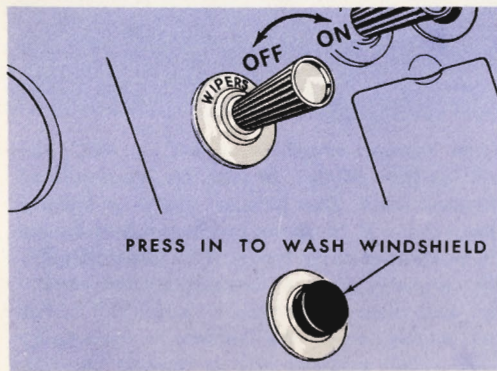
3. Fuel Gauge

When ignition switch is at ON or ACC, the fuel gauge pointer shows an approximate gasoline level. The pointer moves relatively faster from F to three-quarter full than for the remainder of its travel. The pointer's position varies slightly during acceleration, braking, and when the vehicle is on a hill. Check fuel supply when the vehicle is reasonably level, either standing still or moving steadily.

INSTRUMENT PANEL AND CONTROLS

4. Temperature Gauge

For most types of driving, the temperature gauge pointer hovers on the curved line in the center range of the gauge, indicating a normal operating temperature. Overheating is indicated only when the pointer moves all the way to the H (Hot) mark or beyond, and remains there for more than a minute or two.



5. Wiper and Washer Controls

Rotate WIPERS knob clockwise to turn on wipers. Standard wipers are single-speed electric. Optional electric wipers have two speeds. Turn the knob all the way to the right for high speed. The control button for the windshield washer is directly below the wipers knob. Press the button to spray the windshield with fluid.

6. Oil Pressure Indicator or Gauge

Should the engine oil pressure drop below a safe operating limit, the OIL indicator light to the right of the steering column glows red. Do not attempt to drive in for service when this light is on. The oil pressure gauge pointer should normally be centered, after the engine has "warmed-up". If the reading is very low, or if the pointer fluctuates, do not attempt to drive in for service.

7. Speedometer and Odometer

The speedometer, located above the steering column indicates the vehicle's forward speed in miles per hour. The odometer records the total mileage driven.

8. Alternator Indicator or Ammeter

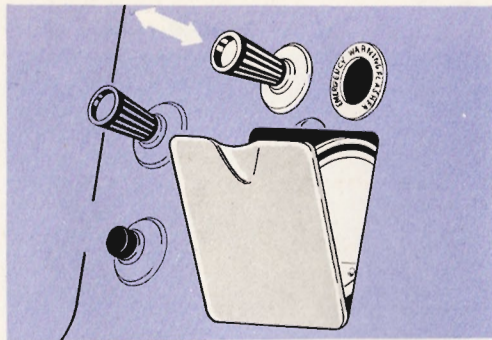
With ignition switch on, the alternator indicator light, to the left of the steering column, glows red when the alternator is not supplying current to the electrical system and battery.

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 alternator charge indicator light should glow. If either light fails to come on, the indicator light bulb may be burned out, or trouble exists in the electrical circuit. The ammeter needle will normally be centered on the dial after the engine and alternator have "warmed-up".

9. Ash Tray

The instrument panel ash tray is opened by pulling outward on the tray top edge. To remove it for cleaning, open the tray and press down on the snuffer and pull the tray out. To install the tray, place the bottom edge of the tray into the opening, align the pivots and close the tray. To remove the rear ash tray,

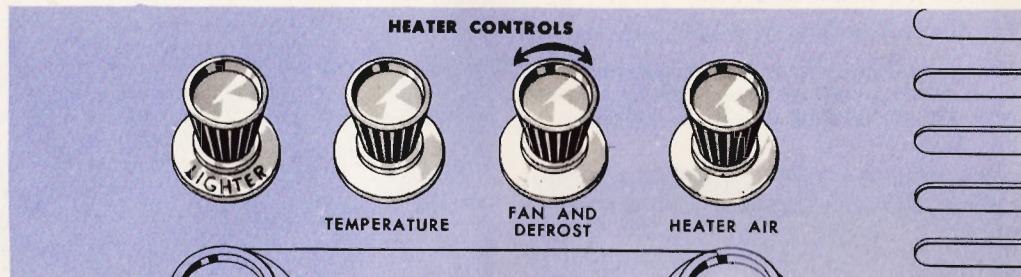
INSTRUMENT PANEL AND CONTROLS



depress the snuffer and pull tray out, or slide the tray forward on the arm rest type.

10. Emergency Warning Flasher Switch

Pull out to flash. All outside turn signal lights both front and rear, as well as the indicator light on the instrument panel will flash. Push in to turn off.



11. Heater Temperature Control

The heater temperature control knob regulates the amount of hot water drawn from the engine cooling system into the heater system. Pull the knob out to increase the heat. Full explanation of the heating system and operating instructions are on page 36.

12. Heater Blower Switch

This 2-position switch controls the speed of the blower motor. Rotate the knob clockwise to turn the blower "ON". The first position

is for high speed. The extreme clockwise position is for low speed. Complete instructions on the heating system operation are on page 36.

13. Heater Fresh Air Control

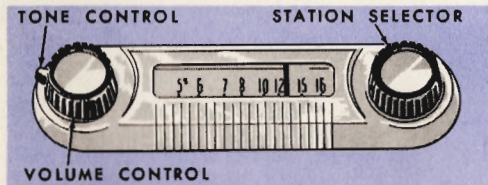
This knob is pulled out whenever the heater is in operation. It controls how much outside air is drawn into the heating system. This control can also be pulled out in summer for additional ventilation. Full instructions on the various uses of the heating and ventilating system are given on page 37.

INSTRUMENT PANEL AND CONTROLS

14. Glove Box Door and Lock

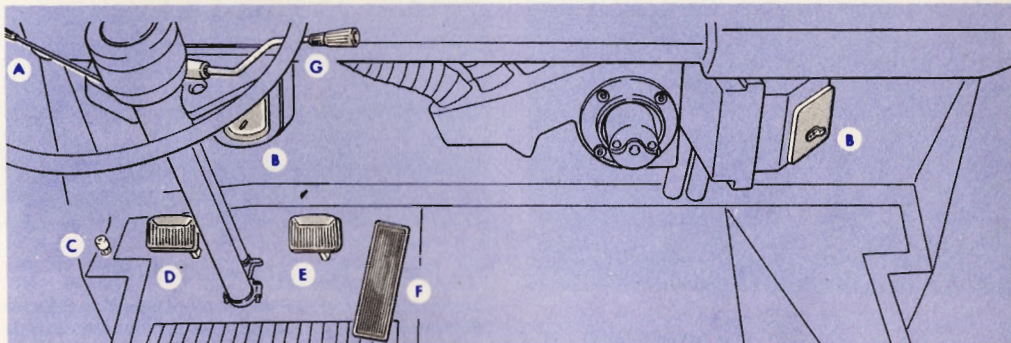
The glove box is locked and unlocked with the same single key which operates the ignition lock and all the door locks.

15. Radio



To Operate:

- Extend the antenna.
- 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.



A. Turn Indicator Lever

To signal for a right turn, push turn indicator lever upward. For a left turn pull lever downward. Flashing lights on the front and rear of the vehicle and the instrument panel indicate the direction you intend to turn.

B. Fresh 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 additional air vent for the front passenger area is located in the heater housing in front of the passenger seat. (See page 36.)

INSTRUMENT PANEL AND CONTROLS

C. Headlight Beam Selector

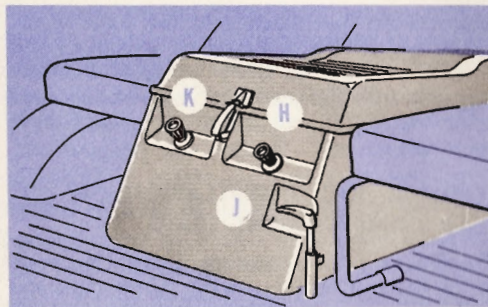
Two sets of headlight beams meet varying night driving conditions. Generally, low beams provide adequate light; high beams give better long-range visibility on dark roads. When the headlights are on, press the beam selector with your left foot to change from one set of beams to another. A small red indicator light near the center of the speedometer dial glows whenever the high beams are being used.

D. Clutch Pedal

A clutch pedal is furnished with the manual transmission. Operating instructions are on page 41. Special maintenance instructions are on page 18.

E. Brake Pedal

Hydraulic, self-adjusting brakes are provided. Self-adjustment occurs when you apply the brakes sharply while backing up. The brakes should begin to apply when the pedal is halfway to the floor.



F. Accelerator Pedal

Instructions on use of the accelerator in starting and operating the engine are given on page 40.

G. Transmission Shift Lever or Control

Operating the manual transmission is explained on page 41. Cruise-O-Matic transmission operation is covered on page 44.

H. Manual Choke Control

A manual choke control is provided, located on the engine housing. Explanation of the use of the choke is covered on page 40.

J. Parking Brake Control

The parking brake handle is located on the engine housing. Pull up to apply; turn counter-clockwise and push down to release.

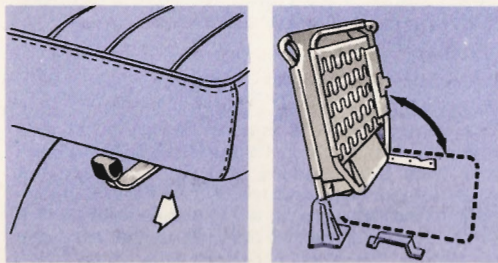
K. Auxiliary Heater Control

This control knob is located on the right side of the engine housing. Its push-pull action controls **both** the standard and the auxiliary hot water heater temperature. When turned clockwise, this knob acts as a blower control switch for the auxiliary heater only. With the auxiliary gas heater, this knob functions only as an "ON-OFF" and blower switch. The gas heater temperature control is located on the heater housing behind the drivers seat. It is pulled to its full out position for maximum heat.

INSTRUMENT PANEL AND CONTROLS

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

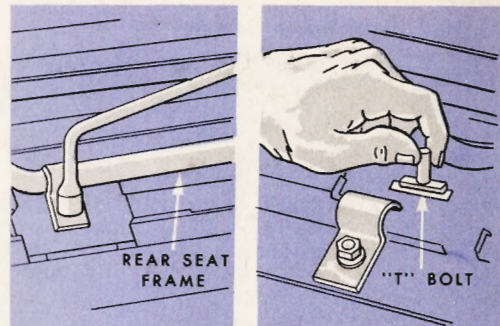
The optional flip seat in the Bus, Club Wagon or Van hinges at the right side of the passenger

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 it and lifting it upward from the hinge.

REMOVAL AND INSTALLATION OF REAR COMPARTMENT SEATS

The optional rear compartment passenger seats on the Bus or Club Wagon can be removed and replaced in this manner:

(Each seat is fastened to the floor 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.) Use the tire wrench to loosen the nuts which hold the clamps. 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 vehicle glove box or another secure place.



To reinstall either rear compartment seat, first put the seat in position. (Either rear seat on the buses may be positioned to face rearward as well as forward.) 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 put a lock washer on each bolt. Start the nut on each bolt until finger tight, then tighten securely with the tire wrench.

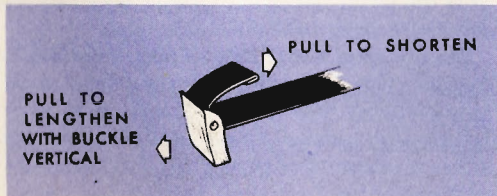
INSTRUMENT PANEL AND CONTROLS

SEAT BELTS

Before fastening a front seat belt, always adjust the driver's seat to the position in which you will drive.

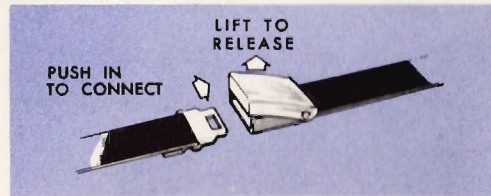
For greater safety and comfort:

1. Be sure the belt is snugly fitted and not twisted.
2. Only one person should be strapped in each seat belt.
3. Clean webbing by washing with any commercial soap or mild detergent.



CAUTION: Do not clean with carbon tetrachloride, naphtha, etc. Also bleaching or redyeing the webbing is not recommended because of possible loss of webbing strength.

To lengthen the belt, tip the buckle end downward, as shown, and pull the buckle until the belt ends can be joined. Insert the belt into the open end of the buckle until a snap is heard. This belt can be shortened, after it is connected, simply by pulling on the loose end until the belt is snug. Lift the buckle release to remove the belt.



Anchorage Check

For your own safety, slide the boots upward from the belt anchorages and check the attachments. Where an eye-bolt is installed, special pins or cotter pins are used to keep the belt-end hardware in position. Be sure these pins are in place and installed so they cannot fall out.

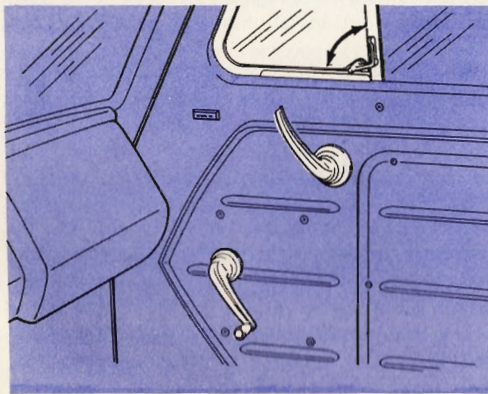
An accessory belt retractor device is furnished to keep the outer seat belt conveniently spooled-up out of the way when not in use. This retractor operates against a spring load, somewhat like a household curtain shade roller.

Always pull the belt completely out of the retractor before adjusting and fastening the other half of the belt unit. You can see the bright metal roller of the retractor when the belt is completely unwound. Tug firmly at the belt to be sure no slack is left in the retractor; then fasten and adjust the belt.

INSTRUMENT PANEL AND CONTROLS

VENT WINDOW CONTROLS

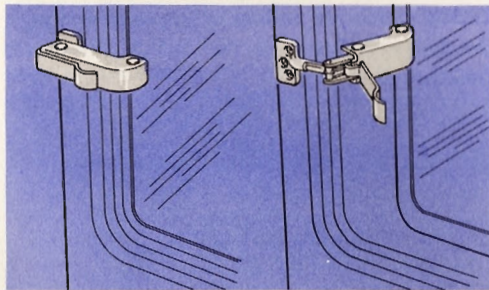
To open either of the front door vent windows, press the button on the locking latch, turn the latch away from the vertical window frame and push the window open. When the vent window is closed, turn the latch rearward to lock it.



SIDE WINDOW CONTROLS

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

The Bus and Club Wagon have two windows at each side in the passenger compartment 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.

DOOR LATCHES

To open the Bus or Van side or rear cargo doors from the inside, press the interior door handles downward and push the doors open.

To open the front doors from the outside, depress the button located on the door handle and pull open. To open the front doors from the inside, pull the interior door handle upward. To open the Bus or Van 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. The exterior handle must be in the vertical position. Close the door and latch it by rotating the handle to the horizontal position.

INSTRUMENT PANEL AND CONTROLS

DOOR LOCKS

To lock either front door from inside, press the door lock button down. To unlock, pull the button up. The front doors can also be unlocked from the inside at any time by lifting up on the inside door handle.

To lock either the side or rear doors of the Bus or Van from the outside, turn the lock dust shield up, insert the key and turn it to your right to lock the door, or to your left to unlock the door.

To lock the Bus or Van side doors from the inside turn the lock handle on each door upward and press the door lock button down.

TAILGATE

To lower the tailgate on the Pickup, remove the latch hook from each side of the tailgate, and then lower the tailgate 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 vehicle to be backed up flush to loading docks. To drop this tailgate, withdraw the two tailgate support hinges from the lower retaining socket in the tailgate.

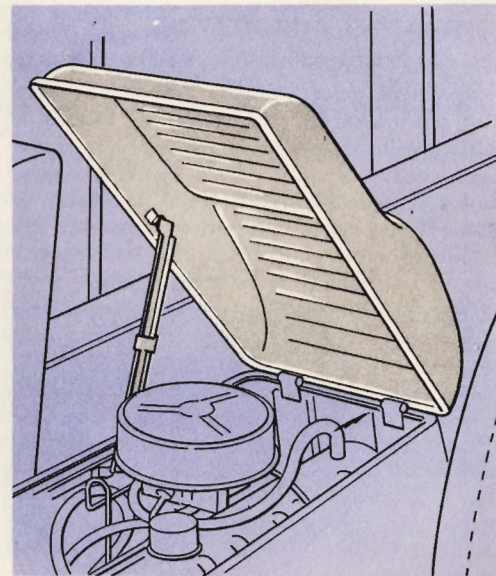
ENGINE COVER

To raise the engine cover, unfasten the clasp at the forward end of the cover; then raise the cover until the 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 clasp.

FUEL FILLER

The gas filler is located at the left rear side of the vehicle. To remove the gas filler cap, turn the cap counterclockwise.



INSTRUMENT PANEL AND CONTROLS

VENTILATING AND HEATING

For your comfort, your vehicle is provided with a rain-proof ventilating-heating system. The air intake for this system is located in the right-hand headlamp grille, where under most conditions, it is above the level where dust and exhaust fumes would be drawn in. This is a pressure center where fresh air will be forced into the intake by the forward motion of the vehicle at highway speeds.

From this intake, the air flows into a duct under the instrument panel. This duct contains the heater core, passenger's fresh air door, main heat discharge nozzle, and the defroster tube connections. When the controls are set for heating, fresh air warmed to your preference is discharged at floor level through the main heat nozzle placed between the driver and passenger on the dash panel. By setting the controls to defrost, this air can all be directed upward against the windshield.

Driver's Fresh Air Door

This door is located on the dash panel, directly in front of the steering column. Fresh, unheated air for the driver is obtained by rotating the latch and opening the door upward. How far the door is opened will control both the amount of air admitted and the direction of discharge.

Passenger's Fresh Air Door

This door is located in the heater duct, directly in front of the passenger. Fresh unheated air is obtained by rotating the latch and opening the door. When ventilating, all three controls (TEMP, FAN-DEFROST, HEAT) should be in the off position (knobs pushed in), and the FAN-DEFROST knob should be rotated all the way to the left (fan off). In heavy traffic, the fresh air doors may be closed to prevent fumes entering the vehicle.

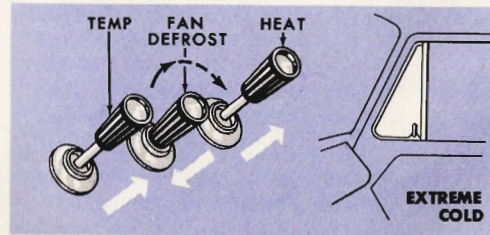
Heat

This push-pull knob controls a damper in the duct, which either directs the incoming fresh air to the passenger fresh air door (knob

pushed in) or through the heater core (knob pulled out). There is no advantage in intermediate positions.

Temperature

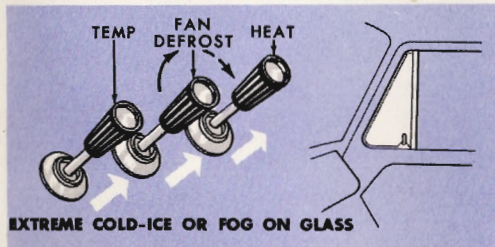
This push-pull knob controls the amount of heat by regulating the flow of hot water from the engine cooling system to the heater core. When the knob is pushed in, the hot water flow is shut off—no heat. As the knob is pulled out, the water flow and consequently the amount of heat is gradually increased to maximum. When in combination with an auxiliary heater, this control is located on the right side of the engine housing.



INSTRUMENT PANEL AND CONTROLS

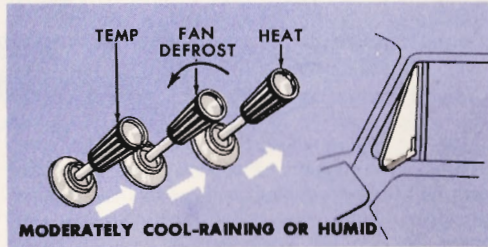
Fan and Defroster Control

This combination control has a turning and a push-pull action. When turned clockwise, the control acts as a switch controlling the two-speed heater fan. When pulled out, the control operates a damper which directs air against the windshield for defrosting. The blower or fan is used to increase the amount of warmed air coming into the passenger compartment at low vehicle speeds or when fast heating, defrosting, or defogging is necessary. For maximum heat during the defrosting operation, pull the **Temp** knob all the way out.



Vent Windows

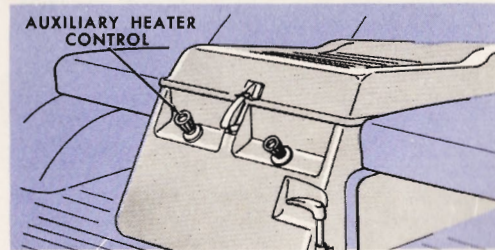
These windows play an important part in controlling the ventilating and heating of your vehicle. When in normal open position, they act to draw air OUT of the passenger compartment and increase the amount of air coming in through the fresh air inlets or heater. In hot weather, when you have any additional windows open, opening the vent windows to the straight-out/or further position, will "scoop" more air into the passenger compartment.



Driving with just the vent windows open and other windows, air intakes, and heater closed will create a low pressure condition inside the vehicle. This will tend to draw in fumes and dust. It is best to have either the air intakes or the "Heat" control open when the vent windows are.

SPECIAL AUXILIARY HOT WATER HEATER NOTE:

The auxiliary heater blower will not operate until the engine is warmed-up. It will also automatically stop operating any time the engine temperature is too low.



OPERATING INSTRUCTIONS

VEHICLE OPERATION

The First Few Miles

To maintain the high standard of performance and economy of your new vehicle, special attention should be given to the method of break-in driving, especially for the first 1,000 miles. It's not necessary to drive 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 for the first 1,000 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



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

OPERATING INSTRUCTIONS

STARTING THE ENGINE

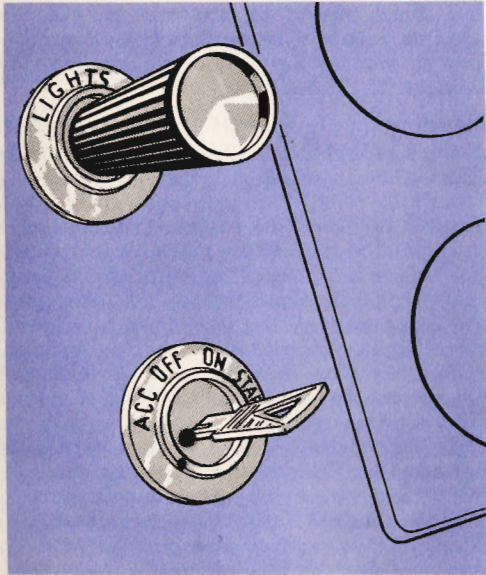
Don't start or run the engine in a closed or poorly ventilated building. All gasoline engine exhaust gases contain poisonous carbon monoxide which can endanger your health or life if breathed steadily for even a few minutes.

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

With an automatic transmission, the range selector lever must be in "Park" or "Neutral" position before the starter will engage.

Always turn the ignition switch momentarily to the ON position to make sure that both the oil pressure and the generator charge indicator lights are operating.

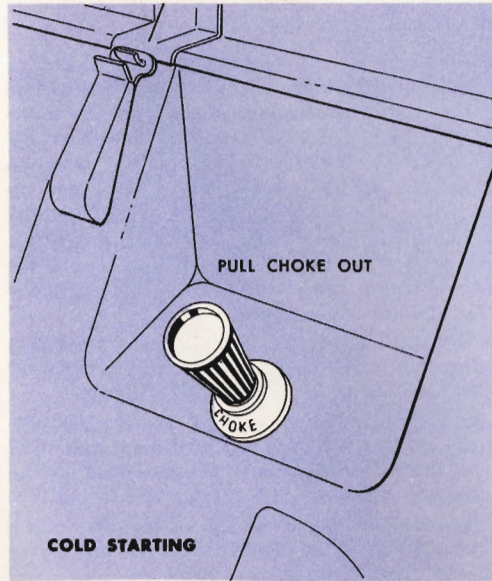
To start a warm engine, push the accelerator pedal down slightly and turn the key to the start position.



OPERATING INSTRUCTIONS

Cold Starting

The engine is equipped with a manually operated choke which is controlled by a pull-push button on the front of the engine cover. Starting a cold engine in very cold weather will require the choke to be pulled all the way out, while if the outside temperature is above 70°F. it may not be necessary to use the choke at all. A little experience will tell you how far to pull out this choke depending on how warm the engine is. To start a cold engine, depress the accelerator all the way to the floor, pull out the choke, and then release the pedal. Depress the pedal to $\frac{1}{4}$ -throttle and hold it in this position. Then turn the ignition switch all the way to the right to the "START" position. As soon as the engine runs under its own power let the ignition switch back to the "ON" position. As the engine warms up, gradually push the "CHOKE" control back in. When the temperature indicator moves up from the "C" end of the dial, you should be able to drive normally with



the choke pushed all the way in. For best gasoline economy, push the choke control in just as soon as the engine will run normally without it.

Flooding

If the accelerator is pushed all the way to the floor when starting a warm engine or is "pumped" when starting a cold engine, it is possible to "flood" the engine (inject too much gasoline). If the engine turns over but will not fire or if you smell gasoline, this is probably what has happened. In this case, press the accelerator all the way down and hold it there while you crank the engine with the starter. As soon as the engine starts to run, let up on the accelerator to hold a normal "fast idle" speed.

If the engine does not start within 30 seconds, turn the ignition switch back to "OFF" and wait a few moments before cranking the engine again. This procedure will conserve your battery power and extend the life of your battery.

OPERATING INSTRUCTIONS

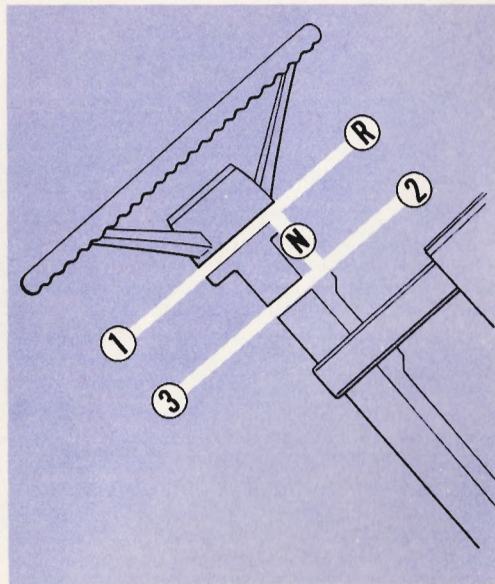
DRIVING WITH MANUAL TRANSMISSION

3-Speed Transmission

This transmission is fully synchronized for up and down shifts in all forward gears. The shift pattern is the familiar "H."

The cross bar on the "H" represents the neutral position in which the truck has neither forward nor reverse motion under its own power. Reading clockwise around the "H" from its lower left point, the shift lever places the transmission in first, reverse, second and third gears.

With the engine running and the vehicle at a standing position with the shift lever in neutral, depress the clutch pedal fully to the floor board and move the shift lever to first gear. Depress the accelerator slowly, at the same time releasing the clutch. Drive to a speed of approximately 15 mph, release the accelerator pedal, depress the clutch pedal fully again to the floor board and move the



shift lever through the neutral position to second gear. Release the clutch pedal and accelerate to approximately 30 mph. Release the accelerator pedal, depress the clutch pedal fully and shift to third gear.

To stop the vehicle, release the accelerator pedal and apply the brake. Do not depress the clutch pedal until the vehicle speed is reduced to approximately 10-15 mph. Depress the clutch when applying the brake to make a **complete stop**.

When necessary to reduce speed in heavy traffic, or when driving up steep hills in third gear, downshift to second gear and/or first gear before the engine starts to labor. Such down-shifting reduces the possibility of stalling the engine and gives better acceleration when you need to increase your speed again. On steep down-grades, downshifting the transmission helps to maintain safe speed and to prolong brake life. The safest range for down-

OPERATING INSTRUCTIONS

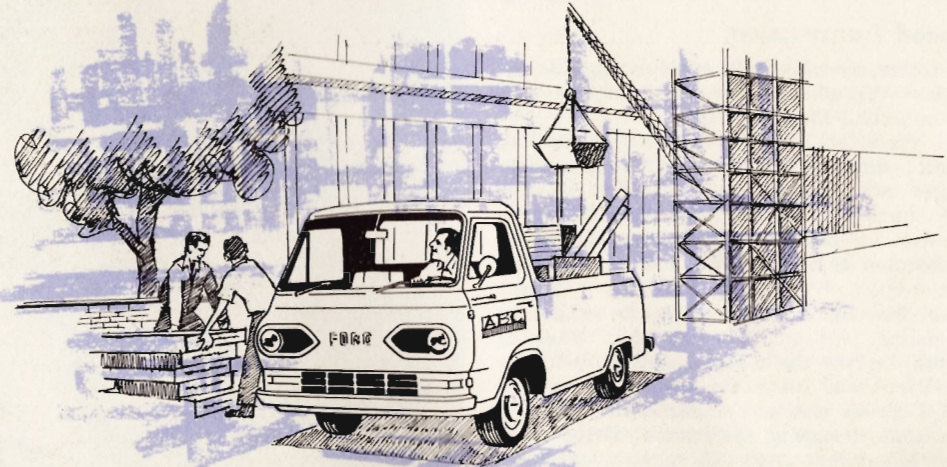
shifting from third to second is 40-20 mph. The allowable range for shifting from second to first is 20-0 mph with a moderate load.

The vehicle must be stopped before shifting into reverse.

Important:

1. When shifting to second and third gears, release the clutch slowly for smooth engagements. The clutch must be completely disengaged (by fully depressing the clutch pedal) when shifting.
2. Avoid resting the foot on the clutch pedal when not shifting gears. This can result in premature clutch failure.
3. When downshifting, always downshift high to second and then to low. Do not shift directly from high to low.
4. To park the vehicle in gear, use the reverse gear position and set the parking brake.

Failure to observe the above instructions will result in unnecessary clutch wear, or possible damage to the transmission.



OPERATING INSTRUCTIONS

TIPS FOR DRIVING ON SAND, SNOW OR ICE

Should it be necessary to drive your vehicle through loose sand or heavy snow the important thing is to **KEEP MOVING** steadily and not too fast. Shift to lower gear ("L" with automatic transmission) if required to keep the engine from laboring. If the wheels start to spin, let up on the accelerator—continued spinning will just cause them to dig in deeper. Sometimes "rocking" the vehicle will get you moving. To do this, hold a light pressure on the accelerator and shift back and forth between low and reverse gear ("L" and

"R" with automatic) timing the shift to build up a rocking motion of the vehicle. If you are still stuck after a minute or two of rocking, better have the vehicle pulled out to avoid overheating and possible damage to the transmission.

When driving on slippery or icy surfaces, avoid any sharp stops, starts, or turns. Think ahead to avoid situations where you will have to make any sudden maneuvers. When you need to stop, pumping the brake pedal gently will sometimes avoid skids. In starting off use intermediate or high gear (DRIVE • with auto-

matic) and accelerate gently. If you do skid, turn the wheels gently in the same direction you are skidding. If you have room, a **LIGHT** pressure on the accelerator may help to straighten you up.

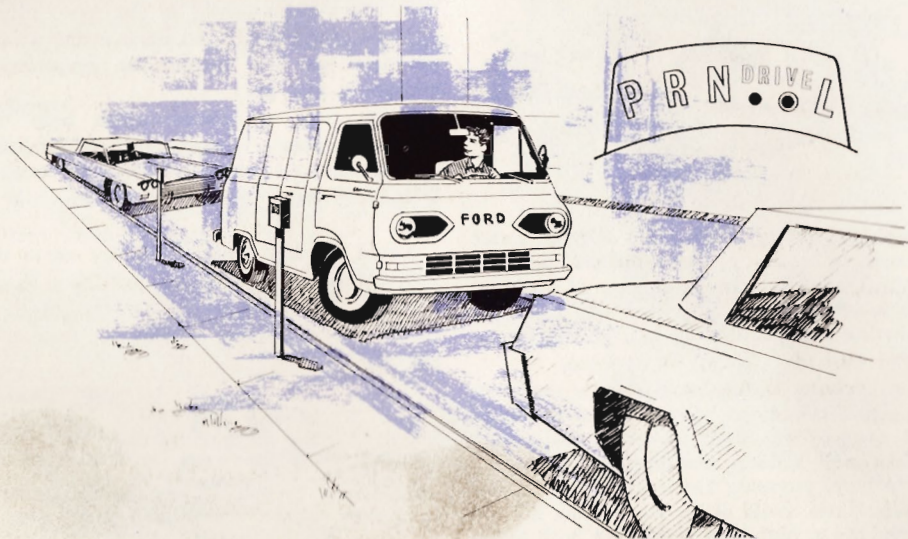
Snow tires or chains often help where traction is poor. A bag or box of sand in the vehicle (and a scoop to spread it with) will frequently help you out of an annoying situation.

Avoid driving through flooded areas unless you are sure the water is no higher than the hubcaps. Shift into low gear and go through **SLOWLY**. Try your brakes as soon as you get across.



OPERATING INSTRUCTIONS

DRIVING WITH CRUISE-O-MATIC TRANSMISSION



The Cruise-O-Matic transmission has six positions in which the transmission can be shifted; "P" (Park), "R" (Reverse), "N" (Neutral), Drive ●, ●, and "L" (Low). These positions are shown on the indicator dial located on the steering column.

To Go Forward

Two (2) different drive ranges for varying road and driving conditions are available.

Drive ●

The normal driving range is indicated by ● ; this will permit the vehicle to start in first gear, giving the best combination of automatic gear shifts and provide for full power starts. As the accelerator is depressed and the vehicle picks up speed, automatic shifts to second and high gear will occur. The transmission will automatically downshift from high to first as speed decreases.

OPERATING INSTRUCTIONS

Drive ●

The alternate range is indicated by ● In this position, regardless of pressure applied to the accelerator pedal, the vehicle will always start in second gear and automatically shift to high gear. This range is especially useful for starting the vehicle from a standstill on icy pavements or other slippery surfaces.

Forced Downshifts

At speeds between 30 to 60 mph (approximately, depending on engine size and axle ratio) in either drive range, you can get the quick power and acceleration needed to pass moving cars or to climb steep grades by flooring the accelerator pedal to downshift from high to second gear.

A forced downshift from second to low gear

is possible at speeds under 30 mph, when the selector lever is placed in ☉ position only.

"L" (Low)

To help brake the vehicle on hilly roads, shift the selector lever to "L". The transmission will shift to and remain in second gear at speeds above approximately 20 mph. If vehicle speed drops below 20 mph, the transmission will automatically shift to low gear. To prevent unnecessary wear, do not drive faster than 30 mph in low gear. Upshifts from low gear can be made only by manually shifting from "L" to one of the Drive positions.

Do not shift to "L" at road speeds above 70 mph, because of the load imposed on the transmission.

"N" (Neutral)

When the transmission selector lever is placed

in the "N" position, there is neither forward nor reverse gear engagement.

"R" (Reverse)

Use the "R" position to back up. **When the vehicle is completely stopped**, hold your foot on the brake pedal and pull the selector lever toward the steering wheel; move the lever to the "R" (Reverse) position.

Do not shift into reverse ("R") when the vehicle is moving forward. Do not shift into a forward range when the vehicle is moving backward.

"P" (Park)

After the vehicle has fully stopped, apply parking brakes, then shift the selector lever to "P". This locks the rear wheels and the transmission, even with the engine running.

OPERATING INSTRUCTIONS

FOR BEST ECONOMY

1. Start Gradually, Accelerate Gently

Jack rabbit starts and sudden bursts of speed are the main cause of excessive fuel consumption in ordinary driving. By accelerating more slowly, you'll need less power and gasoline to move the vehicle the same distance.

2. Drive At Moderate Speeds

Your Ford's best economy is at moderate speeds. The faster you drive your vehicle, the greater your fuel costs.

3. Drive At Steady Speeds

Whenever possible, vary your vehicle's speed as little as possible. The driver who jiggles the accelerator pedal, moving the vehicle in little bursts and pauses, is simply throwing away money.

4. Avoid Hard Braking

Each brake application means the loss of much energy already consumed to get your vehicle up to speed. You'll save gas if, instead of

rushing up to a red traffic light or stop sign, you let up on the accelerator pedal so that the vehicle does most of the slowing down itself.

5. Shut Off Ignition When Parked

An idling engine uses a richer mixture to prevent stalling. And since the vehicle is not moving, the gasoline used is wasted. If you don't mind a slightly "rough" idle, idling speed adjustments slightly below normal will help.

6. Tire Pressures

Recommended pressures on page 53.

7. Cooling System

The 185-195 degree thermostats installed in your vehicle at the factory will usually provide better fuel economy than the 160° thermostats used with alcohol-base anti-freeze.

8. Carburetor Accelerating Pump

Adjust pump linkage to the leanest setting that will give the desired acceleration characteristics under prevailing climatic conditions.

A slight sacrifice in acceleration can pay dividends in economy.

9. Ignition Timing

Have your dealer set your ignition to the maximum advance possible to suit the conditions under which you drive.

10. Choke

Your vehicle has a manual choke. Remember to push the control knob in as soon as the engine will run normally without it.

11. Carburetor

If you will be driving mostly at altitudes over 3,000 feet above sea level and/or if you don't mind a slight loss of performance, your dealer can install slightly leaner jets in your carburetor. This will improve gasoline economy.

12. Keep Your Vehicle In Condition

Have your Ford dealer regularly perform the Ford Quality Car Care maintenance operations called for in the Maintenance Schedule in the back of this book.

OPERATING INSTRUCTIONS

OPERATION IN EXTREMELY COLD WEATHER

Your battery is your best friend under these conditions. Have the cells checked with a hydrometer at regular intervals and if the reading is below 1.230 specific gravity, have it charged. It is also a good idea to turn off your headlights when the engine is shut off or is idling. This prevents drain on the battery. Remember that the battery works overtime during the long hours of winter darkness. A little care will be more than repaid in satisfaction and reliability.

When parking your vehicle overnight, leaving it inside a garage, even if not heated, will prevent wind-chill and make morning starting much easier. Changing to a lighter grade engine oil (see Lubrication Specifications) also makes the starting easier under these conditions. When starting, if the engine fires but does not keep running, "pumping" the accelerator a few strokes sometimes provides the

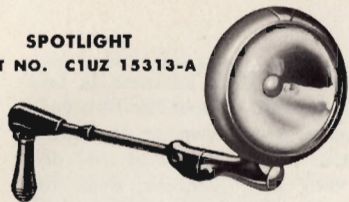
extra fuel needed to get it going. Be careful however, as too much "pumping" can "flood" the engine.

Whenever possible, it is good practice to let the engine run for a few minutes to warm up before you put it in gear and move off. Even light oils are more sluggish when very cold and a brief warm-up gives the oil time to circulate to all the vital moving parts of the engine. When you drive away, take it easy at first because the lubricants in transmission and axle are cold too and need time to circulate.

Check your anti-freeze protection regularly and watch the temperature indicator. Any sudden rise in the reading may indicate a freeze-up somewhere in the cooling system. Do not put cardboard or cloth in front of the radiator to get higher temperatures. If the temperature does not come up after a few miles of driving, have your dealer check the thermostat.

Frost on the outside glass surfaces is best scraped off with a plastic scraper. If the windshield wiper blades are frozen to the glass, free them gently to avoid damage to the rubber blades. In very cold weather, even the best windshield washer solvents will not prevent freezing, so it is a good idea to carry paper towels in the vehicle to wipe dirt and road splash from the glass, especially where salt is used on roads for snow and ice clearance. Washing the vehicle in cold weather sometimes gets water into locks and push-button latches where it will freeze and prevent the lock from working. The best preventative for this is frequent application of a good lock lubricant (like Rotunda Lock Lubricant) into keyholes and around push buttons. If your lock does freeze up, heating the key with a match before inserting it into the lock will sometimes thaw it out. Don't blow into the lock. The moisture in your breath will just freeze it tighter.

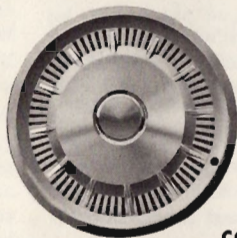
SPOTLIGHT
PART NO. C1UZ 15313-A



1966 FALCON



Club Wagon and ECONOLINE Accessories



DELUXE WHEEL COVER
PART NO. C2OZ 1130-A



TWO-WAY RADIO
PART NO. C5AZ 18805-E

COMPASS
PART NO. C4RZ 19A548-A



LICENSE PLATE FRAME
PART NO. C4AZ 17A387-A



VENTILATED SEAT CUSHION
BASIC PART NO. 19B501



FIRE EXTINGUISHER
BASIC PART NO. 19B540



COMFORT-CONDITIONED ENJOYMENT



HOT WATER AUXILIARY HEATER

Give constant heat throughout cargo (second and third seat) area. Completely independent of regular heating system . . . features "within-easy-reach" temperature controls.

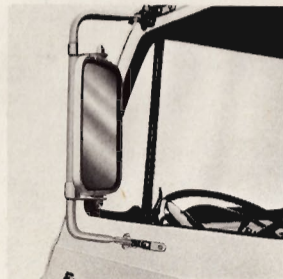
Part No. C5UZ 18455-B

FRESH AIR HEATER

Provide fireside warmth on cold days. New design provides more efficient heat distribution . . . easily controlled for a wide range of comfortable temperatures.

Part No. C5UZ 18455-A

AN EXTRA MEASURE OF SAFETY AND CONVENIENCE



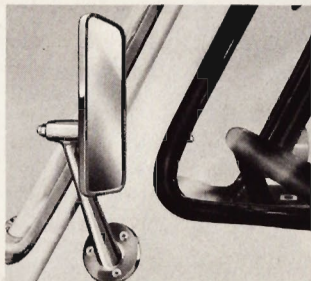
SWING-LOCK WESTERN JR.

Swings to extreme front or rear if mirror hits an obstruction . . . pulls-in to narrow-up overall width of vehicle in close parking areas.
Part No. C4UZ 17696-F

5" X 7" RECTANGULAR MIRROR

Provides maximum visibility . . . blends with vehicle's styling.

Part No. C4UZ 17696-B, C (Painted)
C4UZ 17696-D, E (Chrome)



BODY SIDE STEP (Econoline Pick-Up Only)

Make loading and unloading easier, faster and safer . . . helps guard against the danger of slipping, injury and strain.

Part No. C3UZ 8720092-A

SPECIFICATIONS

VEHICLE SPECIFICATIONS IDENTIFICATION

The vehicle warranty number and other important identifying information is stamped on the warranty plate which is attached to the rear face of the left front door lock panel. The official Vehicle Identification Number for title and registration purposes is stamped on the body at the right rear corner panel brace.

GENERAL DIMENSIONS

Wheelbase 90 inches

Tread:

Front 60 inches

Rear 60.2 inches

Over-All Length

Pickup (E10-) 164.1 Inches

Van (E14-) 167.4 Inches

Panel Van (E15-) .. 167.4 Inches

Wagon-Bus 167.4 Inches

SuperVan

(Van E16-) 185.5 Inches

SuperVan (Panel

Van E17-) 185.5 Inches

Extended Body

Bus 185.4 Inches

Over-All Width

Pickup 75.0 Inches

Van 75.8 Inches

Panel Van 75.8 Inches

Wagon-Bus 75.8 Inches

SuperVan (Van) .. 75.8 Inches

SuperVan (Panel) . 75.8 Inches

Extended Body

Bus 75.8 Inches

APPROXIMATE REFILL CAPACITIES

	U.S. MEASURE	IMPERIAL MEASURE
Fuel Tank	14 gallons	11½ gallons
Cooling System* 170 CID...	9½ quarts	8 quarts
240 CID...	12½ quarts	10 quarts
Engine Crankcase	4½† quarts**	3¾† quarts
Transmission:		
3-Speed Manual	3.5 pints	2½ pints
Automatic 170	7 qts. 25 oz.	6 qts. 9 oz.
Automatic 240	10 qts. 10.5 oz.	8 qts. 10.5 oz.
Rear Axle—Std.....	2½ pints	2 pints
HD.....	5 pints	4 pints 3 oz.
Limited Slip.....	4½ pints††	3¾ pints

*includes 1.0 quart for heater.

†includes 1 quart extra required for filter replacement.

**5 quarts required on 240 CID.

††Plus 4 oz. of additive (ESW-M2C58-A) per axle.

SPECIFICATIONS

ENGINE

Bore (Inches)

170 CID	3.50
240 CID	4.00

Stroke (Inches)

170 CID	2.94
240 CID	3.18

Taxable (SAE Horsepower)

170 CID	29.4
240 CID	38.4

Maximum Brake Horsepower

170 CID	105 @ 4400 rpm
240 CID	150 @ 4000 rpm

Maximum Gross Torque (Foot-Pounds)

170 CID	158 @ 2400 rpm
240 CID	234 @ 2200 rpm

Ignition Timing

Non Thermactor

Std. Trans.

Auto. Trans.

170 CID	4° ①②	8° ①②
240 CID	4° ①	10° ①

Thermactor

170 CID & 240 CID	T.D.C.	T.D.C.
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① If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the "pre-delivery" or "Normal" setting to eliminate detonation. If retarding is necessary it should be done progressively not to exceed 2° B.T.D.C.

② For altitude operation and/or in order to obtain optimum engine performance and fuel economy, it is permissible to further advance the initial ignition timing to a maximum of 5° in excess of the "normal" setting. No further improvement in engine performance or fuel economy will be achieved by advancing beyond this point. To perform this operation the timing should be advanced progressively until engine detonation (spark knock) is evident under actual road test acceleration, following which the timing should be retarded sufficiently to eliminate detonation.

FUSES AND CIRCUIT BREAKERS (see page 19)

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

SPECIFICATIONS

TUBELESS TIRE PRESSURES (COLD)

Tire Size	Front	Pounds	Rear
6.50 x 13-4PR*	28		28
6.95 x 14-4PR*	30		30
6.95 x 14-8PR*	30		36
7.35 x 14-8PR*	34		44
7.00 x 14-8PRTT†	35		50 #
7.00 x 14-10PRTT†	40		60

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

LIGHTS (12 VOLTS)

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

RADIATOR PRESSURE CAP — ALL ENGINES 12-15 PSI

(Ford Part No. B8A-8100-A)

LOAD VOLUME CAPACITY

Wagon and Bus—204 cubic feet without rear compartment seats

Van—204 cubic feet

Pickup—73 cubic feet

Super Van—251 cubic feet

Extended Body Bus—251 cubic feet

LOAD CAPACITIES

Model	GVW ^①	Minimum Equipment Required For Warranty at Indicated GVW	Recommended Minimum Tires ^②
Econoline	3800 Lbs. ②	GVW Package	6.95 x 14-4PR-PT
Pickup	4350 Lbs. ③		6.95 x 14-8PR-PT
	4930 Lbs. ③		7.35 x 14-8PR-PT
Econoline Vans, Panel Vans	3650 Lbs. ②	GVW Package	6.50 x 13-4PR-PT
	4350 Lbs. ③		6.95 x 14-8PR-PT
	4930 Lbs. ③		7.35 x 14-8PR-PT
Econoline SuperVans (Vans-Panel Vans)	3650 Lbs. ②	1230 Lb. Rear Springs GVW Package	6.95 x 14-4PR-PT
	4350 Lbs. ③		6.95 x 14-8PR-PT
	4930 Lbs. ③		7.00 x 14-8PR-TT

①Gross Vehicle Weight—Vehicle plus payload.

②Standard GVW.

③Optional GVW.

④PT—Passenger Type

TT—Truck Type

LUBRICATION

SPECIFICATIONS

ITEM		PART NAME	FORD PART NO.	FORD SPECIFICATION
Engine Crankcase Oil	SAE 10W-20W-30	Rotunda Motor Oil (MS Sequence tested SAE-10W-20W-30—10° F. to +90° F., SAE 5W-10W-20 for sustained tempera- tures below -10° F., 20W-40 tempera- tures above +90° F.)	C5AZ-19579-A, B or C, R-10-A, B or C C5AZ-19579-D, E or F, R-10-D, E or F C5AZ-19579-G, H or J, R-10-G, H or J	ESE-M2C101-A
	SAE-5W-10W-20			
	SAE 20W-40			
Engine Oil Filter		Rotunda Oil Filter—6,000 mile type	C1AZ-6731-A, R1-A	—
Automatic Transmission		Rotunda Automatic Transmission and Power Steering Fluid	C1AZ-19582-A, -C, or -D R106-A, -B, or -C	M2C33-D
Standard Transmission		Rotunda Standard Transmission Lube	C3RZ-19C547-B R139-B	ESW-M2C83-A
Rear Axle (Removable Carrier Type) 3050 lb. Conventional		Rotunda Hypoid Gear Lubricant	C2AZ-19580-D R154-C	ESW-M2C57-A
Rear Axle (Integral Carrier Type) 2300 lb. Conventional		Rotunda Hypoid Gear Lubricant	C1AZ-19580-E or -F R154-F or -G	ESW-M2C50-A
Rear Axle (Removable Carrier Type) 2700 lb. Limited Slip. Use 4 oz. of additive per Axle.		Rotunda Hypoid Gear Lubricant	C1AZ-19580-E or -F R154-F or G	ESW-M2C50-A
Limited Slip Additive (Use with foregoing listed lubricant.		Rotunda Hypoid Additive	C1AA-19B546-A R154-A	ESW-M2C58-A
Brake Master Cylinder		Rotunda Brake and Hydraulic Clutch Fluid	B7AZ-19542-A, -B, or -C R103-A, -B, or -C	EST-M6C13-A
Steering Gear		Rotunda Steering Gear Grease	C3AZ-19578-A R157-A	ESW-M1C87-A

LUBRICATION (Cont.)
SPECIFICATIONS

ITEM	PART NAME	FORD PART NO.	FORD SPECIFICATION
Front Wheel Bearings	Rotunda Wheel Bearing Grease	C2AZ-19585-A R152-A	ESA-M1C60-A
Front Axle Spindle Pins and Steering Linkage. Universal Joints and Slip Yoke. Brake and Clutch Pedal Shaft.	Rotunda Chassis Lube	C1AZ-19590-B R156-A	ESA-M1C75-A
Body Hinges, Door Striker Plates and Rotors, Seat Tracks, and Door Checks. Engine Cover Hinges, Latch and Hook. Side Door Step Slide Mechanism.	Rotunda Polyethylene Grease	C4AZ-19584-B R138-C	ESB-M1C105-A
Lock Cylinders	Rotunda Lock Lubricant	B4A-19587-A R117-A	ESB-M2C20-A
Windshield Washer	Rotunda Windshield Washer Solvent	C1AA-19550-A R109-A	ESR-M8B6-A
Parking Brake Linkage, Pivots and Clevises. Accelerator Ball Sockets and Carburetor Lever Kick-down Actuating Cam. Transmission Control Linkage Pivots. Clutch Linkage Pivots and Clevises.	Engine Oil SAE 10W	_____	_____
Carburetor Oil Bath Air Cleaner	Engine Oil SAE 30	Above 32° F.	_____
	Engine Oil SAE 20	Below 32° F.	_____
Exhaust Control Valve	Rotunda Solvent and Penetrating Fluid	C0AZ-19A501-A R149-A	ESR-M99C56-A
Speedometer Cable	Rotunda Speedometer Cable Grease	B5A-19581-A R136-A	ESA-M1C18

QUALITY CAR CARE SCHEDULE

OPERATIONS LISTED BELOW SHOULD BE PERFORMED AT THE MILEAGE SHOWN, OR AT A 6,000 MILE OR 6 MONTH INTERVAL (WHICHEVER COMES FIRST) FROM THE LAST SCHEDULED MAINTENANCE.	6,000	12,000	18,000	24,000	30,000	36,000
ENGINE						
Change Rotunda 6000-Mile engine oil and filter*	X	X	X	X	X	X
Change Thermactor pump filter element if so equipped			X		X	X
Clean and fill oil bath air cleaner*	X	X	X	X	X	X
Clean crankcase breather filler cap*	X	X	X	X	X	X
Clean positive crankcase vent system hoses, tubes, fittings & carburetor spacer and replace valve*			X		X	X
Check and adjust valve lash (170)			X		X	X
Check exhaust control valve for free operation	X	X	X	X	X	X
Inspect cooling system hoses and lines	TWICE ANNUALLY					
Clean engine cooling system‡						X
TRANSMISSION & REAR AXLE						
Check automatic transmission fluid level	X	X	X	X	X	X
Adjust automatic transmission front (intermediate) band	AT FIRST 6,000 MILES ONLY					
Check manual transmission lube level	X	X	X	X	X	X
Lubricate universal joints and slip yoke	X	X	X	X	X	X
Lubricate speedometer cable				X		
Check rear axle lube level	X	X	X	X	X	X

OPERATIONS LISTED BELOW SHOULD BE PERFORMED AT THE MILEAGE SHOWN, OR AT A 6,000 MILE OR 6 MONTH INTERVAL (WHICHEVER COMES FIRST) FROM THE LAST SCHEDULED MAINTENANCE.	6,000	12,000	18,000	24,000	30,000	36,000
BODY						
Lubricate door lock cylinders	X	X	X	X	X	X
Check door drain holes	TWICE ANNUALLY					
ELECTRICAL						
Check distributor points and adjust dwell		X		X		X
Check and adjust ignition timing		X		X		X
Lubricate distributor bushing (oil cup)				X		
CHASSIS						
Lubricate steering linkage	X	X	X	X	X	X
Repack and adjust front wheel bearings				X		
Cross switch tires	X	X	X	X	X	X
Check brake master cylinder fluid level	X	X	X	X	X	X
Inspect brake linings				X		
Lubricate brake and parking brake linkage pivots & clevises	X	X	X	X	X	X
Lubricate front axle spindle pins	X	X	X	X	X	X
Check Steering Gear Preload	X					


‡Every two years with long life coolant or twice yearly without.

*More frequently under continuous stop and go operation or extremely dusty conditions.

1966 ECONOLINE
FORD QUALITY CAR CARE
6,000 — 12,000 MILE

	6,000	12,000
Change Rotunda 6,000-Mile engine oil and filter		
Change Thermactor pump filter if so equipped		
Clean and fill oil bath air cleaner		
Clean crankcase breather filler cap		
Clean positive crankcase vent system hoses, tubes, fittings & carburetor spacer and replace valve		
Check exhaust control valve for free operation		
Check steering gear preload (6,000 only)		
Check transmission and rear axle lube level		
Check brake master cylinder fluid level		
Check and adjust valve lash (170)		
Check distributor points and adjust dwell		
Check and adjust ignition timing		
Cross switch tires		
Lubricate universal joints and slip yoke		
Lubricate steering linkage		
Lubricate front axle spindle bolts		
Lubricate door lock cylinders		
Lubricate brake and parking brake linkage pivots and clevises		
Inspect cooling system hoses and lines *		
Check door drain holes *		
Adjust automatic transmission front (Intermediate) band		

* or twice annually

 Indicates not required at this mileage.

1966 ECONOLINE
12,000 MILE† CUSTOMER
MAINTENANCE ORDER

I authorize performance of the services as specified on the reverse side. I understand that I will be charged only \$_____ for this work. There will also be a charge for additional lubricants required.

† or 6 months (whichever occurs first) since 6,000 Mile Quality Car Care Service.

Date _____

 Owner Signature

Also perform the additional services I have listed _____

1966 ECONOLINE
6,000 MILE† CUSTOMER
MAINTENANCE ORDER

I authorize performance of the services as specified on the reverse side. I understand that I will be charged only \$_____ for this work. There will also be a charge for additional lubricants required.

† or 6 months (whichever occurs first)

Date _____

 Owner Signature

Also perform the additional services I have listed _____

1966 ECONOLINE
6,000 MILE
FORD QUALITY CAR
CARE SERVICES

CHANGE

- Engine oil and filter☐
 Rotunda 6000-Mile oil and Rotunda
 6000-Mile oil filter

CLEAN

- Clean and fill oil bath air cleaner ...☐
 Crankcase breather filler cap☐

CHECK

- Exhaust control valve for free
 operation☐
 Transmission & rear axle lube level.☐
 Brake master cylinder fluid level....☐
 Steering gear preload☐

- Cross switch tires☐
 Cooling system hoses and lines☐
 Door drain holes☐

LUBRICATE

- Door lock cylinders☐
 Universal joints and slip yoke☐
 Steering linkage☐
 Front axle spindle bolts☐
 Brake and parking brake linkage
 pivots and clevises☐

1966 ECONOLINE
12,000 MILE
FORD QUALITY CAR
CARE SERVICES

CHANGE

- Engine oil and filter☐
 Rotunda 6000-Mile oil and Rotunda
 6000-Mile oil filter.
 Thermactor pump filter if so
 equipped☐

CLEAN

- Clean and fill oil bath air cleaner ...☐
 Crankcase breather filler cap☐
 Positive crankcase vent system hoses,
 tubes, fittings & carburetor spacer
 and replace valve☐
 Exhaust control valve for free
 operation☐

CHECK

- Transmission & rear axle lube level.☐
 Brake master cylinder fluid level....☐
 Adjust valve lash (170)☐
 Distributor points and adjust dwell..☐
 Adjust ignition timing☐
 Cross switch tires☐

LUBRICATE

- Door lock cylinders☐
 Universal joints and slip yoke☐
 Steering linkage☐
 Front axle spindle bolts☐
 Brake and parking brake linkage
 pivots and clevises☐

FORD QUALITY CAR CARE CERTIFICATION

This certifies that specified Ford Quality Car Care maintenance operations have been performed as indicated on the back of this stub. Additional work was performed as indicated below.

6,000 MILES

Date _____ Mileage _____

Dealership Name

Dealership Address

Signed

12,000 MILES

Date _____ Mileage _____


Dealership Name

Dealership Address

Signed

1966 ECONOLINE
FORD QUALITY CAR CARE
18,000 — 24,000 MILE

	18,000	24,000
Change Rotunda 6,000-Mile engine oil and filter		
Change Thermactor pump filter if so equipped		
Clean and fill oil bath air cleaner		
Clean crankcase breather filler cap		
Clean positive crankcase vent system hoses, tubes, fittings & carburetor spacer and replace valve		
Check transmission and rear axle lube level		
Check brake master cylinder fluid level		
Check exhaust control valve for free operation		
Check and adjust valve lash (170)		
Check distributor points and adjust dwell		
Check and adjust ignition timing		
Cross switch tires		
Lubricate universal joints and slip yoke		
Lubricate steering linkage		
Lubricate speedometer cable		
Lubricate front axle spindle bolts		
Lubricate distributor bushing (oil cup)		
Lubricate brake and parking brake linkage pivots and clevises		
Repack and adjust front wheel bearings		
Inspect brake linings		
Lubricate door lock cylinders		

 Indicates not required at this mileage.

1966 ECONOLINE
24,000 MILE† CUSTOMER
MAINTENANCE ORDER

I authorize performance of the services as specified on the reverse side. I understand that I will be charged only \$_____ for this work. There will also be a charge for additional lubricants required.

† or 6 months (whichever occurs first) since 18,000 Mile Quality Car Care Service.

Date_____

 Owner Signature

Also perform the additional services I have listed_____

1966 ECONOLINE
18,000 MILE† CUSTOMER
MAINTENANCE ORDER

I authorize performance of the services as specified on the reverse side. I understand that I will be charged only \$_____ for this work. There will also be a charge for additional lubricants required.

† or 6 months (whichever occurs first) since 12,000 Mile Quality Car Care Service.

Date_____

 Owner Signature

Also perform the additional services I have listed_____

1966 ECONOLINE

18,000 MILE

FORD QUALITY CAR CARE SERVICES

CHANGE

- Engine oil and filter☐
Rotunda 6000-Mile oil and Rotunda
6000-Mile oil filter.

CLEAN

- Clean and fill oil bath air cleaner ...☐
Crankcase breather filler cap☐

CHECK

- Exhaust control valve for free
operation☐
Transmission & rear axle lube level..☐
Brake master cylinder fluid level ...☐
Cross switch tires☐

LUBRICATE

- Door lock cylinders☐
Universal joints and slip yoke☐
Steering linkage☐
Front axle spindle bolts☐
Brake and parking brake linkage
pivots and clevises☐

1966 ECONOLINE

24,000 MILE

FORD QUALITY CAR CARE SERVICES

CHANGE

- Engine oil and filter☐
Rotunda 6000-Mile oil and Rotunda
6000-Mile oil filter.
Thermactor pump filter if so
equipped☐

CLEAN

- Clean and fill oil bath air cleaner ...☐
Crankcase breather filler cap☐
Positive crankcase vent system hoses,
tubes, fittings & carburetor spacer
and replace valve☐

CHECK

- Exhaust control valve for free
operation☐
Transmission & rear axle lube level..☐
Brake master cylinder fluid level ...☐
Adjust valve lash☐
Adjust ignition timing☐
Cross switch tires☐

LUBRICATE

- Universal joints and slip yoke☐
Steering linkage☐
Door lock cylinders☐
Front axle spindle bolts☐
Distributor bushing (oil cup)☐
Brake and parking brake linkage
pivots and clevises☐
Repack and adjust front wheel
bearings, inspect brake linings☐

FORD QUALITY CAR CARE CERTIFICATION

This certifies that specified Ford Quality Car Care maintenance operations have been performed as indicated on the back of this stub. Additional work was performed as indicated below.

18,000 MILES

24,000 MILES

Date _____ Mileage _____

Date _____ Mileage _____

Dealership Name

Dealership Name

Dealership Address

Dealership Address .

60


Signed

Signed

1966 ECONOLINE
FORD QUALITY CAR CARE
30,000 — 36,000 MILE

	30,000	36,000
Change Rotunda 6000-Mile engine oil and filter		
Change thermactor pump filter if so equipped		
Clean and fill oil bath air cleaner		
Clean crankcase breather filler cap		
Clean positive crankcase vent system hoses, tubes, fittings & carburetor spacer and replace valve		
Clean engine cooling system*.....		
Check exhaust control valve for free operation		
Check transmission and rear axle lube level		
Check brake master cylinder fluid level		
Check and adjust valve lash		
Check and adjust ignition timing		
Cross switch tires		
Lubricate universal joints and slip yoke		
Lubricate steering linkage		
Lubricate front axle spindle bolts		
Lubricate door lock cylinders		
Lubricate brake and parking brake linkage pivots and clevises		

* Every two years with long life coolant or twice yearly without.

 Indicates not required at this mileage.

1966 ECONOLINE
36,000 MILE† CUSTOMER
MAINTENANCE ORDER

I authorize performance of the services as specified on the reverse side. I understand that I will be charged only \$_____ for this work. There will also be a charge for additional lubricants required.

† or 6 months (whichever occurs first) since 30,000 Mile Quality Car Care Service.

Date_____

 Owner Signature

Also perform the additional services I have listed_____

1966 ECONOLINE
30,000 MILE† CUSTOMER
MAINTENANCE ORDER

I authorize performance of the services as specified on the reverse side. I understand that I will be charged only \$_____ for this work. There will also be a charge for additional lubricants required.

† or 6 months (whichever occurs first) since 24,000 Mile Quality Car Care Service.

Date_____

 Owner Signature

Also perform the additional services I have listed_____

1966 ECONOLINE

30,000 MILE FORD QUALITY CAR CARE SERVICES

CHANGE

- Engine oil and filter☐
Rotunda 6000-Mile oil and Rotunda
6000-Mile oil filter.

CLEAN

- Clean and fill oil bath air cleaner ...☐
Crankcase breather filler cap☐

CHECK

- Exhaust control valve for free
operation☐
Transmission & rear axle lube level..☐
Brake master cylinder fluid level ...☐
Cross switch tires☐

LUBRICATE

- Door lock cylinders☐
Universal joints and slip yoke☐
Steering linkage☐
Front axle spindle bolts☐
Brake and parking brake linkage
pivots and clevises☐

1966 ECONOLINE

36,000 MILE FORD QUALITY CAR CARE SERVICES

CHANGE

- Engine oil and filter☐
Rotunda 6000-Mile oil and Rotunda
6,000-Mile oil filter
Thermactor pump filter if so
equipped☐

CLEAN

- Clean and fill oil bath air cleaner ...☐
Crankcase breather filler cap☐
Positive crankcase vent system hoses,
tubes, fittings & carburetor spacer
and replace valve☐
Engine cooling system☐

CHECK

- Exhaust control valve for free
operation☐
Transmission & rear axle lube level..☐
Brake master cylinder fluid level ...☐
Adjust valve lash (170).....☐
Adjust ignition timing☐
Cross switch tires☐
Check distributor points
and adjust dwell☐

LUBRICATE

- Door lock cylinders☐
Universal joints and slip yoke☐
Steering linkage☐
Front axle spindle bolts☐
Brake and parking brake linkage
pivots and clevises☐

FORD QUALITY CAR CARE CERTIFICATION

This certifies that specified Ford Quality Car Care maintenance operations have been performed as indicated on the back of this stub. Additional work was performed as indicated below.

30,000 MILES

Date _____ Mileage _____

Dealership Name

Dealership Address

Signed

36,000 MILES

Date _____ Mileage _____

Dealership Name

Dealership Address

Signed

Tear out along this line

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- FORD TRAINED MECHANICS
- SPECIAL ROTUNDA SERVICE EQUIPMENT



AUTOLITE



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