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ECONoline @organization Newsletter
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Off the ground and on the run. Much to Jay's and my surprise, this **EconO** thing has taken off. Jay's assorted contacts have had a very high percent return rate, our one published ad has paid for itself, and all the responses have been very enthusiastic. We have members from all over the U.S., a good mix of restore vs. customize, old vs. young, and (not to sound sexist, but I was surprised) a few women. It's GREAT! Now to make it work in a tangible fashion.

For starters, Jay and I figured that we each have our own personal 10-most-wanted-parts-list. These are things that each of us needs to get our little babies restored to the Nth degree, optioned to the Nth degree, or, for some people, running. These lists change with time, and vary from person to person, region to region. As an example, Jay and I sat down and tried to come up with ten (in our subjective opinion) of the rarest Econoline goodies. These items are rare for different reasons. Most were options, some were expensive and therefore not ordered often, and some were easily removed, broken, or worn out. As far as we know, none of these are available NOS. These ten are definitely not the only rare goodies, we're leaving out lots of other items, and, just because we list item 1 first, it's not the rarest on the list. It's the first one we thought of.

1. Tinted window glass. In window vans and pickups, this included the vent window and door window, the side glass and back door glass (vans), and the corner and rear glass (pickups). Also available (still is, aftermarket) and rare, although not necessarily part of the same package, was a tinted windshield with a darker tinted stripe across the top.

2. Day/night rearview mirror. These are listed as an option, but neither Jay nor I have seen one.

3. Pickup short tailgates. Due to poor design, Econoline tailgates in general collect water and rust out at the bottom edge, making good ones hard to find. This option allowed one to drop the gate all the way down and not hit the ground when backing into loading docks, etc.

4. Folding driver's seat. Different from the pull-out passenger swing seat, this was available to allow easier access to the battery. Looks and feels like a regular seat.

5. Instruction sticker for automatic. Jay and I have only seen one of these, but it went on the cover of the shift indicator, and told one how to use the old "green dot" automatic transmission.

6. Round head, pedestal mount side view mirrors. Standard for both vans and pickups, 1961-mid 1964(?); was optional on the right side for pickups. Something about the way Ford mounted all the low-mount mirrors, we've seen lots of old holes,

3. This tip comes from John Grasso, a member who lives on the East coast and has discovered that Econoline small six motor mounts apparently rust out back there. After not being able to find one, John made his own from U and L angle iron. A drawing is on the previous page. Being spoiled Californians, this suprised Jay and I, but we now realize how tough a time you folks back east have. Neither Jay nor I have seen a small six motor mount arm fail due to rust (incorrect V8 mounting-that's different) and those mounts are throw-away items easily available to us. Now there's two solutions: fabricate like John did, or have someone out west send you one. Parts and help! I love it!

Time for me to turn things over to Jay for a while. This month we'll start on those modifications we talked about in the application. One (if not the) most frequently asked questions we hear concerns the limitations of the light-duty rear axle and what to do about it. Jay's article helps with that. The next article continues the production information, covering serial numbers, paint codes, and D.S.O. codes. We'll finish up with classifieds and a membership roster. I won't have room in each newsletter to include a new roster, so we'll give you the new members each newsletter and put out a comprehensive roster with the Feb/March newsletter (the last one for this "year"). Next month we'll try to cover a conversion to the 1967 dual master brake unit for the non-67 models, continue the production stuff, and then see how much room we have left for our other ideas. Here's Jay.

INSTALLING A HEAVY DUTY REAR AXLE IN THE 1961-1967 ECONOLINE

The standard light duty axle in the early Econolines leaves a bit to be desired in terms of reliability, ease of service, and choice of gear ratios. The most obvious choice for replacement comes from the Econoline itself, since a heavy duty axle was offered from 1963 to 1967 as an option. This unit is the well known Ford 9-inch axle, so called because of the diameter of the ring gear. By comparison, the ring gear of the light duty axle is 7 inches in diameter. This is a true bolt in swap and a very wide range of gear ratios is available, at least 2.50:1 to 4.57:1, whereas the light duty axle was only available in 3.50:1 or 4.00:1. For the small six engines, 3.25 to 3.50:1 seems about right, depending on your needs (smaller for freeway; taller for loads and town). For the big six engine or V8 conversions, 3.00:1 to 3.25:1 seems OK.

The 9-inch axle is easily identified since it has no rear access cover. Instead, the entire gearset unbolts as a unit and is removed from the front of the housing. Gearsets from almost any Ford or Mercury passenger car or light truck from 1957 to the late 1970's will fit, the only exception being some of the high performance or truck gearsets which had 31 spline axle shafts. The standard axles had 28 splines. While the housing is unique to the Econoline only, axle shafts and bearings will interchange with some passenger cars as well.

The installation details vary from year to year depending on the engine size and transmission which will be used.

For the 1961 and 1962 Econoline a bolt in driveshaft is not available. A custom driveshaft can be made up by most machine shops. Perhaps a better solution is to install the 1963-64 transmission. This is a much stronger gearbox and is synchronized into first gear. This transmission has a fixed yoke instead of the slip joint that the 61-62 box has. The driveshaft for this combination is the one from the 1963-64 Heavy-Duty model. Other parts needed for the conversion are the U-bolts, rear brakes and drums from the Heavy-Duty axle and the correct speedometer driven gear for the axle ratio used.

For the 1963-64 Econoline simply bolt in the heavy axle with the parts listed

but few mirrors. Chrome of this shape is even tougher to find.

7. Deluxe Club Wagon blue or tan padded dash. Padded dashes in general kinda took it in the shorts, being in a place that gets baked, things set, spilled, or melted on them. To cap it off, there just weren't many blue or tan ones made.

8. Deluxe wheel covers. Styles of these varied from year to year, apparently, and some were the same as some passenger cars. The one specific one we're sure of is the 1965 deluxe pickups and vans used the Falcon car spinner hubcap in both 13 and 14 inch sizes.

9. Dagenham 4-speed transmission. Everyone knows about this one because the repair books (even Chilton's) devote space to these. Both the transmission and the linkage seemed to give problems, so, often they've been replaced with 3-speed transmissions.

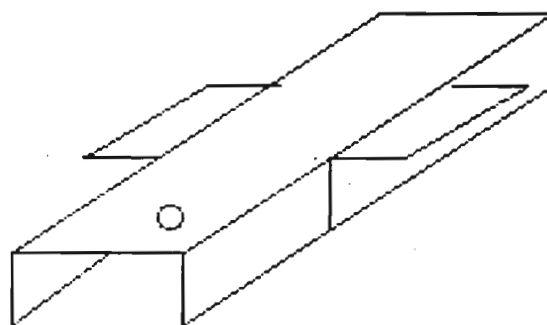
10. Anything from a Mercury Econoline. Definitely a regional problem here, but also a production numbers and rusty death problem. Jay recently figured out that Mercury of Canada produced some Econoline-shaped vans. One is rumoured to be running around the Bay Area here, but Jay and I haven't seen it. Any of the items that make one different from a regular Econoline would be rare in our judgement.

The nice thing about 10 most wanted lists is that they convert easily into Parts Wanted classified ads. See the Econoline Classifieds for three examples, and send me yours. Parts is the reason we're here!

Another reason we're here is to help each other out. I thought I'd try to toss out a few tips that Jay and I have found, or that members have sent in, each month. Here's three.

1. Something that I found on my pickup and on another pickup in a yard, both of which were owned by Pacific Gas & Electric (PG&E), a northern California utility. Seems their mechanics also found that the nuts that hold the belly pans (that piece of sheet metal that runs between the bottom of the radiator and the bottom front of the truck for cooling purposes) on tweak off after only so many removals. Their solution was to use some of the speed nuts like those used on the radiator support bracket instead of reaching through the grill, brazing the nut back on, or plain old discarding the pan.

2. Jay and I have known for a while that the bushings where the shift rods go through the frame bulkheads are usually kaput and create a hair-raising screech when bare rods scrape bare metal when shifting. What we didn't know, and that Jay recently discovered, is that the bushing in the bulkhead for the emergency brake and, in automatics, the kickdown, is the same and is rarely worn through.



JOHN'S MOTOR MOUNT

above using the Heavy- Duty driveshaft from a 63-64 truck with the same transmission.

For the 1965-67 Econoline it is also a matter of simply bolting in the heavy duty parts. The driveshaft must be from a truck with the 170 engine. See the driveshaft chart below.

The driveshaft must be from a truck with the same transmission as the truck it is being installed in as the length is different for 3 speed, 4 speed, and automatic ones.

Econoline Driveshafts:

Year/Engine	Trans	Duty	Front Yoke	Rear Yoke	Ref.*
1961-62/144,170	3-speed	Light	slip	small	1
1963-64/144,170	3-speed	Light	small	small	2
	3-speed	Heavy	small	large	3
	4-speed	Light	small	small	4
	4-speed	Heavy	small	large	5
1964/170	Auto	Light	small	small	6
	Auto	Heavy	small	large	7
1965-67/170,200	3-speed	Light	small	small	2
	3-speed	Heavy	small	large	3
	Auto	Light	small	small	6
	Auto	Heavy	small	large	7
1965-67/240	3-speed	All	large	large	8
	Auto	All	large	large	9

Driveshaft needed for H.D. axle:

<u>Year/Engine</u>	<u>Transmission</u>	<u>Ref. *</u>
1961-62/144,170	3-speed 1961-62	none; must fabricate
1961-62/144,170	3-speed 1963-64	3
1961-62/144,170	Auto 1964 only	7
1961-62/144,170	4-speed 1963-64	5
1963-64/144,170	3-speed	3
1963-64/144,170	4-speed	5
1963-64/144,170	Auto 1964 only	7
1965-67/170,200	3-speed 1965-67	3
1965-67/170,200	Auto 1965-67	7

Speedometer Correction

On Ford vehicles it is a simple matter to change the speedometer calibration after changing gear ratio or tire size. The driven gear on the transmission end of the

speedometer cable is all that is required to be changed to obtain the correct reading. To change this gear, unbolt the speedo cable from the transmission. Pull. The gear (attached to the cable) and some oil will come out. Remove the gear from the cable by lifting on the clip located at the base of the gear, and sliding the gear off the end of the cable. Reinstall by reversing this process. The drive gear in the transmission does not need to be changed to make the correction. To determine the correct driven gear, one of the two formulas below should be used. If the speedometer was correct with the original gear ratio, use the first formula and round off to the nearest whole number to find the correct number of teeth on the driven gear. If the speedometer was incorrect or the original gear ratio was not known, install whatever gear is available and check the speedometer against one which is known to be correct. Use the indicated speed and the true speed in the second formula to determine the number of teeth on the driven gear. Again, round off to the nearest whole number.

$$\#1: \quad \# \text{ of teeth} = \frac{(\text{original } \# \text{ of teeth}) \times (\text{new gear ratio})}{\text{original gear ratio}}$$

$$\#2 \quad \# \text{ of teeth} = \frac{(\text{original } \# \text{ of teeth}) \times (\text{indicated speed})}{\text{true speed}}$$

MORE PRODUCTION INFORMATION

This month I'll continue with more information on decoding the mysterious Econoline data plates. Serial numbers, dates of production, paint codes, and interior trim codes will be covered. Once the numbers are out of the way, we will be able to get on with more neat things. I just want to get all the numbers out in the open so there is no doubt when we talk about a certain year or model.

The serial numbers are located in at least two places on the Econolines. The data plate on the drivers door frame (61-62) or door rear face (63-67) carries the number. If your data plate is missing, don't fret. On most 1961-65 vans and all pickups, the number is stamped on the shield for the right rear taillight (some early models were stamped on the left). On 1966-67 vans, the number is stamped on the top surface of the transmission tunnel. The number is also stamped on some (years?) vehicles under the front section of the engine box on the floor. The front piece must be removed to find it, and all the goo scraped away. The month and year of production can be determined from the serial number by comparing it to the tables below.

Paint codes are also located on the data plate. There were some variations on the names of some colors from year to year. Also, other colors could be special ordered. These will have no paint code and will have a 6-digit number in the DSO location on the data plate. The first two numbers are the district the vehicle was ordered from; the last four are the order number.

The interior trim code is located in the "body" space on the data plate for 1964-67 vehicles. A number designates standard vinyl upholstery and a letter is for the deluxe upholstery.

SERIAL NUMBERS

MODEL YEAR	MONTH	YEAR	NUMBERS
1961	OCT	60	100,001-109,999
	NOV		110,000-119,999
	DEC		120,000-129,999
	JAN	61	130,000-139,999

	FEB		140,000-149,999
	MAR		150,000-159,999
	APR		160,000-169,999
	MAY		170,000-179,999
	JUNE		180,000-189,999
	JULY		190,000-199,999
	AUG		200,000-204,999
1962	AUG	61	205,000-209,999
	SEPT		210,000-219,999
	OCT		220,000-229,999
	NOV		230,000-239,999
	DEC		240,000-249,999
	JAN	62	250,000-259,999
	FEB		260,000-269,999
	MAR		270,000-279,999
	APR		280,000-289,999
	MAY		290,000-299,999
	JUNE		300,000-309,999
	JULY		310,000-319,999
	AUG		320,000-324,999
1963	AUG	62	325,000-329,999
	SEPT		330,000-339,999
	OCT		340,000-349,999
	NOV		350,000-359,999
	DEC		360,000-369,999
	JAN	63	370,000-379,999
	FEB		380,000-389,999
	MAR		390,000-399,999
	APR		400,000-409,999
	MAY		410,000-419,999
	JUNE		420,000-429,999
	JULY		430,000-439,999
	AUG		440,000-444,999
1964	AUG	63	445,000-449,999
	SEPT		450,000-459,999
	OCT		460,000-469,999
	NOV		470,000-479,999
	DEC		480,000-489,000
	JAN	64	490,000-499,999
	FEB		500,000-509,999
	MAR		510,000-519,999
	APR		520,000-529,999
	MAY		530,000-539,999
	JUNE		540,000-549,999
	JULY		550,000-559,999
	AUG		560,000-569,999
	SEPT		570,000-579,999
1965	AUG	64	580,000-587,999
	SEPT		588,000-599,999
	OCT		600,000-611,999

	NOV		612,000-623,999
	DEC		624,000-635,999
	JAN	65	636,000-647,999
	FEB		648,000-659,999
	MAR		660,000-671,999
	APR		672,000-683,999
	MAY		684,000-695,999
	JUNE		696,000-707,999
	JULY		708,000-719,999
	AUG		720,000-731,999
1966	AUG	65	732,000-745,999
	SEPT		746,000-759,999
	OCT		760,000-773,999
	NOV		774,000-787,999
	DEC		788,000-801,999
	JAN	66	802,000-815,999
	FEB		816,000-829,999
	MAR		830,000-843,999
	APR		844,000-857,999
	MAY		858,000-871,999
	JUNE		872,000-885,999
	JULY		886,000-899,999
	AUG		900,000-913,999
1967	AUG	66	A00,000-A13,999
	SEPT		A14,000-A27,999
	OCT		A28,000-A41,999
	NOV		A42,000-A55,999
	DEC		A56,000-A69,999
	JAN	67	A70,000-A83,999
	FEB		A84,000-A97,999
	MAR		A98,000-B11,999
	APR		B12,000-B25,999
	MAY		B26,000-B39,999
	JUNE		B40,000-B53,999
	JULY		B54,000-B67,999
	AUG		B68,000-B81,999
	SEPT		B82,000-B95,999
	OCT		B96,000-B99,999

INTERIOR TRIM CODES- 1964-67 only

- 2 Blue vinyl
- 3 Green vinyl
- 4 Beige vinyl
- 5 Red vinyl
- B Blue woven plastic and Blue vinyl
- C Green woven plastic and Green vinyl
- D Beige woven plastic and Beige vinyl
- E Red woven plastic and Red vinyl

PAINT CODES

<u>YEAR</u>	<u>PAINT CODE</u>	<u>COLOR</u>
1961	A	Raven Black
	B	Caribbean Turquoise
	D	Starlight Blue
	J	Montecarlo Red
	L	Holly Green
	M	Corinthian White
	S	Mint Green
	V	Academy Blue
	X	Goldenrod Yellow
* Two tone paint scheme was available - any standard color may be combined with Corinthian White.		
1962	A	Raven Black
	B	Caribbean Turquoise
	C	White
	E	Medium Blue Metallic
	F	Baffin Blue
	G	Chrome Yellow
	J	Rangoon Red
	L	Holly Green
	M	Corinthian White
	T	Honey Beige (Sandshell Beige)
	V	Academy Blue
	X	Goldenrod Yellow
Two tone - see note under 1961		
1963	A	Raven Black
	B	Caribbean Turquoise
	E	Viking Blue (Medium Blue Metallic)
	J	Rangoon Red
	L	Holly Green
	M	Corinthian White
	T	Sandshell Beige
	V	Academy Blue
	K	Driftwood (Gray)
	S	Mint Green
	Y	Glacier Blue
	G	Chrome Yellow
Two tone - see note under 1961		
1964	A	Raven Black
	B	Caribbean Turquoise
	E	Viking Blue
	J	Rangoon Red
	L	Holly Green
	M	Corinthian White (Wimbledon White)
	T	Sandshell Beige (Bengal Tan, Navajo Beige)
	V	Academy Blue
	K	Driftwood (Gray)

S	Mint Green (Pagoda Green)
C	White (Pure White)
G	Chrome Yellow
Y	Glacier Blue (Skylight Blue)

Two tone available with Corinthian White combined with any standard color except Chrome Yellow or Pure White.

1965	A	Raven Black
	B	Caribbean Turquoise
	C	Pure White (Special White - RP0)
	G	Chrome Yellow
	J	Rangoon Red
	K	Navajo Beige (Tan)
	L	Holly Green
	M	Corinthian White (Wimbledon White)
	O	Lt. Peacock (Tropical Turquoise)
	P	Palomino Metallic
	V	Chrome Yellow
	W	Marlin Blue (Med. Blue)
	3	Poppy Red ** This color was used on the Deluxe pickups but was not listed in the Ford literature, anyone know the official name or have more info

Two tone - see note under 1964

1966	A	Raven Black
	B	Caribbean Turquoise
	C	Pure White
	F	Arcadian Blue (Lt. Blue)
	G	Chrome Yellow
	H	Sahara Beige (Lt. Beige)
	J	Rangoon Red
	L	Holly Green
	M	Wimbledon White
	W	Med. Blue (Marlin Blue)
	Y	Med. Blue Metallic (Viking Blue)
	3	Lt. Blue
	8	Springtime Yellow (Lt. Yellow)

Two tone - see note under 1964

1967	A	Raven Black
	B	Frost Turquoise
	C	Pure White
	E	Med. Beige Metallic (Palomino)
	G	Chrome Yellow
	J	Rangoon Red
	L	Holly Green
	M	Wimbledon White
	Q	Med. Blue Metallic
	U	Med. Green (Lunar Green)
	6	Lt. Beige (Pebble Beige)
	7	Dk. Blue (Harbor Blue)
	8	Springtime Yellow

Two tone - see note under 1964

DISTRICT CODES (DSO) (DOMESTIC SPECIAL ORDER)

1961-62 vehicles will have a number stamped here only if the vehicle was special ordered. Regular production trucks will have a blank.

1963-67 vehicles will have a 2-digit district number for regular production vehicles and a 6-digit number for special order vehicles. On special orders, the first two numbers are the district, and the last four are the order number.

DISTRICT CODES

12	Buffalo	34	Indianapolis	61	Dallas
13	New York	35	Lansing	62	Houston
14	Pittsburgh	36	Louisville	63	Memphis
15	Newark	37	Buffalo	64	New Orleans
16	Philadelphia	38	Pittsburgh	65	Oklahoma City
17	Washington	41	Chicago	71	Los Angeles
21	Atlanta	42	Fargo	72	San Jose
22	Charlotte	43	Rockford 61-66	73	Salt Lake City
23	Philadelphia	43	Milwaukee 67	74	Seattle
24	Jacksonville	44	Twin Cities	75	Phoenix
25	Richmond	45	Davenport	81	Ford of Canada
26	Washington	51	Denver	83	Government
27	Cincinnati	52	Des Moines	84	Home Office Res.
28	Louisville	53	Kansas City	85	Amer. Red Cross
31	Buffalo	54	Omaha	89	Transport. Service
32	Cleveland			90-99	Export

ECONOLINE CLASSIFIEDS

Wanted: NOS or NORS: Vent window weather seals, front door weather seals, 6" round side view mirrors (chrome preferred), blue armrests, blue upholstery panels, 61-64 hubcaps (chrome preferred)(size?), blue full-length vinyl coated floor mat.

For sale: Ford sales lit. in good cond: 1962 vans, 1964 vans, 1964 pickups, 1967 (early) van/supervan/pickup, 1967 (late) van/supervan/pickup. Rough used parts: carb for 144 cid 6 cyl., chrome locking glove box door, painted locking glove box door, 1 pr. pickup tailgate arms w/ hinge brackets. Average (so-so) used parts: 1967 240 engine crossmember, 1 pr. vent window top pivots, 19,000 BTU Wards floor heater/ defroster (fits E-100). All items above (?), \$1.00 ea. + shipping. Contact D.W. English (see roster).

Willing to share: 1966 shop manual on microfiche if I can get it reproduced. Contact Kathy Lucas (see roster).

Wanted: tinted window glass from front doors, clean tailgate, NOS vent window gasket, one or two Mustang/Torino 5-slot Rally wheels, blue padded dash, blue padded glove box door, unbroken '67 short van back-up light lenses, NOS molded cargo door seals, 1 pair new or good used amber front turn signal lenses, info/lit/pictures/parts relating to the Mercury version of the Econoline.

For sale/trade/whatever: let me know what you need and I'll try to find it for you if I don't already have it. Contact Jay Long (see roster).
