



Brian Cochrane, 258 Cambridge Ave, San Leandro, CA 94577 (415) 568-6131
 Jay Long, 15039 Costela Street, San Leandro, CA 94579 (415) 352-4367

ECONonline @organization Newsletter
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Yea, I know: we're late. No one reason why, but a late start, a change in content, a professional conference, and the World Series all contributed to the delay. It is still November (I think). For those of you awaiting back issues, I haven't forgotten you. Econ0 tends to run in two month pulses, and the regular newsletter gets priority. Hang on, it's coming. Onward.

Have had a few inquiries as to more precisely what year GM power window units to use in the conversion presented in the last issue. I called Harold Mezo and was informed that they used Cadillac, 1975 or '76. He says there is very little variation in the REAR door power units in mid-70's GM products.

Corrections: hopefully we can keep this stuff to a minimum. In "Members" of the last newsletter, Ed Buchholz's name was misspelled as Buchlotz; sorry Ed. On page 5, a couple of columns became misaligned, and should look like this:

<u>Engine Size</u>	1961	1962	1963	1964	1965	1966	1967
240					J	A	A
<u>Transmission</u>	1961	1962	1963	1964	1965	1966	1967
3-speed std.	A	A*	A	A	A	C	C
4-speed std.			F	F			

Other news: Jay and I have decided to continue Econ0 next "year". Same deal as this time: six issues. Thus far, we've gotten out of Econ0 what we wanted. Namely: a few parts we were looking for; reproduction parts started; and a link to lots of experience, sources, ideas, and general Econonline nuts. Don't confuse me by sending any \$\$ now. The game we'll play is to send a new flier with a re-up section in the last newsletter, and we'll start everybody from ground zero again.

Tips: Ever think about putting a different knob on the end of your shift lever? Other auto companies, and aftermarket knobs are available. I'm currently using a Tempest automatic knob. If you plan to, and need to thread the end of the stock lever, be sure you use a '61-early '64 (straight lever), or a '64-early '65 (bent lever). Anything later than that is hardened, and makes for difficult, if not impossible thread cutting. A pretty alternative to the stock lever is to use the mid-year ('69-'74) Econonline. Some of these were chrome with a black knob, and a few were chrome with a chrome knob. Automatic lovers, don't fret. The same levers were available in mid-year automatics, but you'll need to grind the detent tab to match the early Econ0line lever.

Metro Moulded Parts, Inc., 11610 Jay Street, P.O. box 33130, Minneapolis, MN 55433. (612) 757-0310. NORS and universal rubber parts for all cars. Catalog = \$2.00; minimum credit card order = \$25.00. Hours = M-F, 8:30 - 4:30; Sat., 10 - 2. '61-'67 ECONOLINE front floor mats, window regulator arm roller, clutch/brake pedal pads.

Karr Rubber Mfg., 133 Lomita Street, El Segundo, CA 90245. (213) 322-1993. NORS and universal rubber extrusions (i.e. straight stock without moulded corners) for most vehicles. Catalog = \$5.00. '61-'67 ECONOLINE pickup rear and quarter window/van fixed rear and side window extrusions, cargo door weatherstripping.

Dennis Carpenter, P.O. Box 26398, Charlotte, NC 28221-6398. (704) 786-8139. NORS '48-'72 Ford car and truck parts. Catalogs = \$2.00 each: '48-'66 F-100, '67-'72 F-100, '58-'66 Thunderbird, '60-'64 Galaxie, '60-'70 Comet/Falcon, '62-'71 Fairlane. Hours = M-F, 8-5; Sat, 10-1. '61-'67 ECONOLINE windshield gasket, '61-'67 ECONOLINE vent window, front door, pickup rear window gaskets and front turn signal lenses under development.

Mill Supply Inc., 3241 Superior Ave., Cleveland, OH 44144. (216) 241-5072. NORS car and truck body patch panels, grills, etc. Catalog = \$4.00. '61-'67 ECONOLINE lower body patch panels.

Surplus Supply, Box 9047, Akron, OH 44305. (216) 920-1616. NORS car and truck body patch panels. Catalog = \$4.00. '61-'67 ECONOLINE lower body patch panels.

Bills Speed Shop, 13951 Millersburg Road SW, Navarre, OH 44662. (216) 832-9403. NORS car and truck body patch panels. Catalog = \$4.00. '61-'67 ECONOLINE lower body patch panels.

The following vendors STOCK NOS/NORS parts, for other model Fords, that interchange with some '61-'67 ECONOLINE parts.

ABC Auto Upholstery, 4289 Paul Street, Philadelphia, PA 19124. (215) 289-0555. '40-'70 Ford upholstery fabric. Swatch and SASE for match.

George Buchinger, P.O. Box 66114, Chicago, IL 60666. (312) 678-6140. New windows, windshields for '40-'70 cars and trucks. Phone/SASE.

Dennis Carpenter. See preceding listing.

City Motor Co., 944 6th Street, Clarkston, WA 99403. (509) 758-6262. '60-'70 Ford car and '62-'66 Dagenham 4-speed parts. Free catalog.

Carolina Classics, 624 East Greer Street, Durham, NC 27701. (919) 682-4211. '48-'66 F-100 Ford parts. Catalog = \$3.00.

Ford Parts Store, 4925 Ford Rd., Box 226, Bryan, Ohio, 43506. (419) 636-2475 Mon.-Sat. 9-9. Catalog \$1.00. Specialize in 1954-mid-'60's new and reproduction parts and accessories. Econoline clutch and brake pedal pads.

Greg Donahue Collector Car Restorations, 12900 South Betty Point, Floral City, FL 32636. (904) 344-4329. Specializing in 1963-64 Galaxie parts. Econoline clutch and brake pedal pads and dome light lenses and bezels for vans. Long SASE with 2 stamps for catalog.

Joblot Automotive, 98-11 211th Street, P.O. Box 75, Queens Village, NY 11429. (212) 468-8585. Hours = M-F, 8:30-4:45; Sat, 8-12. '28-'69 Ford car and pickup parts. Catalog = \$2.00.

King and Westly Obsolete Parts Co., Courthouse Square, Liberty, KY 42539. (606) 767-5031. Hours = M-F, 8-5. Ford cars and pre-'70 truck parts. Phone/SASE.

Las Chance Ford Parts, 435 South Main Street, Box 116, Route 9, Forked River, NJ 08731. (609) 693-0333. Hours = M-F, 7-9; Sat, 9-3. '28-'80 Ford car and truck parts. Phone/SASE.

LeBaron Bonney Co., 6 Chestnut Street, Amesbury, MA 01913. (617) 388-3811. Ford upholstery fabrics. Swatch and SASE for match.

Metro Moulded Parts Inc. See previous listing.

Northwest Classic Falcons, 1964 NW Pettygrove, Portland, OR 97209. (603) 241-9454. Hours = M-F, 9-5. Falcon/Comet car parts.

Something else we recently learned, is that your generic, chain auto parts store isn't completely useless. Kragen's, one such in our area, sells replacement mirror glass for the stock, low-mount pedestal rectangular mirrors found on '64 to '74 Econoline vans and pickups. The product is manufactured by "Look!", part number 51021.

Last tip: if you are annoyed every time your cargo doors blow shut when you want them to stay open, you aren't the first. Some ex-phone company vans in our area and other areas were equipped with a metal checkstraps in the doors that had 90 degree and almost-full-open stops. They are riveted in, so take your cold chisel with you when you go looking. Don't look at just the Fords, the same thing was in early Chevy and Dodge phone co. vans.

A request from Jay: on one of his seemingly countless trips to the wrecking yards he came upon an interesting item. It seems that the special-ordered vans (those with a six digit DSO number on the VIN tag) have another tag under the dash on one of the front vent retaining screws which lists the special order information for that vehicle. Those of you who have special-ordered Econolines that take a look and tell him what you find, will be rewarded as soon as he can compile enough of these tracings to make some sense of them. Any descriptions of unusual colors, options, etc. would also be helpful.

This issue: those of you that did the weight test on the newsletter and determined this not to be a parts issue before opening get the prize. Parts is a BIG topic, and we admittedly bit off more than we can chew. Jay and I are still trying to figure out an easily read way to present the different parts and supplies. Don English helped us out and waded through the NOS and reproduction vendors. Don's efforts were somewhat complicated by a new player in the Econoline parts game: Leon Bigelow. I talked with Don about Mr. Bigelow, and I'll try to summarize what he had to say. Mr. Bigelow has apparently bought out the uniquely early Econoline inventories of five of the NOS/NORS vendors listed below that consistently offered early Econoline parts. Mr. Bigelow's stated intention is to go into business as a solely early Econoline parts supply. He has talked to Don and mentioned having molds for rubber parts under way, wire looms, etc.. Good?, and bad. On the minus side, it can only mean the prices are going up, he's competing with you and me to get stuff from the other vendors, and, for now, the items he has are unavailable. He hasn't offered them for sale, even though some people have expressed interest in stuff he has. On the good side: at best, we have a supply of NOS items and a vendor interested in developing reproduction items. If he does go into business and his prices and attitude are reasonable, then fine, no problems. If his prices are too high, then there are other ways to get parts (like through Econ0). Dennis Carpenter is entering the reproduction field, and eventually Mr. Bigelow's inventory will be on the market when he folds. Don has adopted a "wait-and-see" attitude, and, yea, I can go along with that for now. Interestingly, Econ0 has yet to hear directly from Mr. Bigelow.

OK, I'm off my soapbox now. This issue continues with an article by Jay on steering wheels and things in that part of the truck, and finishes with an introductory discussion about swapping a V8 into an early Econoline. Be sure to check the new members and classifieds as well. Next issue (no grandiose promises this time), we'll continue with the parts and V8 articles, and try to think of something else you've been dying to discover about Econolines.

Parts and Services Sources

The following vendors stock at least one '61-'67 ECONOLINE NORS (New Obsolete Reproduction Stock) part.

Bob Cook, Hazel, KY 42049. Mail order only. Ford NORS/NOS (New Obsolete Stock) parts. Car parts catalog = \$5.00. '61-'67 ECONOLINE front floor mats, windshield gasket, tinted and shaded windshields.

Steering Wheels and Turnsignal Switches for Early Econolines

One of the most asked questions of Dr. Econ0 is , "Where do I get a good steering wheel?" This leads to other questions about aftermarket steering wheels, turn signal switches, and the addition of an emergency flasher system. Since these all are related questions I thought I would cover the whole mess in one article.

Since the NOS Econoline parts market is becoming practically nonexistent I started looking at other options for finding a good steering wheel. Finding a good used one, at least here in sunny California, is next to hopeless. There are several articles available on wheel restoration which cover repair of cracks and refinishing. These would be worth looking at if the rest of the wheel is in good condition. At least one company offers a kit for doing this type of repair and several jobbers in the antique car field offer restoration services for a price. In fact, one company has offered to stock restored Econoline steering wheels if we provide them with two or three wheels to get them going. (See the parts and suppliers list earlier this issue for steering wheel articles, repair kits, and restorers). The problem with most of the steering wheels I have seen is that, in addition to being cracked around the hub, they are badly worn on the rim where the ribbed areas are. This would be practically impossible to repair so the only alternative is to search for a new or good used one.

The Econolines all had the same steering wheel from 1961 to 1966. It was available in two colors - black and cream; the cream colored ones usually appeared on the Deluxe versions. The wheel was changed in 1967 to work with the new turn signal switch that had the emergency flasher incorporated in the switch. The flasher switch was on the right side of the steering column. The horn contact was changed, requiring a redesigned steering wheel. The '61 - '66 version used a contact ring on the turn signal switch and a spring loaded contact in the steering wheel. The '67 version was just the opposite, having a spring contact on the switch and a contact ring on the steering wheel. The wheels are the same otherwise and the '67 wheel will fit the earlier vans provided you also use the '67 switch. The other change in 1967 was that the turn signal lever threaded into the stem on the switch instead of being held in with a screw as the earlier ones were. There were actually TWO DIFFERENT versions of the '67 turn signal switch. This will not concern you unless you have a '67 van and wonder why the switch from another '67 won't hook up. The early '67's had a seven wire switch just like the '61 - '66's and will in fact plug in and work fine. However the emergency flashers will only work when the key is on since it gets power from the accessory feed. To fix this on the '67's, Ford simply wired them so the switch was hot all the time, emergency flashers, turn signals, and all. They also used a heavy duty transistorized flasher mounted deep under the dash to accomodate the varying load of two or four bulbs. Part way through the year they decided to keep us on our toes and changed to an eight wire switch. The added wire was, of course, the hot lead for the emergency flashers and the turn signals only worked when the key was on as before ('61-'66). Two separate flashers were used and both were the "normal" style flashers we are all used to seeing.

From the sound of all of this, you may wonder why anyone would want to change over to the '67 parts if they were only used one year. The answer is that our younger brother (or sister) - the second generation (1969-1974) Econoline - is actually good for something after all, since the steering wheel and turn signal switch can be pirated from these vans. The reason we are excited here is that the second generation vans were made through 1974 - a good seven years less wear than the equivalent first generation parts. In addition, the second generation wheels were available in all sorts of fancy colors as well as the usual black and white (cream, actually...) and the second generation steering wheel bolts right on to the early vans. However, to get the horn to work you will need the '67 type switch with the spring loaded contact. This isn't as bad as it sounds because if

Obsolete Ford Parts Co., P.O. Box 787, Nashville, GA 31639. (912) 685-5101. Hours = M-F, 8-5; Sat, 8-12. '49-'73 Ford car and pickup parts. Catalogs = \$2.00 ea. (state year and model).

Obsolete Ford Parts Inc., 6601 Shields, Oklahoma City, OK 73149. (405) 631-3933. Hours = M-F, 9-1; Sat, 9-1. '09-'72 Ford car and '48-'66 F-100 truck parts. Catalogs = \$3.00.

SoCal Pickups Inc., 6412 Manchester Blvd., Buena Park, CA 90621. (714) 994-1400 or (213) 941-4693. Tu-Sat, 9-5:30. '53-'72 F100 parts. '53-'56 color(!) catalog = \$6.95. '57-'72 catalog (no part number listings) = \$2.00.

Jim Tucker, 29597 Paso Robles Road, Valley Center, CA 92082. (619) 749-3488. Heater control valves. Phone/SASE.

J.C. Whitney, 1917-19 Archer Ave., P.O. Box 8410, Chicago, IL 60680. (312) 431-6102. Hours = M-Sun, 8-5. Automotive parts and accessories. Free catalog. (eds note: They Do carry the front floormat (the only non-mechanical stock part I could find) for '61-'67 ECONOLINE, but getting one is another matter. I ordered one, no problem. I tried to order another, but received early Chevy. Paid the return shipping and returned it with the appropriate semi-nice letter. Received another floormat, only for early Dodge. Again returned it, paying the shipping (they won't take COD returns), along with nasty letter, the gist of which said "Get it right or send me my money back." Received money for original price, plus original shipping. I'm out two return shippings. Unless you live in Chicago, I'd say order from someone who can get it right.)

Dan Williams, 1210 NE 130th Street, North Miami, FL 33161. (305) 893-5123. Hours = M-F, 12am-12pm. Four-speed transmissions. Free catalog.

The following NOS vendors get in an '61-'67 ECONOLINE part occasionally, but do not carry them as a stocked item. All require Ford stock numbers and are NOT inexpensive.

Bill Alprin, 184 Rivervale Road, Rivervale, NJ 07675. (201) 666-3975. Ford NOS parts. Parts list (changes daily) = \$5.00.

Bob Cook. See previous listing.

Green Sales Co., 427 West Seymour, Cincinnati, OH 45216. (513) 761-4743. Ford car NOS parts. Phone/SASE.

McDonald Ford Parts Co., RR 3 Box 94, Rockport, IN 47635. (812) 359-4965. Ford NOS parts. Phone/SASE.

The following vendors provide unique services.

A.C. Enterprises, 14804 Tulipland, Canyon Country, CA 91351. Custom gloveboxes (\$17.00 for '61-'67 ECONOLINE). SASE.

Tim Cox, 1209 McClellan, Stockton, CA 95207. (209) 951-0358. Firewall kickboards (ABS plastic, not cardboard). \$40.00 to \$150.00. Phone/SASE.

Just Dashes, 7551 Laurel Canyon Blvd., North Hollywood, CA 91605. (818) 764-9363. Heat shrink vinyl recovering of cracked dashboards. \$150.00 to \$350.00. Phone/SASE.

James Erickson, 875 West 17th Unit 1, Costa Mesa, CA 92627. (714) 650-3104. Steering wheel restoration and refinishing. \$90.00-\$300.00. Phone/SASE.

Al Petrik, 504 Edmunds Ave. NE, Renton, WA 98056. Heater control valve repair/exchange for brass 1961-'64 valves only. SASE.

A.V. Polio, 746 North Greenbriar, Orange, CT 06477. (203) 795-6434. License plate duplication and restoration. \$15.00 to \$36.50. Phone/SASE.

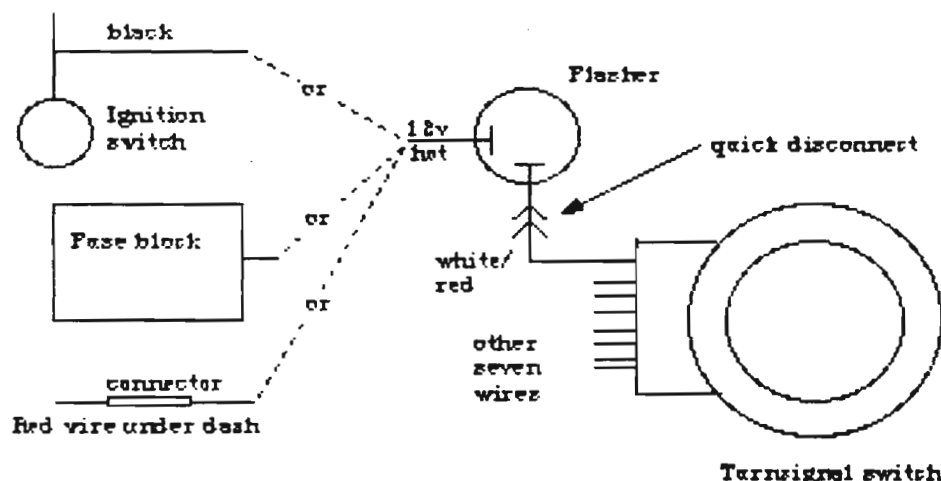
Jack Turpin, Peaceful Valley, Waterfalls Drive Tr. 2, Cleveland, GA 30528. (404) 865-2242. Steering wheel restoration. \$130.00 to \$312.00. Author of "Steering Wheel Restoration Handbook". Phone/SASE.

The Eastwood Company, 580 Lancaster Ave, P.O. Box 296, Malvern, PA 19355. 1-800-345-1178. Specialty auto restoration tools and supplies, including steering wheel repair kit and manual. Top quality parts and service. Catalog \$2.00.

we take another look at our younger brother we will find the eight wire '67 style turn signal switch - just what we need. The connectors are different, so don't feel bad about cutting the connector off of the second generation switch (you will have to cut it to get it out of the truck). Also note that the second generation vans had a chrome turn signal lever and gearshift lever available (automatic and stick) which will fit the early vans and dress things up a bit. Turn signal levers from other makes or models will fit as well - look at Fords from 1963 on, as well as some GM cars ('63 Pontiac Tempest fits). Also look for the optional horn rings on the early vans. These came in two versions - "Econoline" and "Falcon". The second generation vans also came with an optional horn ring that was painted to match the color of the steering wheel. Either horn ring will fit either wheel.

Now what we have is a later steering wheel, turn signal switch and lever, and some questions about how it all goes together. To begin with, you will need to cut a slot in the right side of the steering column for the emergency flasher switch to go through. You will also need to enlarge the hole in the column where the turn signal switch stem goes through so the switch will sit flush in the column. A bit of filing will do the job just fine. Now, splice the connectors from the early switch to the later switch matching up the colors. Yes, they actually used the same color code! You will be left with one loose wire and it will be white with a red stripe. This is the feed wire for the emergency flasher circuit. To get power here, you need a flasher unit, a couple of short lengths of wire, and a few crimp terminals. Run a wire from the white/red switch wire to one terminal on the flasher. You might want to put a quick-disconnect here in case the switch needs to be removed later. Run the other flasher terminal to a source of power, either on the ignition switch or the fuse block. Depending on the year of the van, you may have a hot wire under the dash on the left side just hanging there with an unused connector on the end of it. The wire in mine was red. The following figure shows the wiring. That does it! Check to make sure the flashers work all the time, not just with the key on.

A few words should also be said about installing an aftermarket steering wheel. Years ago, you could actually buy an adapter kit (horn kit) specifically for the '61-'66 vans. If you see one of the early style horn adapters on the shelf or in a wrecking yard, GRAB IT since most of these disappeared years ago. With these no longer available, you can use the horn kit for the '67-'74 vans if you switch over to the '67 or '69-'74 turn signal switch as described above. The early style adapter has a brass spring contact which rides on the horn contact ring on the turn signal switch. The later style adapter has a copper or brass contact ring which is fixed to the bottom side of the adapter. With either adapter be sure that the horn contact on the switch contacts the one on the steering wheel.



Econoline V8 Swap. Part 1: Thinking About It

So...the old six cylinder doesn't cut the mustard any more, eh? Time to think V8. It ain't easy, but it's been done. There aren't any "kits", but using mostly stock parts available at the wrecking yard, and doing simple modifications on some others, both founding EconoD members are presently enjoying the change. This article, the first of we-don't-know-how-many, will present some advantages and disadvantages of a V8 swap; give you an idea of what you'll be in for work-wise, dollars-wise, and time-wise; and cover some weirdness and pitfalls to get you thinking.

Advantages: 1) Simply put -- more power. Enough power to cruise at 70, to pull the Grapevine (significant pass into LA) with a load in the truck, to pull that boat (if the boat doesn't weigh too much), to peel rubber off the tires, to surprise a few teenage racers, and with enough ponies, to lift the front wheels more than a little off the ground. 2) Better gas milage. Yes, I'm serious. With a 3.00:1 rear axle gear ratio and 14" tires, Jay's pickup gets about 17 mpg in town, 20-21 mpg on the freeway, and has done as well as 24 mpg. Brian's van does a little worse in town (automatic), and about the same on the freeway. Neither of us particularly spares the horses. 3) Safety. Kind of related to power, but you now have two ways out of a jam: brake (which you have with a six), and gas (which you have with a V8). 4) Engine life. Lower revs and less driving with your foot in it all the time equals less wear and tear. 5) Fun!! The real reason for doing this.

Disadvantages: 1) Stockness. No, Dorothy, it's not Kansas anymore. Don't expect to win any trophies for "most stock Econoline". Those folks with restore fever, this isn't for you. In a related vein, if you're toodling down the road and something breaks, the parts store in Timbuctoo may not be able to help you (especially if you don't document which parts you've used). 2) Miracles: a V8 does wonders, but if the rest of the truck isn't up to snuff, you now have a high-power piece of you-know-what. To make it really work, you need to have the steering, suspension, brake, and shifting systems tight and in good working order (i.e. plan on going through the whole truck if you haven't already). 3) Other ways of skinning a cat. There are other ways to put more spunk in your Econoline than doing a V8 swap. Small six owners should think about going to a 200 or 250 set-up that uses basically the same block and bolts in with a lot fewer modifications; 240 cid owners should consider using a 300 motor or when rebuilding a 240, change the crank and rods to the 300 stuff. Aftermarket hop-up parts such as headers, cams, and (240) intakes still exist for Ford sixes. 4) Insurance. With people suing right and left to try to get paid for being stupid, insurance companies are getting stickier. Brian's insurance company got a little P0'ed and cancelled his insurance when they found out that the van had been "modified". A little fast talking and a cooperative agent solved things, but the message is: beware. Insurance companies and local motor vehicle laws may not like it. 5) Effort. The bottom line. It takes a lot of work, a lot of dollars, and a lot of time to do a V8 swap, even with the best of guidance and help. You'll be upset and never want to see the underside or inside of an Econoline again; you'll have to do a lot of parts chasing after you've taken the truck apart, no matter how well you plan; and you may be hit with a divorce on abandonment grounds (eds. note: divorce 'em. V8's are a lot more fun than nagging spouses).

There are several major areas that will need attention to make a successful V8 conversion. To begin with, we are assuming that the engine to be used is in the small block Ford engine family which includes the 221, 260, 289, 302 cubic inch motors. This is further broken down to 221, 260, and early 289 (pre '65) versus late 289 ('65 and up), and 302 since the early engines had a five bolt bellhousing and the later ones were six bolt. The transmission must be compatible with the engine since Ford changed the transmissions at the same time they changed the bell housings. The 351 engines are

similar in most respects to the late 289/302 with minor differences in physical dimensions and accessories.

The first consideration is to put the motor in it's place and to have everything fit together and stay there. To do this you will have to change the motor and/or transmission mounts to some degree; easier on some years than others. To make the motor sit still and behave you will need a full crossmember which runs from one frame rail to the other. The stamped sheetmetal arms from the 1961-64 trucks just won't cut it. The crossmember can be either the stock 1965-67 crossmember or a custom built one. There are two versions of the 1965-67 crossmember - one for the 170 engine and another for the 240. The one you want is the 170 version. The pads on the 240 crossmember sit about three inches too high and clearance around the starter and oil filter are mighty tight. Several years ago there were numerous articles published in the hot rod and van magazines on the V8 swap and most of these used modified 240 crossmembers. Apparently none of these guys ever realized that with stock mounts the small block will sit right in place on the 170 crossmember. The mounts to use are the stud-type which were used on 1963-64 Ford 260/289, 1969-74 Econoline 302, and 1966-up Bronco 289/302 vehicles. If possible, get the heavy duty type which have a solid stud through the center. It is also possible to modify the mounts by putting a bolt through the center after separating the two halves and driving out the stud. We recommend this after seeing a pair of the heavy-duty mounts separate. To make it all fit and hook up you will need to modify either the engine mount location or the transmission mount location and driveshaft length, or both. The specifics depend on the year of the truck and where you want everything to sit, but one or the other will have to be changed.

It is possible to use a stock transmission, either stick or automatic, from the appropriate early Econoline for some engine/vehicle combinations, but not for others. This should be a consideration when choosing an engine to go in a specific year truck if you plan to keep the original transmission. Alternately, a transmission from a non-Econoline can be made to work but the results are usually less than satisfactory because of modifications needed to mounts, linkages, and driveshaft. A stronger rear axle should be considered for light-duty trucks. The little Falcon axle will hold up for a while provided you keep your foot out of it, but the longer life of gearsets and U-joints, along with the much wider range of gear ratios available make the heavy-duty 9-inch axle a much better choice. These came on the "Heavy-Duty" vans as well as those equipped with the 240 engine and are a bolt-in swap (June/July 1987 Econ0 newsletter). Gearsets from many Ford cars and trucks from 1957 to the late 1970's will fit. The 9-inch axle has wider rear brakes as well.

To make things work RIGHT you need to do a few simple but very important things to make sure nothing gets out of control. After all, the idea is to make things safer and more reliable whenever possible. Nobody wants to end up stuck on the middle of the desert or sitting on their roof in a ditch. This means making sure the things you change don't negatively affect the rest of the vehicle's systems and means making things stronger and better when needed to handle the increased weight and horsepower of a larger engine. This means that at the very least the brake system should be fitted with a dual master cylinder (August/September 1987 Econ0 newsletter), new pads, wheel cylinders, and hoses all the way around. The suspension should be considered. Good quality heavy duty shocks, a front stabilizer bar, springs and steering in good working order are "musts". On trucks that came with the small engine, a switch to the "Heavy Duty" or 240 engine front springs should be made. As for the cooling system: the small six radiator will definitely have to go, unless you live north of the Arctic Circle. The 240 radiator is a possible solution. This is a bolt-in when used with it's mounting bracket and the inlet and outlet are in the right place for the V8. Beware of the motors from Falcons and Mavericks, however, since some of these had a backwards water pump with the lower inlet connection on the "wrong" side. The 1968-70 Chevy V8 vans used a huge crossflow radiator which Brian is in the process of making work. However, there's no

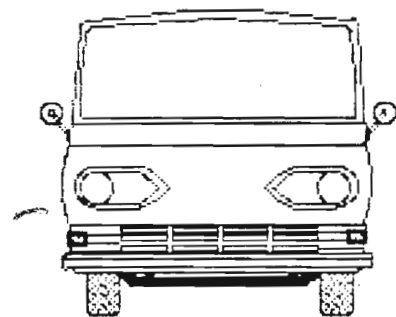
way it will fit within the stock Ford box. Other radiators can be used as well, but be sure to measure carefully since mistakes here can be expensive. A good fan is also a must, whether engine-mounted or electric. Stay away from the fiberglass flex models as they are noisy and fall apart. A metal flex fan can be used, but not with a shroud as these throw the air out to the sides and a shroud will just make things go around in circles. Also on the list is the charging system. Unless you are stuck on the idea of a generator, you will need to physically mount and connect an alternator. The details here depend on the year of the truck and will be covered in the next installment. A bit of manipulation is needed on the throttle linkage to make things work smoothly. By far and away the easiest way to do it is to use the cable setup from the 1965-'67 240-equipped Econoline. You will need the pedal and shaft, the bellcrank under the floor by the emergency brake, and the cable itself. Look at the various V8 setups available, particularly the one in the 1969-74 Econolines. The throttle cable from the 6 cylinder vans from these years had the same ends as the early cable, but was a bit shorter. In any case, a bit of fabrication is necessary to mount the engine end of the cable.

To keep up appearances, both the truck's and yours, you will want to make things neat looking and easy to work on. The small block WILL fit within the narrow confines of the original engine compartment but changing plugs is another story. In addition, the stock box is not centered between the frame rails and the engine has to be set to one side to fit there. We have seen modified stock boxes with either widened sides or spark plug access holes but the box is still off center and things are a bit tight. A better solution is to cut out the floor to give more working space and cover the engine with a larger box. The early Chevy (1968-70) and Dodge (1964-71) both were available with V8 engines and the engine box from either of these can be used with good results. The Chevy box is the neater looking of the two and is easier to work around, being wider and lower, and the Ford lid will even fit. In fact, the Ford lid must be used in pickups since the Chevy lid is too tall and will hit the cab when it opens. In addition, the Chevy box has a flat area on each side to mount the seats to. This is a one piece unit, however, and be sure to bring a hammer and chisel to fetch it out of the junkyard as Chevy spot welded the box to the floor with a seemingly countless number of welds. The Dodge box is taller and narrower and has the advantage of being bolted in. The sides are removable as well but there are no provisions for mounting the seats. The last possibility is to build a custom box from scratch. The only limitation here is your creativity. One word of caution: please don't even consider making it out of wood as the danger of going up in flames far outweighs the convenience of being easy to work with.

New Members

Same game as before. Check your roster, and add those that need added.

Gerald F. Anderson	1962 Regular Van	302 V8, auto.
425 Beth Drive	1966 Regular Van	240, 3-spd.
San Jose, CA 95111	1965 Regular Van, Extended	302 V8, 3-spd.
(408) 281-0879		
Bill Hossfield	1964 Regular Van	8-door, 4-spd.
50 Oakwood Drive	1964 Window Van	Parts.
Ringwood, NJ 07456	1964 Window Van	Parts.
(201) 839-9053		



Econoline

Brian Cochrane, 258 Cambridge Ave, San Leandro, CA 94577 (415) 568-6131
 Jay Long, 15039 Costela Street, San Leandro, CA 94579 (415) 352-4367

Bob Hostler
 643 Autumn Drive
 Amherst, OH 44001
 (216) 988-8829

1964 Window Van
 1961 5-Window Pickup
 backup lights.

Mild custom/show.
 Windshield washers.

Martin Moore
 75A Litchfield Terr. #9
 Leominster, MA 01453

1965 Falcon Club Wagon

Tracy S. Pannell
 Rt. 5 Country Corner MHP 3
 Lynchburg, VA 24501
 (804) 846-2984

1963 5-Window Pickup

6" top chop, V8,
 other custom mods.

Ed Rutledge
 P.O. Box 55620
 North Pole, AK 99705
 (907) 488-8518

1964 3-Window Pickup

Needs restoration.

Econoline Classifieds

Wanted:

Blue rear floormat, decals, 6" round mirrors, and blue armrests. Don English, 301 Alameda Blvd., Coronado, CA 92118.

Tinted windows (front door glass), blue padded dash and padded glove box door. Jay Long, 15039 Costela St., San Leandro, CA 94579.

Both parking brake cables for a '65-'67 Econoline. Ed Bucholz, R.R. 2, Box 61, Lake Village, IN 46349.

For sale:

'65 Deluxe 5-Window Pickup. Very solid over-all condition, but needs paint. Original color is code "3", Poppy Red. It is equipped with spinner hubcaps, padded dash, has a new tailgate, excellent side and aluminum trim. Near new radials, current license, and runs/drives well. Extra padded dash, right door and misc.. \$1,750. Elmer Drennon, 12032 Midway Drive, Tracy, CA 95376. (209) 835-4178.
