EconO

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ECONoline **@**rganization Newsletter
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EconO once again. No one, really important, thing for me to talk at you about this month about, so I'll jump right in and confuse you with a bunch of semi-random items running around in my head.

First, a Leon Bigelow update. I've had a few reactions from assorted members expressing concern, and input that I was perhaps too harsh in last issue's treatment of him. Let me explain. It has been my experience that when something on a market is being bought up, be it Econoline parts or Cherrios, something is going on. Usually, again in other industries, the price goes up or the items become temporarily or permanently unavailable. When talking with Don English who has dealt with Mr. Bigelow, I could not learn anything that would make this any different for Econoline parts. In an effort to be optimistic, I tried to put forth a wait-and-see attitude. Waiting-and-seeing has brought us some interesting news. Mr. Bigelow has not followed up his initial buyout with more buying as the vendors have replaced stock. It appears that things are back to normal for the time being. Interestingly, I'm fairly sure Don mentioned EconO to Mr. Bigelow, but we haven't heard from him. Hopefully I've allayed any further concerns on this topic. On to fun stuff.

Something that I've always wondered about since seeing the movie, Prizzi's Honor, and seeing the beautiful Econoline they use in that film, is: how many other films, TV shows, or songs star Econolines in major roles or even cameos? Jay informed me that one is used in the movie The Getaway as, not surprisingly, a getaway vehicle, and I seem to recall a scene in one of the Dirty Harry series where an Econoline is directly behind the car in which the action is taking place. For songs, I've only been able to come up with Neil Young's tune "Tonight's the Night" and the line "Gooseberry was a working man, he used to love that Econoline van". Let me know if you can come up with anything else on this topic. The idea of putting together a video tape of Econolines has occurred to me if I can find enough material.

Business stuff. I think I'm up to date on back issues. If you haven't received any that I owe you by the time you get this, something has definitely gone awry. Please drop me a line and let me know what has happened, ie: if you subscribed for a full year and still haven't gotten stuff, or if you ordered separately, etc.

This month's tips are: 1) If your stock brakes get a little too hot sometimes, you can cool them off by finding and using finned brake drums. Here's the scoop: for finned front brakes you have a few options: All of the 1961-'67 vans used the 10X2.5 inch drums. The hubs and bearings are also the same. Some of the 1966-'67 Econolines came with finned front drums. These were part of the 3010 GVW package (Heavy Duty) and are a direct bolt-on to any of the 1961-'67 Econolines. Some early vans have also had drums replaced with new aftermarket drums. Some of these had fins also, although they do not have as much cooling area as the stock finned ones. These were sold through auto parts houses and were made by "Century". These are not recommended, however, since they neglected to balance them when they were made and will cause front end vibration unless the wheels are spin

Econoline Parts Continued

More vendors to add to the list:

Concours Parts. PO Box 1210, 3653 Numancia St., Santa Ynez, CA 93460 800-722-0009, 800-872-3313 CA. 1949-'66 Ford car parts and accessories. Catalog $4.00, 8:30-5:30 M-F, 8:30-12:30 Sat.

Dan Cornelius. 3343 N. 61, Kansas City, KS 66104. 913-334-2881. '42-'60 Ford car, '42-'66 F100 and '49-'51 Mercury car parts.

Parts, suppliers, and prices. Format =

Part number — **Part description**, Econoline application, other applications
Supplier #1, their part number if different &/or their application, price when we know it), type, (number received, type, date received)
Supplier #2, etc.

B7A-2457-A — **Brake/Clutch Pedal Pad**. '61-'67 E100 AT/MT(automatic and manual trans-mission), '60-'67 Falcon/Fairlane MT, 52-'64 Ford MT, '63-'67 F100 4X4 MT.
Metro CB-111 $9.35 pair
SoCal '61-'63 F100 $3.95
Carolina '64-'66 F100 $9.00 pair
Carpenter '63-'67 F100/250 $2.50
Obsolete Inc. '63-'67 F100 $3.95
Concours Parts '52-'64 Ford $1.95

C3UZ-2760-A — **Parking Brake Handle**. '61-'67 E100
Green $8.00 NOS (5 NOS 11/87)

C3UZ-2780-A — **Parking Brake Control Assy**. '61-'63 E100
Green C2UZ-2780-A $20.00 NOS (2 NOS 11/87)

C5UZ-2780-C — **Parking Brake Control Assy**. '64-'66 E100
Green $20.00 NOS (2 NOS 11/87)
Alprin $18.00 NOS when available
Green C5UZ-2780-A $20.00 NOS (1 NOS 11/87)

C1UZ-13208/9-A — R/L **Front Turn Signal Lens** (clear) '61-'62 E100
Alprin $5.00 NOS (when available)
McDonald $15.00 NOS (available 12/87)

C3UZ-13208/9-A — R/L **Front Turn Signal Lens** (amber) '63-'67 E100
Green $6.00 NOS (4 R NOS, 18 L NOS 11/87)
Alprin $15.00 R NOS, $14.00 L NOS (when available)
McDonald $15.00 NOS (available 12/87)
Carpenter developing NORS

C3UZ-13210/2-A — R/L **Turn Signal Lens Door** (bezel). '63-'67 E100
Green $9.00 NOS (when available)

C1TB-13450-B — **Tail Light Lens** Round Reflector Center. '61-'67 E100 exc. Supervan, '64-'65. F100/250 4X4, '64-'66 F350 Body 99.
Carpenter B7C-13450 '57-'63 F100 99 Styleside $4.00
Dan Cornelius B7C-13450 '57-'63 F100 $3.95
Obsolete Inc. B7C-13450 '57-'64 F100 $3.95
SoCal '57-'63 F100 Fleetside (!) $4.95
Cornelius B7C-13450BD (Blue Dot Center) $9.50

C1UZ-13450-A — **Tail Light Lens** Round Plain Center. (ICC Lights) '61-'67 E100 exc. Supervan, '64-'65 F100 4X4, '64-'66 F250 4X4, F350 99.
Carolina '57-'63 F100 99 $4.00
Carolina C1UZ-13450-B '57-'63 F100 99 $11.00 (Blue Dot Center)

C4TZ-13450/1-D — **Tail Light Lens**, R/L Rectangular without backup. '65-'66 E100
Supervan, '64-'66 F100/250 99 exc. 4X4.
Carolina '64-'66 F100 99 Styleside $8.00
Cornelius '64-'66 F100 99 Styleside $7.95

balanced on the truck. The stock drums had the balance weights welded on at the factory. The third option is to use the drums from the second generation half ton vans. Some but not all of these came with the 10X2.5 drums and looked the same as the finned 1966-'67 drums. To use these you will have to remove them from the hubs and press them onto the early hubs. For finned rear drums on the heavy duty (9 inch) axle the easiest swap is using the rear drums from a Fairlane or Torino from the late '60's. The heavy duty axle had 10X2.5 inch rear brakes compared to the light duty 2 inch ones. Two things to watch for are the size of the center hole and the width of the braking surface. Some of the Fairlane and Torino drums had a larger center hole and while they will work, they will not be located on the axle shaft as well as the ones with the correct center hole. Some of these also had the braking surface turned out only to a width of two inches. The drum is wide enough to work if the surface is turned the rest of the way since the casting is the same but it's easier to get the wider ones to begin with. Look for these on the cars with discs on front and/or the wagons as these had the heavier brake systems. 2) For van owners only, and especially those whose vans have cargo doors that rattle, check to be sure that the anti-rattle clips are in place at the top and bottom of the doors where the latch bars go through. The little jobbers are held in with phillips head screws and are often loose, rusted (especially the bottom ones), or missing. If things still rattle, check the jamb on the frame, top and bottom, that the latch bars go into. That is adjustable, even though many years of dirt, etc. may make it look like it isn't. 3) A simple safety idea is to wire the front parking lamps so that they are on with the headlights like the later model cars are. This will prevent being mistaken for a motorcycle if you have a headlight burned out . The parking lights are also more visible from the sides than the headlights are. To do this all you need to do is to remove one of the battery cables, pull the headlight switch to the "on" position, reach behind the switch and push the knob release button while pulling the knob. The knob will pop out allowing you to remove the switch and get at the wiring. Install a jumper wire between the black/yellow wire and the brown one, either by using a short length of wire and "Scotchlok" connectors or by soldering or crimping in the length of wire. Be sure all connections are well insulated and reinstall the switch and connect the battery. That's it!

Next issue is the last for this "Econ0-year". In it, we hope to continue the V8 swap article, update the parts listing if it needs it, present a listing of Econoline (and other) literature dealers, print a contributed article/story about the Travelwagon series of Econolines, index the past year's newsletters, give you an up-to-date membership roster, and one of our new, slightly modified applications to continue this fun stuff next year. We're also toying with the idea of including some pictures, either copies of photos (hint: send one of yours if you haven't already), or from Ford literature. It'll be a fat one, but it'll be worth it.

This month...we are continuing with the parts information. Again, a large chunk has been graciously contributed by Don English. Our thinking this time was to give out what we know is available from dealers that fits Econolines. Yes, some of this stuff is still available from Ford dealers, but we don't have any info as to prices, part number changes, availability, etc. This is where we need some of you out there in the parts or repair business that are on friendly terms with your local Ford dealer parts man (or are one yourself) to help us out. We have purposely omitted mechanical stuff and other things that we have had no problem getting at the dealer, local parts house, glass shop, etc. Yes, we (and Don) would like to have a complete list of early Econoline part numbers, a cross-reference to other applications, and sources for every part number on an Econoline, but when you think about it, that's a hell of a lot of info and work. Maybe when I win the lottery. Also this month... the V8 article continued. After much discussion and head banging as to how to present all the information, Jay and I finally arrived at a compromise. Jay's perception of a V8 article (Jay having lots of mechanical skill, intuition, and practice) and my perception of a V8 article (myself having relatively less of the above) were substantially different. The compromise is thus: the what-will-and-what-won't go together, and what you need to do to put it all together comes this time (Jay's part). Drawings, hints, and tips, the stuff I needed when I did my conversion, will come in the next issue. Happy truckin'.

C7TZ-13450E/F **Tail Light Lens**, R/L Rectangular with backup. '67 E100 Supervan, '69-'74 E100/200/300, '67-'72 F100/250 99 Styleside.
Mill Supply G-963/4 R/L '67-'72 E100/300, F100/250 99, '67-'77 Bronco w/backup $5.96

C0DF-13783-B **Dome Light Lens**. '61-'67 E100 87 (pickup), '61-'67 Ranchero
Obsolete Inc. $4.95

C0AF-13783-C **Dome Light Lens**. '61-'67 E100 89 (van),61-'65 Falcon exc. HT/conv, '69-'71 E100/200/300, '62-'65 Fairlane, '60-'64 Ford exc. fastback/conv.
Concours $2.50
Obsolete Inc. $3.95
Carpenter $5.00

C0DF-13788-A **Dome Light Lens Door** (bezel) for C0DF-13783-B
Obsolete Inc. $7.95

C0AF-13788-A **Dome Light Lens Door** (bezel) for C0AF-13783-C
Carpenter $7.00
Obsolete Inc. $7.95
Concours $6.45

C0AB-16606 A/B/C/D **F/O/R/D Letters Back Door** '61-'67 E100 89 (van)
Cook '60 Ford hood letters $8.80 NOS (when available)
McDonald '60 Ford hood letters $15.00 each NOS (available 12/87)

C1TZ-17255-A **Speedometer Assy**. '61-'67 E100, '59-'60 F100/600.
Obsolete Inc. $98.50
Joblot $81.95

C2UZ-17723-C **Mirror 6" round outside head** - chrome. '61-'64 E100
Green $20.00 NOS (when available)

C1UZ-17743-A **Chrome Arm for** C2UZ-17723-C (shorter than same for rectangular mirror)
Alprin $17.00 NOS (when available)

C5UZ-17757-A **Front Bumper**-Painted. '65-'67 E100. (Fits rear '65-'67 E100 89 van if two outside holes drilled and license plate bracket holes filled)
Green $50.00 (1 NOS 11/87)

C1UZ89-00184-A **Body Front Upper Panel** (windshield to grille) '61-'67 E100
Green $120.00 NOS (1 NOS 11/87)

C3UZ89-04140-AAD **Sunvisor** padded gray w/o arm/bracket '61-'65 E100 deluxe
Green $30.00 NOS (1 NOS 11/87)

C6UZ89-03100-A **Windshield**-tinted '61-'67 E100
Cook W603 $216.00

C1UB89-03110-A **Windshield Weatherstrip** '61-'67 E100, '61-'66 F100, '67-'69 F-N-T 500/800/1100
Ford Dealer $55.00
Cook $27.50
Carolina $27.50
Obsolete Inc. $36.00
Cornelius $30.00
SoCal '61-'63 F100 $35.95

C1UB89-06010-B **Glove Box Liner** '61-'62 E100

C3UZ89-06010-A **Glove Box Liner** '63-'67 E100
AC Enterprises $17.00 ppd.

C5UZ89-13010EAB **Front Floor Mat**- Black Rubber '61-'67 E100 (punch out section for floor mounted heater)
Metro FL-3313 $47.65
Mill Supply CR-4917 $29.64
Cook 4917 $35.00
Whitney 19-3759X $20.66

C1UB89-21448/9-B R/L **Vent Window Weatherstrip** '61-'67 E100
Carpenter developing NORS

B7A70-21984/5-A R/L **Door Lock Cylinders** w/keys. '61-'67 E100, '53-'60 F100
Obsolete Inc. B7A-21984/5-A $14.95

SoCal F3-21984/5 $9.95
Concours B7A70-21984/5-A '53-8 Fords $10.60

C0DZ64-22404/5-A R/L **Outside Door Handle** '61-'67 E100, '60-'63 Falcon exc. HT/conv.
Obsolete Inc. C0DZ-22404/5-'64A $19.95

C0DZ64-22448/9-C R/L **Rubber Mounting Pad** for C0DZ64-22404/5-A '61-'67 E100, 60-'65 Falcon
Obsolete Inc. C0DZ-22448/9-'64D/E $1.75

B7C81-22600-B **Inside Door Handles** '61-'67 E100, '57-'66 F100
Carolina $10.00
Cornelius $11.75
Carpenter $10.00
Obsolete Inc. $11.95
Obsolete Co. $10.00

C1UB89-26600-C **Outside Side/Rear Door Handle** '61-'67 E100 89 (van)
Green $18.00 NOS (3 NOS 11/87)
Substitute is B7C-8243400 for '57-'60 F100 panel which looks slightly different and requires modifications to fit.

C1TZ81-22916/7-A **R/L Vent Window Handle** '61-'63 E100, '61-'66 F100
Carolina $12.00

C0AB64-23240-B **Window Regulator Arm Roller Assy**. '61-'67 E100, '59-'64 Ford, '60-'65 Falcon, '62-'65 Fairlane, '65-'71 Ford wagon tailgate, '61-'63 F100, '61-'65 T-bird
Obsolete Inc. C0AB-23240-'64B $2.95
Joblot $1.25
SoCal $1.25
Metro WF601-F '52-'65 Ford Trucks $2.65

C1TZ81-23342-A **Window Handle** '61-'67 E100, '57-'66 F100
Carpenter $11.00
Obsolete Inc. C1TZ-23342-81A $14.95
SoCal $10.95
Carolina $11.00

C8TZ81-24140/1-ACA **R/L Front Door Armrest**- Black '61-'67 E100 exc. 89D, '61-'66 F100
Obsolete Inc. C8TZ-24140/1-81-ACA $39.95
Carolina '60-'66 F100 $30.00
SoCal F304140/1 '53-'56 F100 $29.95
SoCal '57-'63 F100 $29.95

C1UZ89-27158A **Latch Assy. for Movable Side/Rear Windows** '61-'67 E100 89 (van)
Green $22.00 NOS (when available)

C4TB62-29025-A **Coat Hook** - roof rail '61-'67 E100, '62-'67 Comet/Falcon, '64-'67 F100
Carpenter B7A-7029025-A '52 Ford $10.00 pair with mounting screws

C1UZ89-20530/1-A **Front Door Weatherstrip** '61-'67 E100
Carpenter developing NORS

C1UB89-25324/5-C/A **Weatherstrip Cargo Doors** '61-'67 E100 89 (van)

C2UZ89-41954-A **Weatherstrip Cargo Door Fixed Windows** '61-'67 E100 89 (van)

C1UB87-42042-C **Weatherstrip 1/4 Window** '61-'67 E100 87 (pickup)

C1UB87-42084-C **Weatherstrip Rear Window** '61-'67 E100 87 (pickup)
Karr K745 extruded weatherstrip can substitute for C1UB89-25324/5-C/A. Price dependent on order size - write for price quote.
Karr FD-8 extruded gasket (straight stock without molded corners) fits van side, cargo and rear door fixed windows, and pickup 1/4 and rear windows. $3.25 foot
Metro LP41B is also a fair substitute for cargo door weatherstrip. $2.10 ft.

Note: Harold Mezo and Terry Wheeler mentioned that they have access to a universal strip door gasket, AuVeCo, Part number 4745.

Would work for front doors and cargo doors. Fifty fee approximately $35.00

C1UU-2472-A **Brake Pedal Retracting Spring** '61-'67 E100
McDonald $4.00 NOS (available 12/87)

C1UB89-13132/3-A **R/L Front Floor Mat Retainer** '61-'67 E100
McDonald $50.00 pair NOS (!) (available 12/87)

V8 Continued

Last month we talked about the basics of putting a small block V8 in the early Econoline. This month we will get into the various tricks involved in making it all work. There are quite a few differences in details depending on the year of the truck and the specific engine/transmission combination. The idea here is to go through section-by-section and attempt to enlighten you about what is there already, what you will need to add and change, and what to expect when it's through.

The early Econolines can be broken down into two major divisions: 1961-'64 and 1965-'67. The 1965 models have quite a few differences from earlier models that will affect the installation of a V8. This was the first year to have the engine - both big and small six - mounted on a tubular crossmember. The crossmembers are different for the big and small sixes as well, with the pads for the motor mounts sitting about three inches higher on the big six crossmember. The one to use for the V8 is the small six one. The only modifications necessary to the crossmember are to notch it slightly to clear the starter and to enlarge the holes where the engine mount studs go through. The engine box was also made taller in 1965 to accommodate the big six cylinder. There is a "bump" in the rear of the box to clear the bellhousing starting in 1965 as well. The transmission mount was changed from the single bolt "doughnut" type to a two bolt overlapping plate type, sometimes called an "hourglass" mount. Because of these differences we will break down the swap details by the year groups.

1961-'64 3-speed. The first variable is the transmission to be used. The best choice for a 3-speed is the big six 3-speed from 1965-'67. This has a closer set of ratios than the '63-'67 small six ones do. The '61-'62 3-speed should not even be considered since it is a non-synchro unit and gives trouble even behind the small six. The '63-'64 3-speed will only work with the five bolt bellhousing motors since it has the narrow bolt pattern. To use it on these motors you will need the big six or V8 input shaft and bearing retainer. The Dagenham 4-speed cannot be used with a V8. Four-speed lovers will have to settle for a passenger or truck box and are on their own for mounts and linkage. The '65-'67 small six transmission can be used if the input shaft and bearing retainer are changed to the big six parts, but it's easier to start with the big six box to begin with. The big six box will bolt to any of the 5 or 6 bolt bellhousings with no modifications and is plenty strong. The bellhousing (6 bolt) can be either big six or V8. There are two different bellhousing/flywheel combinations used on the small V8. The difference is in the diameter of the flywheel. The Mustang/Cougar/Fairlane uses the small flywheel and requires the small (aluminum) bellhousing. The full size cars and trucks use the large flywheel and require the large V8 or big six bellhousing. The V8 came with either cast iron or aluminum on the large size; all big sixes are cast iron. Either bellhousing and flywheel will fit the six bolt motors as long as the bellhousing is matched to the flywheel. The starters are also different: the large bellhousing uses the short nose starter, the small one uses the long starter which also fits the big six and V8 automatics. The only trick here is to use the right starter for the bellhousing and flywheel you are using. The transmission mount is of the two bolt type but can be changed to the doughnut type by using the tailhousing from the '63-'64 small six box.The doughnut type mount is easier to make a support for since it has a single bolt and only needs a couple beefy pieces of angle plate bolted to the floor (with reinforcement on the inside) to hold it in place. If you run the small six transmission, use the rear yoke from the big six since it has a larger and much stronger U-joint. Either way, you will have to make a new support on the body since the transmission will sit about two inches further forward than it did behind the six. The alternative is to put the transmission in the stock

mount but this will require moving the engine crossmember rearward and cutting the rear area of the floor around the engine box.

1965-'67 3-speed. For the later vans the difference in the engine and transmission mounts is the only big change from the early vans. The engine crossmember is already there so we will assume that you will leave the crossmember in the stock location (again, use the small six crossmember) and relocate the transmission mount. As for 1961-'64, either the doughnut or two bolt tailhousing can be used on any of the 1963-'67 3-speed boxes. The transmission will be about one inch forward of the stock location instead of two for the '61-'64's since the crossmember sits about an inch further back in the '65-'67's. The other transmission details are the same as for the 1961-'64.

1961-'64 Automatic. The automatic transmissions in the Econolines are all the C4 units. There were two different shift patterns available: the C4 - the old "Green dot" and the more normal D21. The green dot was used from 1964 to 1966 and had dual drive ranges. D1 was the normal drive range and shifted 1-2-3. D2 started off in second and shifted to third. There was only one low range - this went into second above 20 MPH and first below 20 MPH. Once in first, it stayed that way until shifted to one of the two drive ranges. Either of the C4's will bolt to the 6 bolt motors by using the big six or V8 bellhousing and torque converter. You must use the V8 flexplate, however, as the V8 is an externally balanced motor which requires an offset weight on the flywheel for correct balance. Either the big six/V8 automatic or V8 small flywheel manual transmission starter will work. The first Econoline automatic came out in 1964 and uses the single bolt doughnut mount. The 1965-'67 C4's use the two bolt mount. The tailhousings will interchange as will the rear yokes. All 1964's and the 1965-'67 small sixes use the small rear yoke. The big sixes use the large rear yoke which has a much stronger U-joint and will bolt on to any of the C4's. You will need to make a mount for the automatic if you are using the "stock" engine crossmember location. As for the stick, this can be a couple pieces of angle plate and reinforcement on the inside of the floor. For a shifter you can use the Econoline automatic column shifter and rod. See the "transmission linkage" section below for details. Note that the 1963 and earlier Econolines did not come with the automatics and do not have the extra hole in the bulkhead next to the radiator for the shift rod to go through. Look for a diagram for the hole location in the next issue. (This is the same hole that the third rod for the 4-speed goes through). The indicator plate on the column is available either way - green dot from 1964-'66 and D21 in 1967. In addition, the indicator from the second generation 1969-'74 Econoline is the D21 type and is the same as the 1967 one. The kickdown linkage from a 1965-'67 Econoline can be used as well. This is part of the throttle cable assembly and will be further covered below in that section.

1965-'67 Automatic. Again, the C4 is the way to go here. The two bolt mount will nearly line up with the front pair of holes on the body where the three speed mount originally went. (All of the 1965-'67 trucks have both sets of holes.) This comes close to fitting with no mount modifications. This could be a true bolt in mounting of the V8 and transmission in stock holes. Everything else is the same as the '61-'64.

Now that we have the engine and transmission bolted together and mounted in the truck we have to hook it all up so that everything works.

The throttle linkage is fairly simple to do. The 1965-'67 Econolines with the 240 engine have a cable type linkage which will bolt in to the others. To bolt this in you will need the cable itself, the bellcrank that the pedal end of the cable bolts to, and the pedal and shaft assembly itself. The bellcrank is located under the floor below the parking brake mechanism. You will need to drill two holes to mount it (we'll give you a hole location diagram next issue). The pedal shaft is almost guaranteed to be rusted in place. The original mounting bolts are phillips head screws and they usually have to be drilled out to get the linkage out. Use hex head bolts when reinstalling. To mount the engine end of the cable you will need to do a bit of fabrication. The 1969-'74 V8 Econolines have a bellcrank which is mounted to the front of the left head and transfers the motion of the pedal to the carburetor. This was meant to take a rod linkage but can be easily modified to take a cable by welding or bolting on a mounting clamp. If you use this method you will need to shorten the early cable or to use the one from the six cylinder 1969-'74 Econoline. This one is a bolt in since it has the same ends as the early one but is shorter. If you choose to route the early cable directly to the carburetor you will need to make a mounting clamp and to attach a ball

stud to the throttle shaft below the centerline as the cable must pull rather than push. The mounting clamp I used is a modification of the 1965-'67 240 one which I shortened and bolted to one of the unused holes on the intake manifold. There are two options for a kickdown on an automatic. Brian used the kickdown from a '69-'74 E-100 V8 that goes back and down from the carb to the transmission. He had room by using the Chevy engine box (see below). To use the Econoline kickdown linkage with the C4, you will need the bellcrank from a truck that originally had the automatic. The kickdown consists of a rod from the bellcrank to the transmission. The manual bellcranks do not have the provision for this rod.

Transmission linkages are simple, being a bolt in proposition using stock pieces. For the manual transmission there are two sets of shift rods available. The 1961-'64 rods are shorter but will reach with the crossmember in the stock holes. The 1965-'67 rods are a bit longer and have a "Z" in them where they go through the bulkhead next to the radiator. To tighten up the shifting you can bolt on the short shift arms from the 1961-'62 transmission. For the automatic simply bolt in the Econoline automatic column and rod. A few words here on steering column tubes and supports: there were three distinctly different versions of the steering column support. All will fit all other years if the support and column are changed as a set. The 1961-'62 support is triangular and sits at an angle perpendicular to the tube. The 1963-'64 support is angled also, but is more nearly rectangular and bolts to the tube differently. The 1965-'67 plate is shaped similar to the 1963-'64 but sits flat and attaches higher on the tube. The automatic column is available in the 1963-'64 and 1965-'67 types but not in the 1961-'62 type. Three speed columns come in all three types. (The 4-speeds all have the the 1963-'64 configuration). Also note that the 1967 column tubes have the slot for the emergency flasher switch while the earlier ones do not.

For the clutch linkage use the bellcrank from the 240 motor. The length is correct and will bolt in to the stock place on the frame. Use the engine end pivot from the small six (the big six has larger threads). The one to use is the 1964-'67 one with the Delrin (plastic) bushing. The earlier ones are bronze and don't hold up as well. Also use the 1964-'67 frame end pivot for the same reason. Either the big or small six piece will work. The stock rod from the pedal to the bellcrank is a weak point. The trick here is to make up a rod using 5/16" or 3/8" rod and thread the ends to use Heim joints. We will print a diagram in the next issue. The pins are removed from the pedal and bellcrank arms and replaced with grade 8 bolts. This will make an indestructable clutch linkage.

For a driveshaft, a custom one will need to be made up in most cases. The next issue will include a table of available Econoline driveshafts just for kicks in case one of those will work in your application. For a V8 the large U-joints are a "must". The slip joints are different between the large and small U-joint driveshafts and will not interchange. The U-joints must run at the correct angle to give smooth operation and long life. We will print a diagram and description on how to correctly align the driveshaft in the next issue. The alignment should be checked when making the transmission mount. If you can not get proper alignment by adjusting the height of the transmission mount you can use tapered shims between the rear springs and axle. These can be obtained through 4WD shops in 2 and 4 degree sizes or as front axle alignment shims from truck alignment shops in 1/4 degree increments.

For the cooling system the easy solution is to use the radiator from the 1965-'67 Econoline with the 240 motor. The outlets are in the right place for most of the small block V8's. There were some 302's put in the Mavericks and Falcons with the water pump reversed. These motors have the lower outlet on the driver's side and will require a different radiator. The 240 radiator is available for manual and automatic transmissions. A separate transmission cooler can also be used. The 240 radiator has a different mounting bolt spacing than the 170 one and is taller so you will also need the mounting bracket. This will bolt into the 1965-'67 trucks with no modifications. To use it in the 1961-'64 trucks with the stock engine box you will need to redrill the holes in the bracket so the radiator and bracket will sit about an inch and a half lower to allow the lid on the engine box to close. As mentioned last issue, we'll print an update about using the Chevy cross-flow radiator with the Chevy engine box (see below) as soon as Brian gets off his duff and does it. To get the air into the radiator a front bellypan is a must. The pan from the 1965-'67 240 equipped vans will bolt into all years (see tips in the June/July 1987 Econo newsletter). This pan has a lowered

section in the middle to clear the 240 radiator. The 1965-'67 170 pan is the same stamping but has a plate spot-welded across the center section to fill a gap (the larger radiator of the 240 fills that gap when pans are used in that application). The 170 pan can be used if the center section is removed. The 1961-'64 bellypan is flat and will not fit without considerable modification. It is not recommended that any accessories, such as horns, etc. be mounted in the path of the air flow between the floor and the belly pan. V8's need all the cooling they can get.

There are two different versions of the Ford engine box available. The 1961-'64 box is the shorter of the two but is plenty tall to clear the V8. The 1965-'67 box is about three inches taller than the early one and has a "bump" in the back panel and floor to clear the bellhousing of the larger 240 engine. The opening in the floor for both versions is off center by about two inches to the passenger's side. The V8 will fit in this space but the crossmember sits the engine midway between the frame rails so the engine will not be centered in the opening. The best solution is to use the box from a 1968-'70 Chevy van. This is mucho big and will make the V8 look small sitting in there. You can cut the Econoline floor behind the bulkheads (needed to mount the radiator) to follow the outline of the Chevy box and gets lots of working room. The box is spot welded in the Chevy so take a big hammer and a cold chisel and allow yourself about two hours to get it out. Bring some gloves and earplugs also. The box will cover the original hole except that the Chevy has an air tunnel in front. You can modify the Econoline floor to match the tunnel or patch the front of the Chevy box to match the Ford floor (you can use the front section of your old Ford box). In a pickup you will also have to cut and patch the rear section since the Chevy has a bump here which will hit the back of the cab. Either the Ford or Chevy lid will fit the Chevy box but you will have to use the Ford lid in a pickup since the Chevy lid is taller at the rear and won't be able to open. The Chevy lower hinge pieces will work with the Ford lid if they are reversed. The 1964-'71 Dodge engine box will also clear the V8 but is much taller and awkward to mount seats around. If you really must keep the Ford box you can fabricate some extensions for the sides to clear the engine. These should be about four inches wide and eight inches tall and run from the radiator to the rear corner of the box. The ones in mine were made up by a heating shop out of galvanized sheet metal. If I was doing it again I would use the Chevy box though.

For an exhaust system there are no real problems. Some small block headers will have clearance problems with the shift and clutch linkages, and crossmember. For stock manifolds you can use the front pipes from a passenger car and clamp on some mufflers and tailpipes or just have a muffler shop bend up some pipes. If possible, run the pipes all the way to the back as it will be LOTS quieter. On a van, run them out the rear sides rather than straight out to prevent fumes from being sucked in with the rear windows open if you have those.

That should give you enough information to start with. For those of you with a fair amount of mechanical know-how and some experience with semi-custom mechanical alterations, get going. For those that are a bit less experienced (like Brian was before doing his V8), hang on for the next issue. In that "V8 Continued", we'll cover electrical hookups, give you the drawings we've promised, and show you a few tricks we used to make a V8 change a bolt-in operation.

New Members

David W. Binkley 420 Hummel Ave. Lemoyne, PA 17043 (717) 763-4477	1961 5-Window Pickup 1966 Standard Van, Extended	Radio Auto,radio, modified camper
Dave Cassell 155 Whitehall Road Rochester, NH 03867	Awaiting information.	

Tony Smith 2224 7th. Ave. Oakland, CA 94606 (415) 836-0540	1964 Falcon Window Van	Travelwagon, factory 4-speed, HD rear axle.
William K. Williams 6065 15 Street N. St. Petersburg, FL 33703 (813) 527-1499	Interested in purchasing 5-Window Pickup, see below.	

Econoline Classifieds

Wanted:
Front cowl liner, headliner for pickup, shift rod grommets (ed-assume through bulkhead), tailgate support braces, body panel below tailgate, decal for floor mounted heater (or cherry floor mounted heater top???). John Grasso, 1101 Queen Drive, West Chester, PA 19380

Five window pickup in Florida area. William Williams, 6065 15 Street N., St. Petersburg, FL 33703

Blue cargo area floormat, 13"x 5 1/2" wheel rim. D.W. English, 301 Alameda Blvd., Coronado, CA 92118

For sale:
3 NOS tailgates for sale @ $75.00 ea. ,1 (additional) NOS tailgate to trade for deluxe pickup side trim. Dan Scully, 2233 Lone Eagle, Apple Valley, CA 92308

Econo back issues. As always, $1.67 for each issue. April/May '87, June/July '87, Aug./Sept. '87, Oct./Nov. '87. Brian Cochrane, address above.