



Brian Cochran, 259 Cambridge Ave, San Leandro, CA 94577 (415) 568-6131
Jay Long, 15039 Costello Street, San Leandro, CA 94579 (415) 352-4367

ECONoline Organization Newsletter
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Another month, another newsletter. Seems like we get one out and it's time to turn around and do another. It keeps us off the streets and out of trouble though. Just for grins, I think I'm going to write part of this introduction before we write the rest of the newsletter, and part of it after we're done (like I normally do). Here goes:

Before. Straight into the subject of ... get-togethers. There has been some stirrings in wind that an Econoline Organization get-together of some kind would be of some beneficial or social value. I think each of us needs to be reassured that we are not individually crazy, but that others are possessed with Econoline Fever and therefore we all must be okay. I consulted with Dr. Econ0 on this, and he agreed that group therapy, with a healthy dose of beer, hot dogs, potato chips, and other picnic food items would effectively retard the degenerative ravages of EF. To that end we have tentatively planned a picnic-type outing for the second or third weekend of September. By virtue of us living here, my employment with the county park district, and that we will do the organizing, the event will unfortunately have to be in the Bay Area. Activities will be limited to drinking, eating, hiking, swimming, and talking Econolines. No mine-is -better-than-yours-shows or here's-a-dash-plaque-for-tying-your-shoes allowed. The presence of your Econoline is mandatory. The only excuses accepted are "I don't own one ... yet" or "It wouldn't make it out of the driveway". If you drive it around town, it'll make it to the picnic. Those of you with more than one Econoline, you have no excuse. West coasters (and adventurous East coasters), we need your input as to which weekend would be preferred, or which excuse you have if you can't make it. East coasters, don't dismay because we have to hold the event out here. Grab the bull by the horns, pick a place and a date, let me know so I can put it in the newsletter, and have an Econoline Organization Picnic East. If you need moral support, I may be out there the weekend of Carlisle (last week of September). For all of you, please try to make it to these events if at all possible. They'll need participation to be a success (and to be done again at a later date). Jay and I getting together to drink beer and talk Econolines happens on an all too regular basis and therefore doesn't count as an Econ0 event.

Next subject: membership. Our renewal rate has been phenomenal. We've picked up a few new members via word-of-mouth. Our bank account is fairly fat so it's time for some ads. I've had so many requests from various folks for Econ0 fliers to help boost the ranks that I've decided to send all of you as many fliers as we can fit into two stamps worth of postage. My guess is that will be about two, maybe three for each of you. So, you think you have more than three people to give them to? Now you can do what we do: Step 1) Go to your favorite copy machine or shop. 2) Copy as many as you want. 3) Staple page one to page two. 4) Put them on Econolines or give them to owners who are serious about restoring/customizing their Econolines. Jay

and I prefer to talk to folks first, if possible, to find out if the owner is really interested or just going to throw the flier away after we leave. If the guy is a real loco, we don't want them calling us to work on their van(s) for them. On the other hand, if someone is really enthusiastic, and wants some guidance, we can really help the person keep their truck on the road. 5) If you want to personalize things a bit, put your name and a local phone number on the application so the recipient can talk to someone before forking out or making a long-distance call for something they don't know about.

Item last. This issue. At this point, all I can tell you is that we have the usual "Tips" section, a parts update from Don English, and a dichotomous key to spot Econolines both on the road or in a parking lot or junkyard. I also know that a current roster will be included in this issue. I guess I'll have to wait a few days until I write the "after" part here to tell you about the tips, next issue's plans, and whatever else we decide to throw in.

After: Okay, okay. Late again. Sometimes priorities change mid-stream. Mine did when half the lifters in my pickup decided not to oil. Suddenly Econ0 took a back seat while I chased around to get the beast back on the road. It's a stone drag when you have a project vehicle being worked on and your "reliable" parts-chaser conks out. More next time in a "Tips" item. Very sorry to keep all of you on the edge of your collective seat(s). Onward.

As alluded to above (written almost a month ago, now), it appears more and more definite that I will attempt to travel east this fall to a) See my grandmother and family, b) pick up some free antique furniture (well, the furniture won't cost anything), c) evaluate for myself how great or not-great the Carlisle swap meet is, and d) enjoy a vacation. I will not have a lot of excess time to be sociable, but will try to talk to those that care to go to Carlisle. Perhaps we can arrange a meeting time and place somewhere. Time frame looks like the last week of Sept. and the first week of Oct. In the interest of keeping expenses one way to a minimum, I have been, and am continuing to offer transportation services of auto parts (and/or autos, preferably Econoline related) from west to east (and maybe vice-versa). All depends on who gets involved and wants whatever hauled from point A to point B. First come, first served, so gimme a call and we'll see what can be worked out (415) 568-6131, before 10 or so). I am sure looking forward to meeting a few of y'all and getting out of CA for a while, even if I'll only be seeing two weeks of freeway-USA.

Next, an update on this issue. Now that it's done, I can officially give you an accurate preview. "Tips" this month talks about wipers, the common sense and safety of a fire extinguisher, and an interchange for early early Econoline owners who are tired of the stock greasy speedo cable and, hence, driver's vent. Parts from Don, then a new, revised year-by-year-changes article, followed by a backwards year-by-year-changes article (the keys). Read on and you'll understand what I mean. Trust me. Lastly, a 1988/89 membership roster to date, and some fliers.

The August/September newsletter will probably (just guessing here) have an article covering intra-Econoline swaps. Not just a review of what we've given you so far, but an item-by-item analysis of what Part A, Year A will and will not fit. That's all that's been decided upon at this point. I was hoping for a few contributed articles (hint, hint; kick, kick), but suppose I'll resort to that long awaited story that I've wanted to write. We need a change from all this serious, technical bullstuff anyway. See ya next time, and keep it between the ditches. Thanks again for being so patient.

Tips

1) **No glare wipers.** How many of you know the frustration that occurs when the sun reflects off the wiper arms into your eyes and no matter where you move

your head, the glare still gets in your eyes? Well, I've seen several ways of dealing with the problem, the first of which is to tint the lower part of your windshield with the mylar film that never goes on right and eventually peels off. I was actually going to do this, until I noticed that the gutless Ford Ranger I have to drive at work had black wiper arms and blades in a non-glare finish. Sure enough, Ford doesn't like to change what they don't have to, and the arms fit the diameter and spline configuration of the early Econolines. When I went to the junkyards to get some, I noticed that late model Granadas, Mustangs, and other sedans also had the black wiper arms and blades. I don't recall which model I ended up with, but I do know that I based my decision on wiper blade style. Anco makes a replacement blade that's metal. Ford issued a plastic, linked style. I decided to go with the metal as the plastic ones were beginning to fade and Anco blades are pretty common to find when I need replacements. Jay tells me there was a satin finish silver stock wiper arm available, so rather than me stumbling along and not getting it straight, here's Jay to tell you about that.

Starting in 1966 the Econolines, along with most other Ford products, had satin finish non-glare wiper arms and blades. These will, of course, fit the earlier vehicles with no modifications. They came in several lengths on various Ford cars and trucks, but the 1966-67 Econoline ones will work for sure. If you can find them, get the blades with the wind deflectors as these will stay on the windshield better at high speed. These are no longer available new, since most replacement blade assemblies are throwaway plastic ones, but they take standard refills which are still available.

2) Fire extinguisher. Sort of a tip, but sort of a common sense item here. Having driven Volkswagens in younger days, carrying a fire extinguisher in my vehicle has become second nature. I have never had to use it yet, but the one day I do need it, it'll be there. Just as hoses and carb fittings fail in volksies, the same can happen in an Econoline (regular inspection and replacement of fuel delivery parts helps keep these odds down). It gets hot under that engine box; hot enough to catch on fire. This was brought home to Jay and I on a recent junkyard jaunt to the northern central California valley. One particular yard had two Econolines.....both burned to the ground. Not a useable part left.

I carry my extinguishers in convenient, but out of the way places. I want to be able to get to it in a hurry, but don't want to be kicking it around in the meantime. I don't want to have to reach across a hot engine box, dig behind the driver's seat, or get out and go get it from the cargo area. I want it NOW. This translates to under the driver's seat in the pickup, and in a quick release holder bolted to the floor heater in the van. After a certain point, my life isn't worth my Econoline and a small fire is a lot easier to deal with than a big one. With enough Econolines sent to the crushers by those people who don't care about them, it'd sure be a shame to lose one that someone cares about. Carry a fire extinguisher in your Econoline, PLEASE.

3) Speedometer cable. Ever notice that when you're driving an early (pre '65) early Econoline on a hot day and you go to open the foot vent on the driver's side that you end up with greasy fingers? Invariably when you're wearing white clothes? Well, I can't help you with the clothes, but if you get the greasy fingers, it comes from the oil that came out of the transmission, worked it's way up the speedo cable, then out of the fitting at the speedo. In 1965, Ford finally got smart and put a seal behind the driven gear in the speedometer cable, and that's why the later owner/drivers aren't spending as much time at the laundromat. Solution: acquire a '65-'67 speedometer cable, take the driven gear off the transmission end by sliding the little clip you'll find there, exchange the driven gear for the one you had on your oily cable, and install the newer cable in your truck. Now clean the vent and

surrounding area, put on your white pants, and don't worry about it. Just a note, this is a good time to change driven gears if your speedo is inaccurate. See Jay's info on this in the rear axle article in the June/July article of '87/'88.

The Parts Counter

by Don English

[eds note: Don sent a cover letter with this article that just missed getting into the last newsletter. In it he mentioned some things relevant to parts that I'll pass on here.

1) Information Clearinghouse and Col. Bill White were mentioned in the Feb/Mar '88 Econ0 newsletter as sources for a book on Ford trucks. Turns out that both should be used as last chance sources. This means that others have had less than pleasant experiences with these vendors, so try to find elsewhere if possible.

2) The Light Commercial Vehicle Association (LCVA) mentioned in their March/April '88 issue to beware of Rick's Auto Parts in Kansas City and Irish Bryant of Wheelersburg, Ohio. The advice is to only order parts COD and not to send money up front. LCVA is a very good organization focusing on all commercial vehicles, including Econolines. We have solicited many members via their referrals. If you don't already know about them, give Jay or I a buzz and we can tell you more, or write to: LCVA, attn: Irv Neubert, Rt. 14, Box 468, Jonesboro, TN 37659.]

McDonald Ford Parts Co., RR 3 Box 94, Rockport, IN 47635. (812) 359-4965. Ford NOS parts. Phone/SASE. (Listed in Oct/Nov '87 Econ0 issue; put here again due to new parts info shown below.)

Ken's Falcon Parts, 1799 E. Alosta, Glendora, CA 91740. (818) 963-5905, (818) 963-5906. '60-'70 Falcon, '65-'73 Mustang, '67-'73 Cougar parts. M-F 9-5, Sat. 10-3. No credit cards. Add 10% for shipping.

Egge Machine Co., 8403 Allport Ave., Santa Fe Springs, CA 90670. (213) 945-3419. Makes: pistons, rings, cams, wiring harnesses, motor mounts, gaskets, engine bearings, etc. for all old (1906-1975) cars/trucks/ motorcycles. Credit cards, checks or money orders. Add 10% for shipping.

Mike Co., 1901 Colonia Place #B, Camarillo, CA 93010, (805) 482-1725.

Part number	Description. What it fits. \$\$\$\$ who.
B7A-2457-A	Brake/clutch pedal pad , '61-'67 E100. Ken's #2457A '60-'67 Falcon M/T. \$2.05 each (as of 4/88)
C5TZ-6068-B	Rear motor mount-insulator (trans). '65-'67 MT E100. Egge #2307 \$14.25 (as of 4/88).
CODF-13783-B	Dome Light Lens , '61-'67 E100 87 (pickup), '61-'67 Ranchero. Ken's #13783B. \$4.35(as of 4/88).
COAF-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. Ken's #13788B. \$6.20(as of 4/88).
CODF-13788-A	Dome Light Lens Door (bezel) for CODF-13783-B Ken's #13783B. \$4.35(as of 4/88).
COAF-13788-A	Dome Light Lens Door (bezel) for COAF-13783-C Ken's #13788A. \$7.15(as of 4/88).

COD264-22404/5-A **R/L Outside Door Handle** '61-'67 E100, '60-'65 Falcon exc. HT/conv. Ken's #22404A/B. \$22.80 ea.(as of 4/88) Ken's #22404P. '60-'65 Falcon kit: 2 handles, 4 pads, 2 buttons. \$39.95.(as of 4/88).

COD264-22448/9-C/B **R/L Rubber Mounting Pad (small)** for COD264-22404/5-A. '61-'67 E100, '60-'65 Falcon. Ken's #22448A/B. \$1.35 ea (as of 4/88)

COD264-22428/9-B **R/L Rubber Mounting Pad (large)** for COD264-22404/5-A. '61-'67 E100, '60-'65 Falcon. Ken's #22428A/B. \$1.90 ea.(as of 4/88)

COAB-23240-B **Window Regulator Arm Roller Assembly.** '61-'67 E100, '60-'65 Falcon. Ken's #23240A \$1.35.(as of 4/88)

C5UZ-2780-C **Control Assembly-Parking Brake.** '65-'66 E100. McDonald. \$30.00 NOS

C1UZ-8100-A **Radiator Cap-13 lb. pressure.** '61-'63 E100 (and others undoubtedly). McDonald. \$6.00 NOS

C7UZ-13434-A **Body Assembly-R.H. Rectangular taillamp.** '67 E100 Supervan. McDonald. \$32.00 NOS

C7UZ-13435-A **Body Assembly-L.H. Rectangular taillamp.** '67 E100 Supervan. McDonald. \$32.00 NOS

C3UZ-17508-C **Single Speed Windshield Wiper Motor.** '62-'63 E100 < ser. 360.001. McDonald. \$125.00 NOS

C5UZ-17508-C **Two Speed Windshield Wiper Motor.** '65-'66 E100 > ser. 760.001. McDonald. \$150.00 NOS

C5UZ-17757-A **Front Bumper-primed.** '65-'67 E100. McDonald. \$100.00 NOS

C5UZ-18476-A **Core-Fresh Air Heater.** '65-'67 E100. McDonald. \$100.00 NOS

C5UZ-18518-A **Cable Assembly-Fresh Air Heater Temperature.** '65-'67 E100. McDonald. \$25.00 NOS

C7UZ-8923574-B1U **Door Check Strap and Bracket Assembly-Parchment ??** McDonald. \$25.00 NOS

C1UB-13208/9-A **R/L Front Turn Signal Lens-Clear.** '61-'62 E100. McDonald \$15.00 ea. NOS

C1UB-13209-A **LH Front Turn Signal Lens-Clear.** '61-'62 E100. Mike Co. \$12.00 ea., \$23.00 pr. *see note below*

C3UB-13208/9-A **R/L Front Turn Signal Lens-Amber.** '63-'67 E100. McDonald \$15.00 ea. NOS; Mike Co. \$10.00 ea., \$18.00 pr. *see note below*

C1TB-13450-D **Taillight Lens- Round, Reflector Center.** '61-'67 E100, ex. Supervan. McDonald, \$12.00 ea.

C1UZ-13450-A **Taillight Lens- Round, Plain Center (ICC).** '61-'67 E100, ex. Supervan. McDonald, \$4.00 ea.; Mike Co., \$4.50 ea., \$8.00 pr.; \$6.50 ea. NOS, \$12.00 pr. NOS. *see note below*

C4TZ-13450/1-D **R/L Taillight Lens- Rectangular, w/o Backup.** '65-'66 E100 Supervan. Mike Co., \$13.00 ea. NOS, \$25.00 pr. NOS. *see note below*

C7TZ-13450-E/F **R/L Taillight Lens- Rectangular, w/ Backup.** '67 E100 Supervan. Mike Co., \$12.00 ea., \$23.00 pr.; \$15.50 ea. NOS, \$30.00 pr. NOS. *see note below*

C1UZ-18813-B **Antenna-Radio.** '61-'67 E100. McDonald. \$75.00 NOS.

C1UB67-43000-B **Hinge Assembly-Tailgate to Body.** '61-'67 E100 87 (pickup). McDonald. \$25.00.

C1UE87-44446-A	Link-Tailgate Chain. '61-'67 E100 87 (pickup). McDonald, \$10.00 NOS.
C1UE87-44456-A	Chain Assembly-Tailgate. '61-'67 E100 87 (pickup). McDonald, \$20.00 NOS.
C1UE89-06010-B	Glove Box. '61-'62 E100. McDonald, \$30.00 NOS.
C2UZ89-23574-AAD	Doorstop Strap and Bracket-Black. '61-'67 E100. McDonald, \$25.00 NOS.

*Jay's note: I have had bad luck with some of the reproduction lenses I have used, notably those sold under the "Glo-Brite" name. These do not fit as well as the stock lenses, the chrome rims do not fit them, and the plastic cracked and deteriorated after less than a year in the California sun. In addition, on the clear 1961-62 repro lenses I have seen have had the edge painted silver from the back, instead of being plated on the plastic like the originals were. I would recommend the NOS lenses over repros, even though they are more expensive.

Year By Year Changes in Early Ford Econolines

What follows is a much-updated version of a similar article I wrote for the LCVA some time ago. No, this is not a re-hash. I've gone through all my notebooks, literature, dateplates, parts books, and the dusty parts of my memory banks in an attempt to produce a definitive version of year by year changes, rather than spew forth off the top of my head like I usually do. We felt that we should give you this info now, before we get into parts inter-changes within early E100's so that you have some idea what you're up against. It's not as simple as saying "use the one from a '64", as many of the changes were running production changes during the model year.

If any of you out there have any comments, additions, gripes, or other useful information I would like to hear from you. My goal is to know everything there is to know about these trucks and I won't be satisfied with less. Be warned, though. Those sending comments to the effect that anything I have written is incorrect will be accused of having a modified truck or of being in someone else's tree (out of yours). You MUST support your argument with photos, data plate numbers, or a bigger stick than mine. I'm not trying to intimidate you to keep you from writing. I just want to be sure you don't have a red herring out there somewhere.

1961 serial numbers 100,001 to 204,999

All 1961 Econolines have the 144 inch six, 3 speed transmission (with 1st gear non-synchronized), light duty rear axle - 3.50 ratio standard, 4.00 optional. Front anti-sway bar standard on window vans and 5-window pickups.

1961 and 1962 standard equipped models have white plastic door handles and window cranks, those with the custom equipment package (I think), and later models have metal handles. Many if not most have been replaced with metal ones as the plastic ones often broke or stripped out.

Early 1961's have phillips screws holding the lower edge of the grille, later ones have hex bolts. Some or all 1961's have a horn button which is stamped "FORD" across the top in addition to the Econoline logo. Later ones do not have the "FORD" letters.

Options are: passenger seat and visor, armrests, outside door lock on driver's door (!), outside mirrors (pickup), right side and inside mirrors (van), dual horns and horn ring, emergency flashers, radio, heater, chrome hubcaps, chrome bumpers, rear door windows on vans, quarter windows on pickups, tinted windshield, custom equipment package (see below), safety package - includes

padded dash and glovebox door and padded visors (this is the only way a glovebox door could be had in the 1961-62 F100's).

The custom equipment package is a group of options that includes woven seat upholstery, horn ring, right side air vent, lighter, armrests, driver door outside lock, dome light for the cargo area, dual horns, chrome hubcaps, right side visor, rear door windows on the van, quarter windows on the pickup,

1962 serial numbers 205,000 to 324,999

170 engine available as an option (standard on Deluxe Club Wagon), 144 standard.

"Product of Ford" emblem added to the passenger door.

Part way through the year reinforcing ribs were added to the roof of the vans to strengthen it and lessen drumming at high speeds (not that they'll go very fast with the 144), earlier ones do not have these ribs.

Part way through 1962 a single speed wiper motor became standard, the earlier models all have two speed wipers. The two speed was still available as an option until 1967 when they became standard again.

The Falcon vans were introduced in 1962. They were introduced as station wagons rather than trucks, so they are registered as a passenger car. There were three levels of Falcon van available - the Station Bus, Custom Club Wagon, and Deluxe Club Wagon. The designations for these various models vary from year to year (and brochure to brochure) but the features of each are pretty consistent.

The **Falcon Station Bus** is the basic window van with the addition of standard features including Falcon emblems on the front and rear doors, 2 speed wipers, armrests, dual horns, side step, and optional rear seats.

The **Falcon Club Wagon** has all the station bus features plus floor mat and headliner, windshield washers, lighter, horn ring, dual visors, right side vent, chrome hub caps.

The **Deluxe Club Wagon** has all the station bus and club wagon equipment plus 170 engine, white steering wheel, padded dash (blue), pleated seat upholstery and side trim along the inside walls, chrome bumpers, dual padded visors, exterior trim along both sides of the body, "Falcon Club Wagon" emblems on the front doors. Exterior color available in three shades of blue or blue/white combination.

A few late '62's have the fully synchronized transmission which became standard in 1963. These have transmission code 2A on the ID tag which carried over into 1963. After the 1963 models, trans code A was used for the synchro 3 speed.

1963 serial numbers 325,000 to 444,999

The transmission is fully synchronized in 1963 and later models. The driveshaft has a fixed front yoke with the slip joint in the middle, the earlier ones have a slip joint in the rear of the transmission tailhousing.

The steering column tube and support were redesigned - the support was made more rounded rather than the triangular one from 1961-62.

The glass now has the "Carlite" logo, earlier glass has the "Ford" logo.

Front turn signal lenses now amber, early ones are clear. Bright finished rims ("doors") came on the front lenses of Custom Club Wagon and Deluxe Club Wagon models. All of the 1961-62 clear lenses have a bright edge as part of the lens.

Glove box door (metal) is optional, available for the first time. 1961 and 1962 have an open bin unless ordered with the safety package, which includes the dash pad and padded door.

Outside lock on driver's door is now standard.

Armrests became standard on vans, still optional on pickups.

The Deluxe Club Wagon now available only in Viking Blue or Viking Blue/White combination.

The ID tag is now on the rear of the driver's door. Was on the body in front of the door on the 1961-62's.

Late 1963

Four speed transmission is available as an option with a column mounted shifter, the shift pattern was embossed on the knob.

Heavy-Duty option available which includes the front anti-sway bar, a 9 inch rear axle, larger rear brakes, heavier springs and shackles front and rear, 170 engine with larger radiator, thicker frame throughout the vehicle, "Heavy Duty" emblems on the front doors.

1964 serial numbers 445,000 to 579,999

Automatic transmission is now available, but for the 170 engine only.

Starting in 1964 only one latch was used on the engine box. Earlier trucks have two.

Delrin (plastic) bushings are now used on the clutch bellcrank pivots and there are now no grease fittings, they previously had bronze bushings with grease fittings.

Metal glove box door is now standard.

Vent windows now have push button locks.

The gas pedal was changed to have vertical stripes, rather than the old type checkerboard pattern.

Also new for 1964, Econolines now have self adjusting brakes.

During 1964

Gear shift lever now reshaped with two bends rather than the old, straight type.

1965 serial numbers 580,000 to 731,999

144 engine is no longer available, 170 standard, 240 optional, all engines are now mounted on a tubular crossmember

4 speed is no longer available. Transmission mount is redesigned with two bolts to the body, two bolts to the trans. Earlier ones used a single bolt to the body and were pressed into a loop at the top of the tailhousing.

Bumpers are redesigned. Front is narrower, taller, thicker, and sits lower. Rear on vans is same as the front except has two additional holes at the outer ends for the brackets. Rear bumper on pickups remains the same as the 1961-64.

License plate on vans is moved from the bumper to the left rear door.

Steering column support is redesigned again, now sits almost flat and is larger and more rounded.

Heater is moved from the floor to the right vent, with push-pull type controls in the center of the dash.

Engine box is now taller to accommodate the 240 engine, with an additional "lump" at the rear to clear the bellhousing. On pickups, this lump extends into the front of the bed.

Seats are redesigned to be lower, mounts are different also. Driver seat with folding back now available.

Ammeter and oil pressure gauge available.

A seal is now incorporated in the speedometer cable housing behind the driven gear at the transmission end. Owners of earlier models are probably familiar with oil seeping all over the driver's vent, and I have seen speedometers literally filled with gear oil. I have also seen oil oozing out around the "FORD" letters on the front of the van on more than a few early models.

Deluxe Pickup available - came only in Poppy Red with side trim borrowed from the Deluxe Club Wagon, chrome bumpers, white steering wheel. There were more deluxe pickups built in 1965 than standard ones, probably for promotional reasons.

The Deluxe Club Wagon now available in Palomino (gold) and Palomino/White combination as well as earlier Viking Blue and Viking Blue/White combination.

Mid 1965

Supervan available. These have an additional 18 inches of load space behind the rear axle, but share the same wheelbase as the standard vans. The Supervan taillights are rectangular rather than round.

Late 1965

Side trim on Deluxe pickups and Deluxe Club Wagons is now a narrower, one piece strip rather than the three-piece trim with the anodized insert. Some Falcon and Econoline vans (and pickups?) were produced with the thin side trim, chrome bumpers, and turn signal doors standard (not special ordered) in late 1965 as well. This package became a dress up option in 1966 on the standard vans.

1966 serial numbers 732,000 to 913,999

Padded dash and glove box door are now standard, but could be deleted to save cost.

Emergency flashers are now standard, but could be deleted. Early 1966 models have the switch and indicator above and to the right of the wiper switch, later 1966 do not have the indicator and have the switch below the wiper switch.

Windshield washers are now standard and now are electric. These could also be deleted to save cost. Previously, these were optional and had a foot-operated pump. The 1966 nozzles are longer than the earlier ones. The switch is a separate push button above the wiper switch with one speed wipers, with two speed wipers the washers are operated by pulling on the wiper switch.

Wiper arms are now "non-glare" satin finish. Were chrome before.

Seat belts now standard.

Heater now standard.

Tinted glass available all around on pickups and window vans.

The door tag is now narrower than the earlier ones.

California trucks from 1966-67 have the "Thermactor" emission package which is the smog pump and associated hoses and mess. Non-CA trucks were mercifully spared this agony. Believe me, there's little enough room to work in there already without a pile of extra hoses, valves, and stuff in there.

During 1966

In early 1966 the driver's vent housing was changed to plastic, earlier ones are metal.

A bit later in the year the padded glovebox door was changed. They now have a recessed pushbutton/key lock, earlier padded doors have a spring clip type lock and were flat. Note that if you ordered a Deluxe Club Wagon with the padded glove box door after the pushbutton lock became standard you got a black dash pad and glovebox door, rather than the blue or tan dash pad you got if you ordered without the padded door. (As far as I can determine there was no blue padded glovebox door produced with the pushbutton lock, and no tan padded door at all. Can anyone prove me wrong?)

1967 serial numbers A00,000 to -B99,999

Backup lights are now standard, not available even as an option before. These are located just above the rear bumper on regular vans and pickups, they are inset in the taillights on supervans. The switch for these is on the transmission on the automatics (part of the neutral start switch) but is under the steering column support on manuals.

A dual master cylinder replaces the single system as required by Federal regulations (the reason for the backup lights also).

Two speed wipers now standard. (again)

Emergency flasher switch is now part of the turn signal switch, on the right side of the steering column.

The rear reflectors (optional in some states, required in others) were changed from round to rectangular.

Shift pattern for the automatic transmission is now P-R-N-D-2-1, was P-R-N-D2-D1-L before.

The gear shift knob is redesigned - now smooth and wedge shaped rather than ribbed.

A few early 1967's have the old style gearshift handle and the old shift pattern. These have an instruction sticker on the quadrant telling how to use the transmission, probably since the owner's manual showed the new pattern. Some early 1967's also do not have the emergency flashers in the column.

There were two turn signal systems used in 1967. (Three, actually, if you count the very early ones without the flashers in the column)

The early ones have a seven wire switch which used the same connectors as the 1961-66 switch. These have a single big truck type flasher mounted under the dash on one of the supports for both the turn signals and the emergency flashers and it is hot all the time. (I.E. the flashers and turn signals work with the key on or off) This is a transistorized flasher and is quite loud, presumably so you will notice if you leave the turn signals on when you park. They also die quite regularly, and are usually replaced with a standard flasher, so if you have a disconnected silver box under the dash of your 1967 and don't know what it is, now you know.

The late ones have an eight wire switch, the additional wire of course being the hot for the emergency flashers. The turn signals now go off with the key and use a normal flasher and there is a second (also normal) flasher for the emergency circuit.

Dichotomous Keys to the Early Ford Econoline

In science, especially biology, a dichotomous key is used to identify closely-related, but different organisms. It works by giving the user a pair of descriptions of a key character, then a numbered direction to the next key character description, whereupon the user decides if the specimen meets another criteria, and so on until one can identify the organism. We decided that since we have given you the year of each Econoline then the criteria, that perhaps it would be fun to give you the key criteria, then lead you to a year. This way, if you spot one on the road or in a junkyard, you can follow the key and deduce the year. The keys assume that the vehicle in question is more or less in original stock condition, and that no one has been doing some of the changes we'll cover in the next newsletter. The on-the-road key uses characters that are more easily visible when moving. Some of the characters are easily changed so the key may be less precise than the junkyard key. Some things may be hard to see, but if you use the key you'll get used to looking at only a few things and can then quickly differentiate between very similar years. The junkyard key uses characters that are not as easily seen, but are not often modified, and therefore will be more accurate. Mid-year changes are included, and multiple characters are used when possible. A word to the wise: even in science, keys require a knowledge of the terms, and practice. Fortunately, one doesn't need a PhD to know the terminology used in this key. Therefore, practice.

An on-the-road key

- 1A. Front bumper skinny, away from body, covers lowest 2 openings of grill.....(go to)2A.
- 1B. Front bumper not as above, thicker, close to body, sits low and covers only lowest opening of grill.....(go to)5A.
- 2A. Front turn signal lenses clear.....3A.
- 2B. Front turn signal lenses amber.....4A.
- 3A. Roof without longitudinal ribs (van).....year = 1961, early 1962.
- 3B. Roof with longitudinal ribs (van).....year = late 1962.
- 4A. Vent window without pushbutton locks.....year = 1963.
- 4B. Vent window with pushbutton locks.....year = 1964.
- 5A. Backup lights present.....year = 1967.
- 5B. Backup lights absent.....6A.
- 6A. Windshield washers present and long (about 1"), wiper arms satin finished.....year = 1966.
- 6B. Windshield washers absent or, if present, are short (about 1/2"), wiper arms chrome finished.....year = 1965.

A junkyard key

- 1A. Steering column bracket triangle shaped, one angle directly to column, turn signal lenses clear, glass has FoMoCo logo, possibly no driver's door lock (go to)2A.
- 1B. Steering column bracket changes angle when viewed from top or side, turn signal lenses amber, glass has Carlite logo (go to)5A.
- 2A. "Product of Ford" emblem on inside of passenger door absent. Two speed windshield wiper motor (work the switch to tell), no reinforcing ribs in roof, 144 cid engine..... 3A.
- 2B. "Product of Ford" emblem on inside of passenger door (or holes where it was), may have one speed wiper, reinforcing ribs in roof, 170 motor (code T) 4A.
- 3A. Phillips head screws hold lower edge of front grill year = very early 1961.
- 3B. Hex head bolts on lower front grill year = later 1961.
- 4A. Reinforcing ribs on roof (vans) absent.....year = early 1962.
- 4B. Reinforcing ribs on roof (vans), may have full synchro trans (code 2A) year = late 1962.
- 5A. Steering column bracket has only slight change in angle when viewed from side, not straight edges from column to dash when viewed from top as in 1A above. Heater on floor. Bumpers thin, sit away from body. Engine box without lump in back. Never a 240 engine. Engine mounted on "ears" extending from body. Transmission mount uses one bolt, trans to body. Has 4-speed trans, if equipped 6A.
- 5B. Steering column bracket distinctly two angles when viewed from side or top. Portion nearest dash nearly horizontal. Bumpers thicker, sit close to body, and slightly lower, no license plate dip in rear bumper (vans). Heater on right vent and cowl. Engine box with lump on back of box. No oil on driver's vent from speedo cable. Engine mounted on a crossmember, transmission mount uses two bolts to body, two bolts to trans 7A.
- 6A. Pushbutton vent window latches present. Engine box has one latch to lid only. Has automatic, if equipped. Delrin bushings on clutch bellcrank (identify by absence of grease fittings on bellcrank). Has self-adjusting brakes. Gearshift lever may have two bends (late year models only) year = 1964.

- 6B. Not as above year = 1963.
- 7A. Backup lights present (also look for the switch under the steering column bracket if manual trans). Dual master cylinder (access cutout in floor is rectangular) 10A
- 7B. Not as above 8A
- 8A. Door tag narrow (1"). Satin wiper arms and blades. Probably but not necessarily has emergency flashers, padded dash and glovebox door, electric windshield washers with long nozzles (1").....9A
- 8B. Door tag wide (1-1/2"). Foot pump wipers. Chrome wiper arms. If equipped, washers are short (1/2").....year = 1965
- 9A. Metal drivers vent, no pushbutton on padded glovebox door (if equipped), separate indicator for emergency flashers (if equipped).....year = early 1966
- 9B. Plastic drivers vent, pushbutton lock on padded glovebox door, no indicator for flashers.....year = later 1966
- 10A. Emergency flasher switch on dash. If automatic, shift pattern = P-R-N-D2-D1-1, may have
- 10B. Emergency flasher switch on right side of steering column. If automatic, shift pattern = P-R-N-D-2-1. Gearshift knob smooth (no ribs) year = later 1967

Econoline Classifieds

Wanted:

C4 automatic transmission with 2-bolt mounting tailshaft ('65-'67) in rebuildable condition. Chrome 5" x 7" mirrors (part # C4UZ-17696-D). New or excellent condition. Econoline parts manual with Ford part #'s or information on availability. Gerald W. Deemer, 1608 Manor Drive, Kissimmee, FL 32741. (407) 847-1491.

Wanted:

Side trim (three piece wide type w/insert) from 1965 Supervan (long version). Jay Long, 15039 Costela St., San Leandro, CA 94579. (415) 352-4367.

For Sale:

NOS Tailgates, C2UZ-8740702-A (tall) and C2UZ-8740702-B (short). \$135 each. Frank Bird, 32 Shadowbrook Lane, Lander, WY 82520. (307) 332-6250; after 6 pm, MDT. (eds. note: this ad was sent to me way before deadline, with the number of each available. They were also advertised in Hemmings Motor News. As of 6/11, only a few were left. We printed this in hopes they may still be available at press time.)

For Sale:

1961 Window van, new exhaust?. Also, parting out a 1961 and a 1964 Window van and a 1961 and 1967 pickup. SASE with needs to: R. Hart, 15 Old Sable Road, Evington, VA 24550

For Sale:

1965 Window van, extended. 240, 3-speed. New: cooling system, head, wheel cylinders, U-joints, wiper motor, carb, tie rod ends, and more. Inspected and driven daily. Selling to take time of to travel. \$1700 OBO. James Culver, 14 Morgan Ave., Glens Falls, NY 12601, (518) 798-8005.

For Sale:

ECONoline Organization back issues. Always on the computer, and sometimes on file. 6 issues from last year (April 1987-March 1988), and two issues so far this year. Index available. Call or write for info. \$10.00 for last year or 1.67 per issue. Allow to next press time for delivery. Brian Cochrane, 258 Cambridge Ave., San Leandro, CA 94577. (415) 568-6131 before 10pm or so.