Brian Cochrane, 18941B Almond Rd., Castro Valley, CA 94546 (415) 733-0565
Jay Long, 15039 Costela Street, San Leandro, CA 94579 (415) 352-4367

EconO

EconOline Organization Newsletter
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Don't faint! The longest awaited newsletter, yet, is finally here. So much for being almost done in December. It seems as if the last five percent of the work took 95 percent of the time. Not that we worked on EconO all through the Santa time. That's the best time to be in the junkyards, when everyone else is stuffing their faces with turkey and cranberry sauce. When all the fun was over, we realized we were really, really, really, really late, and finally sat down and finished this thing.

Part of getting this newsletter out consisted of my cleaning off my desk, something that hasn't been done since before I moved here in September. In the process, I found all the applications I had to catch up on and send back issues out to, all the 'I have to deal with this stuff' stacks got dealt with, and I found lots of interesting mail that I hadn't gotten to. Things got processed in the order mentioned, so if you are owed back issues and don't have them, remind me, because I probably blew it. Having the stacks smaller means I can at last see over the papers and find the computer to answer those letters that need answering. Some of those letters mention possible dates and places for EconO get-togethers, and as soon as I verify time, place, and date with those who wanted to host, I'll announce all that in the newsletter. Yes (for all those cynics who take us too seriously), we will have another newsletter out by then.

Speaking of our next newsletter, and our penchant for getting further and further behind schedule, we are still try to get all six newsletters out by the normal end-of-the-year (for EconO) in March. Then again, we were trying to get this newsletter out last month. We may surprise you, we may not. At any rate, Jay and I have decided that EconO should go on for next year, we are not sure just what format we will use. We have lots of ideas we are throwing back and forth right now, and as a result, things may slide into next "year". Something needs to change because the present system isn't fair to our members (ie: we should live up to our schedule) and isn't fair to us (ie. it has become less fun to do, hence item one).

Some of the issues we are dealing with are a result of the input (THANKS! to those of you who know who you are) we have had since the last newsletter. We've gotten some ideas that we will try to put into use, and we have gotten some good ideas that we have considered at one time or another and rejected for reasons I'd like to explain. I don't mean to step on people's suggestions, but hopefully, by explaining our logic, you'll see our side too. First, some folks want a regular Econoline junkyard listing, with what yards have what kind(s) of early Econolines, and parts thereon. This would be a great idea if Econolines were really scarce (we're talking like Airflows, Tuckers, or something where 500 were made and we could account for every one), or where the nearest junkyard is three hours away and there are no Econolines in them when you do finally get there, or where all the junked Econolines long ago rusted away to nothing and then became Yugos. Fortunately, such conditions aren't that way all over the US, and I think the best way to explain why such a

list would be unfeasible would be to explain how things are out here in the Gray Area of SF bay.

We do have our traditional junkyards, and about every third one has a couple of early vans and every seventh one may have a pickup. Never mind that the van has been in the yard for twenty years and every part on the thing is a) gone, b) cracked, crumbly, c) smashed, bent, broken, d) pitted, worn out, moldy, or messed up because some idiot tried to remove something and ruined it in the process. If you are fortunate enough to find something worth having, the crusty old fart in the office wants two arms, five pints of blood, and your first and last born children for the part because "That there's off one of them early Econolines and I got to get sixty bucks for that dash knob". We do what any sensible human being would do: we tell them to stuff it and don't go back. Then we go to the "self-serve" junkyards. Some of you have them near you, and will know of which I speak. These places have cute (but stupid) names like "Pick-Your-Part", "U-Pull-It", "U-Do-It","Pick-N-Pull", etc. Their real reason for existence is they buy the super cheap auction, abandoned, and stolen/recovery vehicles (the ones that the yards that service insurance auto body shops don't want), and turn every rebuildable part over to the carb rebuilders, distributor rebuilders, brake re-surfacers, and metal recyclers, etc., in bulk. How do they become a junkyard? They courteously store the vehicles out on stands in a yard, charge $1 to let you in the yard (supposedly for "insurance" reasons), and sell you parts you want to pull off for a lot more than they get from the rebuilders, but a lot less than a traditional junkyard. No staff of the yard spend any time helping, or doing the pulling for you, and they don't keep an inventory so you can't ditch out of their admission fee. If you don't find what you want, you're out a buck. If you do, prices are set, and vary according to the item, not the according to vintage, rarity, or condition of the part. For example, a brake drum is $15 no matter if it came off of an Econoline or Pinto, and is finned and new or cracked and old. A core charge is always added to every item, since they are in the rebuild supply business. After a certain amount of time in the yards, depending on the size of the yard and the number of cars they can buy, laborers strip the remaining rebuildable stuff,and the vehicle is crushed to become a Toyota. As a result, turnover, especially in urban yards of this type, is very high. The nearest one to Jay and me puts down (and picks up) roughly a row of ten vehicles per make per day (the yard is divided into makes: Ford/AMC, Chevy/Chrysler, Imports/Trucks). The goodies are on the rows they set down an hour ago, and the not-so-goodies are on the rows they set down last week. To get the goodies, you have to go there often. Jay goes about twice a week; I go about twice a month. Since Econolines are still generally on the less desirable end of the scale, lots of them end up in these self-serves, only a few other Econo-nuts are competing with us for the goodies, and the prices are real reasonable. I can think of seven such yards within 30 minutes of us, and we do a quarterly swing through the Sacramento/San Joaquin valley (where turnover isn't as high) to another 10 of them.

The bottom line is that we couldn't even stay current on a junkyard listing about the yards we have in our area, even if the newsletters did come out on time, much less cover every yard in the country that has on Econoline in it. We think a better way to handle the junkyard issue is for each of us to know what other members are looking for by reading and placing "wanted" ads in the newsletter, covering the yards in our respective areas, and doing each other a favor by communicating, and getting the parts when said item turns up. Some of you know that very abbreviated versions of "wanted" ads get past Jay, since he has a good handle on the "run-of-mill" (to us) parts near us, and usually takes care of people before their ad runs in the newsletter. I just bought a portable recipro-saw, and can now take care of those that need body panels without rust holes. Keep the prices reasonable, and we all end up getting what we need.

Another suggestion is that we could start repeating our stuff, with modifications to keep current since the membership is now much different than what it was three years ago. This forgets that I usually get a check for a year's dues, then get a check for back issues immediately after the current issues are sent. Most folks on the roster are so hungry

for Econoline information that they buy all the back issues immediately. Most of that info can't really be updated since we rarely get feedback on how member's projects went, and we haven't run into better ways to do the modifications described. Besides, it's a copout; there's still got to be a lot we don't know and haven't done. It's just taking longer for us to find the information, make sense of it and write it up.

Some other ideas have mentioned regular columns, articles on members vans, re-printing articles from old magazines and tech books, dealing with general auto repair topics, and printing regular pictures of Econolines. Let me quickly run through these. a) Regular columns are great for small, quick tidbits of information. We have a few in the subject areas where we think we can can keep the topics short and sweet. Too many of these would leave no room to get into longer articles, as many of Jay's technical articles do. I think it's the in-depth, no-detail-omitted philosophy that sets us apart from the run-of-the-mill club newsletter. b) The same philosophy applies to articles about member's vehicles. To me, it smacks of showing off, and unless something is done that is really outstanding, the article doesn't have any lasting value. If something is outstanding, write a tech article about it so every one can share from your experiences. After storing four years of VW magazines, I went through them and clipped out what I really wanted to keep. I ended up with four years of tech articles (3" thick vs. 3' thick), and about two pictures of vehicles I thought were particularly outstanding. I sure hope someone doesn't condense Econ0 newsletters like that. My stuff I could see dumping, but...c) Articles from old magazines are few and far between when it comes to Econolines, and we've seen most everything there is to see. Besides, each of the articles usually has at least one glaring error or halftruth in it. d) We tend to shy from general repair and/or customizing articles since there are many other sources for this information, including Chiltons, and the Econoline shop manuals, and the van and truck rags.. We have and will cover those tasks that present problems unique to Econolines. e) Regular pictures would be great too, but as our hubcap pictures last issue showed, something gets lost in the translation. Yes, the technology is out there to put them in each issue, but we aren't yet willing to go the cost, time and effort. We prefer the color zerox pictures, and plan to add an optional extra dues to cover another specific run of pictures next year.

So what do we want? We want the Econ0 newsletter to remain an Econolines only, highly informative, parts and tech info newsletter, a cut above the normal auto enthusiast club newsletter. To do that, we need articles, about modifications and problem solutions that have been done and that work. We need an active new and used parts sounding board (i.e. the want ads), and we need communication between the members. Hopefully the added input can cure our burn out(put) blues. On to the output.

As I write, this issue is way too long to fit into a normal mailing, so I'll tell you what's here now, and some of it will end up rolling over into next issue. Tips has a product plug (we don't do it often, and definitely don't get paid any money for it) to cure the gooey six Econoline syndrome, the skinny about what headers are available for Econoline sixes, and a quick wiring tip for '61 owners. A pseudo-Ask Dr. Econ0 follows, then our other regular column: News and Notes. The meat of the issue is the next series of articles on Econoline carburetors, distributors, and Jay's tangent article on using electric fuel pumps. These started life as one article, because they really do go hand in hand, but were split for clarity, and reference later by both you folks and us. We've included a roster update since this is the alternate newsletter. Some names are returns from last year that didn't renew in time to make the last roster; many names are new. Lastly, the very important classifieds. Next issue will be some of the above, and more good stuff from the scraps and notes on Jay's desk. Until then, enjoy, and WORK ON YOUR ECONOLINE! BC

Tips

1) Valve cover gasket leaks. Chances are every Ford six has at one time had a leaky, messy valve cover. The small six is bad for this since the surface of the head slopes to one side. The big six usually leaks around the back edge. Neither has to be that way. Fel Pro, for some time, has had a great gasket available for these and other engines that will solve the problem. They call it "Blue Line". What they found was that the cork gaskets seeped oil through the natural pores and the rubber ones squished out and got hard and brittle with age. Solution: grind up some cork and rubber and make a composite that combines the good features of both. I glue them to the valve cover and leave the head surface dry. They also make oil pan gaskets this way. This brand is the best I've found for all engine gaskets, and I recommend it over anything else I've ever tried so far. JL

2) Exhaust headers for Econolines. In response to several inquiries about headers availabe for the Econoline six cylinder motors, the following attempts to enlighten. There are at least two sources we know of for these. Clifford Performance Products, 15572 Computer Lane, Huntington Beach, CA 92649, and J.C. Whitney, 1917-19 Archer Avenue, P.O. Box 8410, Chicago, IL 60680 both sell headers specifically for the Econolines. Clifford also sells a complete line of performance products for the 6 cylinder engines. The applicable part numbers are:

Clifford Headers:	
1961-'67 Econoline 144,170,200, 250	53-0496
1965-'67 Econoline 240,300	53-0624
J. C. Whitney Headers:	
1961-'67 Econoline 144,170	21-3287N

Note that both the Clifford headers are a dual outlet, two piece system. The small six requires a port divider to be installed in the cylinder head to match the center outlet to the headers. This is usually brazed, but can be tack welded also. Machining the surface may also be required if the port divider can't be installed flush.

Also note that JCW sells stuff made by other manufacturers and that these may be the same product. JL

3) Early turn signal switch replacement. If you're replacing the turn signal switch in an early 1961 Econoline, you will find that two of the wires on the connectors are reversed. These are the red and green/white wires. To make the switch work properly, you will have to cut and splice the wires on one side of the connectors. Match up the wire colors, rather than the connectors and you can't go wrong. JL

Ask Dr. Econo

Note that all the Dr. Econo questions this issue come from Don English. He already knows the answers to these, but decided to ask them for the rest of you anyway.

Q. What years and models had the "Heavy Duty" outside front door emblems?

A. Starting in 1961, all of the Econoline vans and pickups had an "Econoline" script on the front doors. The Falcon vans, which came out in 1962, had a "Falcon" script instead, as well as a "Falcon" script on the right rear door. The Deluxe Club Wagons had a "Club Wagon" emblem below the "Falcon" script. The "Heavy Duty" option became available in mid 1963 as a one ton payload package. It included the 170 engine, 9 inch rear axle with 10x2.5" brakes,

front anti-sway bar, as well as a stronger frame throughout. All of the one ton vans through 1967 had the "Heavy Duty" emblems below the "Econoline" script on the front doors, with the exception of the Falcon vans which had only the usual "Falcon" emblems. The Falcon Deluxe Club Wagons had a "Club Wagon"emblem below the "Falcon" script, but none of the Falcons had a "Heavy Duty" emblem. When the extended vans came out in mid 1965, they had a "Supervan" emblem below the "Econoline"script on the front doors. However, if they were heavy duty supervans the "Heavy Duty" emblems appeared instead. The "Supervan" emblems were dropped sometime during 1966 so non-heavy duty supervans had on the "Econoline" emblems while heavy duty supervans had both"Econoline" and "Heavy Duty" emblems. Note that a few Econolines and Falcon vans seem to have come without any front door emblems at all. Don English is the owner of one of these ('64 DCW) and is certain that the doors are original and the holes have not been filled. Anyone else ever come across this?

Q. What was the original color of the "FORD" letters on the pickup tailgates?

A. The white pickups had the tailgate letters painted red, while other colors had white letters. I believe I have seen tan pickups both ways, but am not positive they were original. The letters were often very sloppily painted, a three year old could do it better.

Q. Did all the '61-'67 Econoline single arm mirrors have a round mounting base? I've seen many early Econolines with the rectangular base mirrors.

A. Yes, all the stock early mirrors had a round base and mounted with three screws. The rectangular 4 screw base did not appear until the second generation vans ('69-'74). The early ('61-'64) mirrors had a round head that attacked to the arm with a stud and acorn nut. Strangely, the arms were the same right and left. This doesn't seem right since the arms are offset, which means that the left mirror is leaned forward while the right leans backward, but be assured this is correct. The later ('64-'67) mirrors have a rectangular head and a longer arm. These came two ways. One type had a threaded stud and acorn nut like the early mirrors and the stud was off center in the back of the head. The arms were drilled all the way through and were again offset and were the same lift and right. The other type had a larger stud that threaded into the arm. This type has the stud centered in the back of the head. The arms were offset, and would again be the same for both sides, except that they were not drilled all the way through. Instead , only one side was drilled and tapped for the stud to thread into. This type of head is identical to the ones used on the 1969-'74 vans although the arms are different. Note that all three mirrors came in either "Argent" (Ford's name for silver paint used on hubcaps and trim, etc.) or chrome plated. The 1969-'74 mirrors are often seen on the earlier vans since they are the most nearly stock looking replacements easily found (Dealer or junkyards) and they cover up the holes from the original mirrors. Not that these mirrors have one straight arm (Left) and one offset (right) so are not the same. These could be had in Argent of chrome also. JL

News Items

EconO member Earl Gruber has just completed a front disk brake conversion using AMC parts. I don't have the specific details yet, but I do know the the rotors, calipers, and spindles came from an AMC Pacer/Matador. These cars used a beefy vented rotor and share the same wheel bolt pattern as the Econoline. The calipers are the single piston, floating type. An adjustable proportioning valve was used and the 1967 Econoline master cylinder was used, after the residual pressure valve was removed as explained in our Mustang disc brake article in the April/May 1988 newsletter. There is no need for a power assist according to Earl and no major problems were encountered in making this swap.

Advantages over the Mustang swap are the cheaper and much more easily obtained parts, no custom machine work is needed on spindles, and a slightly larger and heavier rotors used. Disadvantages are that it adds about an inch of offset to each front wheel, the higher maintenance of a floating caliper type brake, and some fabrication is required for lines and mounts for the hoses. Overall, it is a very clean and straightforward swap. Look for a detailed article on this if Earl provides details.

Seems our buddies with early Dodge vans and pickups (A100's) have now got a club of their own. I have seen a couple of the newsletters and it looks OK, but is more general info combined with tech articles copied from old car/van magizines. The dues are FREE!, but ya gotta send a picture of your A100 to get in. Looks like they're on an as-printed schedule, rather than a more regular (ahem) basis. Contact the A100 Van Association, 4684 Walters Lane, Harwood, MD 20776, and tell them Econo sent you.

Don English informed us a while ago that the Detroit Museum has plans for displaying a 1961-'67 Econoline and is reportedly looking for suitable mint condition vehicle. I assume they are still looking. Contact the museum. You'll have to get the phone number from Don since I've lost it in the big stack of "Don letters".

ERROR!ERROR!ERROR!ERROR! The hubcap picture page in the last Econo newsletter had the last two pictures switched. I wasn't sure when I was cutting and pasting in the copy shop, but figured I had a 50:50 chance. Now you know why I don't gamble when I go to Tahoe. JL & BC

Econoline Carburetors

Over the seven years that the early Econolines were built there were several different carburetors that were supplied by Ford. Since then, there have been still others available for the same engines, some of which were sold as replacement, or "service" parts for the earlier vehicles. Other versions of the later carbs are sometimes seen retrofitted to the Econolines as a junkyard fix. Since there are some important differences in the various carburetors used over the years, I will try and sort out what's what and provide some do's and don't's.

To start at the beginning, the carburetor's basic function is to provide the correct amount of fuel and air to the engine at all loads and temperatures. It also must provide a vacuum advance signal to the distributor. All the original 1961-'67 Econoline carbs had a manual choke. Some of the other Ford vehicles with similar carbs had an automatic choke that used exhaust heat or hot water to operate it. These carbs are sometimes seen adapted to the Econolines, especially if a complete engine swap has been done.

To provide the vacuum signal for the distributor the carburetor has a port in the venturi area. This is where most problems occur in swapping carbs on Ford sixes. Ford used two distinctly different distributor designs on both small and big six engines and the corresponding carburetors, while appearing identical on the outside, are ported differently internally and will cause poor performance and economy if not matched to the distributor, since the spark advance versus vacuum curves are completely different for the two distributor/carburetor sets. I'll start by providing a listing of carbs by model, year and engine size, then some general and specific comments on swapping.

1961-'62 144, 170

These models used the Holley model 1904 carburetor. This can be identified by the "Holley" name on the float bowl cover. Also, the float bowl cover is on the side rather than the top and is held in place by four screws. These engines all used the loadomatic type distributor, so these carbs provide venturi vacuum at the vacuum port. This is a very basic carburetor design, being both simple to work on and reliable. The most common problem is probably leakage at the float bowl. Similar carbs were used on the early Falcons.

1963-'67 144, 170, 200

These models came with the Autolite model 1100 carburetor. There were many differences depending on year and engine size. These carbs are identifiable as having a top cover for the float bowl and an external accelerator pump on the side. The model 1100 came in versions for both the loadomatic and dual advance distributors. Those for the loadomatic had a spark valve, those for the dual advance had a vacuum port at throttle plate level. The two types of 1100 are not interchangeable, although physically they will fit. Probably the most common problem on the 1100 is the way the idle speed adjustment works. There is a screw on the outside end of the throttle shaft that always seems to get out of adjustment. The bracket also tends to come loose on the throttle shaft. Both problems will result in inconsistent idle speed.

1965-'67 240

These engines used the Autolite model 1101, which is identical to the model 1100 except for linkage and physical dimensions. Again, both loadomatic and dual advance distributors were used and the caution in swapping applies here also.

1970-on 170, 200, 240

These models used a model 1940 carburetor, sold either by Ford as a replacement carb for the earlier models, or by Holley as an aftermarket replacement. These were all built by Holley, but were usually sold by Ford under the Motorcraft name. I am covering these briefly, since this is the carburetor that most auto parts stores will give you if you go in and buy a new or rebuilt carb over the counter for an early model. More on this below. This model also came in versions for both the loadomatic and dual advance distributors. The Motorcraft versions were either one or the other and can not be converted. The Holley aftermarket version has a brass plug that can be driven in to convert from loadomatic to dual advance, but once driven in it cannot be easily removed.

The replacement model 1940 carbs, while being sold as a direct replacement for the earlier carbs, will give neither the performance, economy, or lifespan that the originals did. This is due to the compromises necessary to make one carb fit many different applications, as well as the differences in design to meet the emissions requirements of the later vehicles. After all, the reason many carbs get replaced, at least here in California, is that the vehicle will not pass the state smog inspection. This model carb also seems to have a common problem with the top cover warping, either from heat, or from overtightening the air cleaner. The top cover has screws only around the outside edge and all the internal passages - idle, main jet, and power valve - all run down the center next to the venturi. The symptoms of a warped cover are bad idle, especially when cold, and poor off the line performance. The gas mileage will drop also. Installing a thicker gasket on the top cover (you gotta make it yourself) and beating it back flat with a hammer and block of wood will help for a while, but the only permanent fix is to buy another carb.

From our experience with rebuilt parts, I would not recommend buying an off the shelf rebuilt unit. When you buy a rebuilt carburetor, you are never sure of its past life. Could be the original just got tired and the owner just traded it in for a fresh one. Could be some shade tree mechanic threw together a bunch of extra parts to make a "core" for one of his buddies to return for the deposit. Most likely, it came from a wrecking yard since most rebuilders buy in bulk this way. Now I doubt any rebuilder would intentionally throw together a carb that they knew would be returned, but they sometimes miss a problem since obviously they don't know the history of any particular carb. I've heard horror stories

about carbs with the wrong jets, floats, or other parts and some that just won't run right for whatever reason. If you get one of these, the dealer will usually exchange it for another one. Don't expect a cash refund, however, since most dealers won't issue a refund once a part has been installed. I know the impulse is to get mad and buy one somewhere else, but the chances are they all get their parts from the same rebuilder anyway. If you have a known carb, it's usually better to get it rebuilt or to do it yourself than it is to trade it in for someone else's headache. If you can find a new carb, even better, but make sure it's the right one. As you can see from the chart below, there were many different carbs for just seven years of Econolines, plus all the other Ford vehicles that used similar versions. I have seen two boxes opened right off the shelf with the same part number from the rebuilder with one containing the original model 1100 and the other the replacement model 1940. I was told this was normal, and there was no difference between the two! Admittedly, both will fit and probably run alright, but I was surprised there was no distinction made in the catalog. I also wonder how many other vehicles they list this same "model" for. I don't know about you, but I prefer to be the one who decides what's "good enough" for my vehicle, and I prefer to keep what came there, unless I am convinced that changing it will really make it better.

A word about floats, which I've mentioned somewhere before but is worth repeating, concerns the plastic foam floats that some carbs are equipped with. The claim is that these are more reliable than the old brass type. Sounds familiar, doesn't it? Any time the auto makers can make something cheaper it's suddenly "new and improved". Turns out these floats are often good for only a year or two. Unlike the brass floats, the plastic ones will not suddenly go bad. This is good in one sense - at least you will not be stuck somewhere on the side of the road with gas spewing all over the engine. It is bad in the sense that you will go nuts trying to find out what's wrong. What happens is the float will gradually saturate with gas. The first symptom is flooding and hard starting when hot, and the smell of gas after the engine is shut off. This will get worse and worse until the outside of the carb is covered with gas residue and the truck practically won't start when hot. The only fix is to replace the float. The problem is made worse by the use of gasahol. My truck sure runs well on Beacon Super Regular (part Methanol) but I've changed too many floats and fuel pumps to make it worth the gain in performance. Note we're again talking about the model 1940 carb. The 1904 and 1100 had brass floats. A brass replacement float is available for the 1940, which is definitely an improvement.

Lastly, carbs from other vehicles can sometimes be adapted to the Econolines. For example, the Carter YF was used on some later Ford vans on the 170-200 and 240-300 engines and is much more reliable than the 1940 or 1100 carbs. It does require changing the air cleaner, as well as some minor changes in the linkages. Both manual and automatic choke versions are available. Again, make sure to match to the type of distributor being used. Look for more specific info in future newsletters. JL

Notes to accompany carburetor chart on next page:

A = Auto trans
M = Manual trans
H -= Holley
A = Autolite
# = PCV system
$ = Vent Tube System
% = Venturi diameter (other measurements are throttle bore dia)
& = Thermactor Emission Control (air pump)
F = Designation marking on Ford jets with larger thread diameter than plain numbered jets. Note that jet number indicates thousandths of an inch in both cases. Plain numbered jets are equivalent to Holley jet numbers, F- marked jets are available only through Ford.

Original Equipment Econoline Carburetors

Ford Part #	Year	CuIn	Jet ID Number 0-5K Ft. Altitude	5-10K	10-15K	Spark Valve ID	Throttle Bore Dia. (in.)	Model
C1UE-A	61	144	53	52	50	55	1-1/8"%	H1904
C2UE-A	62	144	53	52	51	728	1-1/8"%	H1904
C1UE-D	62	170	60	59	58	35	1-1/4"%	H1904
C3UF-A	63	144	52	50	48	RED	1-1/64"%	A1100
C3UF-B	63	170	57	55	53	RED	1-7/64"%	A1100
C3UF-F	64	144	52	50	48	BLACK	1-7/16"	A1100
C3UF-G	64	170M	58	56	54	RED	1-7/16"	A1100
C4UF-A	64	170A	56	54	52	PLAIN	1-7/16"	A1100
C5UF-A	65	*170M	57F	55F	--	RED	1-7/16"	A1100
C5UF-E	65	$170M	57F	55F	--	RED	1-7/16"	A1100
C5UF-B	65	*170A	56F	54F	--	RED	1-7/16"	A1100
C5UF-F	65	$170A	56F	54F	--	RED	1-7/16"	A1100
C5UF-C	65	*200	64F	62F	--	RED	1-7/16"	A1100
C5UF-G	65	$200					1-7/16"	A1100
C5UF-D	65	240	66F	64F	--	PLAIN	1-11/16"	A1101
C5UF-L	66	170M	57F	55F	--	RED	1-7/16"	A1100
C6UF-A	66	&170M	57F	55F	--	NONE	1-7/16"	A1100
C5UF-M	66	170A	56F	54F	--	RED	1-7/16"	A1100
C6UF-B	66	&170A	56F	54F	--	NONE	1-7/16"	A1100
C5UF-D	66	240M	66F	64F	--	PLAIN	1-11/16"	A1101
C6UF-C	66	&240M	67F	65F	--	NONE	1-11/16"	A1101
C5UF-H	66	240A	66F	64F	--	PLAIN	1-11/16"	A1101
C6UF-D	66	&240A	65F	63F	--	NONE	1-11/16"	A1101
C5UF-L	67	170M	57F	55F	--	RED	1-7/16"	A1100
C7UF-A	67	&170M	62F	60F	--	NONE	1-7/16"	A1100
C5UF-M	67	170A	56F	54F	--	PLAIN	1-7/16"	A1100
C7UF-B	67	&170A	59F	57F	--	NONE	1-7/16"	A1100
C6UF-V	67	240M	66F	64F	--	RED	1-11/16"	A1101
C7UF-C	67	&240M	67F	65F	--	NONE	1-11/16"	A1101
C6UF-AF	67	240A	66F	64F	--	PLAIN	1-11/16"	A1101
C7AF-D	67	&240A	65F	63F	--	NONE	1-11/16"	A1101

Distributors

As mentioned earlier, the carburetor must be matched to the distributor for acceptable performance and economy. As there were two different types of each, you must be sure they're matched. Again, the two systems are called "loadomatic" and "dual advance". I have intentionally not gone into detail on distributor model numbers because providing you have the correct TYPE of distributor, the specific differences are very minor and will not affect performance noticeably.

First, to determine the carburetor type you will need either a super duper parts book or a vacuum gauge. Since most of us don't have the parts book, let's use the gauge. To check the carburetor type, disconnect the vacuum line from the carb to the distributor and hook the gauge to the carb side. Start the engine. At idle, both types should read zero or very low vacuum. As the engine speed is increased the gauge should start to rise. It is how much and how fast it rises that tells you which carb you have. If the vacuum steadily increases with engine speed to a maximum of 4 to 6 inches at 3000-4000 RPM you have the loadomatic carb. All the model 1904's are this type. If the vacuum rapidly increases to 16-19 inches at 1000-1500 RPM you have the dual advance carb. Other than the aftermarket Holley 1940 models, none of the carbs can be changed from one type of advance curve to the other.

To correspond with the two types of carb there were two types of distributors. All engines from 1961 to 1965 used the loadomatic type. These had only vacuum advance to control the ignition timing. The vacuum signal used was venturi vacuum from above the carburetor throttle plate. For 1966-67, engines equipped with the Thermactor (air pump - CA and some other areas) emission system used a dual advance distributor. This type had both vacuum and centrifugal advance mechanism. All the pre-1968 distributors had a single vacuum fitting. The vacuum signal used was manifold vacuum from just above the closed position of the throttle plate. Hence, as soon as the engine was brought off idle, the port was below the throttle plate and got manifold vacuum. In addition there is a centrifugal advance mechanism which varied the timing with engine speed. 1966-67 engines without the Thermactor system used the loadomatic type distributor.

To tell which type of distributor you have, pull off the cap. If you have a loadomatic there will be two return springs attached to the breaker plate. There is no return spring inside the vacuum canister. In addition, the loadomatic has a one piece shaft so you can not rotate the rotor in relation to the lower shaft. If you have a dual advance the return spring for the breaker plate is inside the vacuum canister. The rotor can be twisted several degrees clockwise and will spring back to its original position when released. This is the centrifugal advance mechanism. Note that the rotor and condenser are different between the two types, although the points are the same.

The vacuum canisters cannot be interchanged between the two types of distributors since the mounting and internal linkage is different. You got whatcha got. Some later (1968-up) distributors have a dual diaphragm vacuum canister on the dual advance type distributor. One side of this is the normal vacuum advance (although with limited range). The other side is a vacuum retard, connected directly to manifold vacuum, to pull back the timing on deceleration for emissions reasons. The dual diaphragm unit can be replaced with the single one if emissions are not a concern.

To check a vacuum diaphragm, put on a clean piece of vacuum hose and suck on it. You should not be able to suck any air through it. Also the breaker plate should move slightly when you do this. If you can suck air through the diaphragm, it's bad. Replace it.

When interchanging distributors, be careful to check the drive size. All 144-170 engines up to 1965 had a 1/4" hex drive. 1965 and up were 5/16" hex. All 240's used the 5/16" size. All 200's were the 5/16" also. The 170 and 200 distributors can be interchanged with each other if they are both the 5/16" size, but the 240 is different and will not interchange with the 170 or 200.

Using a loadomatic carb with a dual advance distributor will cause poor performance, especially off the line and on low speed acceleration, since the distributor will never get enough vacuum to operate the advance mechanism. Using a dual advance carb with a loadomatic distributor will cause the distributor to run at full advance at all speeds above idle, until the diaphragm gets sucked out by the excess vacuum (usually about two weeks) at which point you will have no advance at all. This is not as evident as it sounds, but poor gas mileage will tell you something isn't right. The chart below should help identify your carburetor, if it is an Econoline one. JL

Roster Update

Dean Allen 510 Hilltop Ave. Garner, NC 27529 (919) 772-5998	1961 5-Window Pickup 1964 5-Window Pickup 1967 Supervan 1967 Falcon	 Travelwagon
Lance C. Alfieri 234 Newtown Rd. Plainview, NY 11803 (516) 935-6249	1961 5-Window Pickup	
Mike Baliko 9042 Kirkmont Houston, TX 77089 (713)481-8624	1963 Regular Van	
Walter A. Collins Box 197 Rt 2 Laceyville, PA 18623	1961 ?-Window Pickup	
Alexander Chandick/Axe Autobody 3821 220th Street Flushing, NY 11361		Awaiting info.
Jim Cook 3354 N. 425 E. North Ogden, UT 84414-1625 (801) 782-2477	1963 Regular Van	200 cid
Carl Crosman 16A Bellamy Road Dover, NH 03820	1962 3-Window Pickup	Ex-CA show truck V8,auto
Douglas R. Dean 24363 Currier Dearborn Hts., MI 48125	1963 3-Window Pickup	200 cid
Arthur deMontigny P.O. Box 254 Milford, NH 03055	note correction P.O. Box number	
Ron Edler 4540 Laurel Canyon Blvd. North Hollywood, CA 91607 (818) 762-2802	1963 ?-Window Pickup	
Harry Faust 2001 Northwyck Dr. Toledo, OH 43611 (419) 726-1803	1967 Display Van	

Jasmine Gildin 13401 San Pablo Ave. #9 San Pablo, CA 94806 (415) 236-5055	1965 Window Van	Factory camper pkg. (not Travelwagon), 200 cid
John A. Grasso 1101 Queen Drive West Chester, PA. 19380 (215) 696-2223	1962 5-Window Pickup	2nd owner, 108K miles, 200 cid
Lynn D. Harmonson 26879 S. Mooney Blvd. Visalia, CA 93277 (209) 732-9864	1966 Supervan	8-door
Eric Heltzer 22 Galloping Hill Circle Holmdel, NJ 07733 (201) 671-6324	Looking for Falcon DCW	
Randell Keith Hicks 149 Neeley Street Blountville,TN 37617 (615) 323-7636	1961 3-Window Pickup	Jump seat, AM radio
Steve Janney 770 West Main St. Apt.#1 Christiansburg, VA 24073	1967 Supervan	
Bert King 5719 Fairview Drive Waco, TX 76710	1961 Regular Van	
Joseph Kovarik 1222 Highland Ave Berwyn, IL 60402 (708) 788-9382	1963 3-Window Pickup	V8
L.S.Laird P.O. Box 460 Suite.A-10 Downey, CA 90241-0460	1965 5-Window Pickup 1966 5-Window Pickup	HD,auto Being restored
Melvin Mello 813 Emily Dr. Mountain View, CA 94043	1964 Regular Van 1961 3-Window Pickup	Many body mods Many body mods
John F. Nagel RR1 Box 83 Wyndmere, ND 58081	1963 ?-Window Pickup 1964 ?-Window Pickup	 HD
Brad Neil RR1 Box 7A Canton, MO 63435	1962 5-Window Pickup	

Floyd E. Pratt, Jr. Rt1 Box 6 Sparta, WI 54656	1962 5-Window Pickup	
Dale Peyton P.O. Box 1488 Durham, NC 27702	1965 Supervan	
David Porto 17 Fairview Ave. Ormond Beach, FL 32174 (904) 673-0547	1967 Supervan	Jump seat
Jay D. Richie 2124 W. 63rd Street Downers Grove, IL 60516	1962 5-Window Pickup 1965 5-Window Pickup	Stock V8, lifted 6"
Jim Rivelli 5606 S.E. Monroe Milwaukee, OR 97222 (503) 654-0166	1966 Supervan	8-door
Arnold Ryken Rt. 3 Pella, IA 50219 (515) 628-4390		
Gino Sanpore 22 Stone St. North Plainfield, NJ 07060	1967 Display Van	Ex-Phone Co.
Tim Violette 3718 Blackjack Ct. Lake Wales, FL 33853	1966 5-Window Pickup	
Thomas W. Vogt P.O. Box 554 Stanley, NY 14561	1966 Supervan	

Econoline Classifieds

Wanted:
13" chrome hubcaps, original round mirrors, dash pad (any color), pickup corner glass, complete floor mounted heater, tailgate. Lance Alfieri, 234 Newtown Road, Plainview, NY 11803, (516) 935-6249

300 cid six cylinder engine to replace a 240. Good condition (no rebuilders), with CA smog equip. Lynn D. Harmonson, 26879 S. Mooney Blvd., Visalia, CA 93277 (209) 732-9864

Camper shell made for Econoline pickups. Ron Edler, 4540 Laurel Canyon Blvd., North Hollywood, CA 91607 (818) 762-2802

1961-'67 Falcon DCW in excellent or mint original condition or restored. Finder's fee paid for right DCW. Eric Heltzer, 22 Galloping Hill Circle, Holmdel, NJ 07733 (201) 671-6324

Econoline pickup tie bar, van rear floor mat, four (either type) rear seat retainers and "T" bolts. Reasonable transportation, for E100 free rear bench seat, from west coast member to Washington D.C. area member (can deliver to any CA, NV, AZ location). Don English, 301 Alameda Blvd, Coronado, CA 92118

For Sale:
1965 Ford Falcon Van w/Factory camper (NOT A Travelwagon! ed.) rebuilt 200 engine; rebuilt steering box; new clutch; carburetor; gas filled shocks. A beautiful, well-maintained van -- needs a good home. $3000. (415) 236-5055. Jasmine Gilden, 13401 San Pablo Ave #9, San Pablo, CA 94806

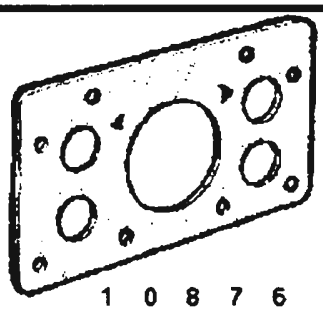
Set of 1987 "Skinned Knuckles" restoration journals (less Feb-Aug-Sep). One each: black,red and green "Images" E100 enamel window van pins. '65 Ford car/truck accessories catalog (includes E100) w/missing front cover. $1 each plus postage. Don English, 301 Alameda Blvd, Coronado, CA 92118

Turn signal lenses! I still have lots of amber pairs. $4.00 per pair ($2.00 ea. for the singles), shipping included. Brian Cochrane, 18941B Almond Rd., Castro Valley, CA 94546 (415) 733-0565 before 10 PT.

Free:
Part number/interchange/vendor price listings (of specific E100 parts not yet shown on the master parts bonus pages), E100 nameplate legend sheet, information concerning E100 publications and literature vendors. Don English, 301 Alameda Blvd, Coronado, CA 92118

FORD PARTS CATALOG TEXT IS IN ALL CAPITAL LETTERS. Other data is displayed with lower case letters. Vendor's and their ID codes are on the first page of the Econoline Master Parts List. Unless otherwise indicated all parts are reproductions.
△ use caution, see newsletter comments before ordering part.
≡ part often stocked by local auto parts stores at price and shipping/handling savings.
Further information: Don English, 301 Alameda, Coronado CA 92118. (619) 435-6784.

Parts List Changes: ADD REVISE [redacted]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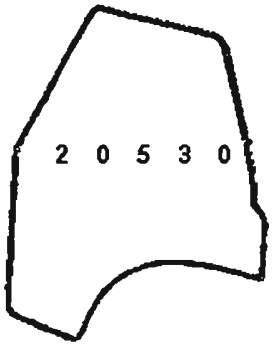
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C2OZ-1130-A
62-64 DELUXE 14" WHEELCOVER: mm$10good used

C02Z-2035-A≡
66-67 FRONT BRAKE SHOE RETRACTING SPRING: md$4, ok$2.25

C3UZ-2140≡
61-66 MASTER CYLINDER: cp$70, jl$59.95

AB-2162-C
61-66 MASTER CYLINDER FILLER CAP: md$4, ok$6.95

C1UU-2853-C
61-64 PARKING BRAKE CABLE & CONDUIT ASSY-FRONT 72.25" LONG: jl$24.95

C0DZ-2819-A≡
61-72 PARKING BRAKE HANDLE LOCKING PIN: [redacted] md$2, bc$2.06

C1UU-3105-A (RH), C1UU-3106-A (LH)
61-64 FRONT AXLE SPINDLE: jl$98.95nos

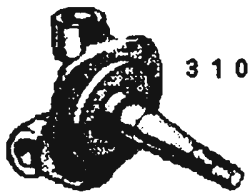
C1UB89-03110-A
61-67 WINDSHIELD WEATHERSTRIP: bc&cc&dc$27.50, ga$36, jl$44.94, lfd$55, md$65nos, ok$36, sc$36, nw$45

C4UZ-6038-A≡ (RH), C4UZ-6038-B≡ (LH)
64 (W/AUTO TRANS) FRONT MOTOR MOUNT INSULATOR: cm$15.50, jl$16.95, md$20
66-66 mustang (200-6)
65 falcon (170/200-6)

△C0DZ-9030-D≡
61-67 VENTED ANTI-SURGE CHROME GAS CAP: jl$6.95, md$8, ok$6.95

C5TZ-9047-B≡
66-67 >SER 708001 FUEL TANK TO FILLER PIPE HOSE-2" IDx6" LONG: ok$19.95

C9ZZ-9278-A≡
65-67 OIL PRESSURE ENGINE SENDING UNIT-USED WITH GAUGE & ALT: ok$14.95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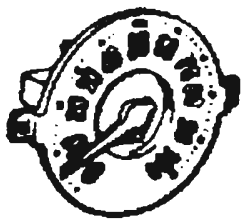
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C5AZ-9424-E
65-72 (240) EXHAUST MANIFOLD: ok$265

C2GZ-9430-A
61-67 (144/170) EXHAUST MANIFOLD: ok$175

D3BZ-9430-A
64-67 (170/200) EXHAUST MANIFOLD: ok$175

△C3UZ-9A589-B
61-67 144/170/200 CARBURETOR TO INTAKE MANIFOLD SPACER: ok$34.95

C7AZ-9737-C
61-67 GAS PEDAL RETRACTING SPRING REPLACEMENT KIT: ok$4.95

C1UF-10876-A
61-67 INSTRUMENT PANEL BEZEL-WHITE: jl$14.95nos

C3AZ-10884-A≡
64-67 (<SER 751001) WATER TEMP INDICATOR ENGINE SENDER: fp$5, md$28, ok$6.95

C3AZ-11572≡
61-67 IGNITION SWITCH W/O BEZEL, LOCK CYL OR KEYS. dc$8.25 jl$8.50, md$9.50, ok$10.

C1DF-11654-A≡
61 HEADLIGHT SWITCH-W/O KNOB OR SHAFT-ON INSTRUMENT PANEL: (interchanges with c2dz-11654-a) cc$17.50, dc$20, ga$18, md$40nos, ok$24.50

C2DZ-11654-A≡
62-67 HEADLIGHT SWITCH-W/O KNOB OR SHAFT-ON INSTRUMENT PANEL: (interchanges with c1df-11654-a) jl$16.95 md$40nos

△c1tf-11661-a
61-67 headlight switch knob w/2.25" shaft dc$9

C1UZ89-13010-AAB
61-67 FRONT FLOOR MAT-BLACK: jc$35.96, jl$32.50, mr$51.45

C1UZ-13208-A (RH), C1UZ-13209-A (LH)
61-62 FRONT TURN SIGNAL LENS-CLEAR: aj$10, aj$15pair, md$15nos, mm$10

C3UZ-13208-A (RH), C3UZ-13209-A (LH)
63-67 FRONT TURN SIGNAL LENS-AMBER: aj$10, aj$15pair, brian cochrane$2, mc$18pair, mm$10

C1UU-13341-A
61-66 TURN SIGNAL SWITCH & PLATE ASSY: jl$23.95nos, md$23nos

D1FZ-13350-A≡
61-66 EMERGENCY FLASHER UNIT: ok$5.95

D0AS-13350-C≡
61-66 TURN SIGNAL FLASHER UNIT: jl$2.95

C0AF-13783-C
61-67 (89) ROUND DOME LIGHT LENS: bc&dc&fp&ok$5, ga$3, jl$3.35, nw$4

C0AF-13788-A
61-67 (89) ROUND DOME LIGHT LENS BEZEL: bc$8,54, dc$7.25, fp$7.50, ga$5.50, nw$7, ok$8.95

C0DF-13788-A
61-67 RECTANGULAR DOME LIGHT LENS BEZEL: bc$7.40, ga$6.50, md$6.50, nw$4.75, ok$8.50

C1TZ-15052
61-66 1100. cigar lighter knob & element: dc$7

Δd3tz-15052
61-67 lighter knob. dc$7

D3TZ-15052-A
61-67 CIGAR LIGHTER-KNOB & ELEMENT-12V: ok$6.95

Δd3tz-15055
61-72 lighter element & well: dc$8

C1TZ-17255-A
61-67 SPEEDOMETER ASSY: cp$97.50, jl$91.50nos, md$100nos.

C3AZ-17A511-C
63-72 WINDSHIELD WIPER MOTOR GEAR COVER: ok$9.95

Δc1tz-17513-a & Δc1tz-9700-cc
61-67 wiper/heater/emergency flasher knob: cc$5.50, dc$6

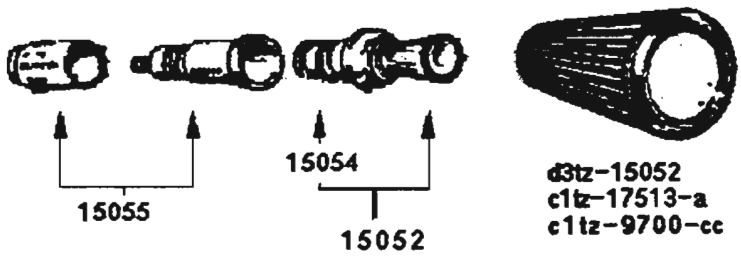
C1SZ-17526-A≡
61-63 WINDSHIELD WIPER ARM ASSY: ok$16.95

C1SZ-17531-A≡
61-67 WINDSHIELD WIPER ADAPTER & CONNECTING ARM CLIP: ok$2.25

FDA-18495-A≡
61-67 HOT WATER HEATER SHUT OFF VALVE ASSY-ON ENGINE: jl$21.95, ok$9.95.

C1UZ89-20530-A (RH), C1UZ89-20531-A (LH)
61-67 FRONT DOOR GASKET: dc$65pair

B7A70-21984-A (RH-FRONT/SIDE/REAR)
B7A70-21985-A (LH)
61-67 DOOR LOCK CYLINDER & KEYS: jl$12.95, ok$15



B7C81-22600-B
61-67 (EXC 1967 89D/L) FRONT DOOR INSIDE HANDLE: cp$11, dc$11, jl$12.95, md$12

C3AZ62-22600-B
67 (89D/L) FRONT DOOR INSIDE HANDLE: ga$10.50, md$40nos, ok$14.95

C0AB64-23240-B
61-67 FRONT DOOR WINDOW REGULATOR ARM ROLLER ASSY: cp$1.40, jl$1.75, md$1.50, mr$2.85, ok$2.95

C1TZ81-23342-A
61-67 (EXC 1967 89D/L) WINDOW HANDLE: cp$12.60, dc$12.50, jl$13.95, md$14, ok$16.95

C8TZ81-24140-ACA (LH), C8TZ81-24141-ACA (RH)
61-67 FRONT DOOR ARMRESTS-BLACK: cc$30, ok$44.95

NEW VENDORS & CODES

mm = MATMAN, 1715 Gillingham Street, Philadelphia, PA 19124. Used hubcaps/wheelcovers & NORS lenses.

aj = A. J. Phillips, PO Box 738, Spring TX 77383. NOS/NORS tail/turn signal/back-up lenses.

lfd = Local Ford Dealer

cm = California Mustang, 18435 Valley Blvd, La Puente CA 91744. 818-964-0911.

NEW LITERATURE

61-67 Econoline Parts Catalog (available Apr 90), dc$2.

48-69 Ford Truck Parts Catalog (Fall 89 edition), jl$free.

60-72 Ford Car Parts Catalog (90 edition), ok$3.

Collector Car Annual 90 (Cars & Parts Magazine, Box 482, Sidney OH 45365), $4.95.

Ford (includes E100) Pickups 1957-67 (Classic Moterbooks, *114090AP, P.O. Box 1, Osceola WI 54020), $17.95.

VENDOR NEWS

After new years day, Bill Hilyard's Original Automotive Literature Co (a good source for early Econoline: Parts Catalogs, Sales Brochures, Owners Manuals & Shop Manuals), will move from Rochester Hills MI to Jacksonville FL. The shop is expected to be in operation at the new location just prior to the fall Carlisle & Hershey automotive swap meets, and the reopening will be annouced by ads in Hemmings Motor News and other trade journals.