TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT ● FORD DIVISION ● FORD MOTOR COMPANY

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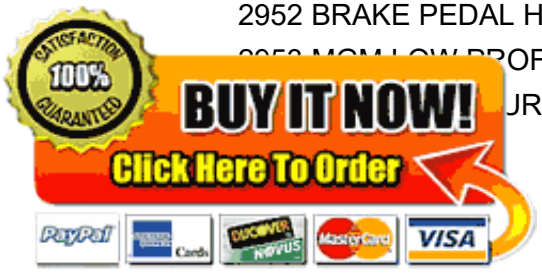

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

October 19, 1964

1 ADJUSTABLE PASSENGER SEAT

(1965 Mustang – All Models)

Technical Service Bulletin 20201, Article 38 dated September 14, 1964 specified the incorrect part numbers for the Mustang adjustable passenger seat kit under the "Parts Required" section.

The correct seat kit part number is C5ZZ-6561700-A.

Please correct the original article.

2 ROOF SIDE MEDALLION LOOSE

(1965 Ford LTD)

The roof side medallion on some LTD models is not adequately retained. The attaching studs were found to be too short to protrude through the vinyl cover and padding and engage the sleeve nuts adequately.

This was corrected in production September 10, 1964, by removing the padding in the area of the medallion to allow the medallion studs to engage the sleeve nuts. Units built prior to September 10, 1964, should be checked for adequate retention of the medallion.

If loose medallions are encountered they should be removed and reinstalled using an epoxy cement (B9AB-17B678-A) on the studs and into the sleeve nuts. See Fig. 1.

Oper. 50003-C

Ornament – Roof Side – Replace

1965 Ford . . . . . .0.2 hrs.

3 DOOR WEATHERSTRIP RETENTION

(1965 Ford – All Models)

Loose door weatherstrips have been encountered on some 1965 vehicles. This condition is attributed to the plastic push-in type retainers not being initially installed in the inner door panel retaining holes or the plastic clips not being fully seated against the inner door panel.

When this condition is encountered in the field, the retainers can be installed or fully seated by placing a fiber block over the retaining clip and tapping the block with a hammer until clip is seated. If the retaining clip hole is obstructed, ream out the hole with a 3/16 in. diameter drill and reinstall clip to inner panel.

In the event that the weatherstrip becomes damaged at the retainer clip location or the retainer clips damaged, cement the weatherstrip into place using 8A-19552-B rubber cement.

The parts required to perform this correction are:

Part Number	Part Name	Class	Quan.
8A-19552-B	Rubber Cement	AA	1

The Suggested Labor Time to perform this operation is:

Oper. SP-20530-A-65

Door Weatherstrip Retention –

1965 Ford – 1 door . . 0.3 hrs.
2 door 0.4 hrs.
3 door . . . 0.5 hrs.
4 door . 0.6 hrs.

4 INSTALLATION OF FLOOR PAN DEADENER

(1965 Ford)

Installation of the front floor pan sound deadeners, prior to carpet installation, will be required as part of the Pre-Delivery operation on all dealer installed carpets on 1965 Fords built after September 30, 1964. Installation of the deadener by the assembly plant makes it susceptible to damage during transportation from the assembly plant to the dealers.

The sound deadener material will be shipped in the luggage compartment. When installing the deadener, be certain it is properly centered and smooth. An uneven surface will result in premature carpet wear and poor appearance.

Particular attention should be given to the installation of the carpet in the steering column area to preclude possible appearance complaints from customers.

5 CLUTCH PEDAL HEIGHT

(1965 Mustang and 1964 Fairlane)

Some difficulty has been experienced in maintaining the proper clutch pedal height during adjustment on the 1965 Mustang and 1964 Fairlane.

This condition is attributed to the clutch pedal stop assembly moving upward when the pedal is in the engaged position due to inadequate retention of the pedal stop to the support bracket. Vehicles built as of April 1, 1964 have

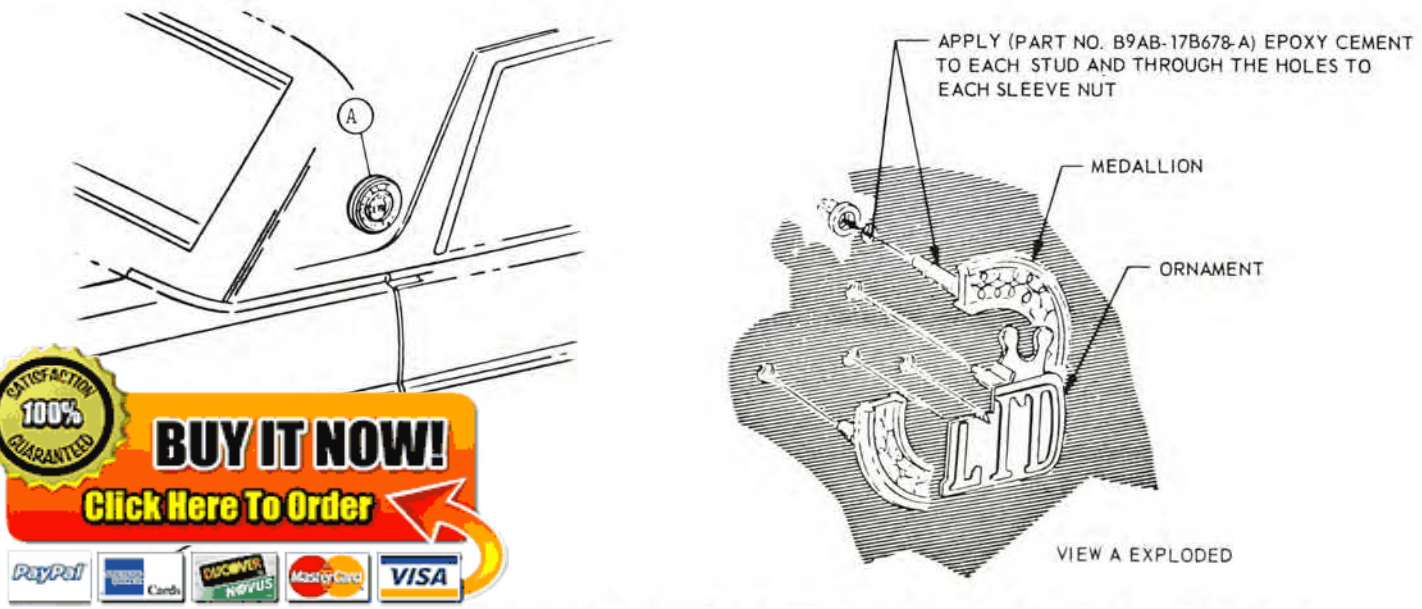

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Fig. 1 – Inadequate Retention of the Roof Side Medallion and Ornament – 1965 Ford – Model 57F (Article No. 2)

this problem corrected.

If this problem is encountered on vehicles in service, the 378200-S8 lock nut should be replaced with a 373910-S7 – 5/16 In. – 24 nut and washer assembly and torqued 12-15 ft. lbs. to retain the clutch pedal stop to the bracket.

The Suggested Labor Time for this operation is:

Oper. SP-7530-A-64

Install New Nut and Washer Assembly to Retain Clutch Pedal Stop Bracket and Bumper –

1964 Fairlane & 1965 Mustang . 0.4 hrs.

6 SPECIAL SERVICE TOOL MODIFICATION TO T65P-3000-B or C

(All cars excluding Thunderbird)

Due to an engineering change in the curb weight riding height of 1965 Ford and Mercury vehicles, a dealer performed modification must be made to detail 2 of T65P-3000-B or C. An additional 9/32 in. diameter hole must be drilled 1-1/16 in. up from the base of the tool. With the pin inserted in this hole, the proper front end riding height of 4.70 in. will be obtained. See Fig. 2.

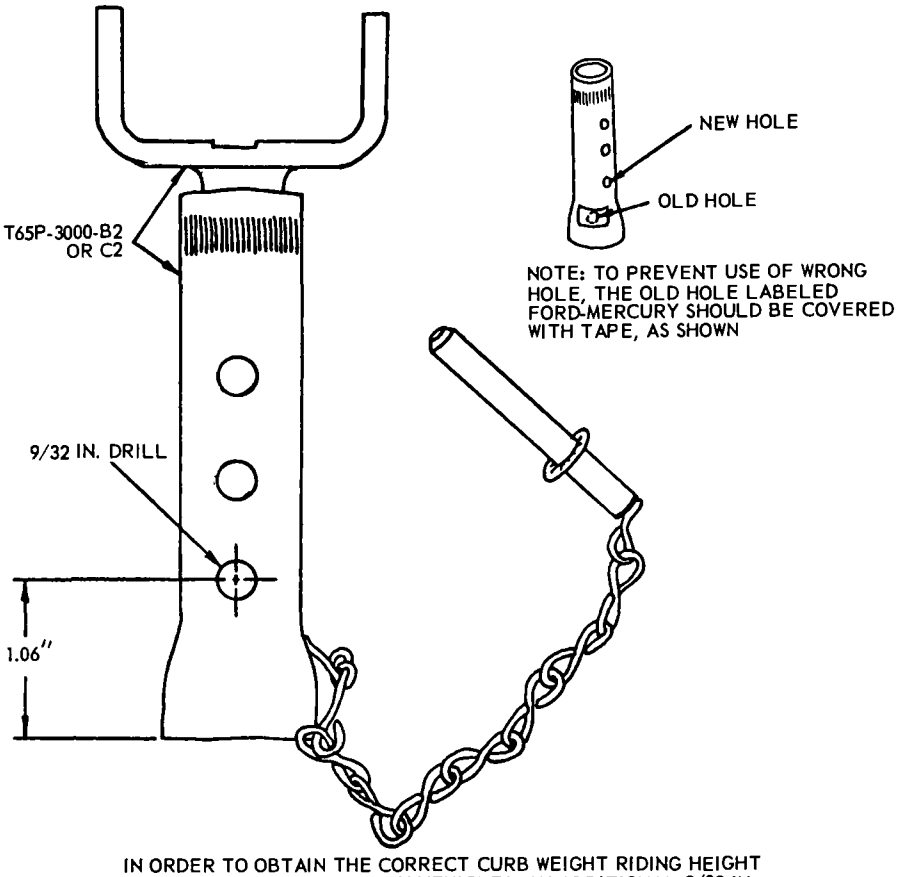

Figure 2 (Article No. 6)

7 SPECIAL SERVICE TOOL T62F-3000-A

(All Fairlanes thru 1965)

T62F-3000-B – Fairlane Front Suspension Alignment Tool

Subject tool should be modified as shown in Fig. 3, in order that it be applicable to all Fairlanes including 1965.

Previously, the complete tool consisted of two push-pull arms. Five breaker bars and a hook were dealer fabricated items. The five breaker bars have been replaced by one adjustable bar for easier use, and the push-pull arms have been modified as shown. All items are included under the new tool No. T62F-3000-B. Carefully follow the instructions enclosed with each tool.

Available from National Parts Depot – Dealer Net Price $15.80.

T65F-3000-C

…s a service kit consisting of one

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Dealer Net Price $3.50.

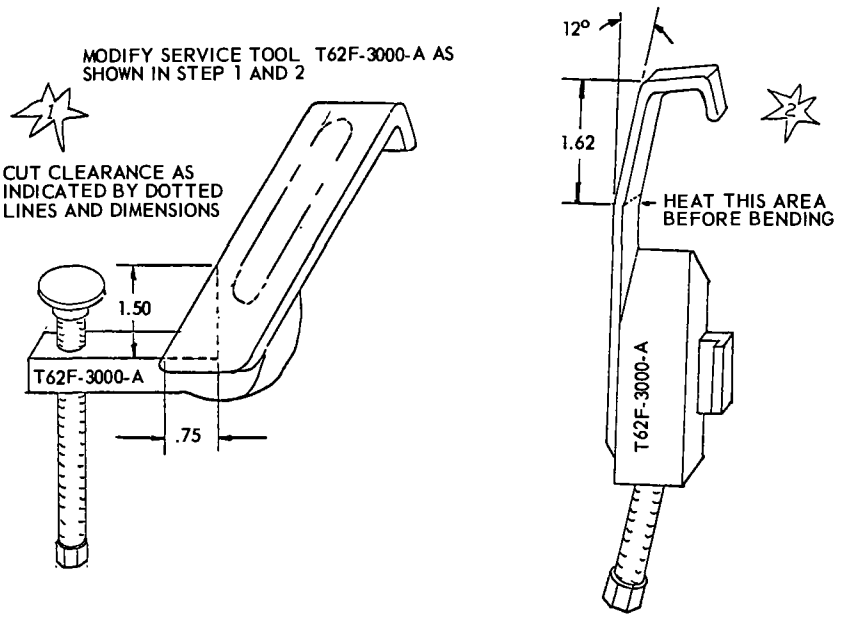
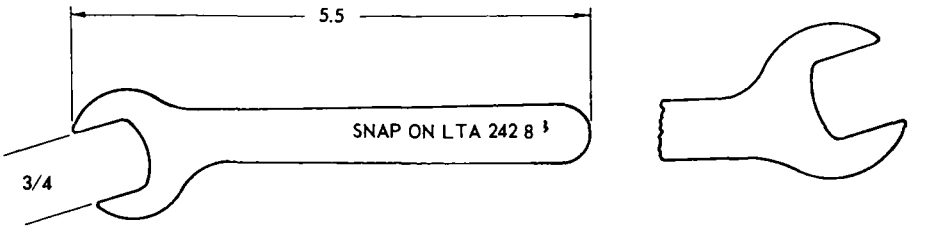


Figure 3 (Article No. 7)

8 SPEEDOMETER CABLE HEX HEAD NUT WRENCH

(All Cars)

Due to difficulties encountered in obtaining proper torque specifications for tightening of speedometer cable nuts at assembly, the knurled nut has been replaced by a 3/4 "hex" nut on all Ford cars. In order for dealers to service the speedometer cable a special wrench must be fabricated. This wrench can be fabricated as shown from a Snap-On tappet wrench LTA-2428, available from Snap-On Tools, Kenosha, Wisconsin, or its jobbers at approx. $1.80. See Fig. 4.



MODIFY AN EXISTING ¾ IN. TAPPET WRENCH, BY CUTTING IT AN APPROXIMATE LENGTH OF 5½ IN., AND ROUNDING OFF THE END, AS SHOWN.

Figure 4 (Article No. 8)

9 STUMBLE, HESITATION AND ROUGH IDLE

(1963-64 Econoline)

Under certain operating conditions sand and gravel may enter the carburetor fuel bowl through the vent tube. This dirt can then lodge in idle passages and accelerator pump circuits, etc.

When this condition is encountered, a satisfactory repair can be made by thoroughly cleaning the carburetor and installing an inline fuel filter (C2RZ-9155-A) in the vent tube.

Installation procedure is:

1. Remove 7½ inches from the carburetor end of that portion of the vent tube which routes to the transmission.
2. Connect a 5½ inch piece of 5/16 I.D. rubber tube to that part of the vent tube which is attached to the carburetor.
3. Install the outlet side of the inline filter to this 5/16 I.D. hose.
4. Connect the inlet side of the inline filter to the end of the tube which was shortened in step 1 with the 5/16 I.D. hose supplied with the filter.
5. Position tube and inline filter by binding tubing to prevent interference with the choke and air cleaner.

Suggested time for installation of inline filter is:

Oper. SP-9155B-64

Install Inline Fuel Filter

1963-64 Econoline . . . . . 0. 4 hrs.

10 DISTRIBUTOR CAM LUBRICANT – C4AZ-19D530-A

(All)

...icant portion of ignition contact area where it burns. If insufficient amounts are applied the rubbing block squeaks and wears rapidly. In either case, point replacement is frequently considered necessary.

To remedy this, the above lubricant, which is known to withstand high operating temperatures, is now available in convenient 1½ ounce tubes rather than the bulky 13 ounce tubes available some time ago. This lubricant meets engineering specifications and can be ordered under the following P & A number: C4AZ-19D530-A.

Application of an even film of this lubricant to the distributor cam is recommended whenever the distributor cap is removed and in such quantities that a bead no larger than the head of a match builds up on the rubbing block after one revolution.

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11 SPECIAL SERVICE TOOL T57P-3006-A

(1964-1965 Ford and Mercury Models)

Special Service Tool – Ball Joint Spindle Press T57P-3006-A

To permit the Ball Joint Spindle Press Tool T57P-3006-A to be properly positioned on the ball joint centerline, it will be necessary to modify the tool by grinding as shown in Fig. 5. This modification provides clearance, when the tool is positioned, for the large washer under the head of the front wheel brake cylinder retaining bolt. This change is required for 1964 and 1965 Ford and Mercury models.

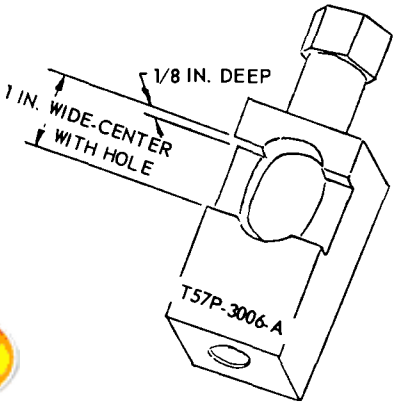

Figure 5 (Article No. 11)

12 AUTOMATIC TRANSMISSION OIL COOLER HOSE LEAKAGE

(1965 Falcon, Mustang, Fairlane and Ford – Automatic Transmission)

1965 Vehicles equipped with automatic transmissions may exhibit a problem of transmission fluid leakage at the oil cooler hose connections. The (7C332) hose material composition used in some cars is such that it prevents adequate retention of the hose to the oil cooler at the radiator and oil cooler tubes when the (379011-S) Keystone type clamp is used. This hose can be identified by a cloth braid type of external surface.

Vehicles built as of September 8, 1964, have this condition corrected with the use of a new hose with a smooth external surface and softer composition.

To correct vehicles in service that leak at the transmission oil cooler hoses, it will be necessary to replace the hoses and/or type of clamps used to attach the hoses to the oil cooler at the radiator and oil cooler tubes. If it is necessary to use the braided type hose, the (379012-S8) screw type clamp must be used.

The (379012-S8) screw type clamp should be used as a service replacement on all types of cooler hose material, in preference to the (379012-S) Keystone clamp, whenever it is necessary to service a cooler hose for any reason.

C3DZ-7C332-C oil cooler hose is the only hose approved for use as a service replacement on all cars with automatic transmission. Following are the lengths of hose applicable for each vehicle.

Transmission Oil Cooler Hose Length	Vehicle Line
3-5/8 In.	Falcon-6 cylinder
6-1/4 In.	Falcon-8 cylinder
4 In.	Mustang-Fairlane-6 cylinder
7-9/16 In.	Mustang-Fairlane-8 cylinder
4 In.	Ford - All

The suggested labor time for this operation is:

Oper. SP-7332-A-65

Transmission Oil Cooler Hoses & Clamps – Remove and Install

1965 Falcon, Mustang, Fairlane and Ford Automatic Transmission. . . . . .0.5 hrs.

13 ILLEGAL ENTRY INTO THE LUGGAGE COMPARTMENT THROUGH TAIL LAMP OPENING

(1964 Ford – All Models Except 71)

Illegal entry into the luggage compartment of the 1964 Ford can be accomplished by reaching in and actuating the luggage compartment door lock mechanism with a short wire after removal of the right tail lamp body assembly.

If complaints of this nature are encountered, enlarge the tail lamp body assembly attaching screws and install the nut and flat washer using the following corrective procedure:

NOTE: The enlargement of the two holes and the installation of the nut and washer will prevent the screws from being removed from the outside.

1. Remove the tail lamp door and pad and remove two of the four tail lamp body assembly attaching screws specifically the inner lower and the outer upper.

2. Enlarge each of the two screw holes to 3/16 In. diameter and reinstall the tail lamp two attaching screws. Secure each screw with a flat washer and a 34053-S8 #10-24 hex head nut. Reinstall the pad and tail lamp door. See Fig. 6.

Illegal entry can also be accomplished through the wiring harness rubber grommet or fuel filler door rubber bumper holes. The corrective procedure to use when complaints of this nature are encountered is published in TSB 20101, article 70 dated July 20, 1964.

The parts required to perform this correction are:

Part Number	Part Name	Class	Quantity
34053-S8	Nut	S	1

The Suggested Labor Time to perform this operation is:

Oper. SP-13434-A-64

Luggage Compartment Illegal Entry – Tail Lamp Fix

1964 Ford –

All models except 71. . . . . .0.3 hrs.

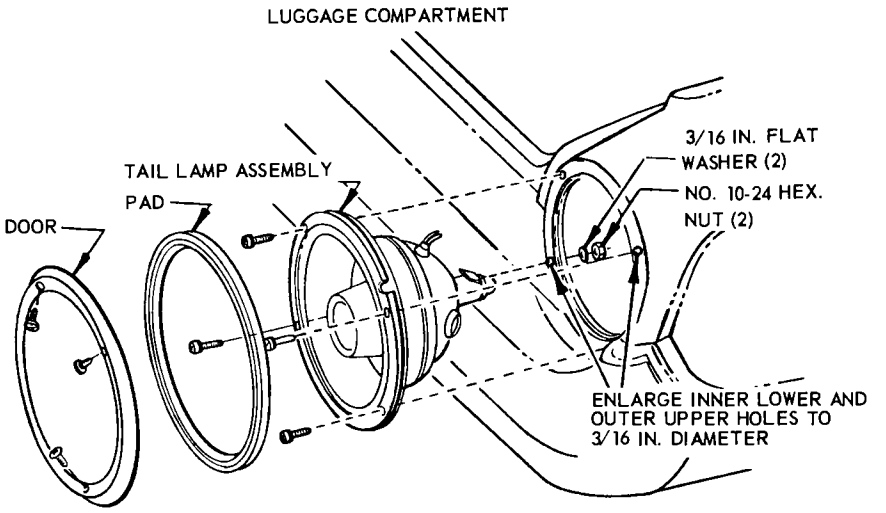

Fig. 6 – Illegal Entry – 1964 Ford – All Models Except 71 (Article No. 13)

14 FAILURE OF SWIVEL INSULATOR AT CLUTCH PEDAL TO EQUALIZER ROD ATTACHMENT

(1963 and 1964 Ford Police and Taxi Vehicles with Standard Transmission)

in improper clutch pedal free travel adjustment. Fords built for police and taxi use as of May 15, 1964, have this problem corrected.

To correct this condition, the clutch release inner swivel insulator, part number C3AZ-7A641-A, and the clutch release idler adjustment swivel sleeve, part number C2AZ-7B515-A, should be removed and a clutch release idler lever adjustment spacer installed, part number C5AZ-7B539-A class "C", one required per vehicle. Refer to the appropriate shop manual for necessary service and adjustment procedures.

The suggested labor time for this operation is:

Oper. SP-7528-A

Clutch Release Inner Swivel Insulator and Clutch Release Idler Adjustment Swivel Sleeve – Replace

Ford – 1963 and 1964. . . . . .0.4 hrs.

15 CORRECT METHOD OF RAISING THE ECONOLINE FRONT END

(1961-64 Econoline, Station Bus, and Club Wagons)

Field investigations have disclosed that many dealers are servicing Econoline vehicles by raising the vehicle with a chain fall attached to the front bumper.

This procedure results in damage to front bumper arms and face bar and can contribute to steering gear misalignment if gear has been loosened at frame attachment.

As noted in Shop Manuals and Owners Manuals, the vehicles should be raised by its axles.

16 DRIVELINE VIBRATION 50-85 MPH

(1964 F-100 114 In. Wheelbase 292 CID Engine Automatic Transmission and 1964 F-250 Six Cylinder 223/262 CID Engine Standard and Automatic Transmission Trucks)

Driveline vibration in the 50-85 MPH speed range has been encountered on 1964 F-100 and F-250 six and eight cylinder trucks.

When diagnosing a high speed (50-85 MPH) vehicle vibration customer complaint on 1964 subject model trucks, it is suggested that the following areas be inspected and if necessary, corrected to engineering specifications.

1. Inspect all tire and wheel assemblies for balance, runout, and out-of-round conditions.

2. Check engine operation and performance.

3. Inspect engine mounts and body mounts for proper installation.

If an objectionable vehicle vibration still exists, install a new three inch diameter driveshaft assembly as shown below.

Part Number	Class	Description	Application
C4TZ-4605-EL	CB	Driveshaft assy.	F-100, 114 In. W.B. auto. trans. & 3300# Dana axle.
C4TZ-4605-EN	CG	Driveshaft assy.	F-100, 114 In. W.B. auto. trans. & 3300# Ford axle.
C4TZ-4605-EM	CG	Driveshaft assy.	F-250 – all except 4 x 4

17 CONVERTIBLE TOP RATTLES

(1965 Mustang – Model 76)

Rattling and looseness of the convertible top linkage may occur in the area of the #2 bow. This condition is attributed to one or more of the following areas:

A. Excessive looseness of the linkage at the #2 bow cam pin.

B. Loose screws retaining the side front link assemblies on the main control link assemblies to the side rails.

C. Loose rivet retention of the side link brackets to the side front link or the side rear link.

The problem of lateral looseness of the linkage at the #2 bow cam pin was corrected in production on May 1, 1964, which authorized installation of an additional 5/16 flat washer to the cam pin identical to the existing flat washer and sandwiches the existing spring washer between the two flat washers. The problem of loose screws at the attachment of the link assemblies to the side rails will be corrected in production effective Job 1, 1965 by replacing the existing screws and tapped holes with taptite screws.

Should rattles in the aforementioned areas be encountered in service, dealer correction can be performed with reference to the attached figure and the following procedure:

A. Lateral looseness of the linkage at the #2 bow cam pin.

1. Retract the top as necessary to facilitate accessibility and remove the cotter pin and the existing flat washer from the cam pin. (Refer to the attached Fig. 7, View BB.)

2. Reinstall the existing spring washer and install a 5/16 flat washer .080 In. thick, (Part No. 44722-S8) to the cam pin. Reinstall the cotter pin insuring that it is properly wrapped or rolled around the cam pin to prevent projecting sharp ends.

B. Loose screws at the attachment of the link assemblies to the side rails.

1. Retract the top as necessary to facilitate accessibility and remove or drop the side rail weatherstrip(s), as shown on the attached sketch (Fig. 7, View AA) by removing three attaching nuts.

2. Check screws for looseness at the attachment of the affected link assembly to the side rail.

If screws are loose, remove the screws and apply C3AZ-19554-A Loctite Sealant to the threads of the tapped holes in the side link bracket and reinstall and tighten the screws.

Reinstall the side rail weatherstrip(s).

C. Loose rivet retention of the side link bracket to the side link.

1. Retract the top as necessary to facilitate accessibility. Remove or drop the side rail weatherstrip(s) as shown on the attached sketch (Fig. 7 and View AA) by removing three attaching nuts.

2. Remove the screws retaining the side link bracket to the side rail (View AA). Check for looseness at the rivet of the side link bracket to the side link. The bracket should revolve through the design travel without visible or tangible lateral looseness at the rivet attachment to the side link (View AA).

3. If looseness exists, use a metal block for support and peen the end of the rivet until sufficient torque is provided to meet the specified requirements of retention of the bracket to the side link.

4. Attach the bracket to the side rail. Apply C3AZ-19554-A Loctite Sealant to the threads prior to reinstallation of the screws. Reinstall the side rail weatherstrip(s).

The parts required for these corrections are:

Part Number	Part Name	Class	Quantity
44722-S8	Washers	S	1
C3AZ-19554-A	Sealant	BA	1

The suggested labor time to perform this operation is:

Oper. SP-50100-D-64

Correct convertible top rattles

1965 Mustang – Model 76. . . .0.8 hrs.

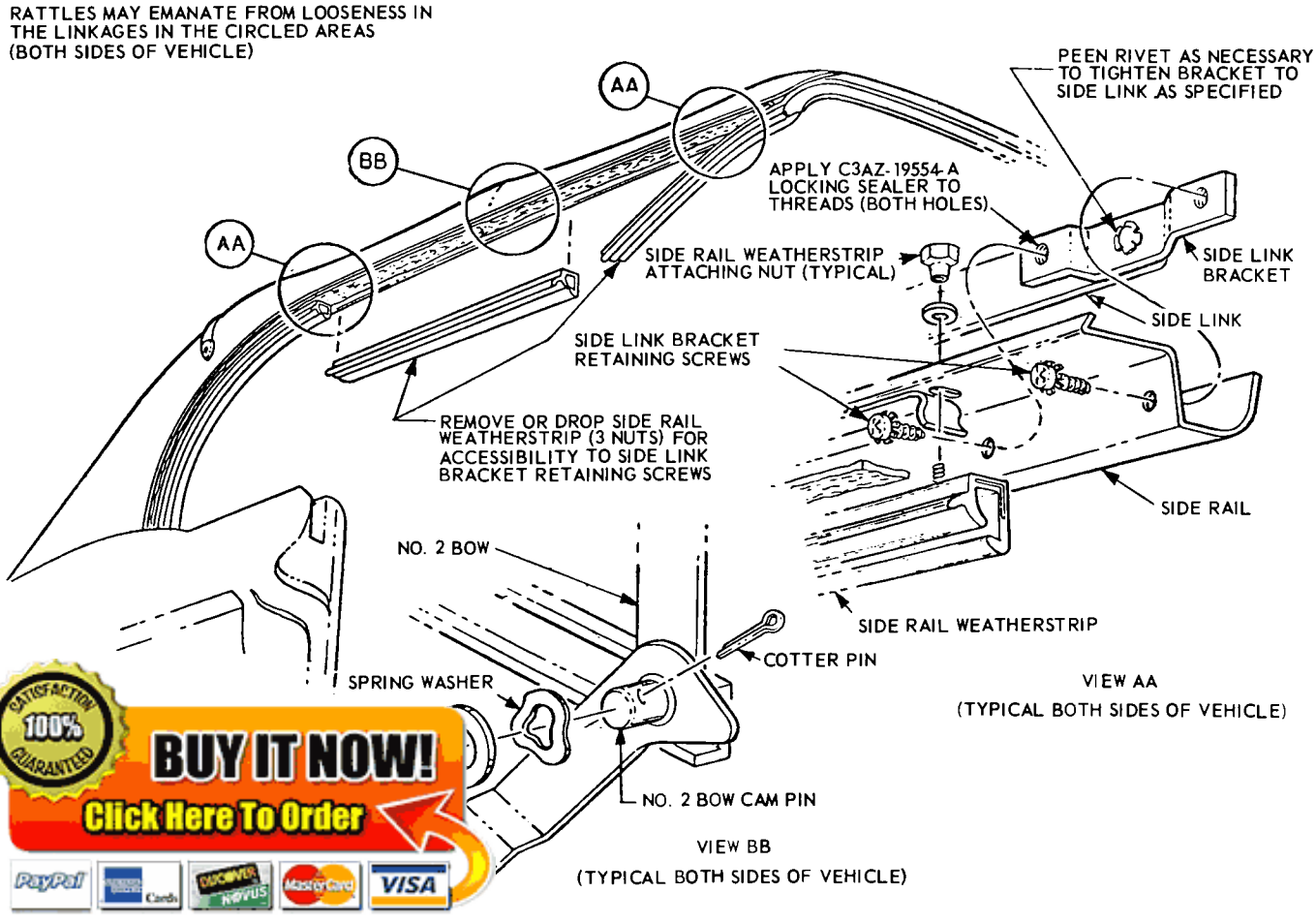

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Fig. 7 – Convertible Top Rattles 1965 Mustang – Model 76 (Article No. 17)

18 DOOR LOCK REMOTE CONTROL RATTLES

(1965 Mustang – All Models)

Rattles in the door lock remote control system can occur if the attaching screw which secures the remote link retaining clip to the door inner panel has stripped the hole in the retainer or worked loose during vehicle operation. This condition will cause the remote link to swing free and rattle against the door and can also permit an interference condition to exist between the remote link assembly and door window regulator arm when the door window is traveling in an upward direction.

The problem was corrected in production on August 31, 1964 by removing the thread lock feature from the clip and replacing with a #8-32 weld nut and companion screw and washer assembly.

Should dealers encounter door lock remote control rattles, modify the clip and secure to inner door panel with screw and lock nut using the following recommended procedures:

NOTE: It is recommended that **both** doors be repaired when a customer complains about one door.

1. With the window in the down position, remove the trim panel and door remote link retaining clip attaching screw.

2. Disengage the retaining clip from remote link and remove from door. Flatten thread lock feature on clip and drill out using a 7/32 diameter drill.

3. Reinstall the clip in door using the #8-32 x 1/2 Pan head header point screw. See Fig. 8.

NOTE: To prevent the problem from reoccuring, it is imperative the specified attaching parts be used without substitution.

4. Cycle door window to full "up" position to verify effectiveness of repair and reinstall trim panel.

The parts required to perform this correction are:

Part Number	Part Name	Class	Quantity
357179-S	Lock Nut	S	1
39040-S8	Screw	SS	1

The suggested labor time to perform this operation is:

Oper. SP-21172-A-64

Door Lock Remote Control Rattles – Correction (Both Doors)

1965 Mustang – All Models. . . .0.7 hrs.

19 CUSTOMER COMPLAINT "NO COOLING" WITH ECONOMY A/C

(All 1964 Vehicles With Economy Air Conditioning)

When a Service Assembly Dehydrator-Receiver is installed in an air conditioned car, be certain both the plastic and rubber shipping plugs are removed from the unit. A substantial number of Receivers that were returned as defective, showed the rubber plug had not been removed, and the units were found to be functionally correct.

This rubber plug is located in the inlet connection of the Receiver underneath the shipping cap. See Fig. 9. Both the cap and plug must be removed before installation. The cap is used to prevent thread damage and the entry of foreign material, and the rubber plug prevents moisture from entering the Receiver.

If customer complaints of "no cooling" are received after an A/C installation, or after the replacement of the Receiver tank, this is a good place to check for the problem. Removal of the rubber plug will insure refrigerant flow through the entire system and result in maximum cooling.

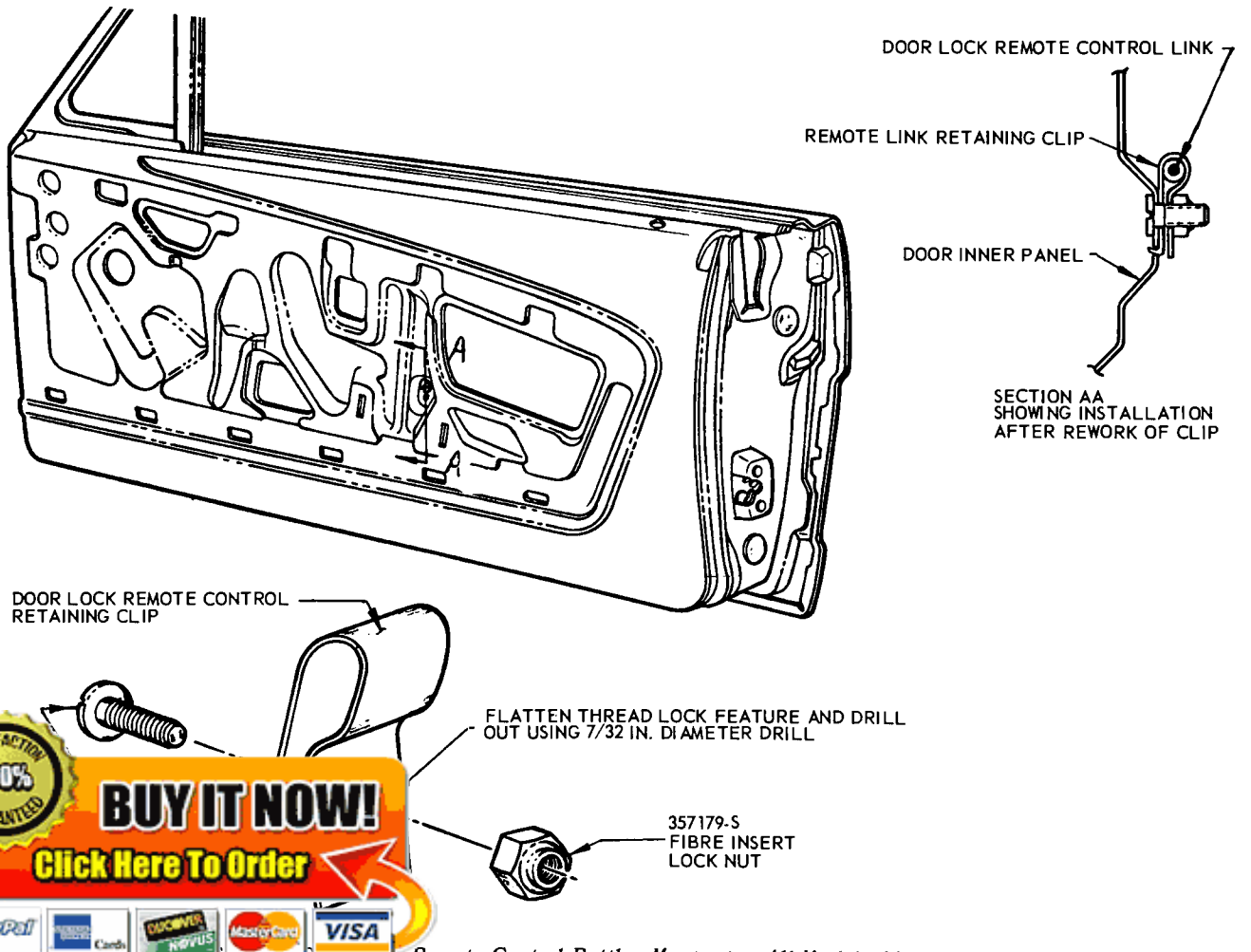

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Fig. 8 Door Lock Remote Control Rattles Mustang – All Models (Article No. 18)

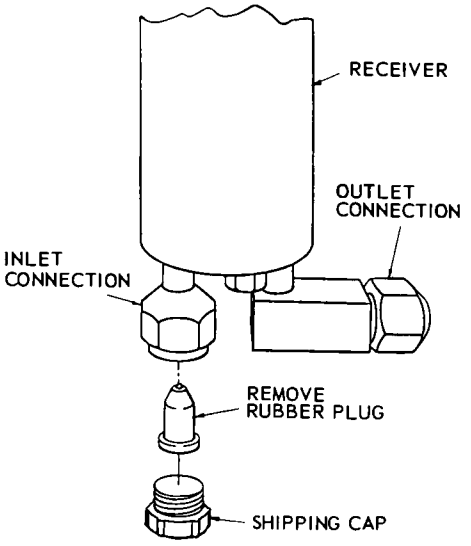

Fig. 9 – 1964 Economy A/C Receiver-Dehydrator Assembly (Article No. 19)

2. Replace the rear lamp assembly to the lower back panel and water test to ensure proper sealing.

The suggested labor time to perform these operations are:

Oper. 13465-A

Tail Lamp Lens or Bulb Replacement
1965 Mustang – All Models. . . .0.2 hrs.

The parts required for this correction are:

Part Number	Part Name	Class	Quantity
C5ZZ-13461-A	Gasket	C	1

Oper. 13434-A

Rear Light Body – Replace
1965 Mustang – All Models. . . .0.3 hrs.

21 PRINTED CIRCUIT BOARD FAILURES

(All 1961-64 Tilt Cab Trucks)

Printed circuit board failures resulting in inoperative instruments and cluster lights, in tilt cabs, can now be rectified on a complaint basis with the cluster replacement kit C1TZ-10843-B. Tilt cab trucks produced since May 27, 1964 incorporate the metal cluster can and should not present a problem. Complete installation instructions are included with the kit.

The Suggested Labor Time for this operation is:

Oper. SP-10984-A-64

Printed Circuit Board Replacement
1961-64 Tilt Cab Truck. . . . . .1.0 hr.

20 WATER LEAK REAR TAIL LAMP

(1965 Mustang – All Models)

Water may enter the tail lamp assembly on early production models and result in an inoperative tail light. This problem is caused by improper sealing of the tail lamp lens to the lamp assembly.

The problem was corrected in production on May 8, 1964 by using a new wider gasket which provides additional sealing surface to assure a better relationship between the gasket and the lens.

When dealers encounter this condition, the tail lamp lens-to-lamp assembly gasket should be repositioned and resealed using the following procedure:

1. Remove the tail lamp door and lens and reposition the gasket on the lamp body assembly to insure adequate sealing. If the gasket is damaged, replace the gasket. See View A, Fig. 10.

2. In addition, apply a bead of AB-19560-A sealer around the periphery of the rear lamp door and reinstall the lens and lamp door to the lamp body. It is imperative that the gasket remain in position during installation of the lens to the body.

Trunk water leaks may occur between the rear lamp and lower back panel. This is caused by a poor seal between lamp housing and lower back [illegible] the lower back panel and apply AB-[illegible] around each rear lamp mounting hole. See View B, Fig. 10.

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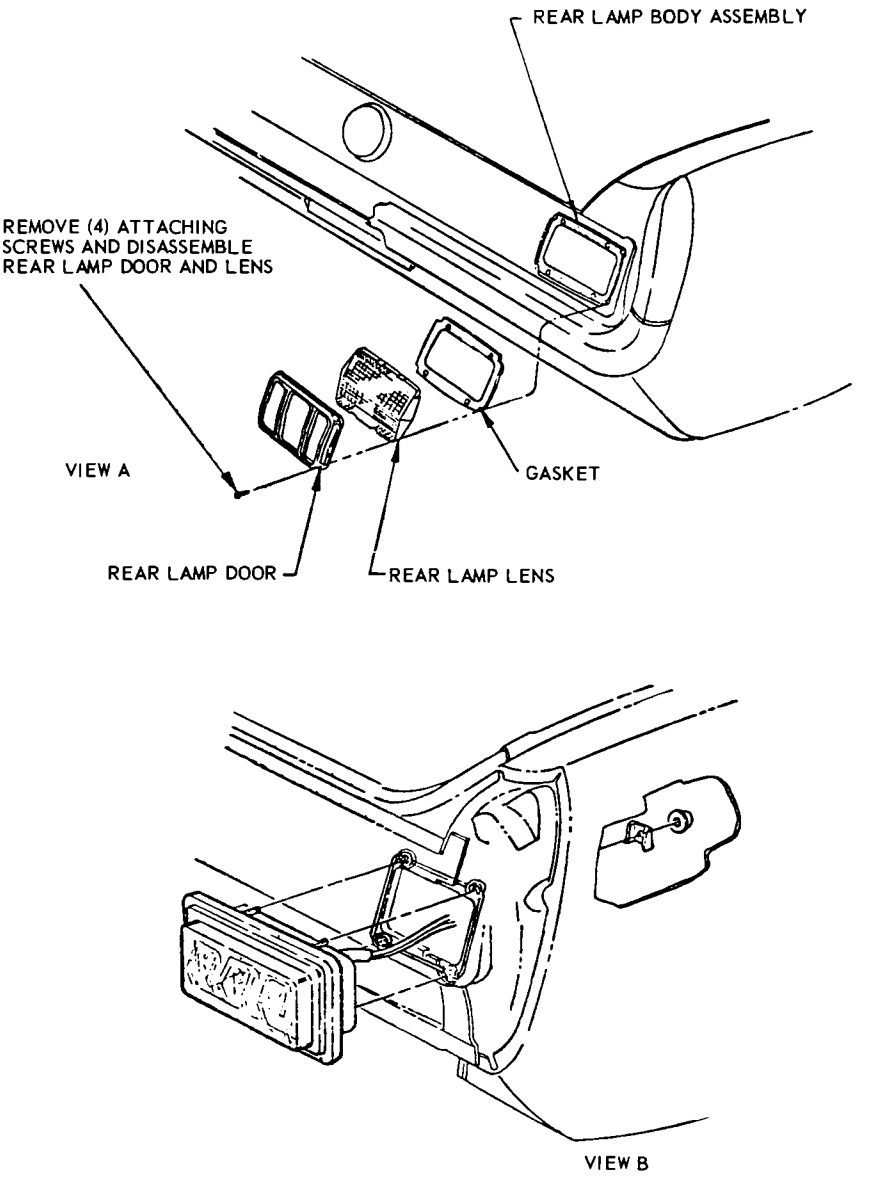

Figure 10 (Item No. 20)

22 HIGH KEY OPERATING EFFORTS OR LOCKOUT – LUGGAGE COMPARTMENT

(All 1965 Mustang)

High key operating efforts, which in some cases might result in lock-out, may be experienced on the luggage compartment of some Mustangs.

The high efforts are caused by poor adjustment of the lock striker which can cause lock malfunction when it is set too low.

When customer complaints are received regarding hard operating luggage compartment locks, or in case of lock-out, the lock striker should be adjusted by the following procedure:

Position the lock striker approximately ¼ In. below the edge of the compartment opening and gently close the lid to insure that no interference exists. From this position, adjust the striker up or down to achieve a balance between lock operating effort and effective seal. When this point is reached, the edges of the lid should be approximately flush with the quarter panel opening.

The Suggested Labor Time for this operation is:

Oper. M-43252-C

Plate – Luggage Compartment Door Lock Striker – Adjust

Mustang. . . . . .0.1 hrs.

If lock-out has occurred, the luggage compartment can be opened in most cases by applying pressure at the center of the rear edge of the lid while the key is operated. However, if entry is impossible with the above procedure, the following procedures should be used:

MODEL 65

1. Remove the rear seat cushion, back and luggage compartment lining board.
2. Loosen the two striker screws using a socket wrench and long extension.
3. Operate the lock from outside the car.
4. Perform the adjustments as noted and reassemble.

MODEL 76

1. With the top in the "up" position, remove the screws retaining the top compartment trim. (See Fig. 11.)
2. Loosen the two striker screws with a socket wrench and long extension.
3. Operate the lock from outside the car.
4. Perform the adjustments as noted and reassemble.

MODEL 63

1. Remove the four screws that attach the auxiliary rear floor panel and carpet assembly to the floor assembly hinges and body – refer to Fig. 12.
2. Remove the auxiliary rear floor panel and carpet assembly and open the luggage compartment front access door.
3. Reach into the luggage compartment and remove the two striker screws using a socket wrench and extension.

The Suggested Labor Time to perform this operation is:

Oper. SP-40110-A-64

Luggage Compartment Entry – Luggage

Mustang, Model 65 . . . . . 0.4 hrs.
Model 76 . . . . . 0.4 hrs.
Model 63 . . . . . 0.4 hrs.

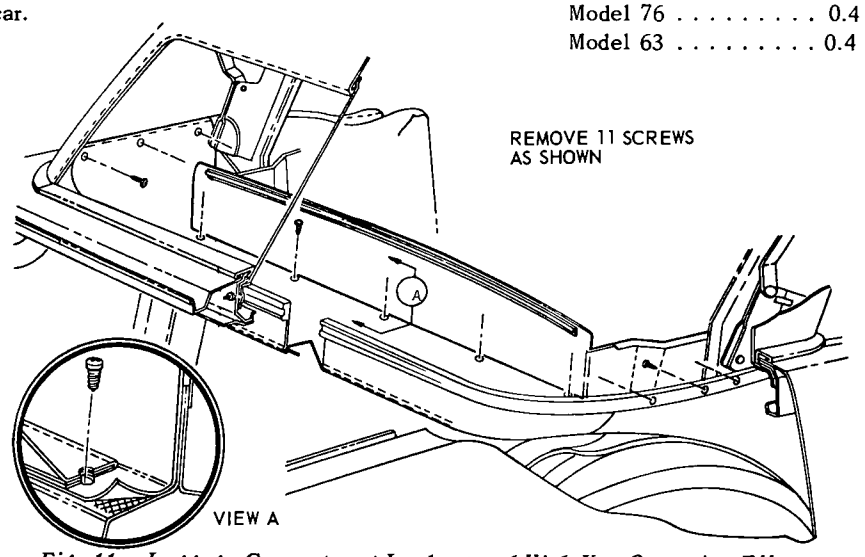

Fig. 11 – Luggage Compartment Lockout and High Key Operating Efforts – 1964½ Mustang – All Models (Article No. 22)

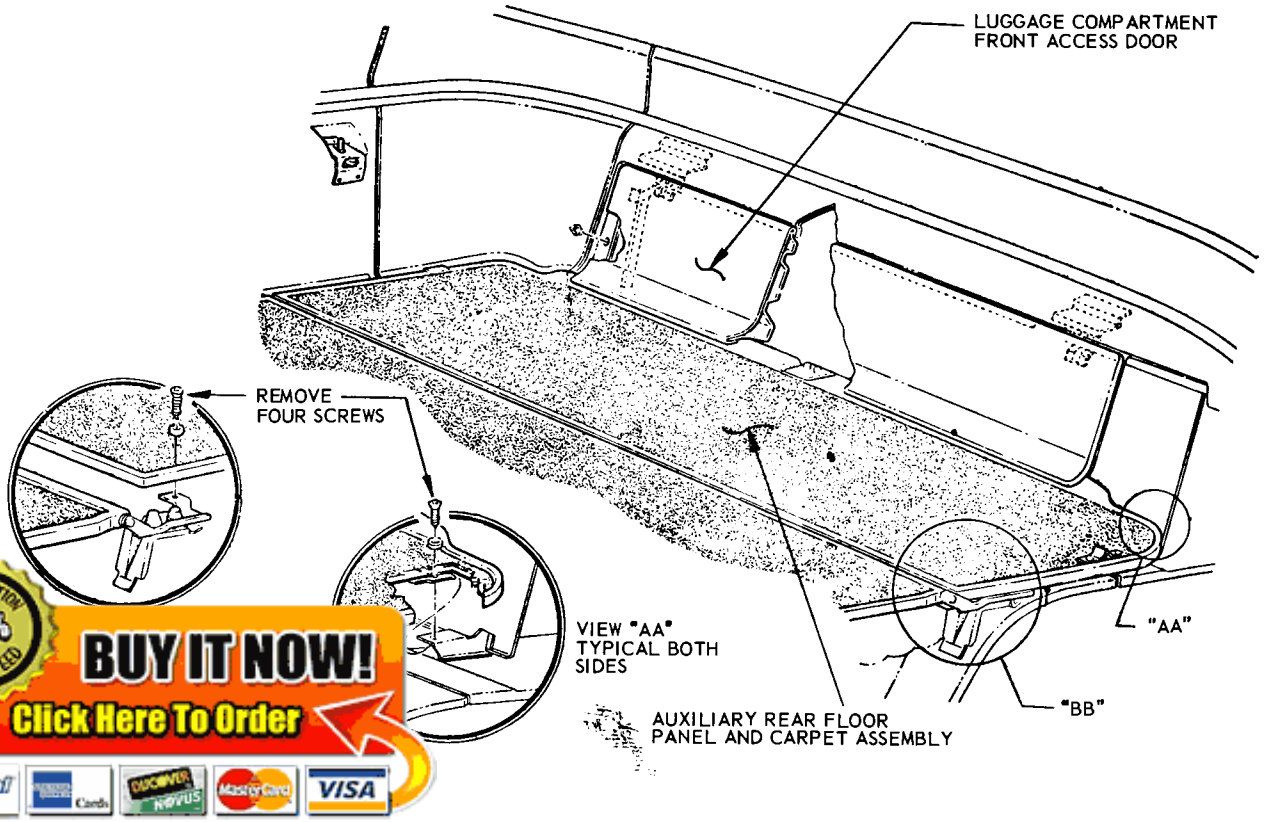

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Fig. 12 – Luggage Compartment Lockout and High Key Operating Efforts – 1964½ and 1965 Mustang – All Models (Article No. 22)

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

November 16, 1964

23 6-WAY POWER SEATS

(1965 Ford)

This article contains troubleshooting and service procedures for the optional 6-way power seat track used in the 1965 Ford.

The six-way power seat provides horizontal, vertical and tilting adjustments. The seat is driven by a single motor through a transmission and six flexible drive cables encased in housings.

The control switches are mounted on the seat left side shield. The forward switch controls the vertical movement, or tilt, of the front portion of the seat. The rear switch controls the verticle movement, or tilt of the rear portion of the seat. The center switch controls both horizontal and vertical movement of the seat. These switches control the operation of three solenoids through a relay with the exception of horizontal movement, which is controlled directly by the switch.

The solenoids engage the transmission gears, transmitting driving power to the respective driven mechanisms of the seat through drive cables. The rear solenoid (brown wire) energizes the rear vertical seat drive assemblies. The lower front solenoid (green wire) energizes the front vertical drive assemblies. The horizontal seat movement operated by the top front (blue wire) solenoid.

Both the control and power circuits are protected by a common 20-ampere circuit breaker mounted on the starting motor relay.

DIAGNOSIS AND TESTING

DIAGNOSIS GUIDE

MOTOR DOES NOT OPERATE

1. Transmission locked.
2. Defective motor.
3. Defective circuit breaker.
4. Open circuit.
5. Defective seat control switch.
6. Defective motor relay(s).

MOTOR OPERATES – NO SEAT MOVEMENT

1. Defective coupling.
2. Solenoids inoperative.
3. Open circuits.

TICAL OPERATION – TILT O.K.

NO TILT FRONT OR REAR – VERTICAL OPERATION O.K.

1. Defective seat control switch.
2. Defective switch relay.
3. Open circuit.

TESTING

Seat Regulator Relay

If the seat tilts but has no vertical operation, substitute a known good seat regulator relay in place of the suspected relay and check the vertical operation.

Coupling

Check the transmission input shaft to determine if it rotates when the seat control switch is actuated. If it does not rotate and the motor is operating, replace the coupling.

Solenoid

Actuate the seat control switch and check for solenoid operation. An audible click will be heard when the solenoid is energized. If no click is heard, check for voltage at the solenoid using the solenoid frame as a ground. If voltage is available, replace the solenoid. If no voltage is available, check for voltage using a good ground. If voltage is available, ground the solenoid and check its operation. If the solenoid does not function, replace it.

Open Circuit

When checking for an open circuit, start the test at the point which is electrically the farthest from the source of power and work towards the source.

To check for an open circuit, check for voltage at each end of the wire with a test light (including splices and connectors). If voltage is available only at one end, the wire is open.

Switch

Substitute a known good switch in place of a suspected defective switch.

Motor

Check for voltage at the motor. If voltage is available, and the motor does not operate, replace the motor.

Transmission

If the transmission input shaft cannot be rotated (solenoids not energized), the transmission is locked and must be replaced. If the shaft rotates, the transmission is not locked.

Circuit Breaker

Actuate the seat control switch and listen for the solenoid(s) to click. If no click is heard, check for voltage at the input and output terminals of the circuit breaker. If voltage is available at only one terminal, the circuit breaker is defective. If voltage is available at both terminals, the circuit breaker is good. If no voltage is available at the circuit breaker, check for an open circuit between the circuit breaker and the starting motor relay battery terminal.

Motor Relays

If the motor does not operate, one or both motor relays could be defective or the relay connector terminal blocks are reversed.

If one or both relays are suspected to be defective, substitute known good relays in place of the suspected relay(s) and check the motor operation. **The relay case must be grounded for relay operation.**

One relay can be identified by a daub of green paint or by the number stamped on the relay. The other relay is identified only by the number stamped on the mounting bracket. The relay identified by the green paint (Number C5AB-14A707-E) should be connected to the connecter with a red-yellow wire, a yellow wire, and a green-white wire. The other relay (Number C5AB-14A707-B) should be connected to the connector with a black-white, a red wire, and 2 red-yellow wires. **If these wire connectors are not connected to the correct relay, the motor will be inoperative.**

Seat and/or Track

REMOVAL AND INSTALLATION

1. Raise the car and remove 2 seat track-to-floor pan retaining nuts from each side.
2. Lower the car and disconnect the wires at the connector near the tunnel.
3. Lift the seat up to disengage the seat track studs from the floor pan and remove the seat and seat track assembly from the car.
4. Place the seat upside down on a clean bench and disconnect the switch wires at the connectors.
5. Remove 2 bolts attaching each track to the seat frame and remove the track assembly from the seat.
6. Position the track assembly to the seat frame and install the attaching bolts.
7. Connect the switch wires to the track assembly at the connectors.
8. Position the seat track in the car and connect the wires at the connector.
9. Install the seat track to floor pan retaining nuts and torque the nuts to 12-25 ft-lbs.

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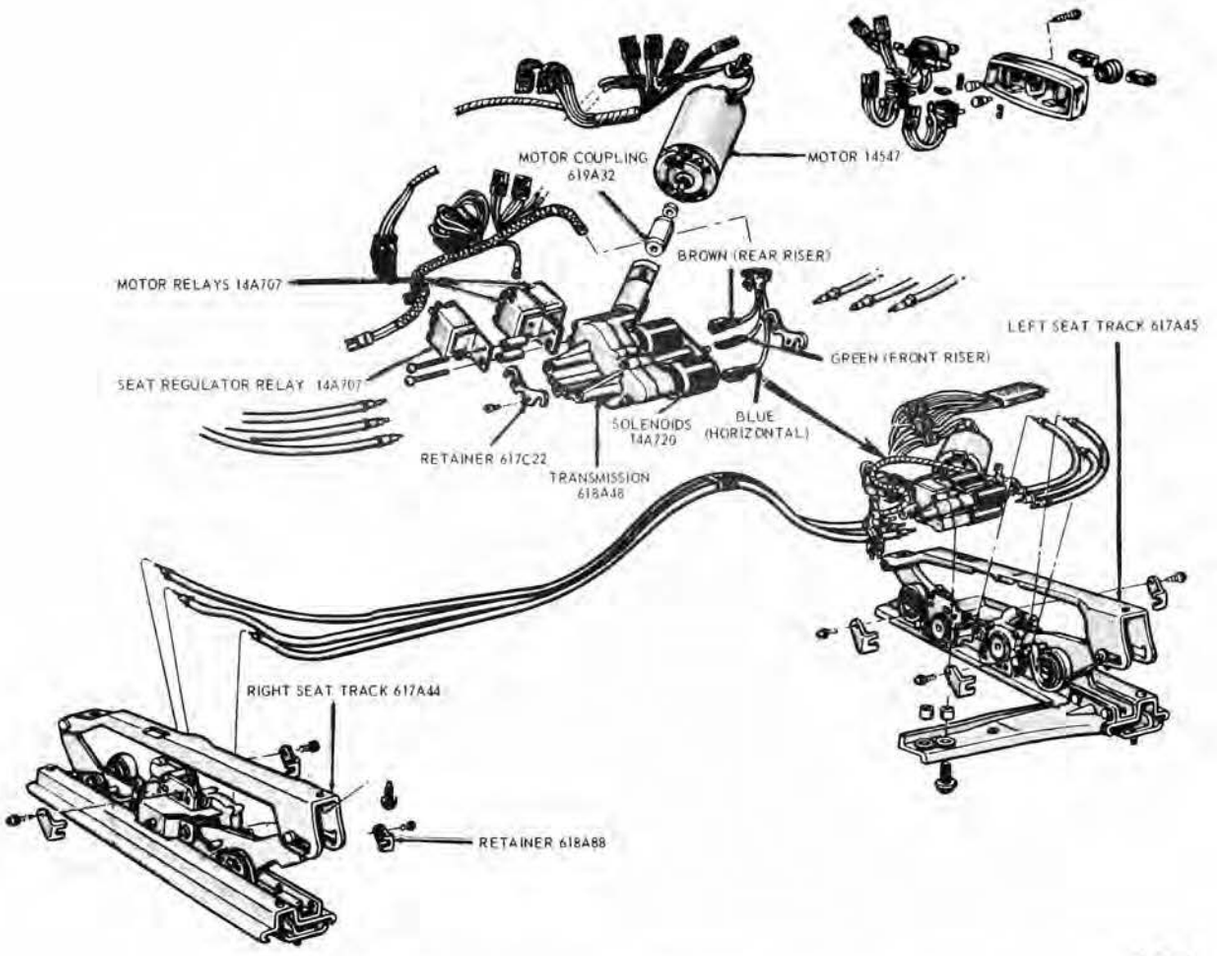

Fig. 1 – 1965 Mustang Shift Lever Noise Fix – (Article 23)

Motor

REMOVAL AND INSTALLATION

1. Disconnect the seat motor wires at the multiple connector.

2. Remove 2 motor retaining nuts and remove the motor and drive coupling from the rear side of the seat.

3. Position the drive coupling on the motor shaft and position the motor and coupling to the seat track transmission.

4. Install the motor retaining nuts and connect the motor wires at the connector. Then, check the seat operation.

Transmission and Solenoids

REMOVAL AND INSTALLATION

1. Remove the seat and seat track assembly from the car and place it upside down on a clean bench.

2. Remove the cable housing retainers from both sides of the transmission (Fig. 1).

3. Remove the left track to seat frame attaching bolts and disconnect the switch wires at the connectors. Then, remove the left track, transmission, motor, and relays as an assembly from the seat frame.

4. Remove the transmission to bracket [illegible] bolts and separate the trans- [illegible] the cable housings and [illegible]

[illegible] the motor and drive coupling [illegible]

2 retaining nuts.

7. Position the relays to the transmission and install the 2 attaching bolts.

8. Connect the wires to the solenoids (Fig. 1).

9. Position the transmission to the left drive cables and install the cable retainer.

10. Install the two transmission to bracket attaching bolts.

11. Insert the right drive cables into the transmission and install the retainer.

12. Position the left track to the seat frame and install the attaching bolts. Then, install the seat and seat track assembly in the car.

Cable and/or Housing

REMOVAL AND INSTALLATION (RIGHT SIDE)

1. Remove the seat and seat track assembly from the car and place it upside down on a clean bench.

2. Remove the cable housing retainer (Fig. 1) from the right side of the transmission and from the track.

3. Remove the right track to seat frame attaching bolts and separate the track and cables from the transmission. Then, remove the cable housing and/or cable from the track.

4. Position the cable housing and/or cable to the track and install the housing retainer.

5. Check to be sure that the right and left tracks are in the same position. Then, position the track, cable housings and cables to the transmission and install the retainer.

6. Position the track to the seat frame and install the two attaching bolts.

7. Install the seat and seat track assembly in the car.

(LEFT SIDE)

1. Remove the seat and seat track assembly from the car and place it upside down on a clean bench.

2. Remove the cable housing retainer (Fig. 1) from the left side of the transmission and from the left track.

3. Remove the left track to seat frame attaching bolts.

4. Remove the transmission to bracket attaching bolts and pull the track and cables away from the transmission. Then, remove the cable housing and/or cable from the track.

5. Position the cable housing and/or cable to the track and install the housing retainer.

6. Check to be sure that the right and left tracks are in the same position. Then, position the track, cable housings, and cables to the transmission and install the retainer.

7. Install the transmission to bracket attaching bolts and the track to seat frame attaching bolts.

8. Install the seat and seat track assembly in the car.

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Seat Track

REMOVAL AND INSTALLATION (RIGHT SIDE)

1. Remove the seat and seat track assembly from the car and place it upside down on a clean bench.
2. Remove the cable housing retainers from the three cables connected to the right seat track (Fig. 1).
3. Remove the right track to seat frame attaching bolts; separate the cable housings and cables from the track and remove the track.
4. Operate the left track to the full up and full rearward position.
5. Manually operate the right track to the full up and full rearward position so that the 2 tracks are in the same position.
6. Position the cable housings and cables to the right track and install the cable retainers.
7. Position the right track to the seat frame and install the attaching bolts.
8. Install the seat and seat track assembly in the car.

(LEFT SIDE)

1. Remove the seat and seat track assembly from the car and place it upside down on a clean work bench.
2. Remove the cable housing retainers from the three cables connected to the left seat track (Fig. 1).
3. Remove the left track to seat frame attaching bolts.
4. Remove the two transmission to bracket attaching bolts (Fig. 1) and remove the left track.
5. Operate the right track to the full up and full rearward position.
6. Manually operate the left track to the full up and full rearward position so that the 2 tracks are in the same position.
7. Position the cable housings and cables to the left track and install the cable retainers.
8. Install the transmission to bracket attaching bolts.
9. Install the track to seat frame attaching bolts and install the seat and seat track assembly in the car.

24 INCORRECT THERMOSTATS INSTALLED IN 1965 TRUCKS

(All Trucks with 352 CID Engines Built Prior to 9-28-64)

An assembly plant mix-up has resulted in an undetermined number of 1965 352 truck engines being built with a 195° thermostat instead of the correct [illegible]ostat. This could result in [illegible] in [illegible] the [illegible]ostat is [illegible] nu[illegible] 8575-B.

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25 POWER STEERING HISSING NOISE

(1965 Vehicles Equipped With Ford Thompson Power Steering Pump)

The 1965 Ford Thompson power steering pump is subject to a certain amount of hissing noise when the pump is cold, but diminishes as temperature increases. Customer should be advised that the noise is caused by the pressure relief valve in the pump and is not a defect or malfunction of any type.

The noise level of pumps installed on vehicles built as of October 20, 1964 has been reduced to an acceptable level by revision to the pump relief valve assembly. The new improved pump can be identified by a number "1" stamped after the model number on the identification tag attached to the pump.

In the event customers are not willing to accept the noise level of the early built pumps, the revised pump should be installed.

NOTE: Do not disassemble pumps in an effort to reduce noise level.

26 POWER STEERING NOISE TRANSMITTED UP THE STEERING SHAFT INTO THE PASSENGER COMPARTMENT

(1965 Fords With Saginaw Power Steering Gear and Fixed Steering Column)

The 1965 Ford power steering system produces a hissing noise which results in customer complaints when it is telegraphed through the flexible coupling and up the steering shaft.

When this condition is suspected the flexible coupling should be inspected for correct installation. The large coupling pin should be in the large slot in the steering shaft flange. Vehicles built as of September 10, 1964, have this condition corrected.

When the coupling is assembled 180° out of position, a service correction may be made as follows:

1. Disconnect the battery ground cable.
2. Remove the 2 bolts which attach the flexible coupling to the steering shaft flange.
3. Remove the steering wheel. If equipped with automatic transmission remove 3 screws retaining the turn indicator switch to the shift quadrant. Position the switch out of the way to gain access to the 2 nuts and bolt that retain the quadrant to the shift lever hub.
4. Remove the 2 nuts retaining the quadrant to the shift lever hub. Position the quadrant off the hub and steering wheel shaft and let hang.
5. Lift up on the steering wheel shaft enough to disengage at the flex coupling. Rotate the shaft 180° and drop back into engagement at the flex coupling.
6. Reassemble components.

NOTE: Be sure the steering shaft and gear are aligned so the flexible coupling rotates in a flat plane and is not distorted as the shaft rotates. Any metal to metal contact through the flexible coupling will transmit a hiss into the car.

27 TRANSMISSION SHIFT LEVER NOISE

(1965 Mustang – Three Speed Standard Transmission)

A problem of transmission shift lever noise (buzz) may exist on some 1965 Mustangs with three (3) speed standard transmissions. This condition is attributed to insufficient isolation between the control assembly and the shift lever. Vehicles built as of October 1, 1964 have this problem completely corrected.

To correct vehicles on a customer complaint basis only, remove the shift lever and rework it by removing and installing the following parts. Refer to Figure 2.

Install	Remove	Part Name
C2AZ-7B125-B	C2AZ-7B125-A	Transmission gear shift lever trunnion - 2 req.
C2AZ-7208-B (Polyurethane Spring)	C2AZ-7C381-A (Metal Spring)	Transmission gear shift lever spring - 2 req.
379998-S	379819-S	Grommet - 2 req.
356590-S	379878-S	3/8 in. Flat Washer - 2 req.

Note: Be careful that 356590 flat washer does not contact shift lever.

Prior to installation of the shift lever, the inner surfaces of the (7400) control assembly must be swabbed with ESA-M1C100-A (part number C4AZ-1959-A) grease at the trunnion friction contact areas.

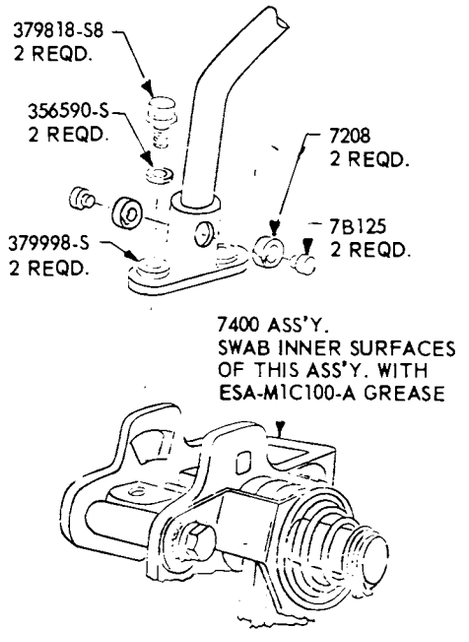

Fig. 2 – 1965 Mustang Shift Lever Noise Fix – (Article 27)

28 WINDSHIELD AND BACK WINDOW REPLACEMENT – USING ADHESIVE SEALER

(All 1965 Ford Models)

The windshields on all 1965 Ford models are installed in production with a butyl tape seal. The back windows on all two and four door hardtops (Models 57 and 63) are also production installed with butyl tape.

For field service replacement of windshields and back windows which are installed with butyl tape, an adhesive sealer (Polysulfide) method is recommended. An adhesive sealer kit (part number C4AZ-19562-A) which includes general instructions for its use, is released for this purpose.

Following are detailed instructions for windshield and/or back window removal and installation using the adhesive sealer kit C4AZ-19562-A.

WINDSHIELD OR BACK WINDOW REMOVAL (BUTYL TAPE INSTALLATION)

1. Place protective covers over interior and exterior body surfaces adjacent to glass.

2. Remove interior garnish mouldings. Remove back window exterior mouldings or windshield upper exterior moulding using the special tool (T64P-42006-B or C) shown in Fig. 3. Remove the windshield exterior side moulding retaining screws. Remove the cowl top ventilator panel retaining screws and the cowl top ventilator panel to provide access to the windshield outside lower belt moulding retaining screws. Remove the outside lower belt moulding retaining screws and remove the moulding.

3. If the glass has been broken, remove loose glass fragments from vehicle. Beginning at a corner, peel the butyl tape seal away from the body pinch weld flange, then grasp the seal near the flange and pull directly away. Refer to Fig. 4. If glass is not broken, insert 2 length of the piano wire between the pinch weld flange and the glass. With the aid of an assistant, and using a see-saw motion, cut the seal all the way around the glass. Then remove the glass.

CAUTION: Care must be used to prevent cutting the rubber tip on the retainers a... ers. Remove window from the

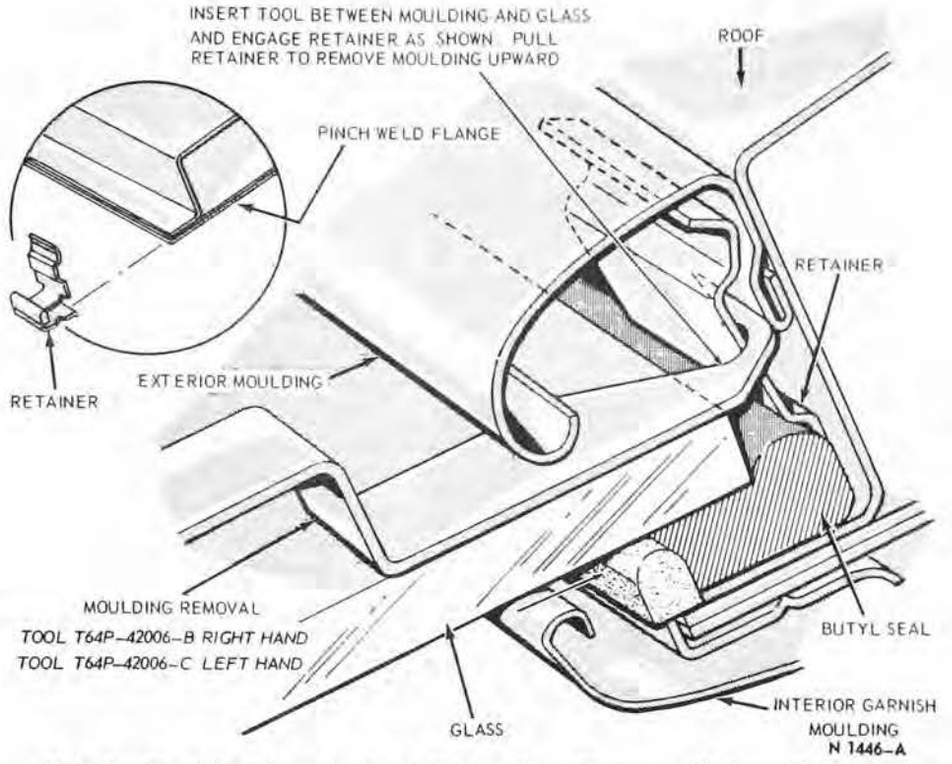

Fig. 3 – Windshield and/or Back Window Installation – (Article 28)

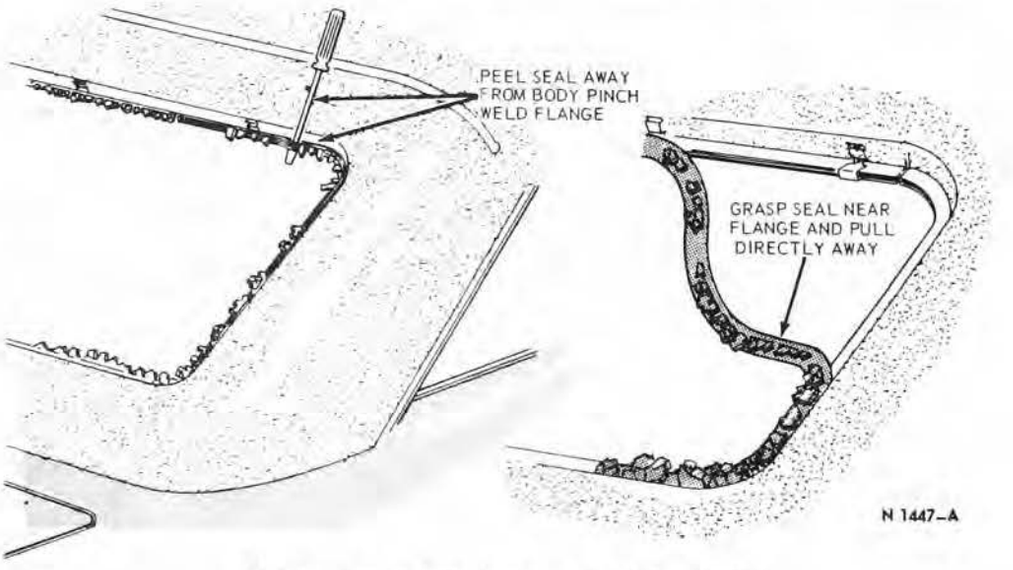

Fig. 4 – Butyl Tape Removal – (Article 28)

1. PULL OUT DASHER ROD 2½" AS SHOWN
2. INSERT RAM INTO END OF DASHER ROD. PUSH RAM DOWNWARD UNTIL IT STOPS OR BOTTOMS OUT. REMOVE AND DISCARD. THE CURING AGENT IS NOW DISPERSED INTO THE BASE MATERIAL AND IS READY FOR MIXING.
3. TO MIX, PLACE CARTRIDGE VERTICALLY ON A BENCH AND HOLD FIRMLY. PUSH DASHER ROD TO THE BOTTOM OF CARTRIDGE AND BEGIN STROKING IN A SPIRAL CLOCKWISE MOTION FROM TOP TO BOTTOM OF CARTRIDGE. APPROXIMATELY 50 STROKES ARE REQUIRED.
4. ON THE LAST STROKE DASHER ROD SHOULD BE FULLY INSERTED IN CARTRIDGE. GRIP CARTRIDGE JUST ABOVE BOTTOM CAR AND UNSCREW DASHER ROD BY ROTATING COUNTER-CLOCKWISE. REMOVE AND DISCARD DASHER ROD.
5. SCREW NOZZLE INTO CARTRIDGE AND REMOVE BOTTOM CAP.

PLACE CARTRIDGE IN SEALANT GUN AND PUMP OUT A ¼" TO 5/6" DIAMETER BEAD FOR AN ORIGINAL INSTALLATION AND A 1/8" TO 3/16" DIAMETER BEAD WHEN SOME OF THE ADHESIVE-SEALER REMAINS FROM THE PREVIOUS INSTALLATION.

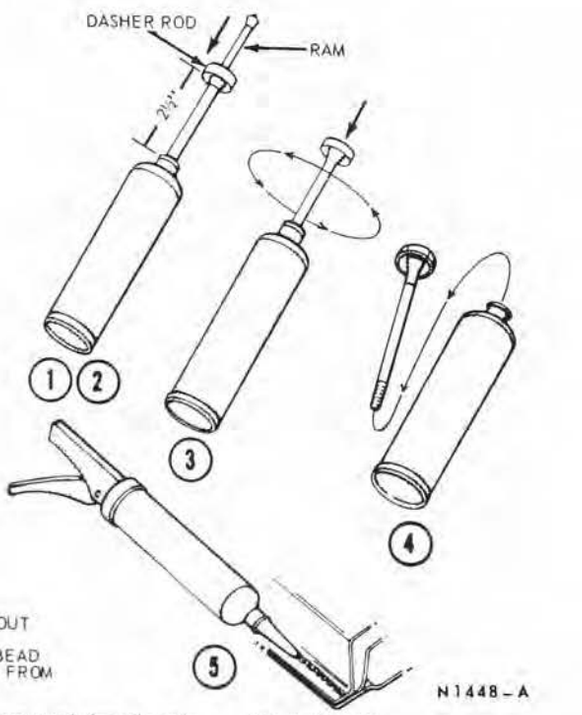

Fig. 5 – Adhesive Mixing and Applic...

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WINDSHIELD OR BACK WINDOW INSTALLATION (ADHESIVE–SEALER METHOD)

1. Check all moulding retainers, replace or repair retainers to insure adequate moulding retention. **On Landau Model: Apply masking tape or other protective material over Landau roof cover in area of the glass opening to aid in clean-up operations after installation.**

2. Make certain the retainers and spacers around the body opening are in place. Repair or replace any if necessary to insure adequate moulding retention.

3. Temporarily position replacement glass in opening and adjust to the best glass to body pinch weld overlap position. Mark this location with a crayon. Remove the glass and clean thoroughly.

4. To obtain adhesion between the glass and the adhesive-sealer, apply glass primer (ESB-M2G107-A, part of Kit C4AZ-19562-A) around the perimeter of the glass on the inside surface approximately 3/8 inches wide.

5. To obtain adhesion between the paint on the body glass opening pinch weld flange and the adhesive-sealer, apply metal primer (ESB-M2G105-A, part of Kit C4AZ-19562-A) to the pinch weld flange.

6. Prepare the adhesive-sealer as indicated in Fig. 5.

7. Place cartridge in pressure sealant gun and pump out a 1/4 inch to 5/16 inch diameter bead, along the facing of the pinch weld flange (See Figs. 6 and 7).

8. Apply approximately a 1/4 inch bead of sealer around the flange surface of the glass, then place glass in position using the crayon mark on the glass to locate the glass in the body opening. Make certain the glass is contacting the retainer spacers as shown in Fig. 3. **A side window should be opened and left open for at least one-half hour after repair so the new glass is not forced out of position if the doors are slammed shut.**

9. Clean excessive adhesive-sealer from the glass with a razor blade and wipe off with a clean cloth dampened with a glass cleaner such as Bon-Ami, Glass Wax or a similar product.

10. Visually inspect appearance of adhesive-sealer through the glass. Dull spots indicate areas where adhesive-sealer is not contacting the glass surface. Repair these areas by applying adhesive-sealer or use black

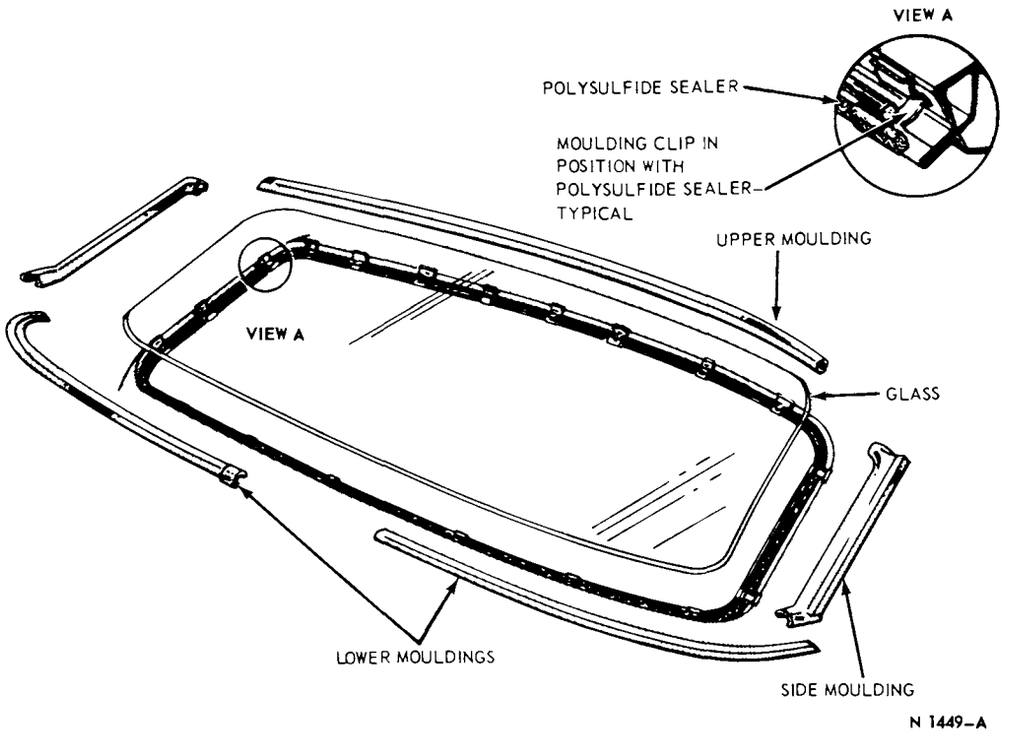

Fig. 6 – Typical Windshield Installation – (Article 28)

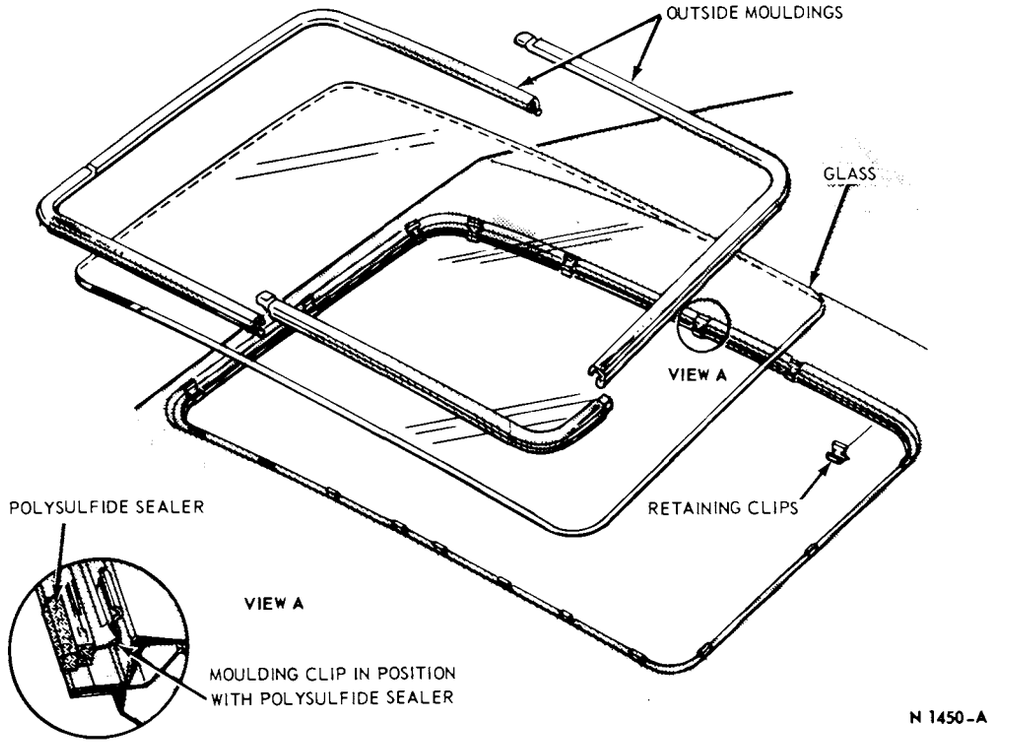

Fig. 7 – Typical Back Window Installation – (Article 28)

mouldings. **Cure time is three hours, after mixing, in temperatures over 70°F and six hours in temperatures under 70°F. The temperature of the area where this work is performed should be at least 55°F to insure satisfactory curing of the adhesive-sealer.**

Subsequent replacements of glass can be made in the following manner:

When a windshield glass or a back window glass which had been installed using adhesive-sealer is removed, it is not necessary to remove all the adhesive-sealer from the body glass opening. The remaining film of adhesive-sealer on the body flange can be used as a base for the new adhesive-sealer material. Metal primer is not required in this case unless the base of adhesive-sealer was removed for flange repair and new paint applied.

The suggested labor times for these operations are as follows:

Oper. B-03100-A

Glass – Windshield – Replace – Includes replace Windshield, Weatherstrip and/or Integral Mouldings

Models except 57, 63, 76. .	.2.8 hrs.
Models 57, 63. . . .	. .3.4 hrs.
Model 76.	.3.3 hrs.

Oper. B-42006-A

Glass – Back Window – Replace –

Models 57, 63.	.1.9 hrs.

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29 AIR CONDITIONER VIBRATION PROBLEMS

(1964 Ford and Thunderbird 352-390 CID Engines with Air Conditioning)

Our Field Engineers Group and field experience indicate that under light acceleration (tip in) at 20-40 mph, air conditioner equipped vehicles may exhibit moan and/or vibration conditions. When normal tightening of mountings and belt tensioning have not relieved the condition as outlined in TSB Article 19001-29, 2/10/64, additional bracing is required.

The use of all the following released braces is recommended for complaints involving tip-in moan to insure proper bracing of the air conditioning compressor. Installation procedures recommended are as follows:

1. Brace (C4AZ-2889-A, Class C) between compressor and left hand exhaust manifold. This brace, as initial 1964 production release for Ford vehicles, was not fully incorporated until December 1963. Remove and discard screw and washer assembly (42772-S8) holding wire clip and metal refrigerant tag – on left hand top of compressor. Place brace on compressor, with wire clip and tag beneath brace. Attach brace, clip and tag to compressor using bolt and lock washer assembly. Bolt (20526-S8) is used to attach brace to left hand exhaust manifold at existing hole in boss. On early production units, installation may require drilling and tapping of a 1/2 inch standard thread hole in the manifold boss. Lock washer (34809-S8) flat washer and spacer (C4AZ-2887-B, Class C) are used with bolt (20526-S8). Torque bolt in compressor to 14-17 foot pounds and torque bolt in exhaust manifold to 55-65 foot pounds.

2. If vehicle is not equipped with support bracket (C4SZ-2902-A, Class C) then install support bracket using bolt and lock washer assembly and flat washer (35981-S8). Torque the bolt at the compressor to 14-17 foot pounds and at the intake manifold to 30-40 foot pounds.

3. Brace (C4SZ-2888-A, Class C) between compressor an dler pulley bracket. This brace is an initial release for 1964 Thunderbird vehicles. Install bracing using bolt and washer assembly and flat washer (352981-S8) at the side of the compressor, bolt and nut at the idler pulley bracket. Torque bolt in the com- 14-17 foot pounds torque bolt i these b reduce vibration to an acceptable level.

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30 TIP-IN MOAN OR VIBRATION PERIODS AT CONSTANT SPEED

(1964 Ford (352 – 390 CID Engines) Equipped With Power Steering and Air Conditioning)

A problem of "tip-in moan" and/or vibration may exist on units when operated at speeds of 25 to 55 mph on accelerator pedal tip-in and/or at constant engine load. Field Service investigations have traced the origin of this condition to power steering pumps induced vibrations to correct customer complaints on the subject problem. A power steering pump support bracket kit (part number C4AZ-3A635-E, Class CG) has been developed that will reduce the moan condition to an acceptable level. (approxiamtely 90% effective.)

The following procedure should be applied to correct engine moan – vibration complaints.

1. Remove the power steering pump belt and pulley.

2. Remove the power steering pump bolt (354869) and the outboard bolt (42998-S8) on the compressor mounting bracket as illustrated in Fig. 8.

3. Remove power steering pressure hose (C4AZ-3A719-A) and replace with hose C4AZ-3A719-B from the kit as shown.

4. Assemble the two piece bracket (C4AZ-3C757-A and C4AZ-3A732-B) loosely and install in the unit as shown using the bolts provided in the kit.

5. Align and tighten the bracket assembly to specified bolt torque of 40-50 foot lbs.

Adjust all drive belts, A/C pump, P/S pump and Generator to specified belt tension of 100-120.

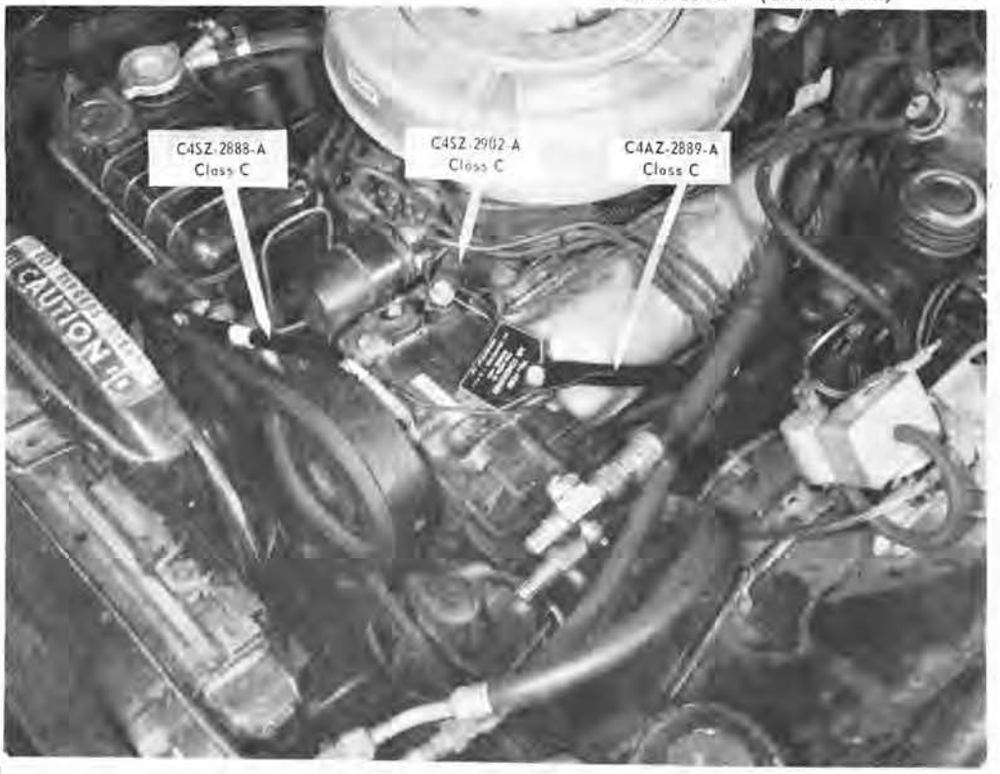

Figure 8 – (Article 30)

31 1965 FRONT WHEEL ALIGNMENT SPECIFICATIONS

(All 1965 Trucks)

The following specifications are to be used when checking or resetting the front wheel alignment. The Checking Specifiactions give the allowable minimum limits that should be used to determine if the wheel alignment is satisfactory.

When the wheel alignment is not within the checking specifications the alignment should be re-set to the optimum specification.

All the checking and re-setting specifications are given for F-100 and F-250 model trucks with the frame at nominal ride height. To obtain nominal ride height place a 3½ inch wood spacer block between each frame side rail and its respective front axle I-beam (Fig. 9).

If the frame side rail does not contact the upper end of the spacer block, add enough weight to the front end (bumper) to make the side rail rest on the block (Fig. 9).

The checking and re-setting specifications are given for all trucks with the frame level.

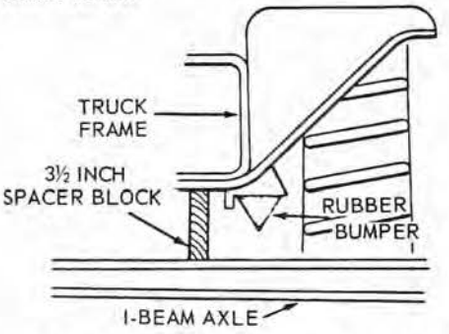

Fig. 9 – Wheel Alignment Spacers Installed – (Article 31)

TRUCK MODEL	FRONT AXLE CAPACITY	ALIGNMENT FACTORS	CHECKING SPECIFICATIONS			OPTIMUM RESETTING SPECIFICATIONS Desired Alignment
			MINIMUM	MAXIMUM	MAXIMUM VARIATION BETWEEN WHEELS	
F-100	2600	Caster	+4-3/8°	+5-3/8°	3/4°	+5°
		Camber	+1/4°	+1°	5/8°	+5 8°
		Toe-In	1/16 in.	3/16 in.		1 8 in.
F-250	3000	King Pin Angle				4°
F-100, F-250 (4 Wheel Drive)	3000 3500	Caster	+3-1/2°	+4-1/2°	1/2°	+4°
		Camber	+1°	+2°	1/4°	+1-1 2°
		Toe-In	1/16 in.	1/4 in.		3/16 in.
		King Pin Angle				7-1/2°
F-350	All	Caster	+3-1/2°	+4-1/2°	1/2°	+4°
		Camber	+1/8°	+5/8°	1/4°	+1/4°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				4°
P-100	2600	Caster	+3°	+4°	1/2°	+3-1/2°
		Camber	+1/8°	+5/8°	1/4°	+3/8°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				4°
P-350 P-3500	All	Caster	+3-3/4°	+5-1/4°	1/2°	+4-1/2°
		Camber	+3/8°	+7/8°	1/4°	+5/8°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				4°
P-400 P-500 P-4000 P-5000	All	Caster	+2-3/4°	+4-1/4°	1/2°	+3-1/2°
		Camber	0°	+1°	1/4°	+1/2°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				4°
F-B-500-600	5000	Caster-Manual	+3°	+4°	1/2°	+3-1/2°
		Caster-Power	+6-1/2°	+7-1/2°	1/2°	+7°
F-B-600	5500	Camber	+1/2°	+1-1/2°	1/4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				4°
F-700, N-500-600-700, N-6000–7000	5000	Caster-Manual	+3°	+4°	1/2°	+3-1/2°
		Caster-Power	+6°	+7°	1/2°	+6-1/2°
F-B-700–750 N-600–700–750–6000–7000	5500	Camber	+1/2°	+1-1/2°	1/4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				4°
C-550–600–6000 C-600–700–750–6000–7000, F-800, F-N-850–950, F-N-950-D, T-700–750	6000 7000	Caster	+2-1/2°	+3-1/2°	1/2°	+3°
		Camber	+1/2°	+1-1/2°	1/4°	+1°
C-800 Thru 1100, CT-750 Thru 950, N-750	9000	Toe-In	1/16 in.	3/16 in.		1/8 in.
C-800 Thru 1100, CT-750 Thru 950	12000	King Pin Angle				5-1/2°
F-B-600–700–750, N-600–700–750–6000, N-7000	6000	Caster-Manual	+3-1/2°	+4-1/2°	1/2°	+4°
		Caster-Power	+6-1/2°	+7-1/2°	1/2°	+7°
F-B-700–750, N-700–750–7000	7000	Camber	+1/2°	+1-1/2°	1/4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				5-1/2°
F-800, T-700	6000	Caster	+2-3/4°	+3-3/4°	1/2°	+3-1/4°
F-850 Thru 1100, N-850 Thru 1100, T-750–800–950, NT-850–950, NT-850-D, NT-950-D, T-850-D, T-950-D, F-N-950-D, H-1000, H-1000-D, F-N-1000-D, F-N-1100-D	9000	Camber	+1/2°	+1-1/2°	1/4°	+1°
F-800 Thru 1100, N-850 Thru 1100, F-N-950-D Thru 1100-D, T-750 Thru 950, NT-850–950, T-NT-850-D–950-D, H-1000, H-1000-D, HT-950-D, HT-950	12000	Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				5-1/2°
F-C-800–850, F-C-950–1100, F-950-D, F-1100-D, T-750 Thru 950, N-850–950–1100, N-950-D, N-1100-D, NT-850–950, HT-950, T-NT-HT-950-D, CT-750–850–950, H-1000-D, H-1100-D	11000	Caster	−1-1/2°	−1/2°	1/2°	−1°
		Camber	+1/2°	+1-1/2°	1/4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				0°
F-H-N-1000, F-H-N-1000-D, F-N-1100, F-N-1100-D, T-800–950, NT-850–950, T-NT-HT-850-D–950-D	15000	Caster	+2-3/4°	+3-3/4°	1/2°	+3-1/4°
		Camber	+1/2°	+1-1/2°	1/4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				8°
0 Thru 1100	15000	Caster	+2-1/2°	+3-1/2°	1 2°	+3°
		Camber	+1/2°	+1-1/2°	1/4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				8°
	18000	Caster	+2-3/4°	+3-3/4°	1 2°	+3-1 4°
		Camber	+1/2°	+1-1 2°	1 4°	+1°
		Toe-In	1/16 in.	3/16 in.		1/8 in.
		King Pin Angle				5°

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32 CONSOLE MODIFICATION TO AIR CONDITIONING INSTALLATION

(Mustang – Equipped With Console)

To permit dealer installation of air conditioning units in Mustangs which are equipped with a console assembly, it is necessary to modify the console assembly by removing the glove compartment section from the console. This provides clearance to install the air conditioning outlet register assembly on the lower instrument panel.

One additional part, Console Front Cover Panel (Part No. C5ZZ65044D38-B), is required.

Following is a recommended procedure for removal, modification and installation of the console assembly.

The Suggested Time for this operation is 0.5 hrs.

CONSOLE REMOVAL

1. Remove the six console side assembly-to-floor pan retaining screws (Fig. 10). Remove the console-to-console front mounting bracket retaining screws. (These two screws are located inside the console glove compartment (Fig. 10).

2. If equipped with an automatic transmission, remove the Allen set screw which retains the shift lever knob and remove the shift lever knob.

3. Raise the console assembly far enough to permit access to the console assembly wiring feed connectors (two single bullet connectors).

4. Disconnect the two single bullet connectors.

5. Remove the console assembly with the attached console wiring assembly from the car.

6. Remove the console front mounting bracket-to-floor pan retaining screws and remove the bracket (Fig. 10) from the car.

MODIFICATION

1. Disconnect the console glove compartment lamp wiring connector (Fig. 10).

2. Scribe a line 2-1/8 in. parallel to and below the lower edge of the console glove box door opening (Fig. 10).

3. Position the console wiring assembly out of the way. Using a hacksaw, saw off the forward (glove compartment) portion from the console assembly. Use the line scribed in step 2 as a guide. **Be careful not to damage the console wiring assembly. Also, do not damage the reinforcement rib on the bottom of the console.** Discard the glove compartment portion of the console assembly.

4. Tape the wiring lead, (which was used to connect the console glove box light) to the remaining console wiring assembly.

INSTALLATION

1. Position the modified console assembly in the car.

2. Connect the console wiring feed connectors (two single bullet connectors).

3. Install and tighten the original six console side panel-to-floor pan retaining screws.

4. Position the console front cover panel, part number C5ZZ65044D38-B, (Fig. 10) on the console.

5. Using the holes in the console front cover panel as a template, punch two holes in the floor pan to accept #8-18 x 1¼ #6 HD. TAPP. retaining screws.

6. Install and tighten the two console front cover panel-to-floor pan retaining screws.

7. If equipped with an automatic transmission, position the shift lever knob on the shift lever and tighten the shift lever knob retaining set screw.

33 AXLE LUBRICANT LEAK THROUGH VENT HOSE

(All 1965 Fords)

Axle lubricant leaking through the vent hose has been found to be the result of the vent fitting being improperly rotated in the rear axle housing. To prevent leaking caused by this condition the vent fitting should be rotated, without removing from the axle housing, until the flat portion of the vent fits facing the rear side of the axle housing. This can be accomplished by using a medium size adjustable wrench. See Fig. 11.

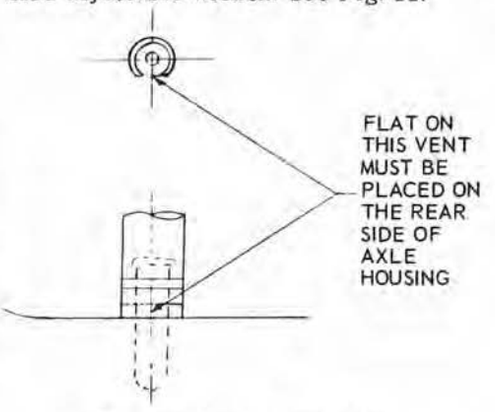
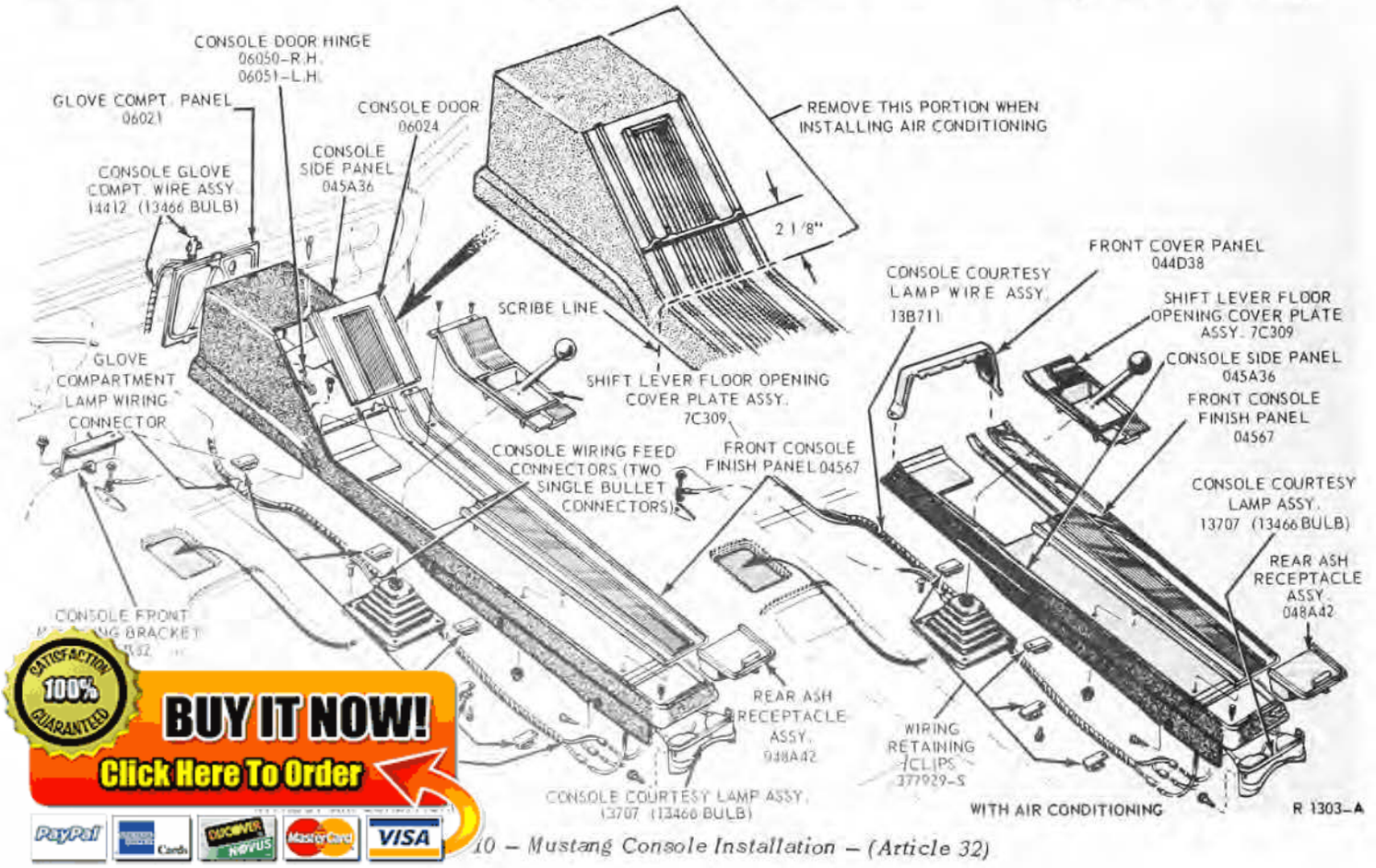


Figure 11 – (Article 33)



10 – Mustang Console Installation – (Article 32)

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TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

November 23, 1964

34 BUCKET SEATS

(1965 Ford – Model 63C and 76B)

BUCKET SEATS – 1965 FORD (MODEL 63C AND 76B)

MANUAL SEAT TRACK

Removal and Installation

1. Working under the car, remove the seat track retaining stud nuts and washers. Then, remove the seat assembly from the car and place it in a clean work area.

2. Remove the screws which retain the seat track assembly to the seat cushion, and remove the track assembly.

3. Disconnect the seat track brace and latch release rod from the track being replaced, and connect these parts to the new track.

4. Loosely install the track-to-floor retaining studs in the seat track assembly (Fig. 1).

5. Install the track assembly on the seat cushion, and tighten the screws.

6. Position the seat in the car and, working under the car, install the washers and nuts on the retaining studs.

FRONT SEAT CUSHION COVER

Removal and Installation

1. Remove the seat assembly, and then remove the cushion side shields and seat track assembly. From each side of the seat, remove the seat back retaining pin and retainer, and remove the seat back.

2. Remove the seat back scuff plates and remove the hog rings retaining the seat cushion cover to the spring assembly (Fig. 2). Separate the bottom facing from the cushion cover top rear panel, and allow the facing to remain cemented to the foam rubber pad. Remove the cushion cover.

3. Inspect the pad and spring assemblies, and repair or replace as necessary.

4. Transfer the listing wires to the new cover.

5. Place the new cover assembly over the pad and seat spring assembly and [illegible] to the front bolster wire with

[illegible]

7. The front and side edges of the cover assembly can now be secured to the bottom of the spring assembly with hog rings as shown in Fig. 2.

8. Secure the rear edge of the cover assembly to the bottom of the spring assembly with hog rings.

9. Install the two scuff plates on the cushion.

10. Install the cushion side shields, seat back, and seat tracks. Install the seat assembly.

FRONT SEAT BACK COVER

Removal and Installation

1. From each side of the seat, remove the seat back pivot arm retaining pin and retainer, and remove the seat back. Remove the two seat back stops, seat back pivot arm covers, and remove the shield and moulding assembly from the seat back (Fig. 3). Remove the hog rings from the seat back assembly, bend the tabs up on the seat back, and remove the seat back cover. Inspect the pad and spring assemblies, and repair or replace as necessary.

2. Transfer the listing wires to the new cover.

3. Place the new cover over the pad and spring assembly, and with hog rings, secure the cover to the bolster wire (Fig. 2 and 4).

4. Pierce the cover over the side and bottom retaining tabs, and bend the side retaining tabs toward the center of the seat.

5. Pull the lower rear edge of the cover over the bottom of the spring assembly, and secure each side with hog rings (Figs. 2 and 4).

6. Pull the lower front edge of the cover over the bottom of the spring assembly, and secure to the lower rear edge of the cover with hog rings on each side (Figs. 3 and 4). Secure the lower listing of the cover assembly to the spring assembly with hog rings, pierce the cover over the bottom retaining tab,

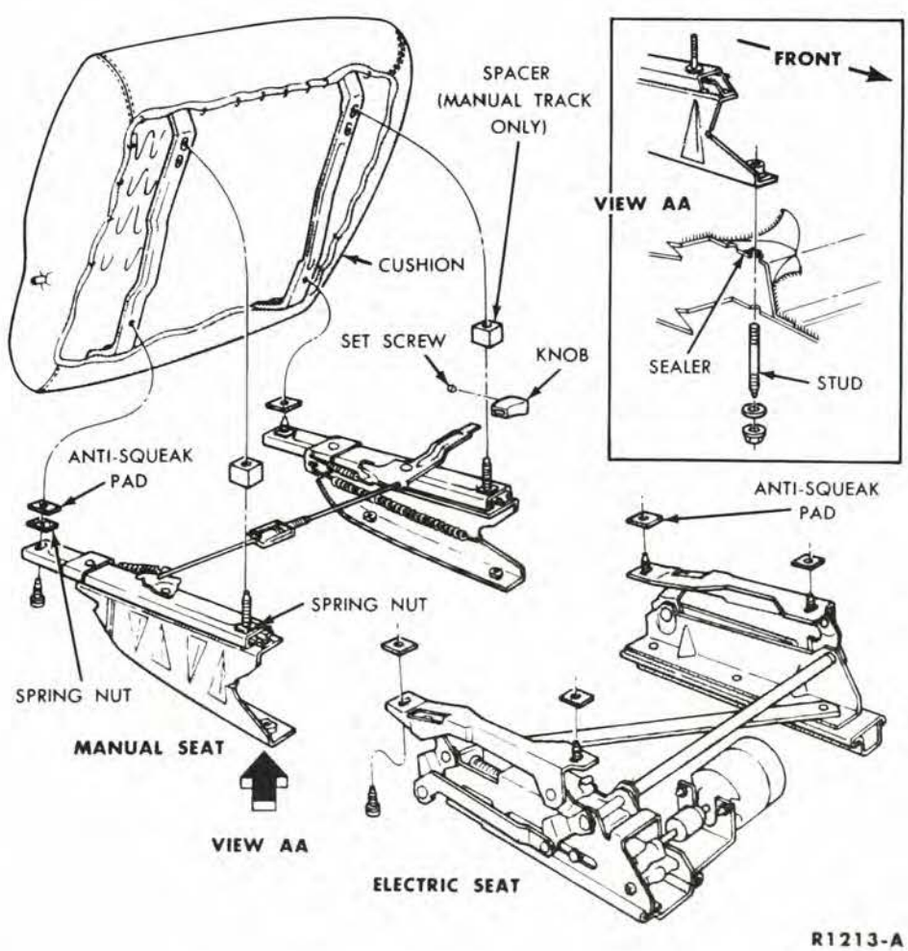

Fig. 1 – Front Seat Cushion to Track – (Article 34)

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and bend each tab toward the top of the seat.

7. Secure the top rear edge of the cover assembly to the spring assembly with hog rings.

8. Install the seat back panel with the retaining clips, the seat back pivot arm covers, and the two seat stops to the seat back assembly.

9. Connect the seat back to the seat cushion and install the pivot arm retainers and retaining pins.

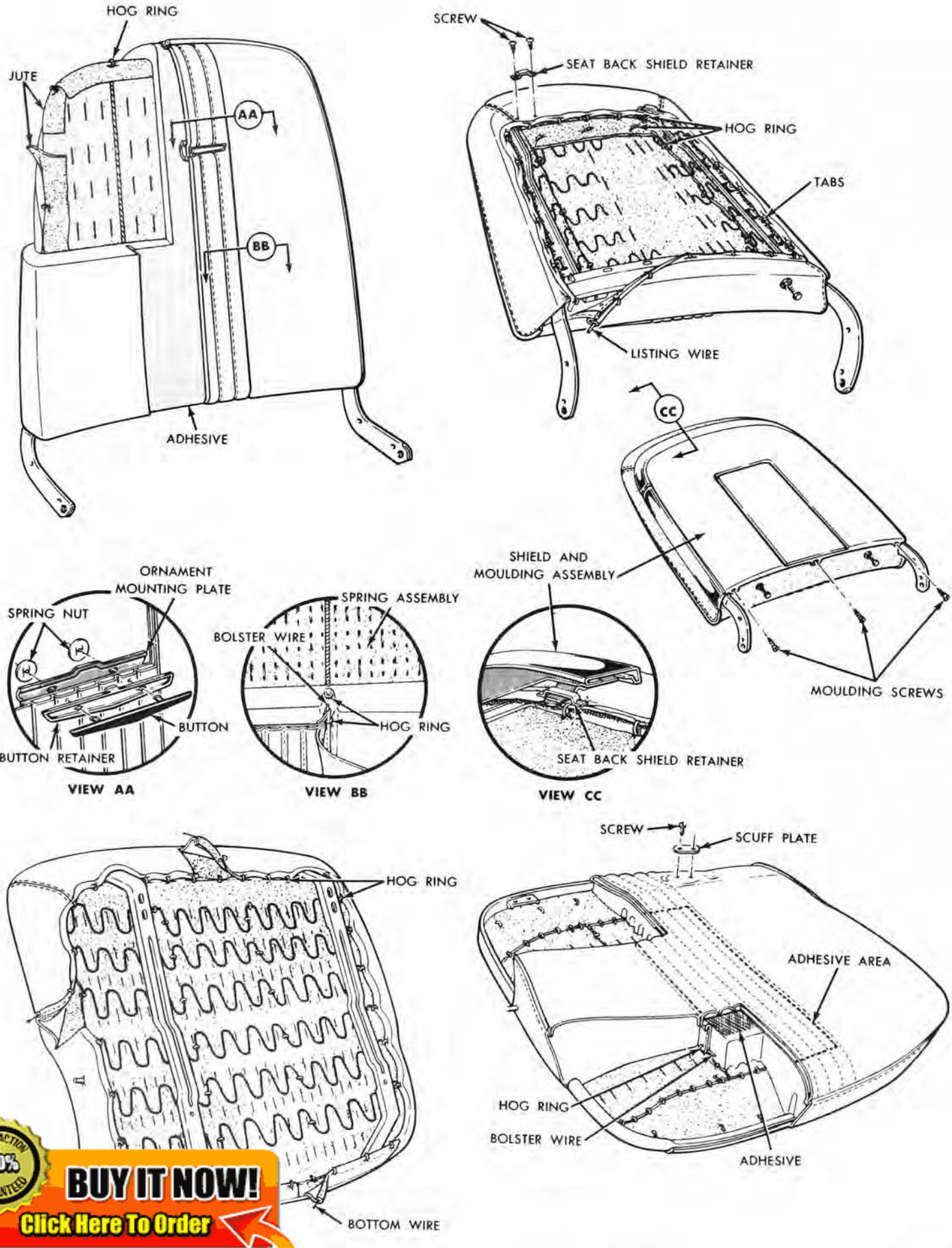

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Fig. 2 – Front Seat Cushion Trim Build-Up – (Article 34)

R1052-D

FRONT SEAT BACK HEADREST COVER AND/OR PAD

Removal and Installation

1. Remove 6 screws from the seat back finish panel and remove the finish panel (Fig. 4).
2. Remove 2 spring retainers and remove the headrest from the seat back.
3. Remove the headrest back panel from the headrest (Fig. 4).
4. Straighten the trim cover retaining tabs and remove the trim cover.
5. Remove the hog rings attaching the pad to the headrest frame and remove the pad.
6. Position the pad on the headrest frame and attach in place with hog rings.
7. Position the trim cover on the headrest. Pull the cover tight and press the cover over the retaining tabs. Then, bend the tabs down.
8. Locate the holes for the headrest back panel and punch through the flap of the trim cover. Then, install the back panel.
9. Position the headrest to the seat back and install the 2 spring retainers.
10. Install the seat back finish panel.

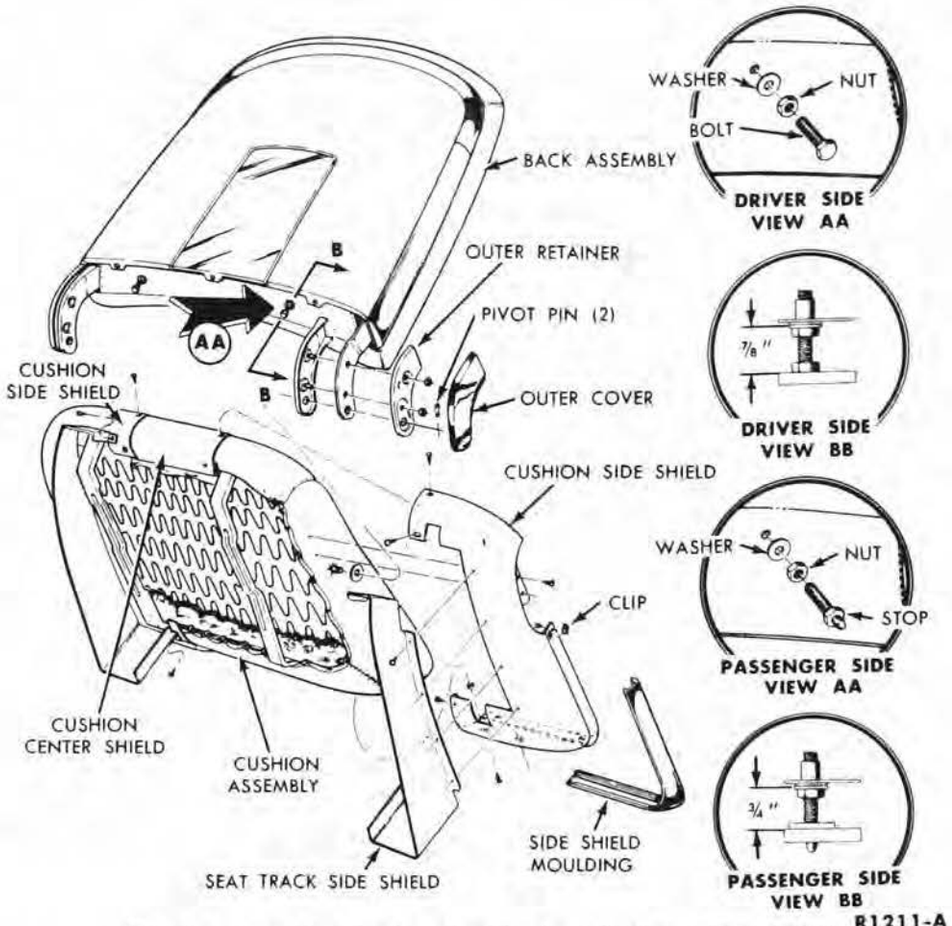

Fig. 3 – Front Seat Back-to-Cushion Installation – (Article 34)

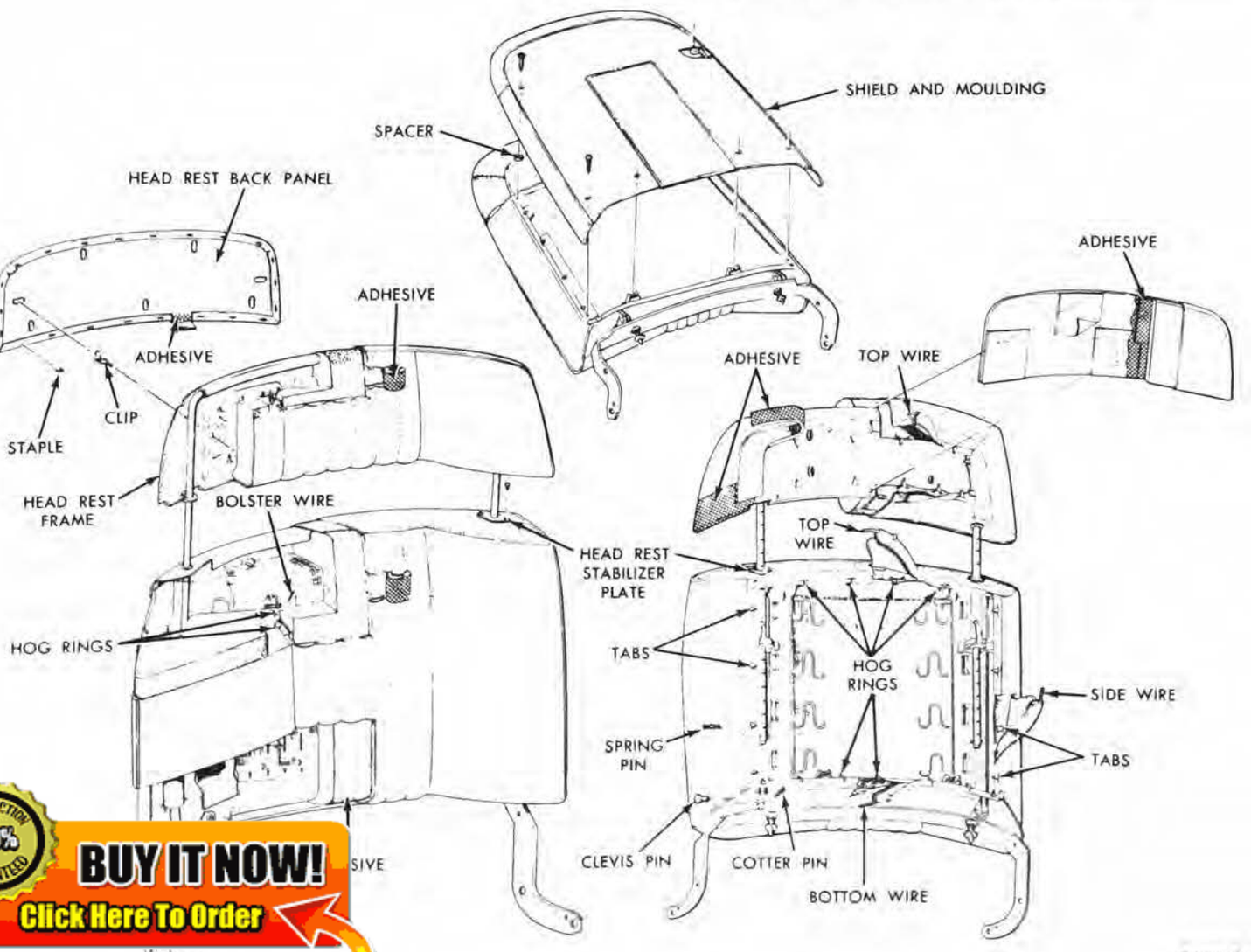

Fig. 4 – Passenger Front Seat Trim Installation – (Article 34)

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35 HEADLIGHT REMOVAL AND INSTALLATION

(Fairlane)

The sealed beam headlight assemblies are changed for 1965. The retaining ring is now held in place by a retaining hook and an unhook spring. The three retaining screws formerly used have been eliminated, together with the problems associated with them.

Removal and installation procedures for the sealed beam bulbs have been revised for 1965.

1. Remove the retaining screws and remove the headlight trim ring.
2. Release the unhook spring from the retaining ring and remove the retaining ring as shown in Fig. 5 – Headlight Assembly.
3. The headlight bulb may now be pulled forward far enough to disconnect the wiring assembly plug.
4. Plug in the new bulb and place it in position, making sure that the locating tabs are placed in the positioning slots.
5. Install the headlight bulb retaining ring and attach the unhook spring.
6. Align the bulb with the wall screen.
7. Place the trim ring in position and install the retaining screws.

36 INTERIOR BULBS – TURN SIGNAL – HIGH BEAM – SPEEDOMETER

(1965 Ford Equipped with Selectaire)

REMOVAL

1. Disconnect the battery ground cable.
2. Cover the seat.
3. Cover steering column.
4. Remove the retaining screws and remove the lower instrument panel cluster cover if equipped with moveable steering column.
5. Remove the retaining screws and remove the instrument panel cluster pad and retainer – Fig. 6.
6. Remove the retaining screws and remove the cluster assembly from the instrument panel. Position the cluster on the steering column.
7. Remove the bulb(s).

INSTALLATION

1. Install the bulb(s).
2. Install the cluster assembly on the instrument panel and install the retaining screws.
3. Install the instrument pad cluster and retainer, and install the retain-

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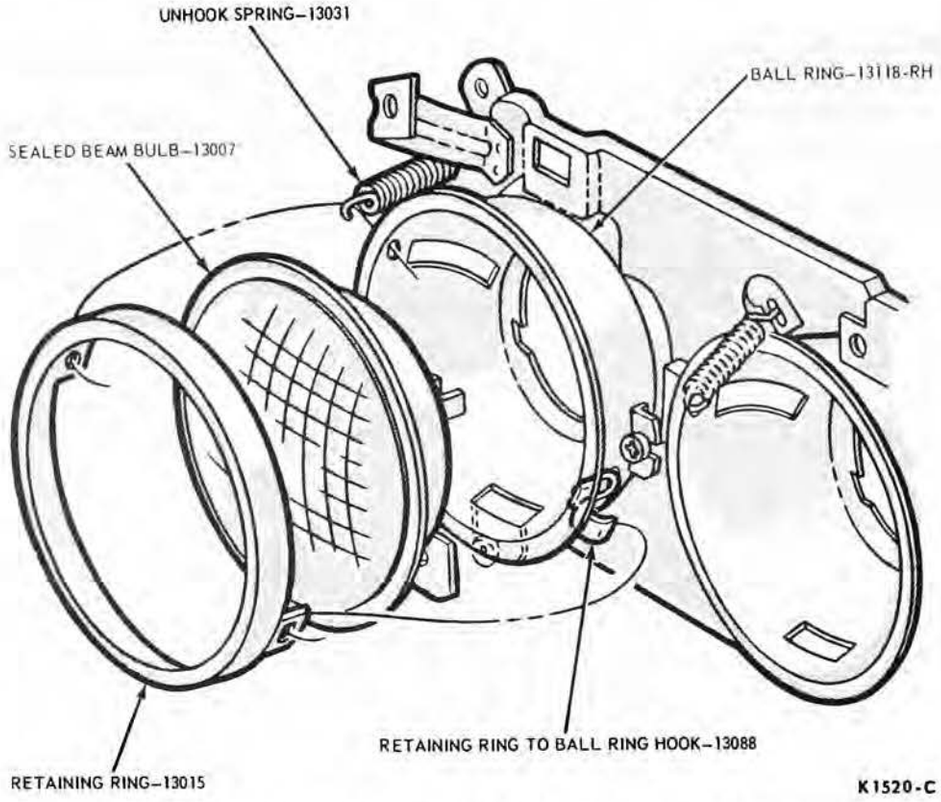

Fig. 5 – 1964 Fairlane Headlight Assembly – (Article 35)

6. Remove the cover from the seat.
7. Connect the battery ground cable.

37 RADIO IGNITION INTERFERENCE

(All Light F Series 100-350 & Econoline)

On complaints of radio ignition noise in trucks equipped with factory or dealer installed radios, and after all recommended suppression devices have been checked for proper installation and the problem still exists, the steel ignition wires may be changed with the following replacement kits:

ENGINE	RADIO RESISTANCE KIT NO.
144, 170 & 200 CID	C3OZ-12259-F
223 and 262 CID	C3AZ-12259-G
240 and 300 CID	C5AZ-12259-A
292 CID	C3AZ-12259-H

Regular suggested labor time schedule Oper. 12259-A applies to this work.

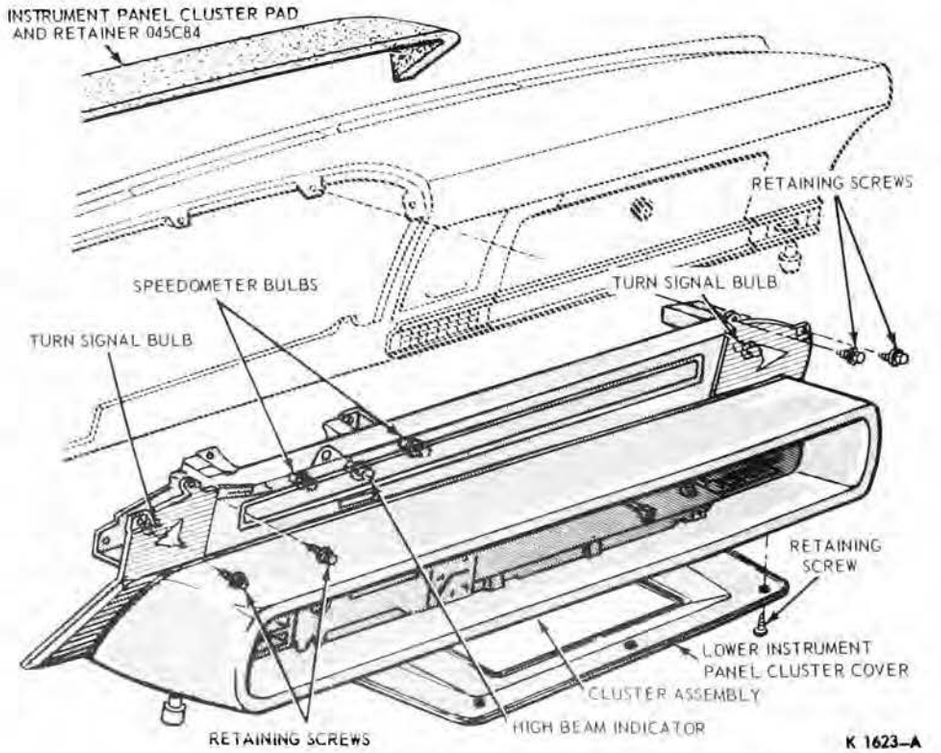

Fig. 6 – Instrument Panel Bulb Removal – (Article 36)

38 REVISED MINIMUM FLOW SPECIFICATIONS FOR ELECTRIC FUEL PUMPS

(1964-65 Ford Trucks – 330 EFV, 361 EFW and 391 EFY Engines)

The minimum flow specifications for the in-tank electric fuel pumps of the subject engine models have been revised as follows:

Minimum Volume (Flow) @ 11.8 – 12.3 Volts and 2 PSI

330 (EFV). . . . . .1 quart within 30 seconds

361 (EFW). . . . . .1 quart within 36 seconds

391 (EFY). . . . . .1 quart within 33 seconds

The new specifications more closely match the fuel requirements of the engines and prevent condemnation of fuel pumps which adequately meet the demands of the engines.

The flow checks are to be taken at the carburetor inlet, in accordance with the established Ford Truck Shop Manual procedures.

39 CRANKSHAFT OIL SEAL REPLACEMENT PROCEDURES

(All 1952-1965 Gasoline Engines)

Prior to installation of a new front or rear crankshaft oil seal, it is mandatory that the seal contact surface of the crankshaft be cleaned with solvent to remove all corrosion, sludge or varnish deposits which may be present. Also, the surface should be polished with crocus cloth to remove excess deposits, sharp edges, burrs or other imperfections which may damage the seal during installation or cause premature seal wear.

If the seal contact surface has imperfections, excessive wear and/or corrosion which cannot be removed by cleaning and polishing, it may be necessary to replace the crankshaft.

Prior to installation, the front and/or rear oil seals and the seal contact surface of the crankshaft must be lubricated with Lubriplate (Part No. C0AZ-19584-A) to prevent damage to the seal(s) during installation or initial engine start.

40 POSITIVE CRANKCASE VENTILATION SYSTEM TEST AND CLEANING PROCEDURES – 1965 THUNDERBIRD SHOP MANUAL

(65 Thunderbird – All Models)

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procedures.

41 EQUA-LOCK SERVICE IDENTIFICATION TAG

(1965 Ford, Mercury, Thunderbird, Falcon, Comet, Fairlane, Mustang and Econoline)

The decimal point, in the ratio designation on the second line of the tag, is replaced by the letter "L" to indicate a locking differential. For example, a 3.00 axle with a locker would read 3L00.

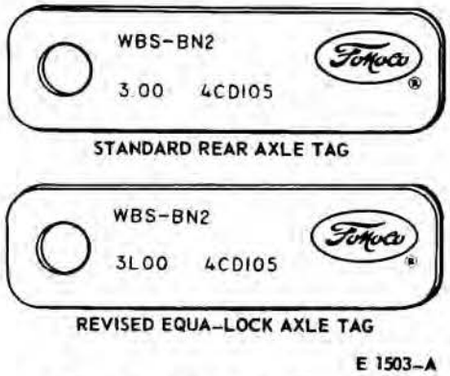


Fig. 7 – Rear Axle I. D. Tags – (Article 41)

42 BACK CURTAIN AND/OR ZIPPER

(1965 Thunderbird Model 76 Only)

1. Unlatch the top from the windshield header and open the luggage compartment door.

2. Prop the top up from the windshield header to relieve tension and unzip the back curtain.

3. Remove 11 screws and the retainer attaching the top half of the zipper to the No. 4 bow and remove the top half of the zipper (Fig. 8).

4. Remove 2 stud fasteners from the top deck lower binding.

5. Open the binding and remove the staples from the strip in the area under the back curtain and 4 inches beyond each side of the curtain (Fig. 8).

6. Remove the back curtain and clean the staples from the right and left side quarter joints.

7. Position the top half of the zipper to the No. 4 bow and install the retainer (Fig. 8).

8. Measure the back curtain at the lower edge and mark the centerline.

9. Position the back curtain to the opening by aligning the centerline of the curtain with the joint in the package shelf trim strip.

10. Beginning at the center, staple the back curtain to the tacking strip in the area under the back curtain (Fig. 8), and the side quarter joints.

11. Check the zipper for correct indexing and operation.

12. Lower the top and check the fit of the back curtain.

13. Install 3/8 inch tape over the tacking strip and, starting at the center, tack the outside binding in place.

14. Crimp the binding and install the 2 stud fasteners. Then, close the deck lid.

43 VALVE MECHANISM

(1965 Falcon, Fairlane and Mustang with 170 or 200 CID Engines)

Due to a production shortage, the 170 and 200 CID engines used in Falcon, Fairlane and Mustang cars will be produced with adjustable rocker arms until approximately November 15, 1964.

The procedures for valve mechanism removal, installation, repairs or adjustment on these engines should be obtained from the pertinent 1964 Shop Manual.

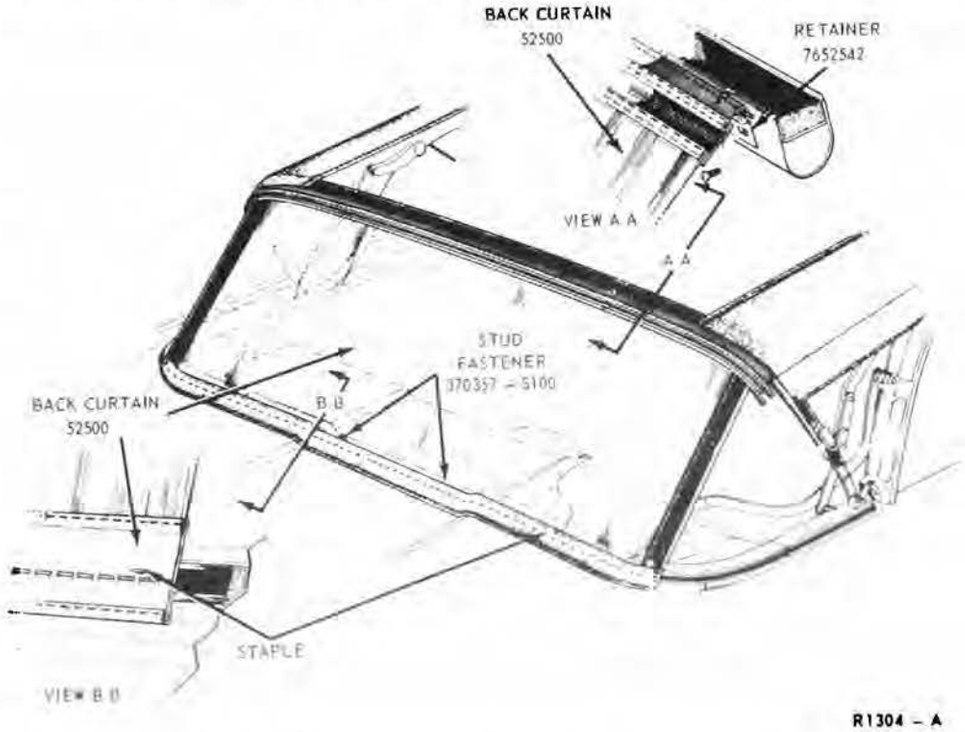


Fig. 8 – Back Curtain Installation – (Article 43)

44 GLOVE BOX DOOR RATTLE

(1965 Mustang and Falcon – All Models)

Glove box door cable rattles may occur because of excessive movement of the cable eyelet between the glove box door sheet metal and the head of the cable attaching screw.

This condition was corrected in production on August 21, 1964 by adding a spring washer between the screw head and eyelet at each end of the cable.

To correct customer complaints in the field, install a flat washer part number 370878-S8 between the screw head and eyelet. See Fig. 9. When reinstalling the glove box door cable, rest the flat side of the eyelet against the sheet metal.

The parts required to perform this correction are:

Part No.	Part Name	Class	Quantity
370878	Washer	S	1

The suggested labor time to perform this operation is:

Oper. SP-06024-A-65

Glove Box Door Cable Rattle Correction

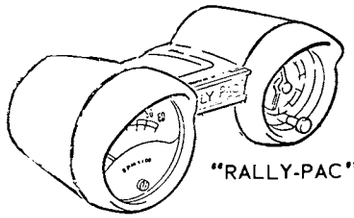
1965 Mustang and Falcon – All Models . . . . . .0.3 hrs.

45 DRIVER FOR MUSTANG "RALLY-PAC" TAMPER PROOF SCREWS

("Rally-Pac" Unit On 1965 Mustang)

Special Driver for Mustang "Rally-Pac" Tamper Proof Screws

When removing or installing the optional "Rally-Pac" on Mustang vehicles, a special driver is necessary to adapt to the tamper screws which have been incorporating to prevent theft of the unit. This driver has three evenly spaced prongs which mate with the notches in the screw. Central Screw Company of Chicago, Illinois, has a patent on this tamper proof screw, and also manufactures the drivers needed to service them. The driver may be obtained by ordering a "Service Driver – Style B" direct from Central Screw Company at an approximate cost of ten cents.



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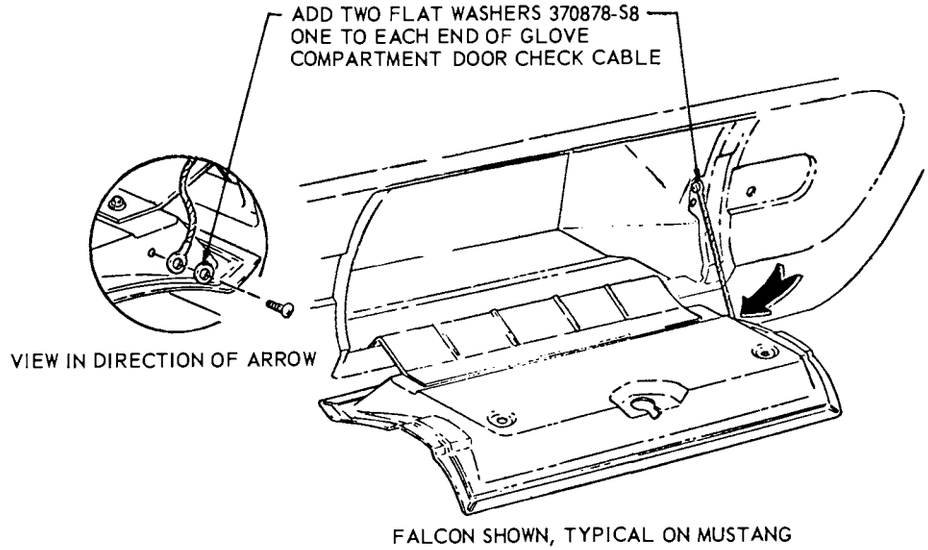

Fig. 9 – Glove Box Door Cable Rattle – 1965 Falcon and Mustang All Models – (Article 44)

46 FLOOR SAFETY STAND PLACEMENT – 1965 FORD, MERCURY

(All)

When using floor safety stands under the rear of the car, they should be placed as follows: one under each rear frame side member near the bumper support arms. **Do not place the safety stands under the number 5 (rear) crossmember as this may cause distortion of the number 5 crossmember.**

47 EXCESSIVE KEY EFFORTS OR INOPERATIVE CYLINDERS – (SUPPLEMENT TO TSB 20000-12)

(All 1964 and 1965)

Door and deck lid lock cylinders may exhibit excessive key effort or become inoperative. The problem may be caused by corrosion of the cylinder due to lack of lubricant coupled with infrequent operation, or improper adjustment of the lock actuating rod.

A polyethylene grease has been incorporated for 1965 production that will help inhibit corrosion. The Assembly Plants have been advised to maintain the rod adjustment on doors so that the outside push button has approximately 1/8 inch free travel.

In case of customer complaints, the lock cylinders should either be lubricated or the lock actuating rod adjusted.

The lock cylinder should be lubricated with a clear lubricant such as B4A-19587-A. Air pressure may be used to force the lubricant into the cylinder. If the lock cylinder continues to bind or the key effort has not been improved, check and, if required, adjust the door lock actuating rods as necessary to provide approximately 1/8 inch free travel of the outside push button. This procedure is outlined in Technical Service Bulletin 20101-32.

It should be noted that all lock cylinders should be lubricated as required to preclude occurrence of binding or corrosion.

48 CUMMINS ENGINE GLO PLUG FAILURE

(All Six Cylinder Inline Engines)

Reports have been received of Cummins engine glo plug failures where the heater wire has broken. If this condition is encountered, the new redesigned glo plug will prevent repeat failures. The part number of the new plug, C1TZ-9A436-B, is stamped on the individual packing box. Refer to Fig. 11 for visual identification of the new versus the old design.

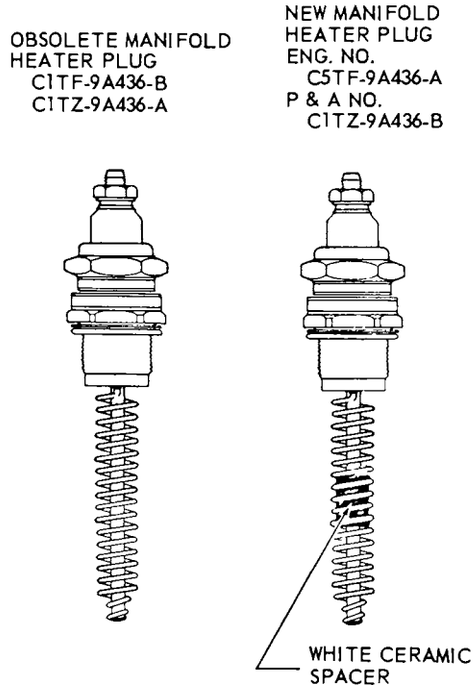

Fig. 11 – (Article 48)

49 SPECIAL SERVICE TOOL T63L-10300-B

(All 1965 Cars Equipped With Power Steering)

T63L-10300-B – Alternator Pulley & Drive End Bearing Remover

Used to remove the pulley from alternators on 1963 & 1964 vehicles and power steering pumps starting 1965. The tool consists of 4 jaws held in place by a cylindrical sleeve, and a driving bolt. The jaws are positioned around the collar on the pulley and the sleeve is then slid into place to hold the jaws together. The bolt is tightened against the shaft thus pulling off the pulley. The tool may also be used to remove the alternator front bearing by reversing the 4 segmented jaw and following the same procedure.

Available from N.P.D. Dealer Net Price $18.75

50 ROCKER ARM INTERFERENCE WITH VALVE SPRING RETAINER

(All 332 CID Truck Engine Service Parts)

It has recently been found that an unknown quantity of rocker arms, Part Number 6564 were built out of specifications. Until service stock has been purged, it is recommended that the pad on the valve stem end be checked for thickness (see sketch).

If a difference from side to side is evident, the thinnest side should be checked. In no case should a rocker arm be used that is less than 11/64 at the front edge.

In addition, it is recommended that the casting flash be removed (see sketch) with a round file.

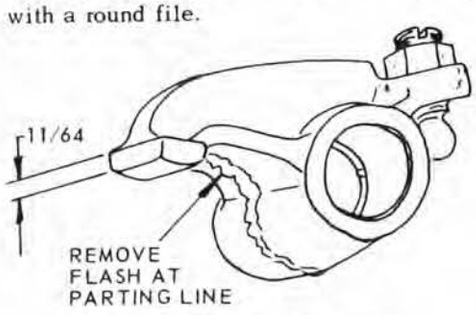

Fig. 12 – (Article 49)

51 C4 TRANSMISSION INTERMEDIATE SERVO PISTON AND COVER IDENTIFICATION

(Econoline, F-100, F-250 Series Trucks and Ford Models with 240 [illegible] CID Engine

[illegible]tion 1965 the 3 of re [illegible]ld be as shown.

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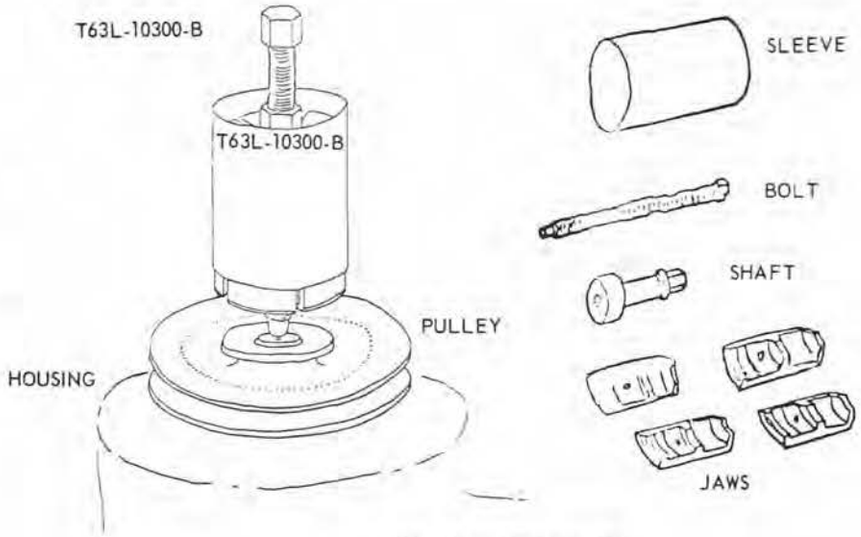

Fig. 13 – (Article 50)

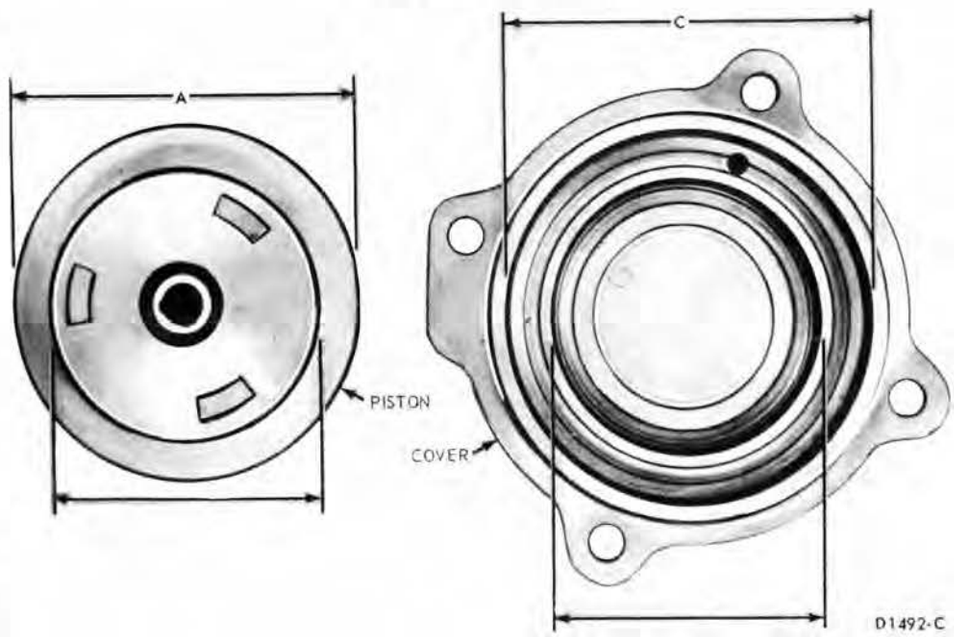

Fig. 14 – Intermediate Servo Piston and Cover Identification – (Article 51)

ECONOLINE MODELS

ENGINE	TRANS. MODEL	SERVO PISTON		SERVO COVER	
		Dia. "A"	Dia. "B"	INSIDE Dia. "C"	INSIDE Dia. "D"
170-1V	PCS-H	3.3265	2.4865	3.340	2.500
240-1V	PCW-AH	3.7875	2.8265	None	2.840

F-100, F-250 SERIES TRUCKS

TRUCK	ENGINE	TRANS. MODEL	SERVO PISTON		SERVO COVER	
			Dia. "A"	Dia. "B"	INSIDE Dia. "C"	INSIDE Dia. "D"
F-100, F-250	240-1V	PCZ-A, E	3.7875	2.8265	None	2.840
F-100, F-250	300-1V	PCZ-C, F	3.7875	3.1175	None	3.131

FORD

CAR LINE	ENGINE CID	TRANS. MODEL	SERVO PISTON		SERVO COVER	
			Dia. "A"	Dia. "B"	INSIDE Dia. "C"	INSIDE Dia. "D"
Ford	240-1V	PCV-B	3.7875	2.7065	None	2.720
Ford(Taxi)	240-1V	PCW-AG	3.7875	2.8265	None	2.840
Ford	289-2V	PCW-R, S	3.7875	2.8265	None	2.840
Ford (Police & Taxi)	289-2V	PDA-C	3.7875	3.1175	None	3.131

52 IMPROVED ENGINE COOLING

(All 1964 Truck With 330, 361, 391 CID Engines)

A new radiator assembly and a new fan blade assembly have been released to improve engine cooling. The use of these new parts became effective in production June 24, 1964.

The part numbers for these new parts are:

Part Number	Part Name
C4TZ-8005-N	Radiator Assembly
C4TZ-8600-F	Fan Assembly

Where vehicle operation requires additional engine cooling, these new parts may be used.

53 RATING PLATE IDENTIFICATION CODE REVISION

(1965 Econoline)

The following transmission and rear axle rating plate identification codes supersede those shown in the 1965 Econoline Shop Manual.

TRANSMISSION

Code	Transmission
A	3-Speed Manual Shift
G	C-4 Automatic

REAR AXLE

Code	Ratio	Capacity
01	3.00	2.7 M*
A1	3.00	2.7 M⊿
02	3.20	2.3 M*
03	3.50	2.3 M*
04	3.50	2.7 M*
A4	3.50	2.7 M*⊿
05	4.11	2.7 M*
A5	4.11	2.7 M*⊿
06	4.57	2.7 M*
A6	4.57	2.7 M*⊿

*M – Pounds Capacity in Thousands
⊿ – Locking Type

The following two paint codes should be added to those shown in the 1965 Econoline Shop Manual.

Code	Spec. Number	Color
T	1631	Med. Beige
7	1633	Yellow

54 OUTSIDE REAR VIEW REMOTE MIRROR –

(1964 Ford, Fairlane, Thunderbird – All Models)

remote controlled outside rear

The recommended field correction procedure is:

1. Remove the screws which hold the mirror to the mirror base.
2. Pull the mirror glass away from the frame.
3. Clean all grease off the guide pins.
4. Wrap two layers of ½ In. wide – thin plastic electrical tape on each guide pin.
5. Reassemble the mirror glass into the frame making certain that the tape covered pins are inserted into the nylon bushings on back of the mirror glass assembly.

NOTE: On Thunderbirds only, it will be necessary to remove the mirror assembly and wrap tape around control cables as shown in Fig. 16.

The suggested labor time to perform this operation is:

Oper. SP-17700-A-64

Outside Rear View Mirror – Remote Control Rattle Correction

Ford, Fairlane. . . . . .0.3 hrs.
Thunderbird. . . . . .0.9 hrs.

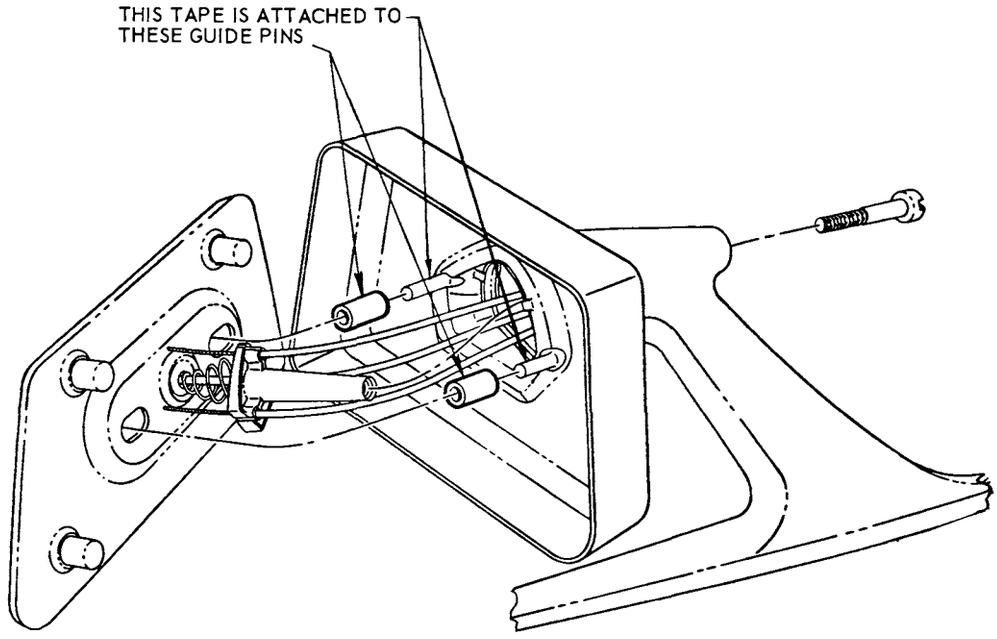

Fig. 15 – Rear View Outside Remote Mirror – Rattles – 1964 Ford, Fairlane and Thunderbird – (Article 54)

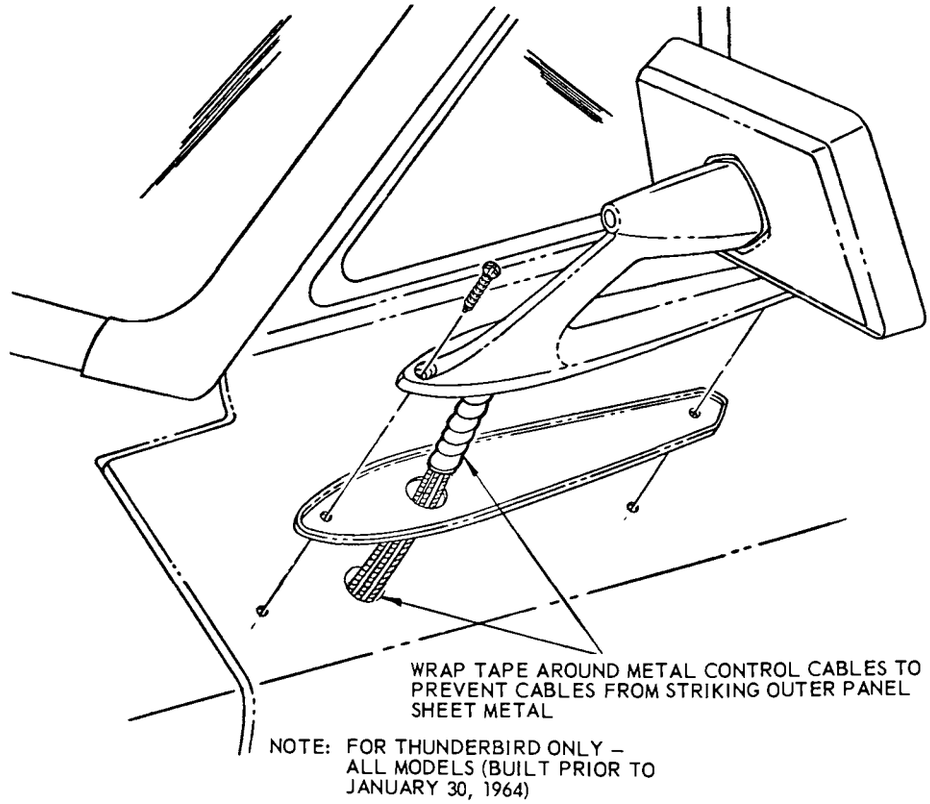

Fig. 16 – Remote Control Cable Rattle Fix – (Article 54)

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

December 7, 1964

23 CORRECTION – 6-WAY POWER SEATS

(1965 Ford)

Article 23 of the November 16, 1964 TSB was in error regarding the caption for Fig. 1. The correct caption for this illustration should read, "Fig. 1 – 6-Way Power Seat Track".

55 LOOSE OR MISALIGNED ROOF MOULDINGS

(1965 Ford LTD)

Some early 1965 Ford LTD models may have roof mouldings that are not parallel to adjacent mountings at the drip rail, quarter or rear belt causing a poor appearance. The problem was caused by mislocated or "cocked" moulding retaining studs. The problem was corrected in production approximately September 15, 1964, by locating the retaining stud holes from the existing mouldings by fixtures.

Misaligned or loose mouldings can be corrected on a customer complaint basis by relocating the retaining stud holes as follows:

1. Sight along the moulding to determine the specific non-parallel or wavy area that requires correction. Mark the location of the above area with a chalk mark on the roof panel.

2. Remove the roof moulding and the retainer screws in the area to be repaired. Removal of the roof moulding can be accomplished without marring the the vinyl top or paint by slipping a thin putty knife between the moulding and roof panel and then lifting upward.

3. Inspect the screw retainers to be sure that the retainers are not cross threaded which would result in a cocked position when installed. In some cases, it will be necessary to replace the damaged screw retainer to position the roof moulding correctly.

4. Position the moulding on the roof pa[illegible]. Mark the new location by drawing [illegible]s on the roof along the upper [illegible]; [illegible] in [illegible] direction of the existing attaching hole will be exposed when the moulding is reinstalled. In addition, new holes should not be over 1/2 inch to the right or left of the old hole. If new retainers are required, they may be procured under Part Number (380356-S-101).

6. Seal the old screw retainer holes with sealer AB-19560-A and install roof moulding on the relocated retainer screws using a rubber mallet. (See Fig. 1). NOTE: Since the moulding engages directly with the retaining stud, caulking the moulding will result in looseness.

56 DYNAMICALLY BALANCING WHEEL AND TIRE ASSEMBLIES ON VEHICLES WITH DISC BRAKES

(All Vehicles with Disc Brakes)

Any attempt to balance the wheel and tire assembly dynamically on the vehicle without first pulling back the shoe and lining assemblies from the disc rotor may result in an additional drag effort to rotate the wheel and tire which in turn, may develop a drag too large for the balancing equipment to accomodate.

The drag effect can be removed by the following procedure:

1. Remove the wheel and tire assembly from the hub and rotor assembly.

2. Remove the two bolts retaining the caliper splash shield and remove the shield.

3. Push the pistons into the cylinder bores by applying steady pressure for at least a minute on the shoe and lining assembly toward the respective caliper housing on each side of rotor. If difficulty is experienced in retracting the pistons, water pump pliers should be used.

4. After the pistons have been retracted, install the caliper splash shield with the two retaining bolts.

5. Install the wheel and tire assembly on the hub and rotor assembly.

6. Dynamically balance the wheel and tire assembly with same equipment as used on drum brake assemblies.

7. Important! After balancing the wheel and tire, pump the brake pedal several times until a firm pedal is obtained and the shoe and lining assemblies are properly seated.

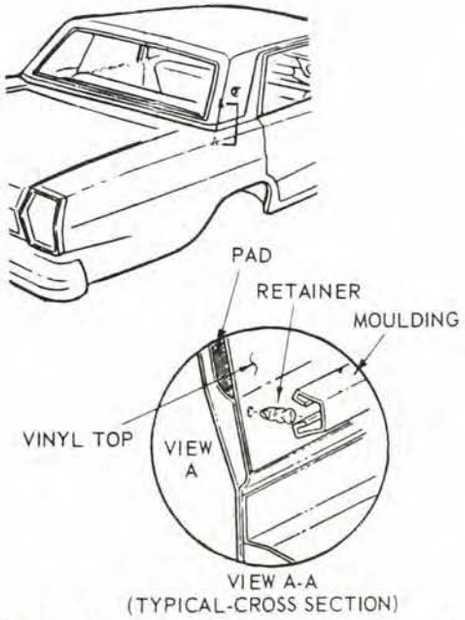

Fig. 1 – Loose or Misaligned Roof Moulding – 1965 Ford "LTD" Models (63F & 57F) – (Article 55)

57 NO. 1 CAMSHAFT BEARING SPECIFICATION REVISION – 1965 FORD SERVICE SPECIFICATIONS FOR CARS AND TRUCKS (FORM 7202-65)

(1965 Cars with 170 or 200 CID Engines)

Refer to page 1-9 of the subject handbook and insert the following specification under "Camshaft Bearings Inside Diameter – Assembled":

170 And 200 Engine

No. 1 bearing is installed with the front edge 0.115-0.125 inch toward the rear from the front face of the cylinder block on all engines.

58 DISTRIBUTOR SPECIFICATIONS

(1965 Falcon, Fairlane and Mustang – 200 Six Engine with Automatic Transmission)

200 Six (Distributor No. C5DF-12127-K used with Automatic Transmission)

VACUUM ADVANCE. Set the test stand to 0° at 250 rpm and 0 inches of vacuum.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
800	¾ – 1¾	0.79
1200	3¾ – 4¾	1.90
1600	5¾ – 7	3.00
2000	7 – 8¼	3.80

Maximum Advance Limit. . . 12¾°

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59 DISTRIBUTOR SPECIFICATIONS

(1965 Ford 240 Six Police and Taxi Engine with Automatic Transmission)

240 Police and Taxi Six (Distributor No. C5AF-12127-AM used with Automatic Transmission)

CENTRIFUGAL ADVANCE. Set the test stand to 0° at 250 rpm and 0 inches of vacuum.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
700	1½ – 2½	0
1000	4 – 5	0
1500	6¼ – 7½	0
2000	8½ – 10	0

Maximum Advance Limit. . . . . .11°

VACUUM ADVANCE. Set the test stand to 0° at 1000 rpm and 0 inches of vacuum.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
1000	1 – 4	8
1000	3 – 6	10
1000	4 – 7	12 – 20

Maximum Advance Limit. . . . . .7°

60 VALVE SPRING ASSEMBLED HEIGHT SPECIFICATION REVISION

(1965 Trucks – 330 HD, 361 And 391 CID Engines)

The valve spring assembled height specification for the subject engines has been revised as follows:

VALVE SPRING ASSEMBLED HEIGHT – Pad to Retainer

330 HD, 361 and 391. . . . . .1 41/64 – 1 11/16 inches

61 OIL PAN REMOVAL AND INSTALLATION PROCEDURE REVISION – 1965 FORD AND MERCURY SHOP MANUAL

(1965 Ford and Mercury With An Air Conditioner Unit and 352 or 390 CID Engine)

To allow clearance for the removal of the oil pan on the subject models, it is necessary to remove the fan shroud from the radiator and position it over the fan.

Refer to page 8-102 of the subject manual and revise the pertinent oil pan [illegible] and installation procedures to [illegible]

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INSTALLATION

6. Connect the stabilizer bar. **Replace the oil filter.** Remove the safety stands and lower the car. On an air conditioner equipped car, install the fan shroud on the radiator.

62 STARTER CABLE ROUTING ALLOWING CONTACT WITH EXHAUST MANIFOLD

(1965 Trucks with 240, 300 and 325 CID Engines)

The relay to starter cable in some trucks equipped with the 240 and 300 (6-cylinder) CID engine and the 352 (8-cylinder) CID engine has been assembled in such a manner as to cause it to rest against the exhaust manifold or the exhaust pipe.

To prevent grounding of the 14431 starter cable at the manifold by burning the insulation, all trucks equipped with these engines should be examined for this condition at pre-delivery or when brought in for service. Where necessary, the cable should be repositioned or rerouted.

63 UNINTENTIONAL LOCKING OF DOORS

(1965 Ford and Thunderbird)

Some early production Ford and Thunderbird cars may have door locks that actuate unintentionally when the door is closed. Two discrepancies have been found that can cause this problem. The door lock toggle springs were omitted on some locks (See Fig. 2) which results in lack of spring tension on the lock actuating lever and allows the lever to fall down to the locked position causing the lock to actuate. This was corrected in production approximately August 21, 1964. The second cause was the rear door lock rod remote link which was installed in reverse position on some cars. This creates a pre-load on the rear door lock and allows the lock lever to move downward upon closing, locking the door. This was corrected in production approximately September 4, 1964, by installing the lock rod link so that the bend in the rod is positioned towards the front of the door as shown in Fig. 3.

Customer complaints of doors that become locked unintentionally can be corrected by either replacing the lock if the toggle spring is missing, or correctly installing the rear door remote rod.

NOTE: When installing a new lock, inspect it to see if the toggle spring is included before installation.

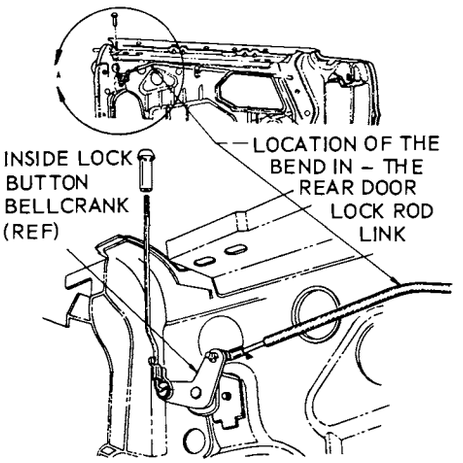

Fig. 3 – Rear Door Lock Link Installation – 1965 Ford – Models 54, 57 & 71 – (Article 63)

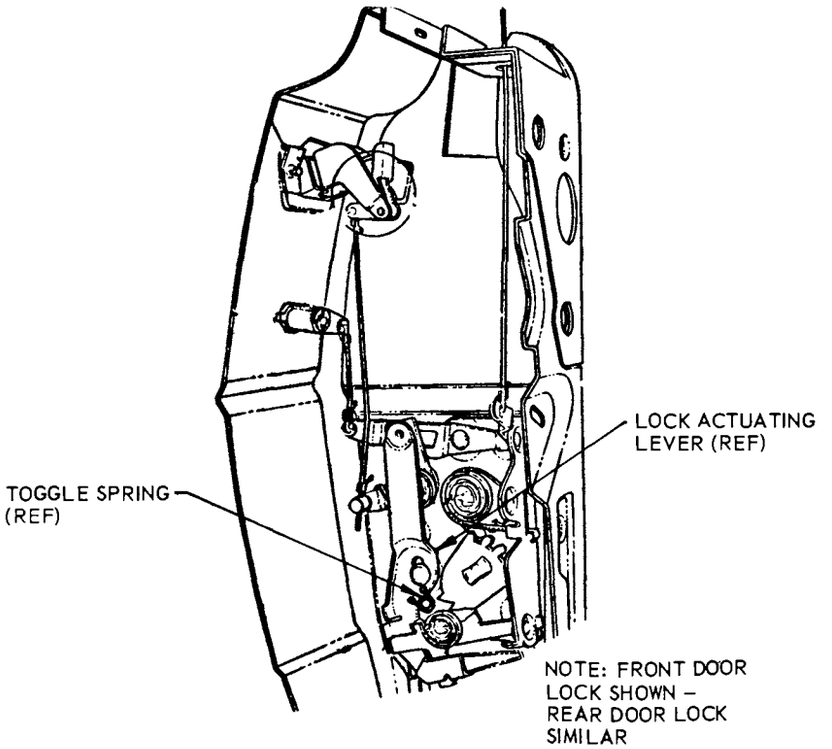

Fig. 2 – Front and Rear Door Toggle Spring Location – 1965 Ford and Thunderbird – All Models – (Article 63)

64 SHUTTERSTAT MAINTENANCE

(All Trucks Equipped with Shutters)

The shutterstat has an integral air filter element which should be inspected, and if necessary, thoroughly cleaned every 24,000 miles.

However, in order to remove the element for cleaning, an end cap wrench, Kysor Tool No. B-18475, and a fabricated holding tool are required. The holding tool can be fabricated locally from steel tubing that is readily available. Fig. 4 outlines instructions for fabricating the tool.

1. Drain the air system. Install the fabricated holding tool (Fig. 4) over the end of the shutterstat.

2. Loosen the end cap using Kysor Tool B-18475 and remove the cap, cap gasket, spring washer, filter element and air filter gasket (Fig. 5). Discard the gaskets.

3. Clean the filter element in solvent and dry with compressed air.

4. Place a new filter gasket in the shutterstat body. Then, install the air filter element, spring washer and end cap using a new end cap gasket. Torque the cap to 45 ft. lbs.

5. Start the engine and check the shutterstat for leaks.

Kysor Tool No. B-18475, and any replacement parts may be obtained through Kysor Industries Corp., Cadillac, Michigan.

The suggested time to perform this cleaning operation is:

Oper. M-8488-B

Filter Shutterstat clean and/or replace

F-Series. . . . . .0.6 Hrs.

C- and H-Series . . . . . .0.5 Hrs.

— Fabricated — (Article 64)

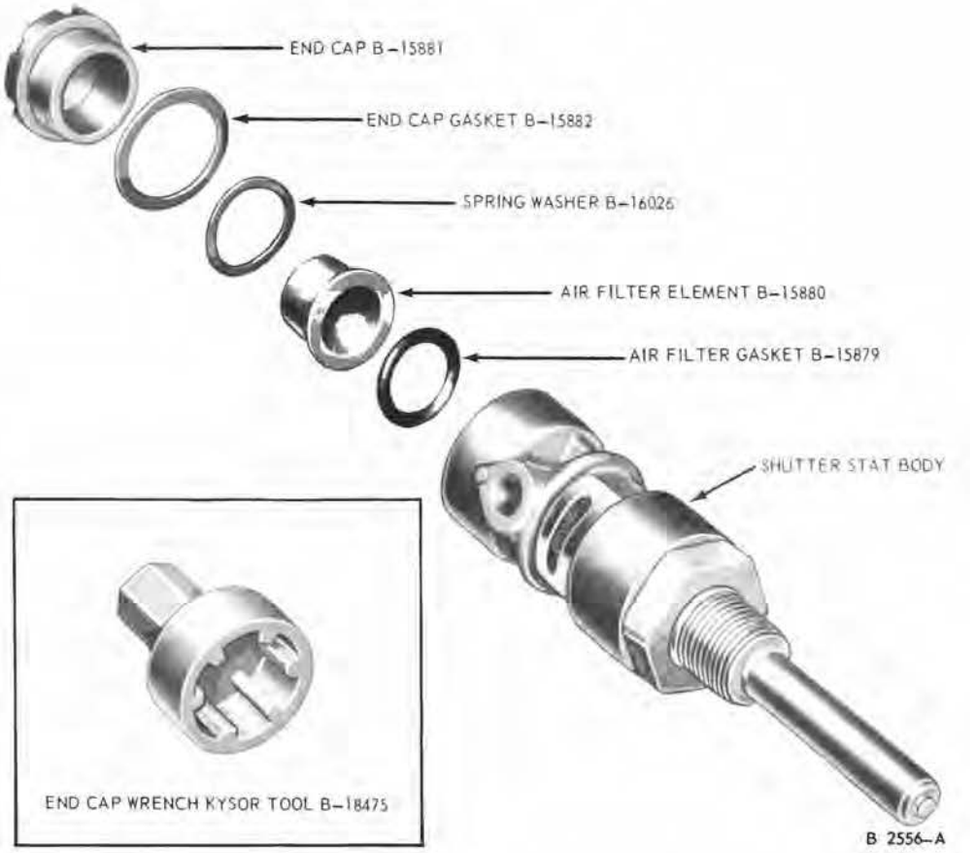

Fig. 5 – Shutterstat Air Filter Element and Related Parts – (Article 64)

65 FUEL AERATION – DAGENHAM ENGINE

(All Dagenham Equipped Vehicles Built Prior To Job 1, 1965)

Problems of fuel aeration have been reported on four and six cylinder Dagenham engines. An automatic air bleed system can be installed on earlier models as follows:

1. Remove the rear bleed screw from the top of the secondary filter.

2. Install fitting Number 377149-S in place of the screw removed in Step 1.

3. Remove excess fuel return line from cylinder block.

4. Install fitting (tee) 377150-S into block.

5. Install excess fuel return line into fitting 377150-S.

6. Install fuel line C5TZ-9A564-A between fittings 377149-S and 377150-S. See Fig. 6.

Suggested time for this installation is:

Oper. SP-9155-A-64

. . . . . .1.0 hr.

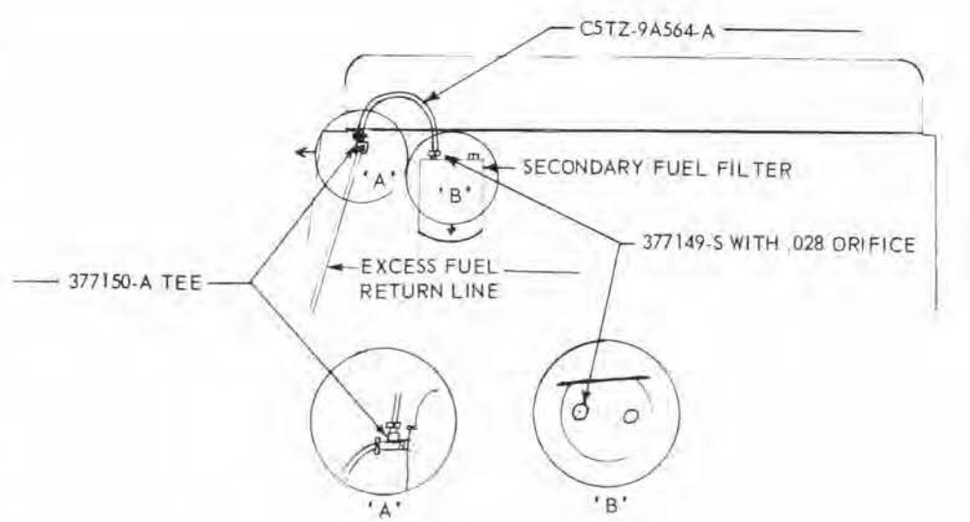

Figure 6 – (Article 65)

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66 SPECIAL TAPERED SOCKET FOR CLUTCH RACE BOLT – T65P-7B456-B

(1965 C-4 3 Speed Automatic Transmission)

Special 5/16 In. Tapered Socket Clutch Race Bolts

The clutch race is held to the case by special washer type 5/16 in. hex head bolts, on the C-4, 3 speed automatic transmission for 1965. These bolts must be torqued to a maximum of 20 ft. lbs. which would crack the wall on a standard 5/16 in. socket. This new socket must have a tapered wall which is capable of withstanding this torque requirement, and also be constructed to accept a 3/8 in. drive which is standard on a foot-pound torque wrench.

This tool is available from N.P.D. The Dealer Net Price is $3.25.

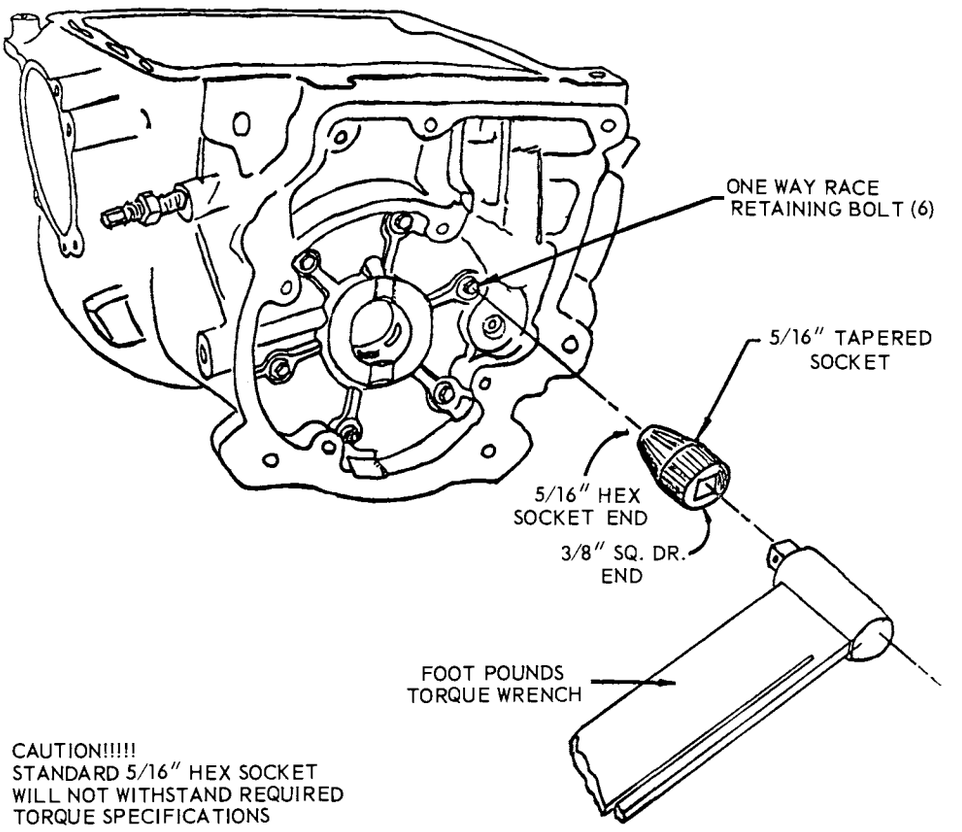

Fig. 7 – (Article 66)

67 DIFFICULT MIRROR INSTALLATION

(1964 Econoline & Truck Models Equipped With Western Type Mirror)

Due to manufacturing variations, the "T" bolt used to attach the western type mirror may not always protrude through the sheet metal, mirror bracket, and lock washer, and still permit starting the crown nut.

In some cases the lock washers have been omitted during installation in order to provide enough protrusion to start the crown nut. This practice leads to customer complaints of loose mirrors.

If this bolt length problem is encountered during installation, the spring type lock washer may be replaced with an external tooth lock washer as shown in the drawing. The new lock washer is not as thick as old lock washer (1/32 as compared to 1/8) when in the free position and therefore simplifies installation of the crown nut.

NOTE: Lock washers must always be used when installing the western type mirror.

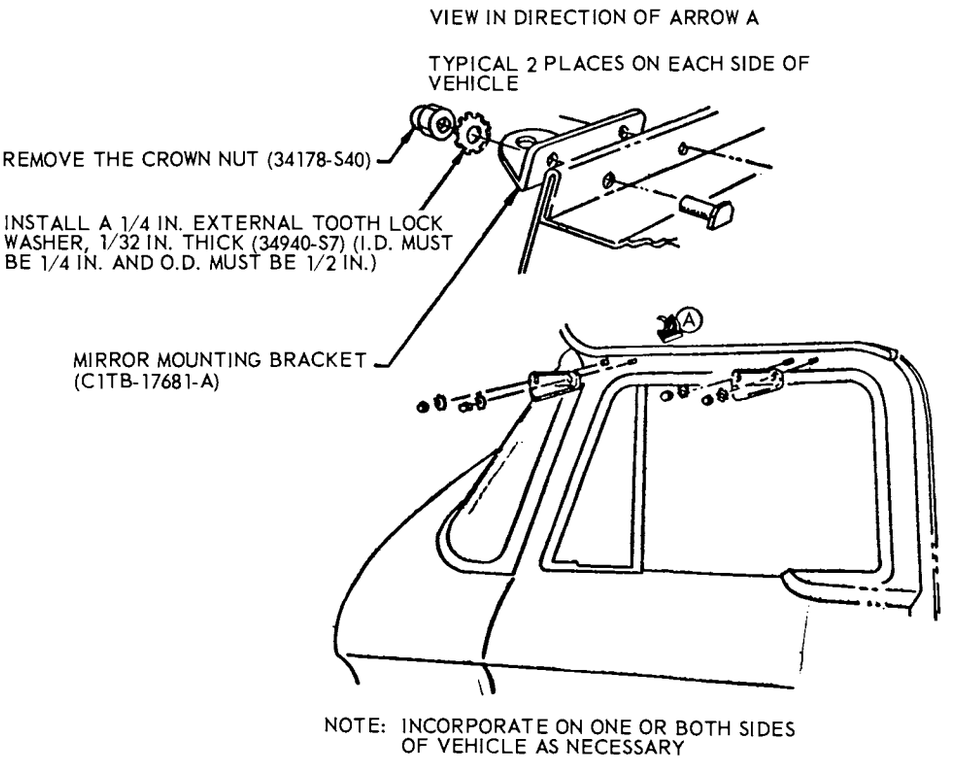

Fig. 8 – (Article 67)

68 NH CUMMINS ENGINE FRONT FRONT COVER FAILURES

(All Cummins NH Engines)

Cracking of Cummins engine front covers may be experienced on in-line six engines. A new reinforced cover

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69 WINDSHIELD WIPERS LOCKING IN EXTREME LEFT POSITION AIR OR ELECTRIC MOTOR

(1964 F Series Built Between January 22, and June 11, 1964)

Windshield wipers locking in the extreme left position is caused by a production error of using a linkage on the left side which is too short. This causes the wiper to lock over center and become inoperative.

On complaints of this nature perform the following check and/or corrections:

1. Examine the left side linkage for color, the wrong arm is painted black.
2. If the black arm is on the truck re-

move and replace it with the correct zinc-plated arm - Part No. C1TB-17540-A.

3. If the wipers still lock and have the correct zinc-plated arm, loosen the wiper motor mounting screws and relieve any bind or tension on the motor.

The standard labor time allowance Oper. 17566-A applies to this operation.

70 AIR COMPRESSOR VIBRATION AND DRIVE BELT SLAP

(Six Cylinder Dagenham Engines with Air Compressor)

Reports have been received of air compressor mounting bracket and mounting bracket attaching bolt failures in addition to drive belt jump-off or belt stretching resulting from drive belt slap.

This condition can be corrected by installing an idler puller on the slack side of the drive belt.

A bracket fabricated as in Fig. 9 is installed with the idler pulley as shown in Fig. 10.

This idler pulley prevents the slack side of the belt from jumping and consequently eliminates the vibration and belt stretching.

The part number of the idler pulley is C3TZ-2884-A.

Suggested time for this operation is:

SP-2882-C-64

Correction. . . . . .1.2 hrs.

71 LOOSENESS IN STEERING COLUMN – SHIFT LEVER HUB

(1964 Ford – Standard Transmission Column Shift)

Excessive looseness of the steering column (7228) shift lever hub can be encountered on 1964 Fords with standard transmission. This condition may be caused by a worn upper column polyethylene bushing (7335) located between the column flange and shift lever hub. Fig. 11.

Vehicles built as of June 29, 1964 have a steel thrust washer installed in the shift lever hub to eliminate wear of the upper column polyethylene bushing.

To correct the problem of shift lever hub looseness on cars in service, a new C4AZ-7335-B polyethylene bushing must be installed and a C4AZ-7D460-A steel thrust washer added between the (7335) bushing and the (3511) flange casting. Fig. 11.

...ot remove the lower column poly-...bushing (7335) located below ...ng ...er ...lubriplate.

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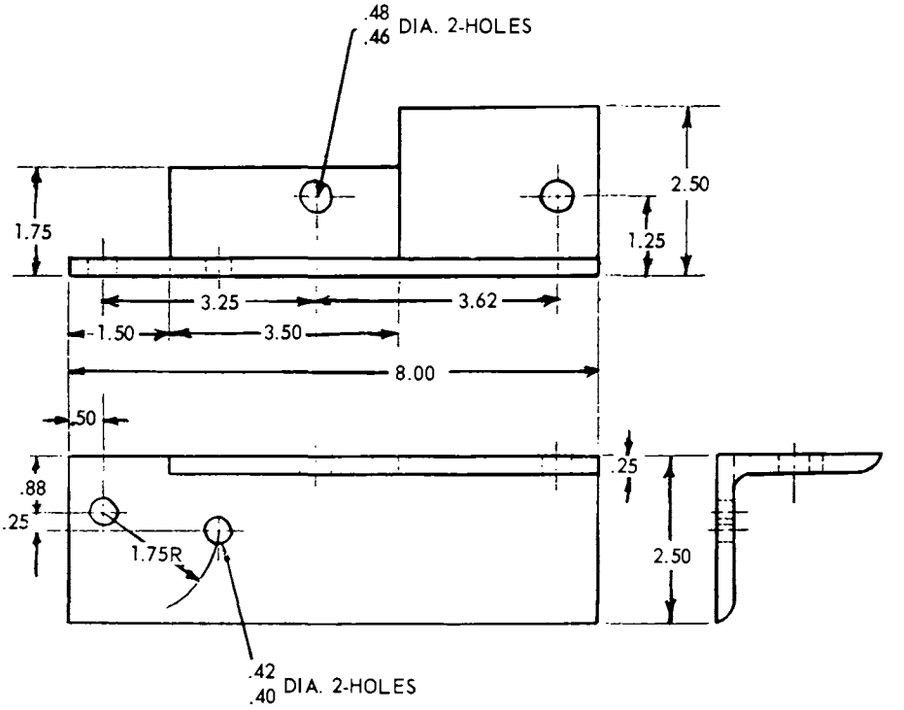


Figure 9 – (Article 70)

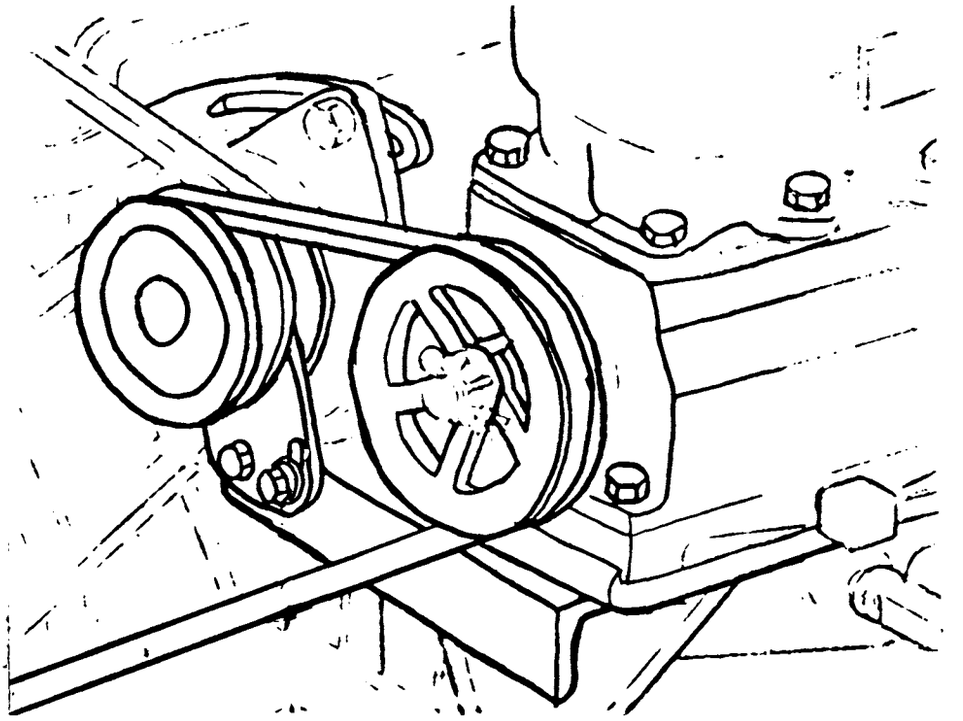


Figure 10– (Article 70)

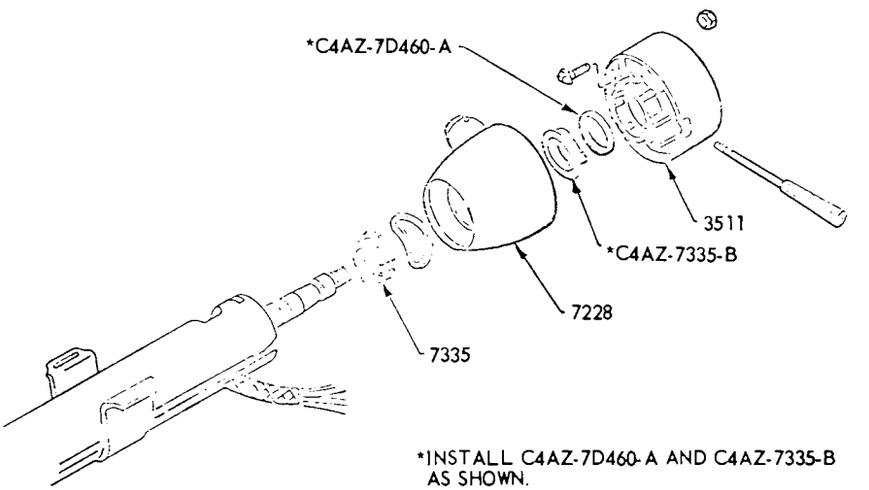


Fig. 11– 1964 Ford Steering Column (Article 71)

72 FRONT DOOR LOCKOUT

(All 1964 and 1965 Car Lines)

Lockout may occur on the front doors of some vehicles when the door is closed and locked and the lock is partially actuated by depressing the outside push button before attempting to unlock the door. The lockout occurs due to a binding condition between the lock actuating lever and the retainer on the outside handle assembly. The binding causes the lever to remain in the "up" or "open" position and results in the lock being partially actuated so that it does not function normally.

Should the condition be encountered, it can be corrected on a customer complaint basis by increasing the clearance between the release lever and retainer. Also, all corrosion should be removed from the mating surfaces and those surfaces lubricated (C0AZ-19584-A) until the release lever moves freely in the retainer. See Fig. 12.

NOTE: Care must be taken not to make the assembly too loose or rattles will result.

The suggested labor time to perform this operation is:

Oper. 22400-A

Handle – Front Door Outside – Replace

Ford, Thunderbird. . . . . .0.5 hrs.

Falcon, Fairlane. . . . . .0.4 hrs.

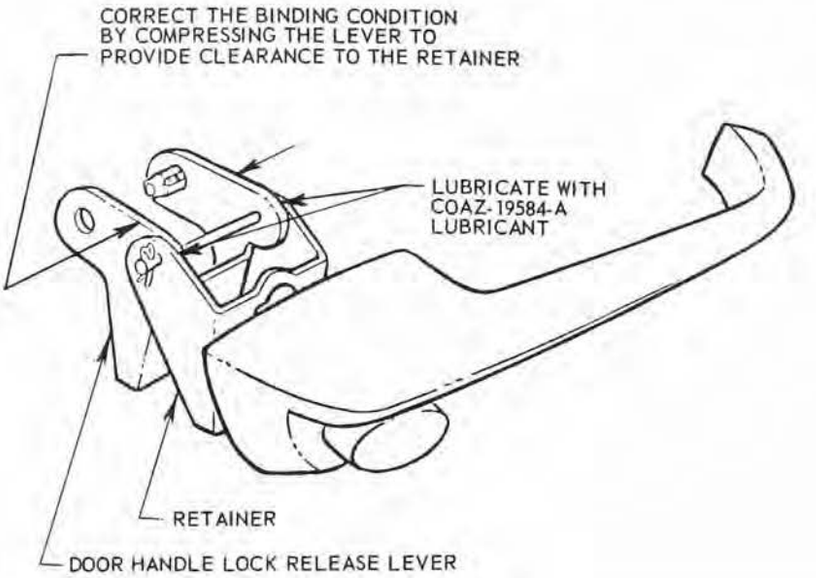


Fig. 12 – Doors Cannot Be Unlocked With the Pushbutton or Key and Cannot be Opened (Article 72)

73 SPEED CONTROL

(1965 Ford)

Late changes in the location of Speed Control components were not covered in the first printing of the 1965 Ford-Mercury shop manual.

On page 16-20 in the first paragraph of the second column change the words, -on the console, to read, -beneath the instrument panel.

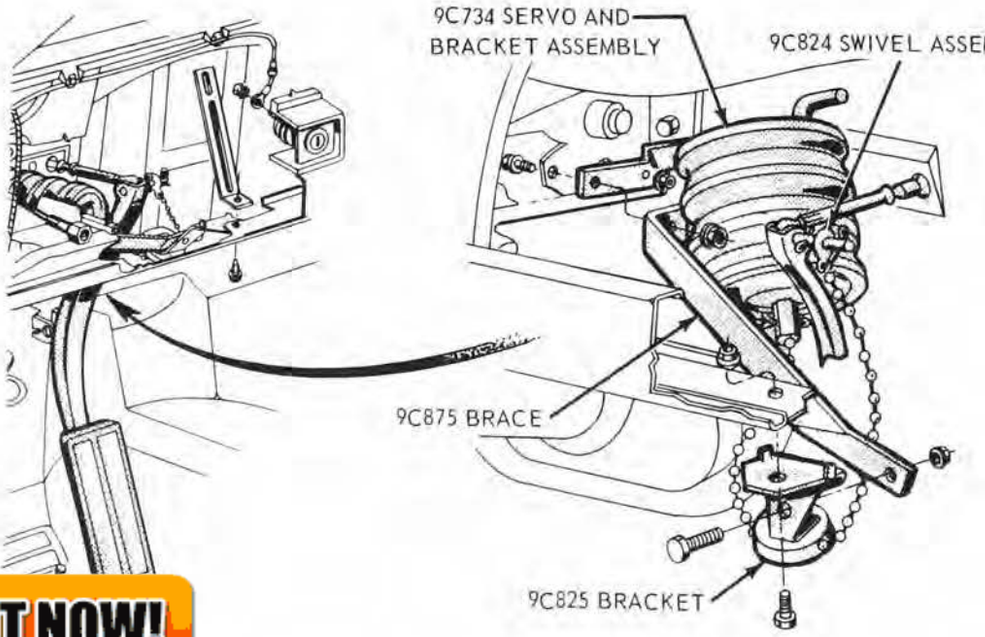
On page 16-21, Fig. 5 is changed. See Fig. 13 of this article.

On page 16-24 under VACUUM SERVO, change the words, –which is bolted to the engine, to read, –under the instrument panel on the brake pedal support.

Under SENSOR PUMP, change the words, –left wheel suspension tower, to read, –dash panel. Fig. 7 is changed. Fig. 14 of this article shows the new installation.

K1621-A

Fig. 13 – Servo Bellows – (Article 73)



K-1622-A

Fig. 14 – Servo Linkage (Article 73)

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74 HEATER HOSE TO CHOKE HOUSING CLAMP – FALCON, FAIRLANE, MUSTANG

(170 CID and 200 CID Engines)

An unknown quantity of initial 1965 production 170 CID and 200 CID engines used in the Falcon, Fairlane, and Mustang did not include the clamp C3AZ-18572-A and three screws and washers – 50803-S8 necessary to secure the heater hose to the automatic choke thermostatic cover.

As a result, automatic choke come-off time is seriously affected and fuel economy will suffer.

During pre-delivery inspection, if this omission is encountered, route the heater hose, as per diagram, next to the choke cover and secure it with the clamp and screws and washers necessary to make the proper installation.

75 MISALIGNED ASH TRAY AND GLOVE BOX DOORS

(All 1965 Ford)

An appearance problem may occur due to misalignment of ash tray and glove compartment doors. Three factors contribute to the misalignment. Oversize bumpers for both doors may restrict closing, the metal tabs at the lower rear of the ash tray door restrict closing, and the glove box door may be misaligned at assembly.

The ash tray door bumpers were replaced with smaller bumpers in production approximately September 25, 1964, and the lower rear tabs on the ash tray door are being bent flush to the door.

The glove box door bumpers were replaced with smaller bumpers in production approximately September 21, 1964.

Customer complaints of gaps or misalignment in the glove box and ash tray door area can be corrected by revising the door bumpers and/or aligning the doors as follows:

1. Cut approximately 3/32 in. from the tip of the rubber bumpers for the ash receptacle door as shown in View A-A of Fig. 16.

2. Bend the two metal tabs at the bottom rear of the ash receptacle door as shown in View B-B of Fig. 16. The rubber sleeve must be left on the tabs when they are bent flush to the door.

NOTE: To remove the ash receptacle assembly, to accomplish Step No. 2, push [illegible]eptacle in from the full open posi-[illegible]roximately ½ in., and depress [illegible]. [illegible] compartment door as shown in View A-A

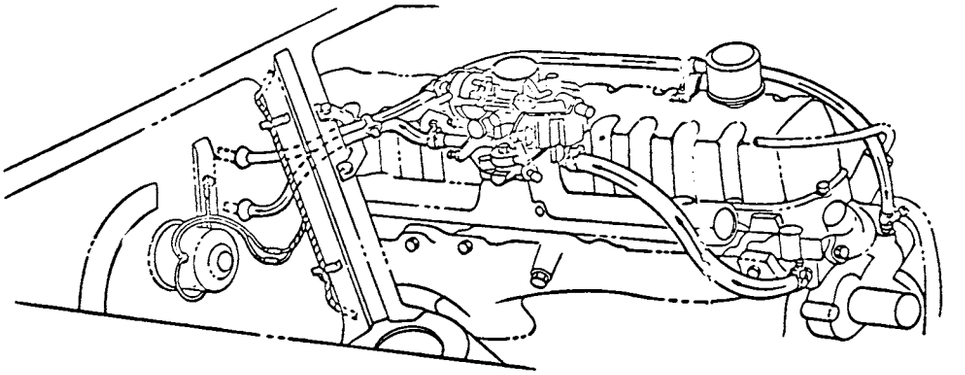

Figure 15 – (Article 74)

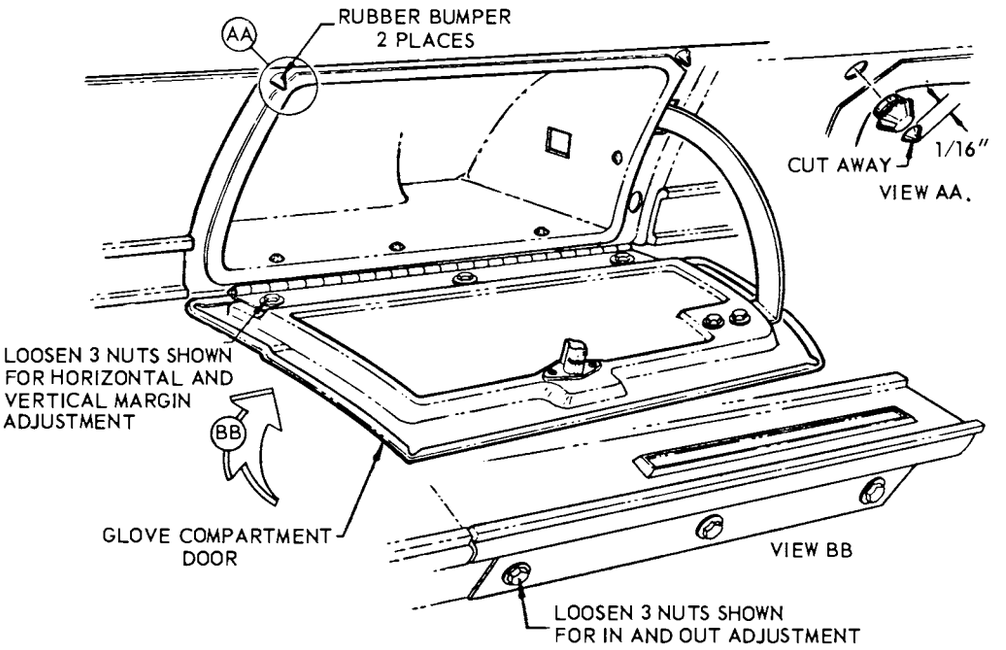

Fig. 16 – Misaligned Ash Receptacle and Glove Compartment Doors – 1965 Ford – All Models – (Article 75)

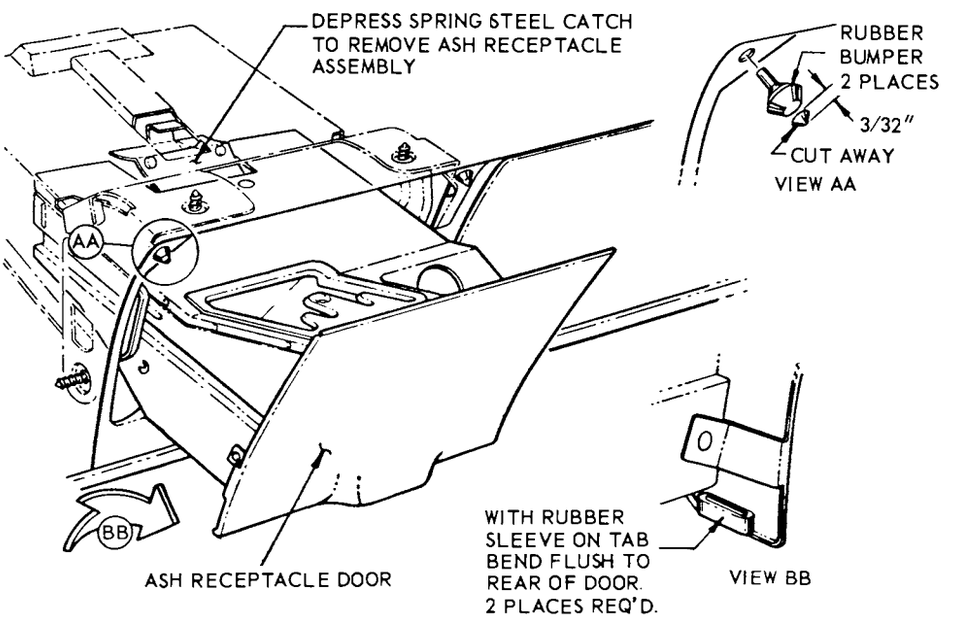

Fig. 17 – Misaligned Ash Receptacle and Glove Compartment Doors – 1965 Ford – All Models – (Article 75)

of Fig. 17

4. Adjust the glove compartment door for in and out misalignment and flushness to the ash receptacle door and instrument panel by loosening the three hinge attaching bolts, shown in View B-B of Fig. 17.

5. Adjust the glove compartment door for horizontal and verticle margins by loosening the three hinge attaching bolts indicated in Fig. 17.

NOTE: As the bolts cannot be tightened while the compartment door is closed, begin adjustment with the bolts snug and tap the door into alignment and then retighten bolts.

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76 FORD ENGINE AND IGNITION SPECIFICATIONS

(1965 Ford Cars)

The initial ignition timing specifications in the 1965 Ford-Mercury Shop Manual (Parts 8-5 and 9-5) have been revised.

The revised ignition timing chart appears at right.

ENGINES	RECOMMENDED SETTING (BTDC)**	
	MANUAL-SHIFT TRANSMISSION	AUTOMATIC TRANSMISSION
240 Six	*6°	*10°
289 (2-V) V-8	6°	6°
352 (4-V) V-8	*6°	* 6°
390 (4-V) V-8	*6°	* 6°
390 (2-V) V-8	*6°	* 6°
390 Police Interceptor V-8	*6°	* 6°
427 (8-V) V-8	*8°	–

* For altitude operation, and/or to obtain optimum engine performance and fuel economy, the initial ignition timing may be advanced 5° over the "normal" setting. No further improvement in engine performance or fuel economy will be achieved by advancing beyond this point. Advance the timing progressively until engine detonation (spark knock) is evident under actual road test acceleration. Retard the timing until the detonation (spark knock) is eliminated.

** If the individual requirements of the car and/or the use of sub-standard fuels dictate, the initial timing may have to be retarded from the recommended setting to eliminate detonation (spark knock). If retiming is necessary, it should be done progressively and not to exceed 2°BTDC.

77 BULLET TERMINAL REMOVAL FROM TURN SIGNAL SWITCH MULTIPLE CONNECTOR

(All 1965 Car Lines)

Considerable difficulty may be encountered in the field on all 1965 car lines in removing the bullet terminals from the turn signal switch multiple connector at the lower end of the steering column. As an aid in removing these bullet terminals, two ways of fabricating a tool at the dealer level are shown.

The tool, as illustrated, is T-shaped for easy gripping in the palm of the hand and can be fabricated with 3/16 in. drill rod stock or 3/16 in. copper tubing. The end of the tool when inserted over the individual bullet terminal to be removed, compresses the locking latch at the end of the bullet and allows the bullet terminal to be pulled away from the multiple connector. (See Figs. 18 thru 21).

The locking latch at the end of the bullet may become overly compressed in some cases and will not allow the bullet terminal to lock in the connector upon reinstalling. When this problem is encountered a knife edge may be used to pry the locking latch outward which will alleviate this condition.

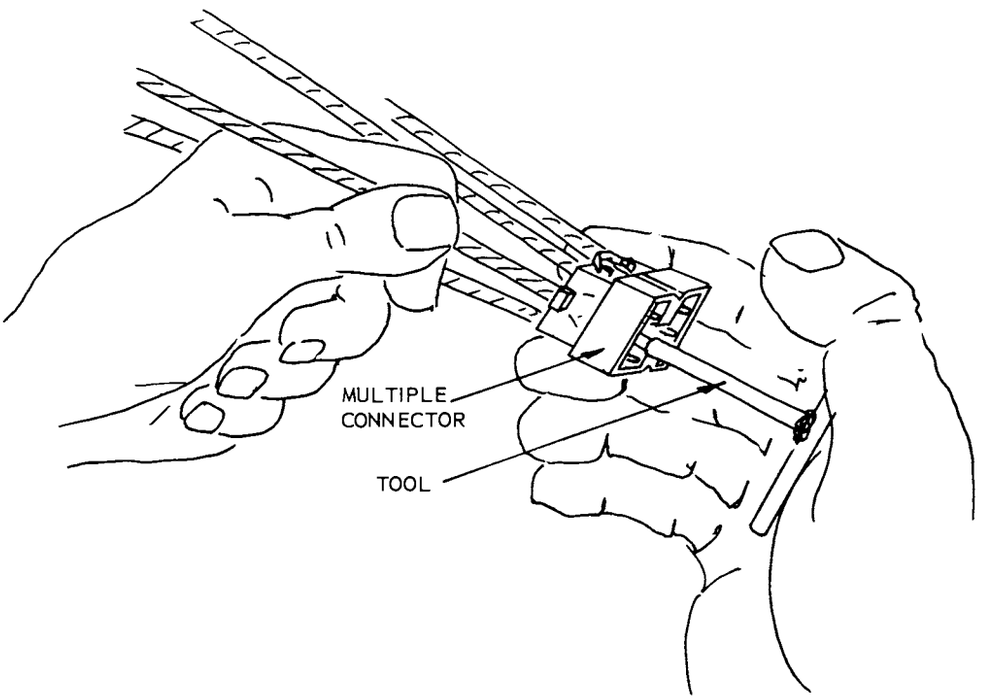

Fig. 18 – (Article 77)

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(Article 77)

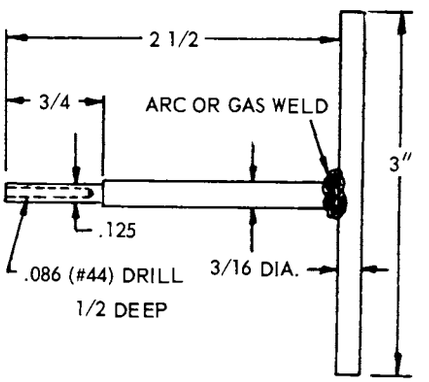

Fig. 20 – Fabrication No. 1 – (Article 77)

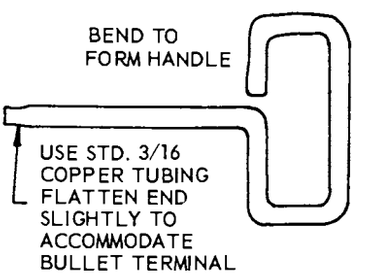

Fig. 21 – Fabrication No. 2 – (Article 77)

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

DECEMBER 21, 1964

78 FLASHING CHARGE INDICATOR LIGHT AND/OR BUZZING SOUND ORIGINATING FROM G.P.D. ALTERNATOR REGULATORS C5AF-10316-A OR C5TF-10316-A

(All 1965 Galaxie, Falcon, Fairlane, Mustang, Econoline, And Light Truck With G.P.D. Alternator Systems)

Some of the above vehicles equipped with the Ford alternator and a charge indicator light may encounter a buzzing noise, or the charge indicator light may flicker. The problem is caused by excessive gap between the field relay armature and magnet core of the alternator regulator.

Vehicles built after October 26, 1964, have the revised regulators which can be identified by a daub of yellow paint above the "A" in Autolite or the line under the word Autolite has been deleted. See Fig. 1. The problem occurs on vehicles equipped with alternator regulator assemblies NOT identified with either of the above markings.

A buzzing condition can be felt by placing the hand on the regulator cover. Further diagnosis to verify this condition can be made by disconnecting the regulator plug. By removing the wiring harness plug from the regulator, the buzzing sound will stop if the regulator is at fault. If the buzzing noise is eliminated, the following procedure must be followed:

1. Check regulator terminal for evidence of a poor connection to the terminals of the plug connector.

2. Correct any poor connections and recheck for buzz.

3. If buzzing is still present, replace the regulator.

4. Check replacement regulator for buzzing noise.

DO NOT ATTEMPT TO ADJUST THE PROBLEM REGULATOR TO CORRECT THIS CONDITION.

Failure to correct the buzzing condition by replacement of the regulator can cause rapid deterioration of the contacts, subsequent regulator failures, and eventual discharge.

Vehicles built prior to October 26, 1964, which do not have the revised regulator should be checked for the buzzing sound. The inspection should be made with the engine at normal operating temperature.

79 SQUEAKS, RATTLES, AND CREAKING NOISES DUE TO BODY MOUNTING PROBLEMS

(All 1965 Fords)

Some early production cars exhibit severe squeaks, rattles and/or creaking noises emanating from body mounting areas. The noises occur primarily at the firewall (#1 mount) under the rear seat (#3 mount) or in the rear compartment (#4, 5, 6 mounts). The noises are caused by body bolts and/or mounts being loose, misaligned, missing, or improperly installed. The body mount discrepancies can cause body to frame grounding, body movement relative to mounts, and body shake.

...tion Vehicles Built After October 26, 1964 (Article 78)

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Production corrections include color coding of mounts to insure proper usage, an increased shoulder on the #1 mount to preclude side to side mislocation, improved "J" nut retention , a longer bolt at #5 mount, and revised body to frame assembly procedure with increased surveillance of proper location and shimming of mounts. The improved assembly procedure should be evident on cars built after September 25, 1964, and all corrections were effective approximately October 31.

The body mounting discrepancies should be corrected on a customer complaint basis by properly installing the correct body mounts per the following procedure:

Inspect the body mounts for correct location and proper installation. The mounts are shown in the 1965 Shop Manual, page 178; two changes have been made since the Manual was published:

(A) The #4 mount is located at the spring pocket on all vehicles (shown previously in that position for wagon only).

(B) The station wagon #2 mount now takes a bolt similar to #2A.

Take the appropriate action listed below:

Steady Rests Loose, Missing, Improperly Installed

1. Determine the clearance between body and frame at the steady rest location.

2. Loosen the adjacent body bolts; #4 and 6 on sedan models; #3, 5, and 6 on wagons; #3, 4 and 6 on convertibles, and jack the body away from the frame slightly.

3. Properly install the correct steady rest in its proper position using sufficient shim stock to allow a minimum of 1/16 inch interference between the rest and body. Use the body to frame dimension measured in Step 1 to determine amount of shim stock required.

Mounts #2, 2A, 3 Missing or Improperly Installed – Convertibles and Wagons

1. Loosen all body bolts and utilizing a hydraulic jack, spread the body and frame at the area of the mount. Caution must be exercised to avoid damaging linkages, wiring, bumpers, fender shrouds, etc. by lifting the body too far off the frame.

2. Install the missing or improperly installed body mount and torque to specifications. Reassemble all components.

NOTE: Body bolt "J" nuts missing, misaligned, or stripped in the #2, #2A, or #3 positions on 71 and 76 models may be by-passed by drilling a 1.00 inch diameter hole in the frame directly below the mount and installing a 3/8 – 16 hex lock nut and flat washer. **CAUTION:** Due to frame durability requirements, the hole must be no larger than 1.00 inch in diameter and must be drilled and not burned.

The 2A body mount position is located 34 in. rear of the #2 mount for model 76 and 36 in. rearward for model 71. The #3 mount position is approximately 35 in. rearward of the 2A mount for both models.

Body Mount Bolts Grounded – Primarily #1

Loosen all body bolts and front end sheet metal, remove #1 bolt to check alignment of body to frame, align body, and reassemble body to frame.

80 SPEEDOMETER CABLE ROUTING

(1965 Thunderbird, Without Speed Control)

Some units may encounter speedometer pointer waver and/or noise. This condition was corrected on units built after November 2, 1964 by the use of a longer cable (C3DZ-17260-F, Class "B" stock) and improved cable routing.

The longer 71¾ inch cable permits a larger bend radius which decreases the lateral thrust on the speedometer head and also improves the cable routing in the passenger compartment.

To define complaints of speedometer pointer waver or noise, follow the diagnoise procedure outlined in Technical Service Bulletin 13001, Article number 78, dated August 10, 1964.

Refer to the 1965 Ford Thunderbird Shop Manual, page 15–17, to remove the speedometer cable. Install the improved cable paying particular attention to the routing and revised clip locations as follows:

1. Install the driven gear in the speedometer cable casing and install the speedometer cable casing in the transmission.
2. Install the mounting bolt and torque to 20–25 foot-pounds.
3. Secure cable to clip. See Fig. 2, View A.
4. Route cable as shown in Fig. 2).
5. Connect the speedometer cable casing to the speedometer head.
6. Connect the wires, and the vacuum hoses at the door lock switch, and position the clock housing.
7. Install the retaining screws.
8. Position the knobs on the wiper, the washer, the left air, and the right air control levers, and install the retaining screws.
9. Remove the cover from the seat.
10. Connect the battery ground cable.

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81 RUMBLING NOISE OR ROAR

(1964-65 F-100-250 Trucks)

Recent field investigations have disclosed that some dealers are diagnosing a roar or rumbling noise in 1964-65 F-100-250 pickup trucks as axle or transmission noise when actually noise is being generated by lug type mud and snow tires installed as optional equipment.

These tires, identified as extra grip, super all grip, and super traction, will produce tire noise that is more pronounced and of a different level than the passenger type mud and snow tires. The noise generally becomes worse with mileage or when lugs are damaged resulting in an uneven riding surface.

It is suggested that the tires be investigated when complaints of excessive noise are received. The problem can be determined by accelerating the vehicle to 40 MPH, taking the vehicle out of gear, and allowing it to coast down. If tires are at fault the noise should persist during coast down.

82 CLUTCH SHUDDER IN LOW AND REVERSE

(1961-64 F-100-250 Trucks With 3-Speed Standard Transmissions)

TSB #7003, Article 18, dated April 6, 1964, lists parts that are included in kits released for subject problem. Due to an oversight, the application on clutch discs and plates was reversed on the original article with the eight-cylinder parts listed under the six-cylinder column and six-cylinder parts under the eight-cylinder column.

The correct application for these parts is as follows:

C4TZ-7550-D	Clutch Disc	6-cylinder
C3TZ-7550-G	Clutch Disc	8-cylinder
B6TZ-7563-A	Pressure Plate	8-cylinder
B6AZ-7563-A	Pressure Plate	6-cylinder

Please correct original article to reflect the above.

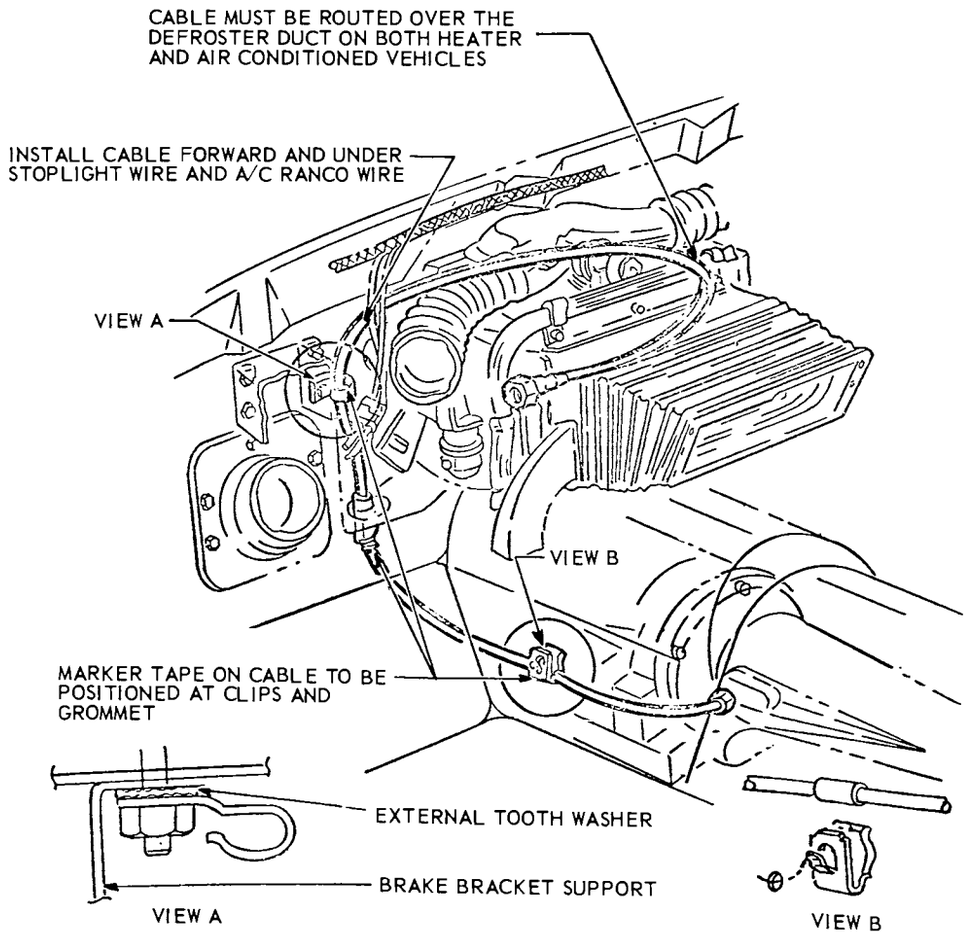

Fig. 2 – 1965 Thunderbird Speedometer Cable Routing (Article 80)

83 NEW SYNCHRO-VALVE

(All 1964-65 Trucks With Tractor Trailer Air Brake Package And Maxi Or Stop-Master Air Parking Brake Systems)

A new synchro-valve became effective in production approximately August 15, 1964 on all trucks with production installed tractor trailer air brake package and Maxi or Stopmaster (failsafe) parking brake systems.

The new valve acts as a sensing device to initiate automatic application of the trailer brakes in event of a service brake failure on the towing vehicle.

Figures 3 and 4 show typical schematic and valve.

The new valve is available from Bendix-Westinghouse Distributors under Part BW-278825.

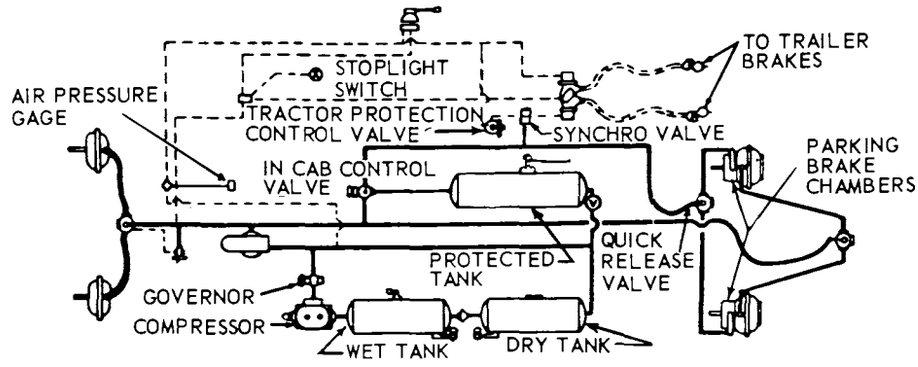

Fig. 3 – Schematic – (Article 83)

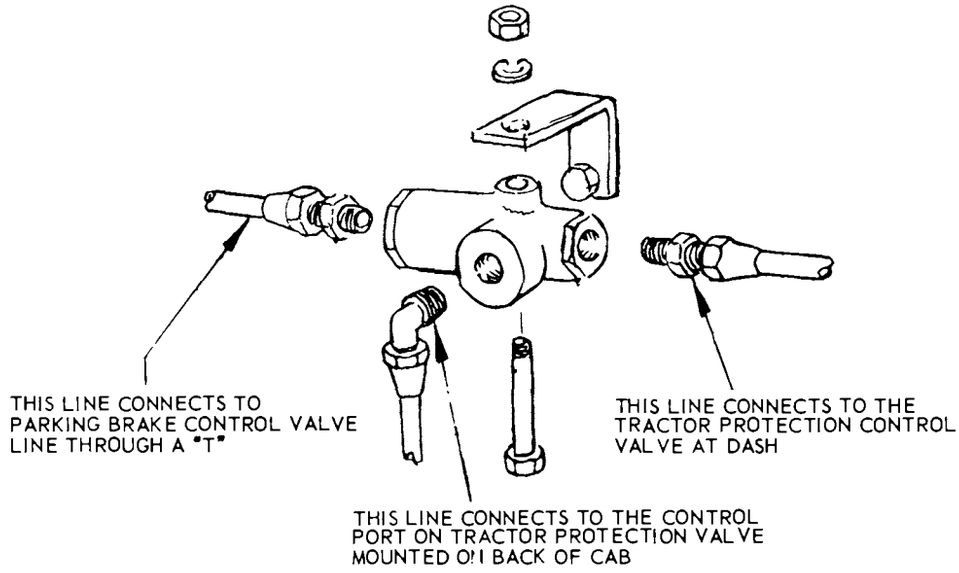

Fig. 4 – Valve – (Article 83)

84 BUMPER CHROME PEELING

(All Except Thunderbird)

It has been called to our attention that some bumpers returned on the parts recall program exhibit chrome peeling attributable to their having been replated by outside plating companies.

The original bumpers incorporate a layer of white brass in the plating process so that they cannot effectively be replated unless the white brass is removed. The application of nickel directly over the white brass will cause peeling in a short time due to a lack of adhesion. Most plating companies are not equipped to strip the white brass in their plating systems and therefore cannot effectively replate our bumpers.

Accordingly, dealers are advised that original bumpers should not be replated but should be scrapped unless requested to be returned.

85 WIND NOISE ALONG COWL TOP AREA

(1965 Ford – All Models)

An objectionable wind whistle is audible in the center of the instrument panel near the windshield opening on some 1965 Ford models. This noise is caused by the passage of air through two unused tooling holes along the flange.

This problem was corrected in production on September 18, 1964 by applying sealer to tooling holes.

If this condition is encountered in the field, remove the cowl top grille panel for access to the inner cowl top. As in View "A", Fig. 5. One hole is the ted ght eal

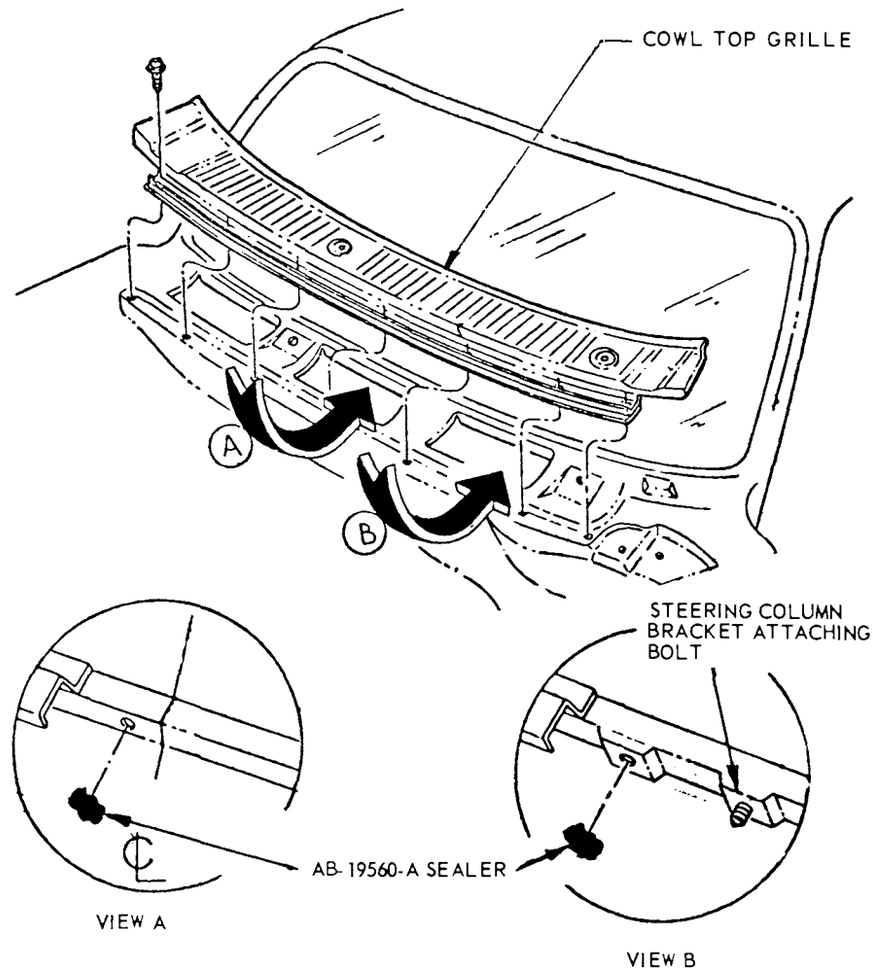

Fig. 5 – Wind Noise – 1965 Ford – All Models – (Article 85)

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86 CONVERTIBLE COWL SHAKE AND/OR VIBRATION

(1965 Mustang – Model 76 – Built Before 11/11/64)

Convertible vehicles operated at speeds of 20 to 40 M.P.H. over moderately rough roads may produce an objectionable lateral movement of cowl, dash panel, steering column assembly and front seats, or operating vehicle at expressway speeds produces an objectionable mid-car shake and lateral movement of cowl-header assembly.

For customer complaints of excessive Mustang convertible body cowl and/or instrument panel shake, the following corrective procedures should be followed:

A. Road test – to determine shake condition and severity.

B. Check for undertorqued attaching bolts as follows:

	Torque Specification
1. Cowl to shock tower braces (8 bolts)	25 – 38 ft. lbs.
2. Shock absorber tower brackets (6 bolts)	17 – 22 ft. lbs.
3. Front fender to front fender inter-panel (12 bolts)	12 – 18 ft. lbs.
4. Hood lock plate to radiator crossbrace (9 bolts)	17 – 22 ft. lbs.
5. Front floor crossmember tunnel plate (6 bolts)	25 – 38 ft. lbs.
6. Steering gear assembly to side member (3 bolts)	25 – 35 ft. lbs.
7. Number 2 frame crossmember (2 bolts) (on units built before 4/1/64 and after 7/15/64)	45 – 60 ft. lbs.
8. Steering column to dash panel (2 bolts)	17 – 22 ft. lbs.

C. Check for insufficient weld or weld failures at both extension members – front side member to the front floor lower crossmember – as a result of production and manufacturing tolerance variations. Minimum weld requirement is 1 inch of arcweld per flange. (See Fig. 6).

1. Add arcwelding as required to meet minimum requirements or to correct weld failures.

NOTE: It may be necessary at this time to hammer the extension flanges rearward or upward to position them closer to the crossmember and allow for additional arcweld.

D. Check for loose number 2 frame crossmember attachment on units built between 4/1/64 to 7/15/64.

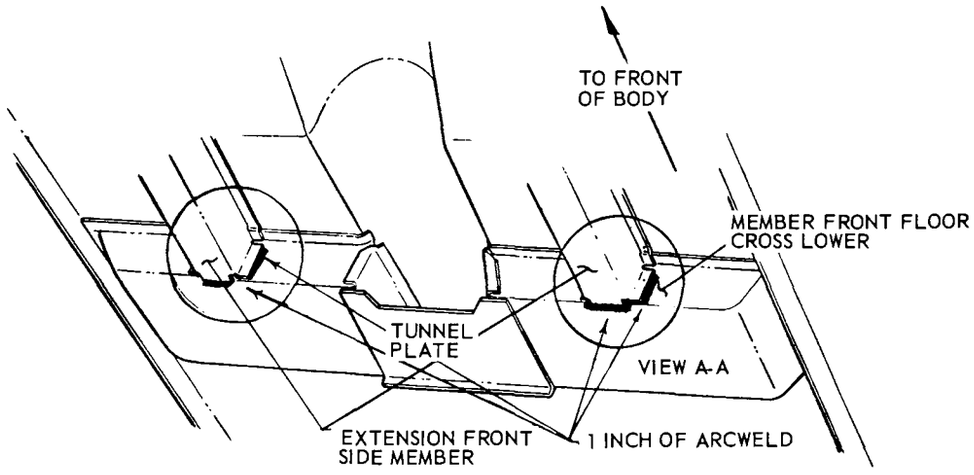

Figure 6 – (Article 86)

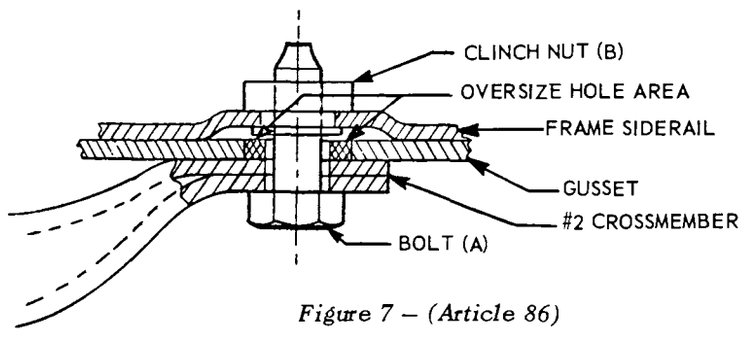

Figure 7 – (Article 86)

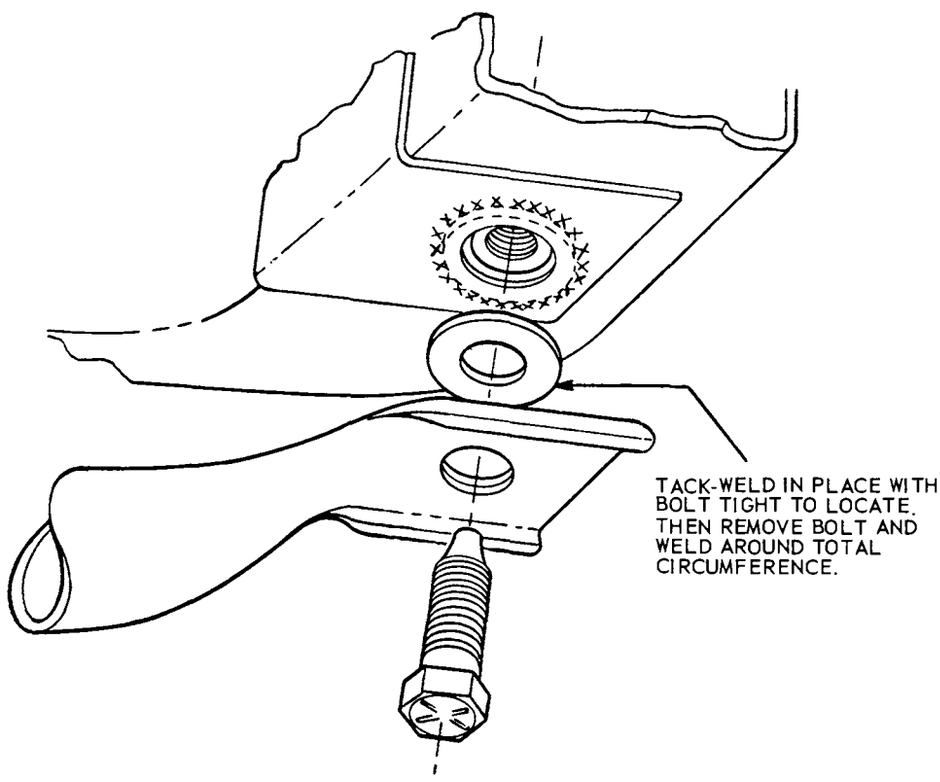

Figure 8 – (Article 86)

"A" can pull the retaining nut "B" down through the enlarged hole in the gusset deforming the side rail and allowing the lower surface of the retaining nut to bottom on the number 2 crossmember. The crossmember is then loose to the side rail within the limits imposed by the necked portion of the retaining nut.

The following corrective procedure should be used.

1. After torquing the attaching bolts to specification (45-60 ft. lbs.) remove the #2 crossmember and observe the position of the clinch retaining nuts.

2. If the lower surface of one or both clinch nuts lies at or below the upper surface of the gusset use the following procedure as illustrated in Fig. 8.

• Place a size "B" washer (1.26 in. OD X .12 in. thick) below the clearance

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hole and tighten the attaching bolt into the clinch nuts.

- With the bolt holding the washer in position, tack weld the washer to the gusset.
- Remove the bolt.
- Weld around the total circumference of the washer.
- Reinstall the crossmember and torque to specification.

NOTE: It is advised that no attempt should be made to correct any deformation in the lower side rail or to return the clinch nut to its original position, since this may result in separation of the clinch nut from the side rail.

E. **Precisely balance** all four tire-wheel assemblies dynamically and statically.

NOTE: Excellent balance results can be obtained by precise balancing wheel-tire assemblies on the car at all four wheel locations without rotating rear wheels to the front for balancing.

F. Cowl to front fender apron reinforcements installation (C4SZ-16298-A Class C, 2 required on units built before 11/11/64).

1. Assemble short flattened end (angled) of each brace to cowl using existing outboard attaching bolts of the cowl to shock tower braces (See Fig. 9) (torque 25-38 ft. lbs.).

2. Assemble bracket (C4SZ-16D026-A Class C, 2 required) to slotted ends of each brace. (See Fig. 9) (torque 17-22 ft. lbs.).

3. Using C4SZ-16D026-A bracket as a template, swing braces against upper edge of fender apron as shown in Fig. 9 and drill two 3/8 in. mounting holes through apron.

4. Assemble brackets to inner face of apron using tapping plate (C4SZ-16D028-A Class C, 2 required) and two bolt and washer assemblies (torque 17-22 ft. lbs.)

5. On units equipped with eight cylinder engines, it may be necessary to bend the air cleaner ram tube down slightly or cut with hacksaw to provide the required 3/4 inch clearance with right hand brace.

6. Touch up bare metal parts with black chassis paint as required.

G. Brake pedal support brace installation (C3AZ-76015A08-A Class C, 1 required).

1. Drill 5/16 inch hole in right hand f brake pedal support 11/16 inch of bolt flange at dash panel of

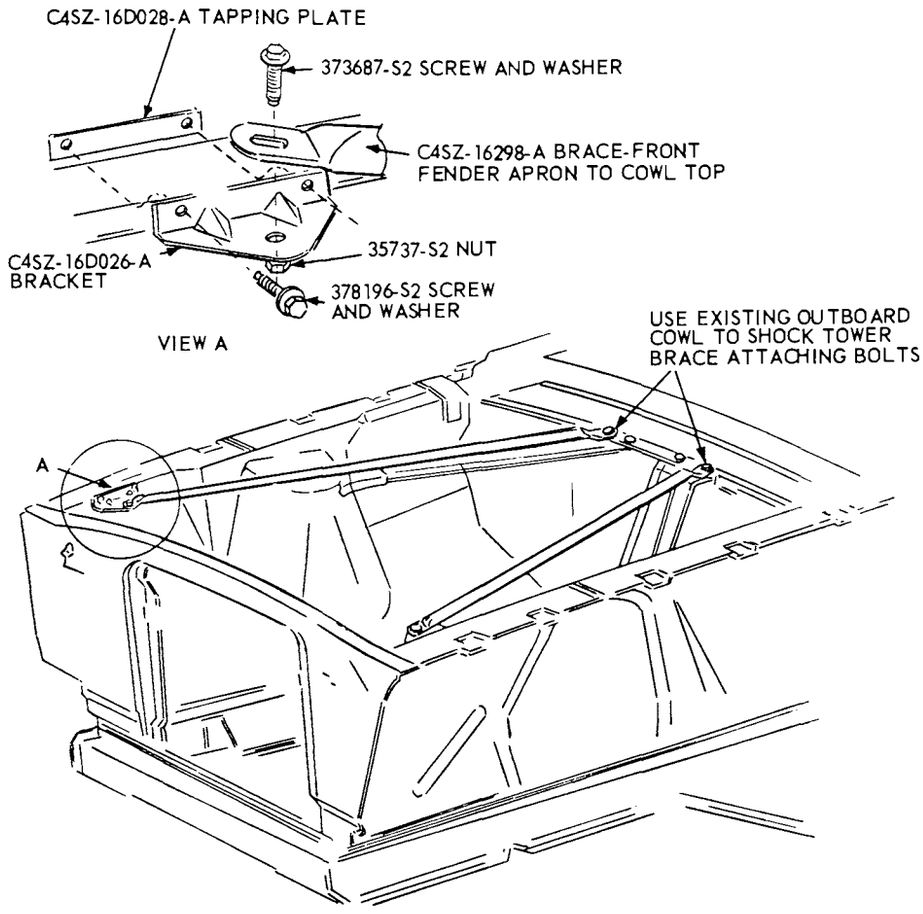

Figure 9 – (Article 86)

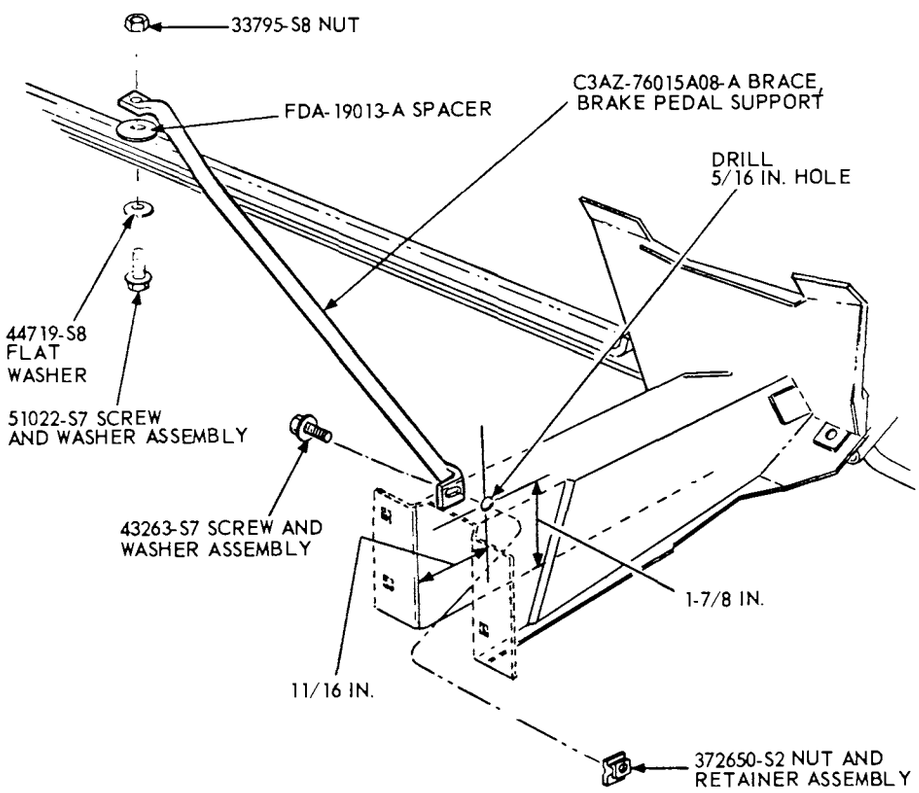

Figure 10 – (Article 86)

3. Lay other end of brace along the inner edge of instrument panel and using brace as a template drill 5 16 inch hole in bottom of instrument panel.

4. Mount brace to instrument panel using bolt and washer assembly, flat washer, spacer, and a nut. Torque 17-22 ft. lbs. (See Fig. 10).

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87 MOTTLING IN TEMPERED GLASS

(All Car Lines – All Models)

The small, faint, somewhat lustrous, grayish and fairly geometric spots detected in side and rear window tempered glass, is characteristic of tempered glass and is considered within the design limits of this type of glass. This mottling condition is noted under selected conditions of lighting and is seeming aggravated by the use of curved side window glass. The boldness of the mottled pattern in a given glass will be variable, depending largely upon the conditions of illumination and will appear intensified if viewed through Polaroid sun glasses.

This unusual occurrence of mottling does not affect the quality of the glass and cannot be reduced by scouring the glass surface.

Mottling is caused by the polarized properties of natural light which result from the effects of atmospheric dust and other angular reflections. This polarization in combination with the light polarizing properties that are unavoidably imparted to tempered glass is a consequence of the forces of locked-in tension and compression which make tempered glass so remarkably strong. For these reasons, this condition will never be seen in laminated glass.

If complaints of side or rear window mottling are encountered, it should be explained to the customer that this condition is natural and unavoidable, and under no condition is the replacement of glass warranted or effective.

88 REVISED CYLINDER BLOCK AND AIR COMPRESSOR MOUNTINGS

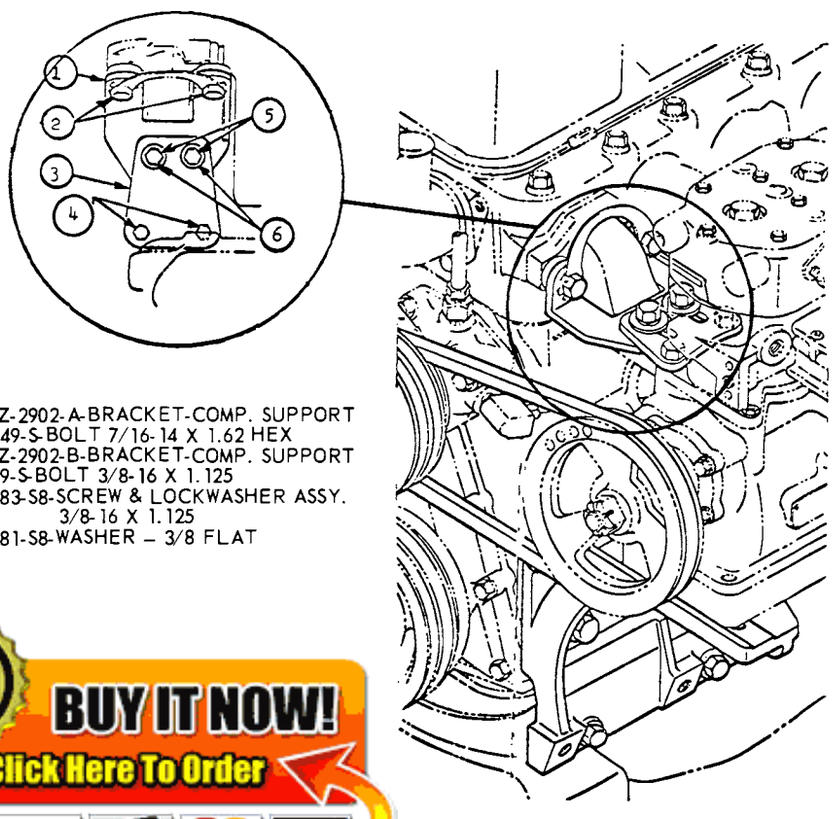
(1962-63 Truck Equipped with 262 CID Engines and Air Compressor)

On 262 CID engines built prior to Job #1, 1964 failures may be encountered in the area of air compressor mountings.

The following parts were effective with Job #1, 1964 on 262 CID engines. These parts may be used on past models and will interchange with earlier designed parts. The changes in these parts include: stiffening ribs in left front engine mount bosses, reinforced compressor mounting bracket with generator or alternator attaching bosses, a new two-piece adjustable compressor support bracket.

See Fig. 11 for installation.

Part Name	Part No.
Cylinder Block	C3TZ-6010-E
Compressor mounting bracket	C3TZ-2882-C
Compressor support bracket	C3TZ-2902-A
Compressor support bracket	C3TZ-2902-B
Generator mounting bracket 30 amp Autolite, 42-52 amp G.P.D.	C3TZ-10151-B
Alternator mounting bracket 60 amp Leece-Neville	C3TZ-10A313-C



1. C3TZ-2902-A-BRACKET-COMP. SUPPORT
2. 375849-S-BOLT 7/16-14 X 1.62 HEX
3. C3TZ-2902-B-BRACKET-COMP. SUPPORT
4. 46009-S-BOLT 3/8-16 X 1.125
5. 359083-S8-SCREW & LOCKWASHER ASSY. 3/8-16 X 1.125
6. 352981-S8-WASHER – 3/8 FLAT

...nting – 262 CID Truck – (Article 88)

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89 HIGH DOOR WINDOW OPERATING EFFORTS

(1965 Mustang – All Models)

High door window operating efforts may be encountered on some Mustang units. These operating efforts can usually be corrected by normal window adjusting procedures.

Excessive efforts that are seemingly irreparable through normal adjustment procedures can result from angular misalignment between the upper and lower mounting brackets on the door glass rear run.

To reduce the possibility of misalignment between the upper and lower mounting brackets, a close surveillance of the rear run assemblies is being maintained at the assembly plants. New run assemblies which incorporate added control dimensions to insure proper alignment of the brackets will be effective in production December 1, 1964.

If complaints of high door window operating efforts are encountered, which cannot be corrected through normal adjustment, remove the rear run and check the alignment of the mounting brackets using the following corrective procedure:

1. Remove the rear window run assembly and lay the run assembly on a hard flat surface so that it rests on the upper mounting area of the lower bracket and the inboard mounting flange of the upper bracket. (See Fig. 12 and 13).

2. Apply downward pressure to the central area of the run until the upper mounting area of the lower bracket rests flat on the reference surface across its entire width.

3. Measure the distance between the lower edge of the outboard mounting flange on the upper bracket and the reference surface. If the distance is less than 1/8 in., discard the run assembly. If it is greater than 1/8 in., apply flat washer shims to the back side of the outboard flange until a 1/8 in. gap is achieved. (See Fig. 14).

4. If the original run assembly has been discarded, procure a new run and retainer assembly – door glass lockside (C5ZZ-6521508 or 9-B1) and install on it the upper rear stop taken from the discarded run.

5. Install the new run assembly or the shimmed run assembly, as applicable, into the door making sure that the top edge of the inboard flange is located on the outboard side of the inner panel belt flange. (See Fig. 12).

6. Adjust the rear stop to its proper position and cycle the window several times to verify effectiveness of corrective action and make any necessary adjustments in the system to provide smooth operation and positive sealing.

NOTE: If, after installing and adjusting the shimmed run assembly, operating effort is still objectionable, discard and

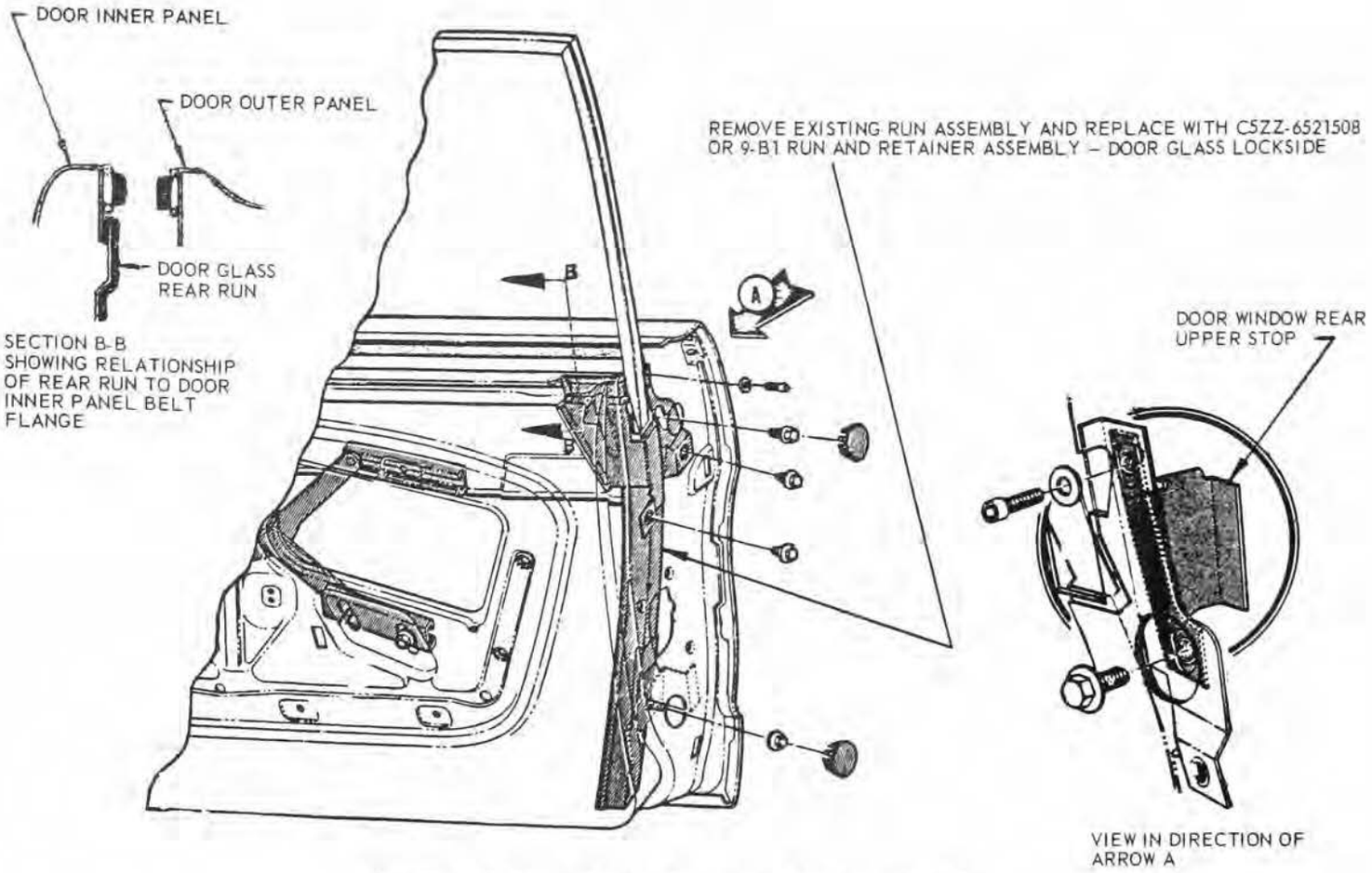

Fig. 12 – High Door Window Operating Effort (Article 89)

replace the run with the appropriate new part as outlined above.

7. Reinstall the door window upper rear seal and interior trim components.

The Suggested Labor Time to perform this operation is:

Oper. SP-21508-A-65

Rear Run Alignment

1965 Mustang - All Models. . . . .0.6 hrs.

The parts required to perform this correction are:

Part Number	Part Name	Class	Quant.
C5ZZ-6521508-B1	Window Run	C	1
C5ZZ-6521509-B1	Window Run	C	1

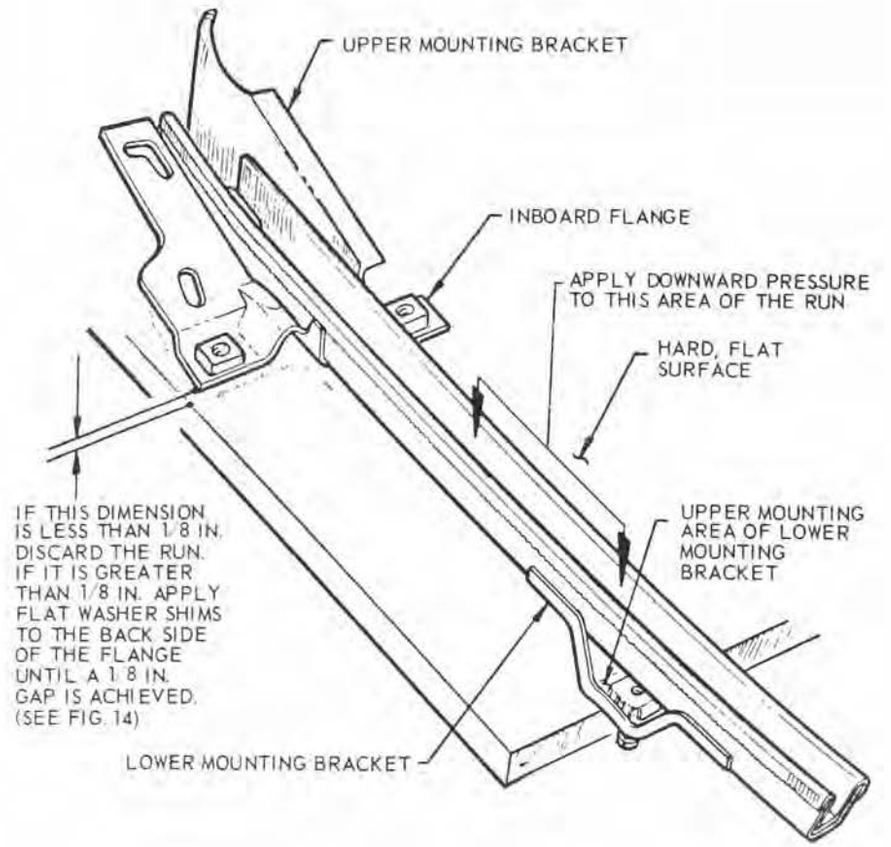

Fig. 13 – Door Window Operating Effort – 1965 Mustang – All Models (Article 89)

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90 PAINT DAMAGE BY ORGANIC MATERIALS

(All)

By mid-summer each year, numerous cases of paint spotting damage are encountered by various dealers in many parts of the country. This has been taking place for several years and appears to increase each season. It is an industry-wide problem affecting all car lines and all types of automotive finishes. While black and dark colors are more susceptible to these several types of spotting, all colors are involved to a considerable extent.

The spotting stems from four different types of materials. One class consists of insecticide solutions emulsified in water such as D.D.T., a light paraffin oil, and a solvent such as Xylol. A second group comprises certain herbicides used as brush killers. These are usually emulsified solutions of chemicals in the 2, 4, D family. As a third contributor, there are the excretions of aphids from over-hanging trees. The fourth and most frequent cause of paint spotting is the carcasses of certain types of insects such as fish flies that swarm over areas rather close to rivers or other large bodies of water. This difficulty usually starts in June and peaks in July, but often continues intermittently into September.

All of the foregoing materials will seriously damage paint of horizontal surfaces especially during hot dry weather. Frequent heavy rainfall will either dilute or wash off these chemical substances and possibly prevent or greatly restrict the severity of paint damage. On the other hand, the cycling of hot sun and dew formation serves to extract and concentrate the destructive chemicals so as to accelerate the damage to the paint film. All of these substances cause dulling, discoloration, pitting, crazing, and finally disintegration of the paint at points of contact. While the spots caused by these four types of contaminants differ in some respects, it is quite difficult to identify the respective causes without considerable experience.

In the case of some metallic paint shades, the spots first appear as an intensification of the base color, even significant film damage becomes This is due to darkening of the

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Metallic gray will develop spots that are nearly black, etc.

In the more seriously affected areas, it is recommended that all cars are washed and inspected on arrival. Then, those cars that are in outside storage should be inspected at least weekly and washed as required to remove all contaminants. This should aid considerably in preventing severe spotting that cannot be removed by ordinary polishing. There are conditions, however, where insect control is not feasible during long intervals of storage. In such places, it would be far better to apply an approved protective wash coating on the cleaned units as they are received. Such a coating would give considerable protection against paint damage caused by contact with insect carcasses and also from the excretions of aphids. Slight protection would also be afforded with respect to some insecticides. Herbicides, however, would remain a hazard regardless of protective coatings.

There are many protective wax products now being offered for this purpose. DuPont's VW1309 has been found to be most effective in reducing paint spotting by insects, and the coating itself is not damaging to the paint. With ordinary paint spray equipment in a sheltered area, this coating should be applied as a medium wet continuous coat. A light film thickness would be sufficient. Heavier coats should be avoided as they are more difficult to remove. Only horizontal surfaces need be coated. Units so protected can remain in outside storage for as long as ninety days; longer intervals are not recommended because of increasing trouble in removing the coating. Many solvent detergent cleaners are available for washing off wax coatings so that one operator can usually clean a unit in about twenty minutes. This type of protection is certainly much less expensive than any paint repairs.

Another approach to the insect problem is by special illumination at the storage lot. Many lots are equipped with ordinary white incandescent lights or flood lights. These all emit enough blue light to attract most insects. For that matter, most blue cars attract insects more than other colors. Actually, red lights would be least attractive to bugs; but because of the many objections to this color, a yellow or an orange yellow light is generally recommended. Actually, none of these colored lights are insect repellent and only those high in blue content are capable of attracting insects. Hence, a blue light at some distance from the stores cars might serve as a decoy, causing the insects to detour around the lot. Of course, the location of the lot and prevailing winds might off-set any efforts at special illumination. However, in some areas the insect problem is so serious that any such efforts may prove worthwhile.

91 FRONT SUSPENSION NOISE

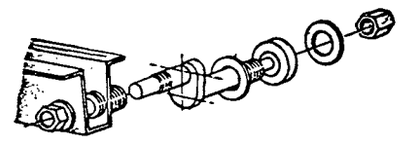
(All 1963 – 1964 Fords)

Prior to front end alignment checks and adjustments, it is recommended that the front suspension lower arm front mounting anti-harsh shaft be inspected for adequate lubrication and for proper neutralization. Inadequate lubrication will cause the shaft and bushing assembly to be noisy when the front end is jounced up and down. When the vehicle is at curb weight and the anti-harsh crank throw is not in a vertical down position, it is improperly neutralized. The following is the procedure for lubrication:

1. Remove the break-off lubricator fitting or blind plug from the front end of the front bushing.
2. Install a 1/2-28 lubricator fitting in the front bushing.
3. Use a hand lubricating gun and fill the bushing cavity with lubricant, C1AZ-19550-A, being careful not to force out the bushing seal.
4. Remove the lubricator fitting and reinstall the fitting or plug which was removed in step 1.

If the anti-harsh crank does not assume a vertical down position (See Fig. 15), after lubricating and jouncing the front of the vehicle, proceed as follows:

1. Loosen the shaft to lower arm nut a few turns and jounce the front of the vehicle until the crank assumes a vertical down position.
2. Tighten the nut which was loosened in step 1 to 40-60 ft. lbs.
3. If required, repeat the procedures listed above on the opposite lower arm shaft and bushing.
4. Proceed with the normal front end alignment procedure.



LOOSEN THE SHAFT TO LOWER ARM NUT A FEW TURNS AND JOUNCE THE FRONT OF THE VEHICLE UNTIL THE CRANK ASSUMES A VERTICAL DOWN POSITION.

Fig. 15 – Front Suspension Anti-Harsh Shaft Assembly – (Article 91)

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 6 January 18, 1965

92 DOOR RATTLE AND/OR DOOR WINDOW GLASS INSTABILITY

(1964-1965 Mustang – All Models)

Several door rattles and window instability problem areas have been corrected in production from May 29, 1964 to September 14, 1964. In the event some of these problem areas exist on units built prior to the effective date, the following information will assist the dealers in locating and correcting possible problem areas. The encircled views in Fig. 1 indicate problem areas attributing to door rattles and/or door window glass instability.

NOTE: "Door window slap" is encountered when closing the door with the window in the down position. This is attributed to problems 1, 2 and 3.

Problem 1 – Excessive design clearance between the rear lower window frame and the rear door glass run. This problem was corrected in production on May 29, 1964 by closing the lower end of the rear run 3/16 in. and then gradually opening it up to the normal dimension 4 inches above the lower end.

Field Correction

Revise the lower end of the rear run assembly using the following procedure:

A. Remove the door trim panel. Using a pair of pliers, slightly close the lower end of the run 3/16 in. for 4 above the end. See Fig. 2, Section B-B.

NOTE: Care must be exercised when closing the lower end of the glass run that the window operating efforts **do not exceed** the General Specification Requirements torque of 25 in. lb. maximum.

B. Operate the window several times to assure the efforts have not been impaired.

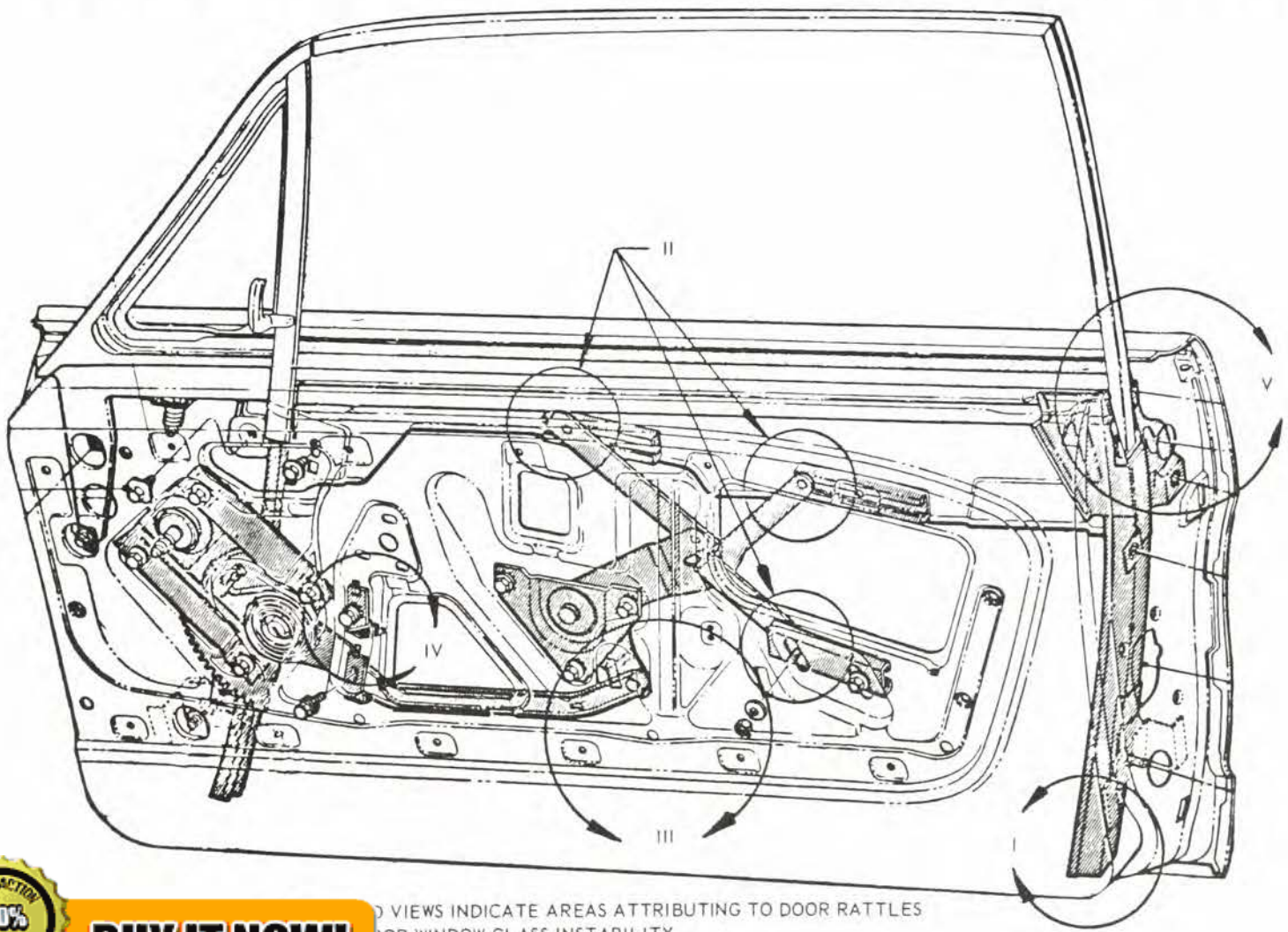
Problem 2 – Excessive lateral movement between the nylon window regulator rollers and the window channels or equalizer brackets. This problem was corrected in production on May 29, 1964, by replacing the present roller with a narrower grive roller (C0AB-6423240-B) to reduce lateral movement.

Field Correction

A. Replace the existing rollers with C0AB-6423240-B nylon rollers. See Fig. 2, View in Circle A.

B. Apply C4AZ-19584-A lubricant to the rollers and associated areas of contact.

Problem 3 – Excessive lateral movement due to the utilization of a sector gear door window down stop which does not provide the stability of a conventional down stop. This problem was corrected in production on September 14, 1964 by



O VIEWS INDICATE AREAS ATTRIBUTING TO DOOR RATTLES
OR WINDOW GLASS INSTABILITY
REFER TO PROBLEM #1 – SEE FIGURE 2
REFER TO PROBLEM #2 – SEE FIGURE 2
EFER TO PROBLEM #3 – SEE FIGURE 3 & 4
FER TO PROBLEM #4 – SEE FIGURE 5
ER TO PROBLEM #5 – SEE FIGURE 6

Fig. 1 – Door Rattles and or Door Window Glass Instability – 1965 Mustang – All Models – (Article 92)

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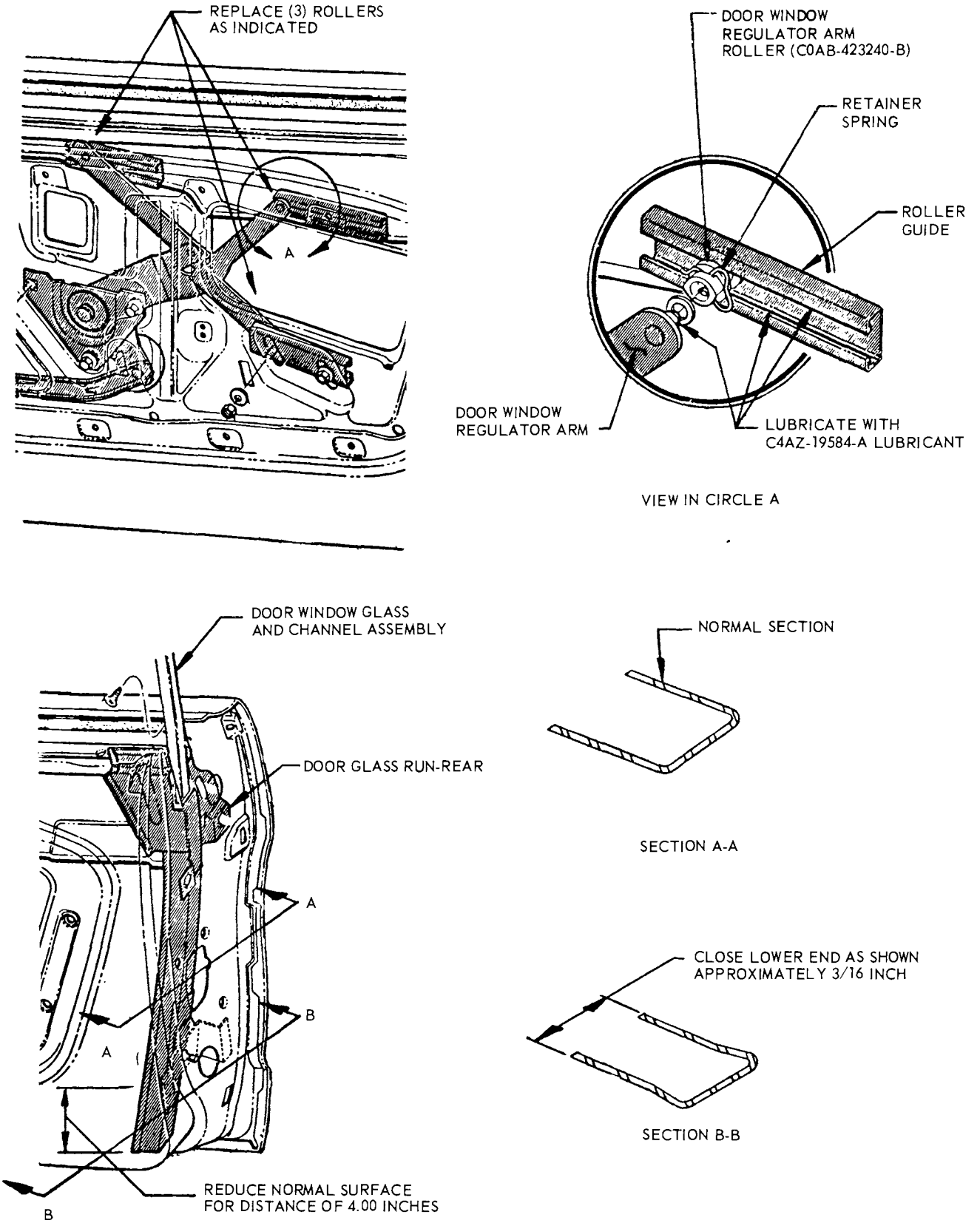

Fig. 2 – Door Rattles and/or Door Window Glass Instability – 1965 Mustang – All Models – (Article 92)

incorporating a conventional type down stop to provide additional stability to [illegible] in the down position. The sector [illegible] stop is not removed on this [illegible] modified using the following procedure:

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A. Procure a Stop Assembly-Front Door Window Lower and a Bumper-Front Door Window Stop and rework by cutting a 3/8 in. X 3/4 in. slot in the stop using the template in Figure 3 as a guide.

B. Using the same template, cut off the top of the stop as indicated and rework the rubber bumper as shown in Fig. 3.

C. Using C0AZ-19552-A adhesive, cement the rubber bumper to the stop with the reworked end of the bumper toward the vertical leg of the stop. Assure that the bumper is positioned firmly against the vertical leg of the stop. See Fig. 3.

D. Raise the window to the full "up" position and loosen the door window lower (sector gear) stop attaching bolt. See the view in the circle in Figure 4.

E. Drill a 1/4 in. diameter hole in the door inner panel approximately one inch forward of the existing tooling hole. See Figure 4.

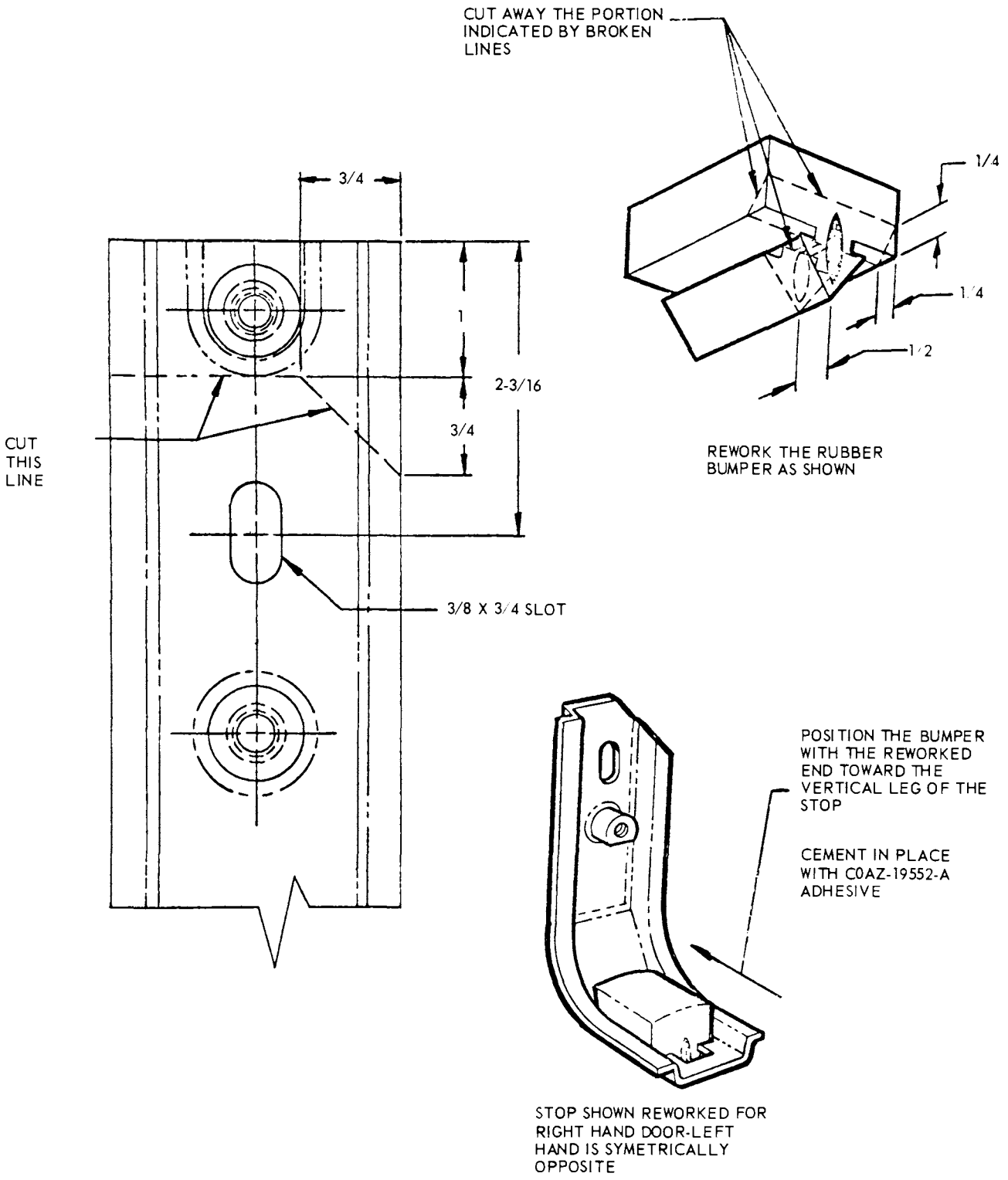

Fig. 3 – Door Rattles and/or Door Window Glass Instability – 1965 Mustang – All Models – (Article 92)

F. Install the stop and bumper assembly and loosely attach it to the door inner panel with a 39097-S8 5/16 X 24 X 3/4 bolt, a 44722-S8 washer and a 5/16 X [illegible]. See Figure 4.

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[illegible] direction firmly against the [illegible] tighten the attaching bolt.

H. Cycle the window and close the door several times with the glass in the down position to assure that the glass height is properly set and that the glass slap has been eliminated. Adjust the stop if and as required.

I. With the window in the up position, locate and drill a hole through the door inner panel and the stop and bumper assembly with a #18 drill. See Figure 4.

J. Attach the stop and bumper assembly to the inner panel with a 525470S8 #10-12 X 1/2 self tapping screw.

K. Lower the glass to the full "down" position and set the door window lower stop firmly against the sector gear to prevent inner panel "oil-canning" when the regulator handle is over-torqued.

Problem 4 – Glass looseness and rattles occur and an objectionable appearance problem is created when the upper edge of the door glass drops below the inner and outer weatherstrips at the belt line. This problem is due to deformation of the door window lower stop which allows the

glass to drop below the belt line. This problem was corrected in production on July 7, 1964 by adding a stiffening bead to the stop to eliminate stop distortion.

Field Correction

Add a reinforcement rod to the stop assembly using the following procedure: See Figure 5.

A. Remove the damaged stop assembly and reform to obtain the 90° bend. Remove rubber from stop.

B. Cut a 1 in. piece of 1/4 in. rod and place in 90° bend of stop and arc weld at both ends to reinforce stop. Grind flux from welded area and apply paint to prevent rust.

C. Apply two thicknesses of electrical tape to serve as a center rattler surface. Reinstall the stop assembly positioning it so the top edge of the glass frame is flush to the door belt line.

Problem 5 – An objectionable rattle is occurring at the door outside hand assembly during closing of the door. This condition is caused by metal to metal contact of the door outside handle release lever as it shifts fore and aft against the door outside handle push button retainer assembly. This problem was corrected in production on August 3, 1964 by adding a special lubricant to the door outside handle release lever and door outside handle button retainer assembly to eliminate any possible rattle due to metal to metal contact.

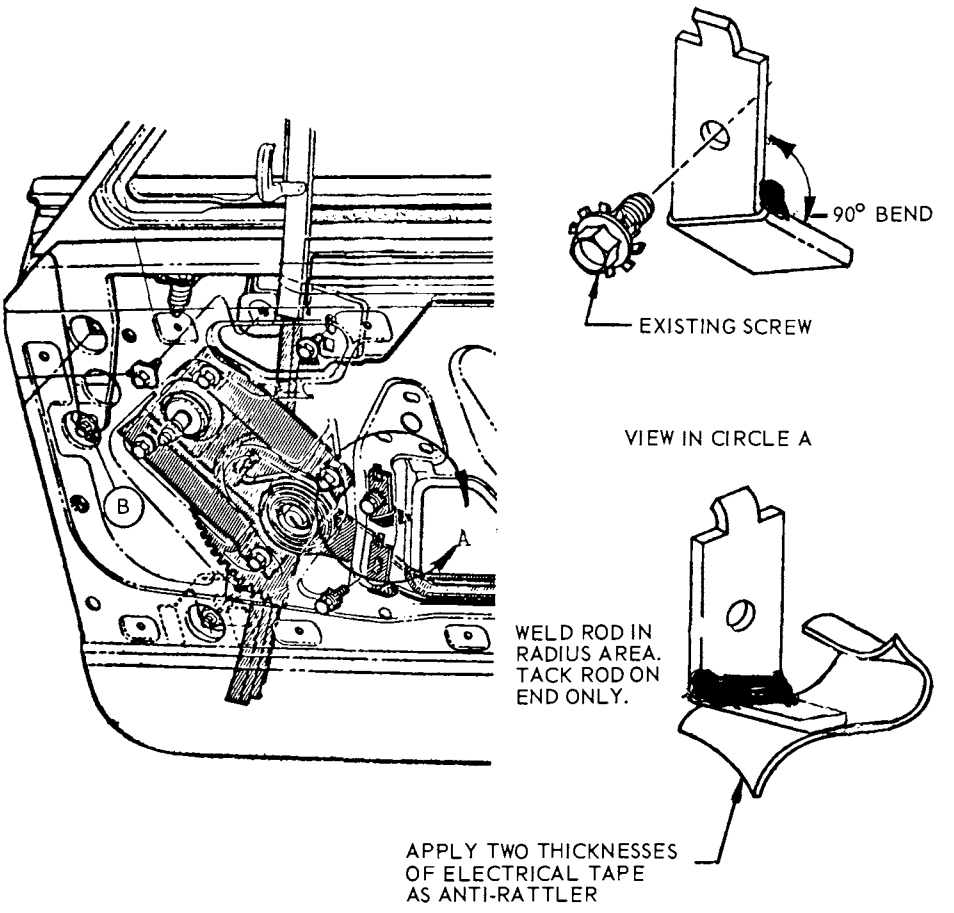
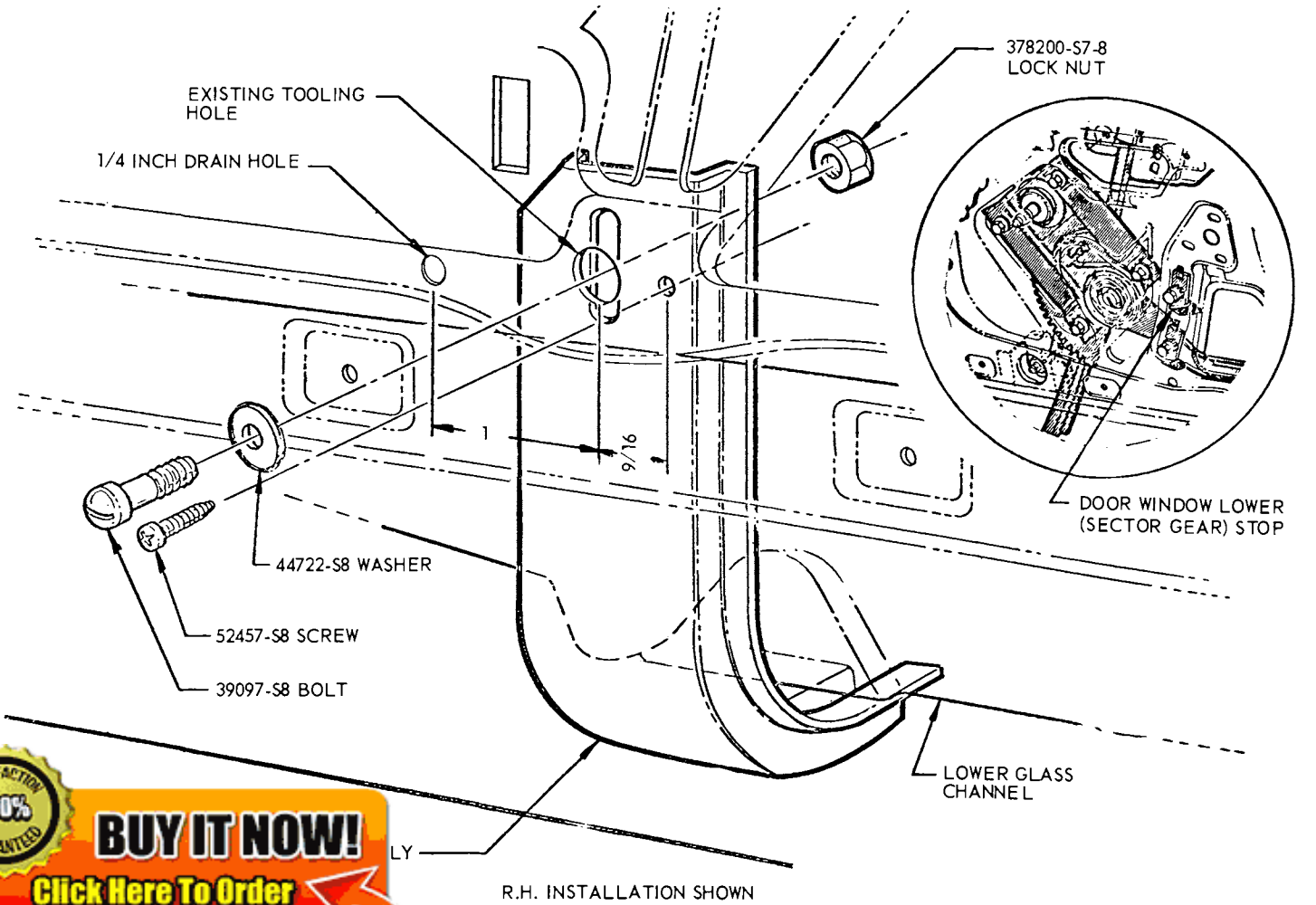


Fig. 5 – Door Rattles and/or Door Window Glass Instability – 1965 Mustang – All Models – (Article 92)



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and/or Door Window Glass Instability – 1965 Mustang – All Models – (Article 92)

Field Correction

To correct this problem in the field, slightly deform the outside handle button retainer to eliminate looseness and apply lubricant using the following procedure: See Figure 6.

A. Disconnect the door lock actuating rod at the door lock assembly as shown in Fig. 6.

B. Remove the outside door handle assembly and the lock actuating rod from the door and remove the lock actuating rod from the handle assembly.

C. Using a vise or pair of pliers slightly deform the door outside handle button retainer assembly to eliminate excessive looseness to the release lever. See Fig. 6.

D. Lubricate the retainer assembly and the release lever with C4AZ-19584-A lubricant and operate the handle push-button several times to assure that the rattle has been eliminated and/or that the rework does not impair the function of the release lever.

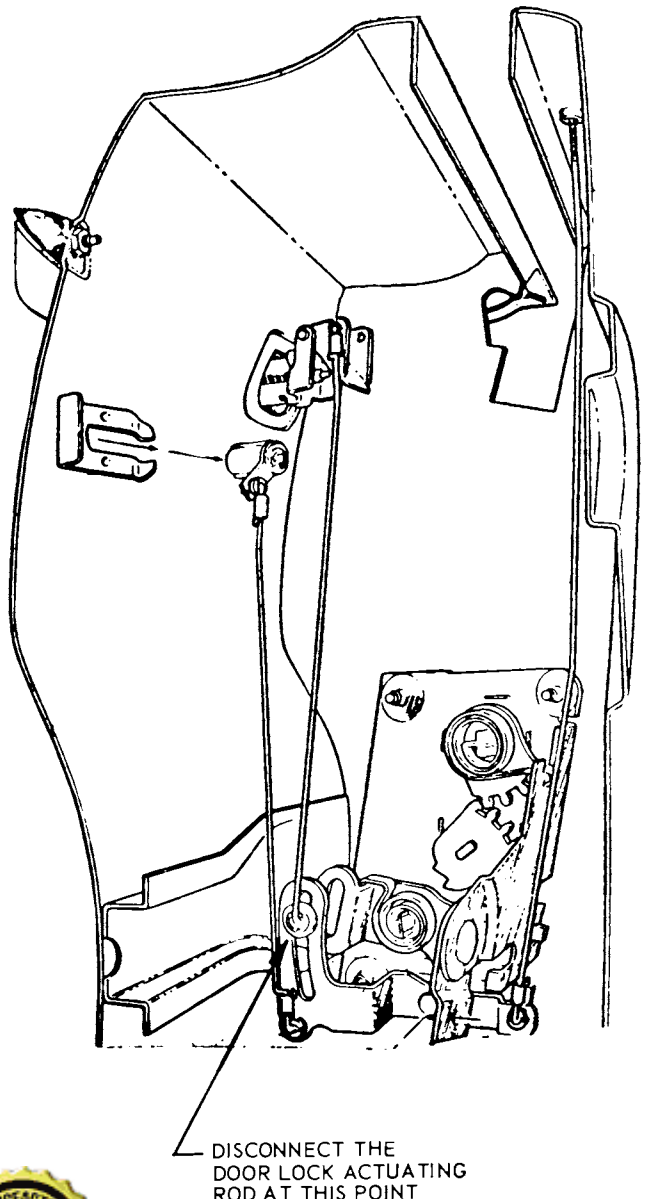
E. Assemble the lock actuating rod to the handle assembly and the handle assembly to the door and correct the lock actuating rod to the lock assembly.

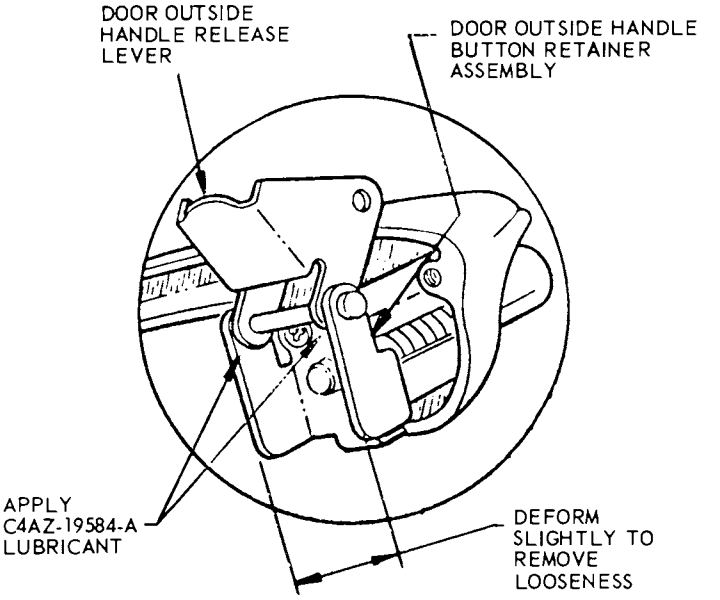
F. Open and close the door and actuate the lock several times to assure that the handle and lock assembly operates freely and is not impaired inadvertently in an effort to correct the rattle problem.

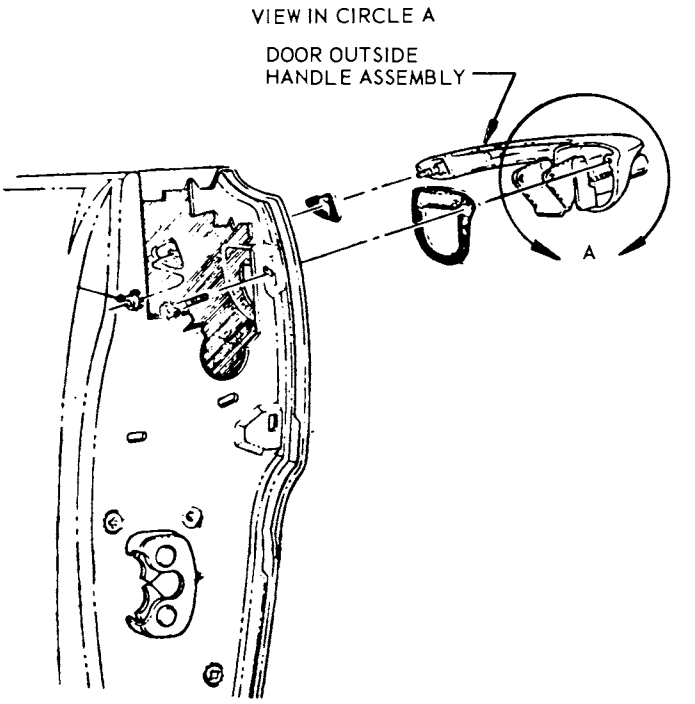
After assuring that all parts removed have been reinstalled and all mechanisms assembled and correctly adjusted, install door trim and hardware in the reverse order of removal.

The parts required to perform these corrections are:

PART NO.	PART NAME	QUANTITY
C0AB-6423240-B	Roller	2 pkg. – per door
C4AZ-19584-A	Lubricant	1
C0AZ-19552-A	Adhesive	1
39097-S8	Bolt	1
44722-S8	Washer	1
378200-S7-8	Lock nut	1
52457-S8	Screw	1







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93 SPECIAL SERVICE TOOL T65P-10300-B

(Removing Rear Axle Filler Plug – 1965 Mustang)

T65P-10300-B – Alternator Pulley Replacer

An additional application has been found for this new service tool. Due to the limited space between the muffler and differential assembly on the Mustang, a conventional ½ in. drive wrench will not clear to fit the rear axle filler plug. By removing the 5/16 in. hex shaft and the two rubber rings from tool T65P-10300-B, the body may be used for this purpose. The ½ in. square end is inserted in the filler plug, and a ¾ in. open-end or box wrench is used to remove and install the plug. See Fig. 7. This tool was included as part of the 1965 Special Tool Package.

Available from N.P.D. – Dealer Net Price $3.85.

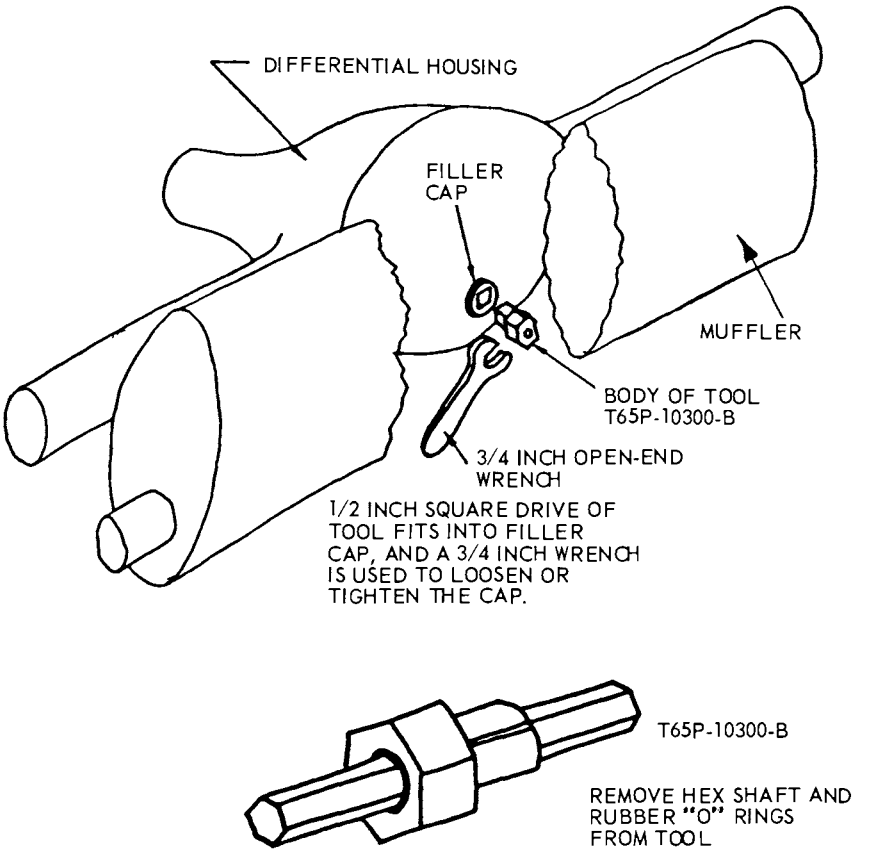


Figure 7 – (Article 93)

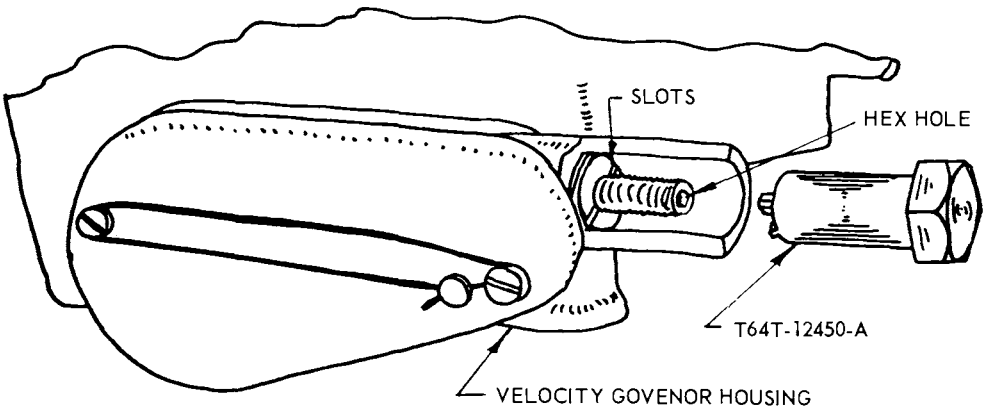
94 SPECIAL SERVICE TOOL T64T-12450-A

(Adjusting R,P.M. on Vehicles Equipped With A Velocity Governor)

T64T-12450-A – Wrench Assembly – Velocity Governor

When using a velocity type governor, the regulated engine RPM increases with increasing altitude. For this reason, this governor wrench is an absolute necessity. By utilizing this tool, the regulated speed may be easily and accurately reduced to a safe maximum value. See Fig. 8.

Available from N.P.D. – Dealer Net Price $2.00



NOTE: HEX SHAFT OF TOOL IS INSERTED INTO THE HEX HOLE OF THE GOVERNOR BODY, AND THE TANGS OF THE TOOL ARE MATED WITH THE SLOTS IN THE BODY. IF THE TOOL HAS TO BE TURNED MORE THAN 1/6 OF A REVOLUTION, THE TOOL SHOULD BE REMOVED, ROTATED ONE FLAT OF THE HEX SHAFT, AND REINSERTED.

Figure 8 – (Article 94)

95 EATON AXLE COVER OIL LEAKS

(Eaton 23,000 Pound (Models 1910, 1911, 1918, 1919, 19,800) Single & Two-Speed Rear Axles)

A new axle housing cover for these axles has been released which is reinforced to prevent damage to the cover and gasket which result in lubricant leaks.

When lubricant leaks at the axle cover are encountered on these axles it is recommended that these new parts be used for correction. Bolt torque 35-50 ft. lbs.

Part Number	Part	Class
B8TZ-4033-A	Cover, Axle Housing	CQ
	Bolt 7/16 –	X

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96 VALVE ROCKER ARM STUDS

(All 221, 260 and 289 V-8 and 240 and 300 Six Engines)

New longer rocker arm studs are being used on the above engines. These studs are used to increase the valve train lubrication.

The new "press-in" studs are longer overall (2.60 in. vs. 2.57 in.) and have shorter pilot ends (0.070 in. vs. 0.220 in.). The "press-in" studs are available for service in three sixes. Identification is as follows:

C5AE-6A527-A is the standard stud. It has no identification marks.

C5AE-6A527-B is the 0.006 in. oversize stud. It can be identified by a 0.070 in. deep drill point in the pilot end of the stud.

C5AE-6A527-C is the 0.015 in. oversize stud. It can be identified by a step in the stud diameter approximately 1-1/8 in. from the pilot end.

The new "threaded" studs (high performance engines) are also longer overall (2.50 in. vs. 2.38 in.).

On any service operations requiring rocker arm stud replacement, use the new studs only.

To remove a new "press-in" stud, follow the procedures in the shop manual. To install a new "press-in" stud, use the new rocker arm stud replacer (Tool T65P-6A527-A). This tool will be in the 1965½ tool package. Do not use the old rocker arm stud kit (Tool T62F-6A527-A) for installation of new studs.

To remove or install a new "threaded" stud, follow the procedures in the shop manual.

97 DOOR LOCKS DO NOT LATCH

(1965 Ford Galaxie 500 XL)

The doors on some early production 1965 Ford vehicles may not latch when closed. This problem is caused by interference between the shoulder of the interior door handle and the aluminum applique of the door trim panel.

The problem was corrected in production approximately September 25, 1964, by increasing the size of the clearance hole in the applique from 15/16 in. to 1-1/4 in.

The problem can be corrected on a customer complaint basis by removing the door arm rest, determining the area of interference, and enlarging the hole in the area of interference by filing.

98 AIR AND WATER LEAKS AT THE COWL SIDE

(1965 Ford – All Models)

Air and water leakage at the cowl side panel is caused by the omission of the cover plates and/or cover plate sealer required to seal one large welding access hole in each cowl side panel. If the above condition exists, the flow of air can be detected at the top of the cowl side trim panel.

If this problem is encountered in the field, the access hole can be sealed with tape using the following procedure:

Left Side

1. Remove the emergency brake assembly from the left side cowl and instrument panel and position aside.
2. Remove the left and right side cowl trim panel and the air duct assemblies to gain access to the cowl plenum chamber area.
3. Working through the cowl air duct opening, apply C1AZ-19627-A tape to the 1-1/2 X 3 in. oblong hole. (See Figure 9.)
4. Reinstall the cowl air duct assemblies, cowl trim panel and emergency brake assemblies.

The parts required to perform this operation are:

Part No.	Part Name	Class	Quantity
C1AZ-19627-A	Tape	BA	1

(Article 98)

99 ACCELERATOR PEDAL INTERFERENCE WITH CARPET

(1965 All Car Lines – All Models)

An interference condition may exist between the accelerator pedal and floor carpet if the carpet and floor pan sound deadener are not installed flush to the floor pan under the accelerator pedal. This area is very critical on the Ford and Mustang models because of the use of the suspended accelerator pedal. Any uneven or irregular surface in this area will prevent the throttle from reaching the fully depressed position and result in complaints of poor engine performance, failure to reach kickdown position, and poor carpet appearance and wear.

When dealers receive complaints of poor engine performance and/or failure to reach kickdown position, the installation of the carpet and floor pan deadener in the area of the accelerator pedal should be checked to insure full throttle movement.

100 REVISED HYDRAULIC TAPPET VALVE CLEARANCE ADJUSTMENT PROCEDURE

(1962-1965 Cars and Trucks with 221-EEU, 260-EEY, 289-EGA, 240-EHA, 240-EGW, 300-EGY and 300-EGZ CID Series Engines)

The following new hydraulic tappet clearance procedure specified for the subject engines minimizes the possibility of holding valves open, thus causing a valve burning condition:

"When the push rod to rocker arm clearance has been eliminated, tighten the rocker arm stud nut an additional ¾ turn" (The previous procedure was 1½ additional turns).

The balance of the valve clearance adjustment procedure remains the same as previously published in the respective shop manual.

101 240-300 CID ENGINE DIESELING

(All 1965 Cars and Trucks So Equipped)

Reports have been received that these vehicles when operating in high ambient temperatures may continue to run when the ignition switch is shut off.

If this complaint is encountered it is suggested that the engine idle speed be reduced as low as possible and still maintain good engine idle.

It may be found that the accelerator bowden cable is binding and not allowing the throttle plates to return to their idle position. When this condition is encountered the cable will require straightening or replacement.

102 ANTI-FREEZE LEVEL CHECK

(1965 Light Truck)

It is recommended that dealers check the anti-freeze protection level in trucks when received and as part of the pre-delivery checks. This should be done to preclude possible engine block damage.

This check should be added to your pre-delivery checklist. A reprinted checklist will be available soon with this check incorporated.

103 DISCONNECTED SPEEDOMETER CABLE

(All Cars)

Several customer complaints have been received indicating that the speedometer cable was not connected at the time of new car delivery or after performing service work on the customer's car. Precautions must be taken to preclude this problem.

If the speedometer cable is disconnected for any reason, it is imperative that the speedometer cable is connected and properly tightened before delivering the vehicle to the customer.

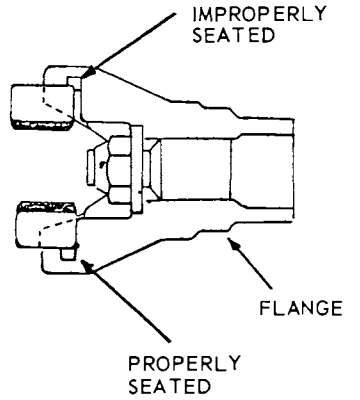
104 HIGH SPEED DRIVE LINE VIBRATIONS

(1965 Ford, Falcon, Fairlane, Thunderbird, Mustang, Econoline and F-100 Truck)

If customer complaints of high speed vibration are encountered as a result of driveshaft universal joint bearing cups that are not properly installed into the rear axle companion flange mating surface, the following procedure should be followed to correct the problem.

1. Road test the vehicle in question to determine if driveshaft vibration is encountered.
2. Remove the driveshaft and visually inspect the companion flange lugs. If the lugs are shaved or damaged, replace the companion flange.
3. Reinstall the driveshaft, taking care to properly position the U joint bearing cups between the companion flange lugs.
4. Road test the vehicle.
5. If, after road testing, driveshaft vibrations are reduced but still evident, disassemble the driveshaft from the companion flange, rotate it 180°.

This improper installation results in shaved guide lugs and causes an out of balance condition of the driveshaft assembly. See Fig. 10.



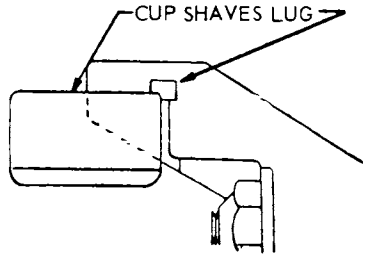


Figure 10 – (Article 104)

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105 DISC BRAKE CREEP – GROAN NOISE

(All 1965 Thunderbird and Mustang Equipped With Disc Brakes)

Customer complaints of creep – groan noise in the front disc brakes have been reported in the field on 1965 vehicles. Creep – groan is a noise experienced when the vehicle creeps with the brakes applied. It occurs with all brake systems but is more pronounced with disc brakes than with drum brakes. A slight increase or decrease in pedal force will eliminate the noise.

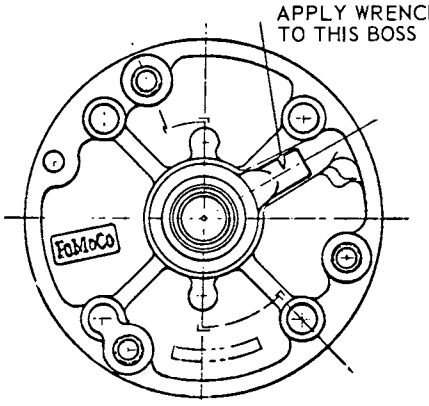
The customer should be informed that the creep – groan noise is inherent with disc brakes and no attampt should be made to correct this phenomenon. Most owners will accept this noise when they are assured nothing is wrong with the brakes and when informed that a slight increase or decrease in pedal effort eliminates this noise.

106 POWER STEERING PUMP LEAKS

(1965 Vehicles Equipped With Ford-Thompson Power Steering Pump)

Power steering pump leaks between the pump housing and the reservoir may be caused by prying against the sheet metal reservoir to tighten the belt. To tighten the belt apply a wrench to the boss on the cast iron face of the pump. (See Fig. 11).

The pump must not be dropped, hammered or pryed on at the shaft or pulley, as there is a possibility of damaging the "in" or "out" thrust areas.



FRONT VIEW OF PUMP HOUSING PLATE

Fig. 11 – Front View of Ford Thompson Power Steering Pump Housing Plate – (Article 106)

107 FRONT AND REAR SUSPENSION RPO SPECIAL HANDLING PACKAGE

(1965 Mustang Vehicles Equipped With 289 CID High Performance And Standard Eight Cylinder Engines)

The special handling package items listed under "Suspension Components" are standard equipment on all Mustang [illegible] are equipped with the 289 [illegible] dividually for each component.

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SUSPENSION COMPONENTS – (Article 107)

FRONT COIL SPRINGS

Part Number	Application	Color Code
C4ZA-5310-J	Hard Tops and Fastbacks equipped with Power Steering and/or Air Conditioning – All Convertibles.	Brown
C4ZA-5310-K	Hard Tops and Fastbacks Without Power Steering and Air Conditioning	Red

REAR LEAF SPRINGS

Part Number	Application	Color Code
C4ZA-5556-R	Model 65-A (Hard Top)	2 Red Stripes
C4ZA-5556-S	Models 76-A (Convertible) and 63-A (Fastback)	Green and Yellow Stripes

REAR SPRING FRONT BUSHING (Standard with above springs)

Part Number	Description
C4ZA-5781-A	70 Durometer Rubber

FRONT STABILIZER BAR ASSEMBLY

Part Number	Bar Diameter
C4ZA-5482-A	0.84 inch

FRONT AND REAR SHOCK ABSORBERS – (Heavy Duty Valving)

Part Number	Position	Bore Size	Vendor
C4ZF-18045-E	Front	1-3/16 inch	Gabriel
C4ZF-18080-C	Rear	1-3/16 inch	Gabriel

STEERING GEAR

Part Number	Model	Type	Ratio
C4ZR-3504-D	HCC-AW	Power Assist	16:1
C4ZR-3504-E	HCC-AK	Manual	16:1

Service will use the C4ZR-3504-D power assist gear to service the C4ZR-3504-E special handling gear by resetting the preload and meshload to manual specification. Refer to the 1965 Mustang Shop Manual, Part 3-6 for specification.

WHEELS

STANDARD ON ALL EIGHT CYLINDER MODELS

Part Number	Size	Number of Bolts
C4GA-1007-B	14 x 5	5

TIRES

STANDARD ON MODELS EQUIPPED WITH 289 CID HIGH PERFORMANCE ENGINE

Part Number	Size	Rating
C5ZA-1508-H	6.95 x 14	Nylon 4 ply – 4 ply rating dual redline

OPTIONAL EQUIPMENT ON MODELS WITH STANDARD EIGHT-CYLINDER ENGINE

Part Number	Size	Rating
C5ZA-1508-D	6.95 x 14	Rayon 2 ply – 4 ply rating BSW
C5ZA-1508-E	6.95 x 14	Rayon 2 ply – 4 ply rating WSW

REAR AXLE – CONVENTIONAL TYPE

STANDARD WITH 289 CID HIGH PERFORMANCE ENGINE

Part Number	Ratio	Engine	Transmission
C4ZW-4001-L	3.50:1	289 CID 4V-HP	3 and 4 speed standard

OPTIONAL EQUIPMENT WITH 289 CID HIGH PERFORMANCE ENGINE

Part Number	Ratio	Engine	Transmission
C4ZW-4001-H	3.89:1	289 CID 4V-HP	3 and 4 speed standard
C4ZW-4001-J	4.11:1	289 CID 4V-HP	3 and 4 speed standard

REAR AXLE – LOCKING TYPE

OPTIONAL EQUIPMENT WITH STANDARD EIGHT-CYLINGER ENGINE

Part Number	Ratio	Engine	Transmission
C5ZW-4001-D	2.80:1	289 CID 2V	All
C4ZW-4001-F	3.00:1	289 CID 4V	All

TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 7 January 25, 1965

91 CORRECTION – FRONT SUSPENSION NOISE

Article 91 of the December 21, 1964 TSB called for a lubricant C1AZ-19550-A in Procedure 3 of the first paragraph. Please correct number to read: C1AZ-19590-A.

108 INSUFFICIENT FAN TO RADIATOR CLEARANCE AND LOOSE RADIATORS

(1965 Ford)

A condition of inadequate fan to radiator clearance and loose radiators has been encountered on some of the subject vehicles. This problem is attributed to inadequate radiator retention and/or improper fan to water pump pulley spacer size. This condition may result in the fan hitting the top tank of the radiator thus causing radiator damage, loss of coolant, and damage to other engine components.

This problem was corrected in production September 11, 1964 by installation of the proper fan to water pump pulley spacer and by shimming the radiator at the bottom which raises the radiator ¼ inch to provide sufficient clearance between the fan and radiator top tank. This production correction also provides for shimming the upper radiator bracket as required for proper retention of the radiator.

If customer complaints of the above nature are encountered, it is recommended that the radiator installation be checked and corrected as necessary following the procedure outlined below and as illustrated in Figure 1.

1. Inspect the subject vehicles to determine if the fan has a minimum clearance of .62 to the bottom of radiator top tank as shown in Figure 1. If this minimum clearance is not available, the following procedure should be taken to increase clearance.

2. Loosen attaching screws of the upper bracket-radiator support to radiator support assembly to permit the location of the radiator to be raised approximately ¼ inch by using shims.

3. Loosen the attaching screws of the lower bracket assembly radiator support and position the bracket as high as possible in its adjusting slot. Retighten the attaching screws to the specified torque. (17-25 foot pounds.)

4. Insert two shims (Part No. C5ZZ- each side, between the lower support bracket pad and the

radiator support and the radiator support

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assembly, two required at each attachment, as shown in View BB of Figure 1. NOTE: In some instances only one shim at each attachment will be required for proper retention of radiator assembly.

7. Tighten the attaching screws of the upper bracket radiator support.

109 DOOR EDGE PROTECTORS USED IN TRANSIT

(All Car Lines)

Failure to remove the door edge protectors for "in transit" protection of car doors may result in an "off color" paint condition. This is caused by normal fading of surrounding paint surfaces.

The protectors will continue to be used by the assembly plant to protect against paint damage in handling.

Dealers should remove the protectors before delivering the unit to the customer to prevent future complaints of color damage.

110 NIGHT LOCK ROD RATTLES

(All 1965 Mustang)

The door lock rods may rattle on some early production Mustangs. The retention of the lock knob grommet was inadequate causing it to become loose and allowing the rod to rattle.

The condition was corrected in production approximately September 30, 1964 by changing the type of material used in the grommet.

The rattle can be eliminated on a customer complaint basis by replacing the lock knob grommet. The new part number is C5DZ-6221999-B.

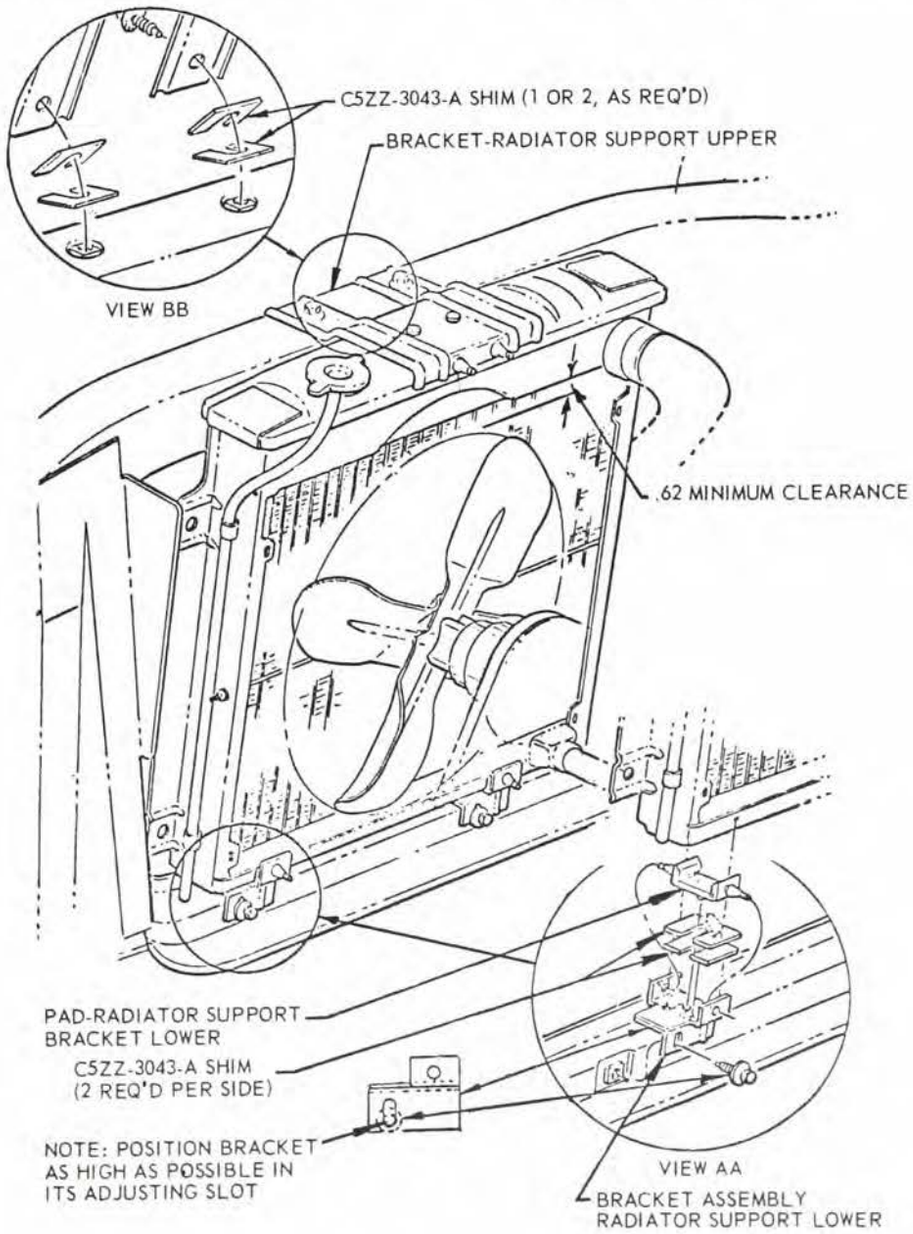


Figure 1 – (Article 108)

111 PACKAGE TRAY TRIM PANEL RATTLES

(1965 Ford – Model 57)

Rattles in the package tray area are caused by ineffective package tray trim panel retention which permits the trim panel to rattle against the back window lower garnish moulding and the package tray sheet metal panel.

This problem was corrected in production on October 7, 1964 by installing shims between the package tray trim panel and the package tray to securely retain the trim panel between the package tray and the garnish moulding.

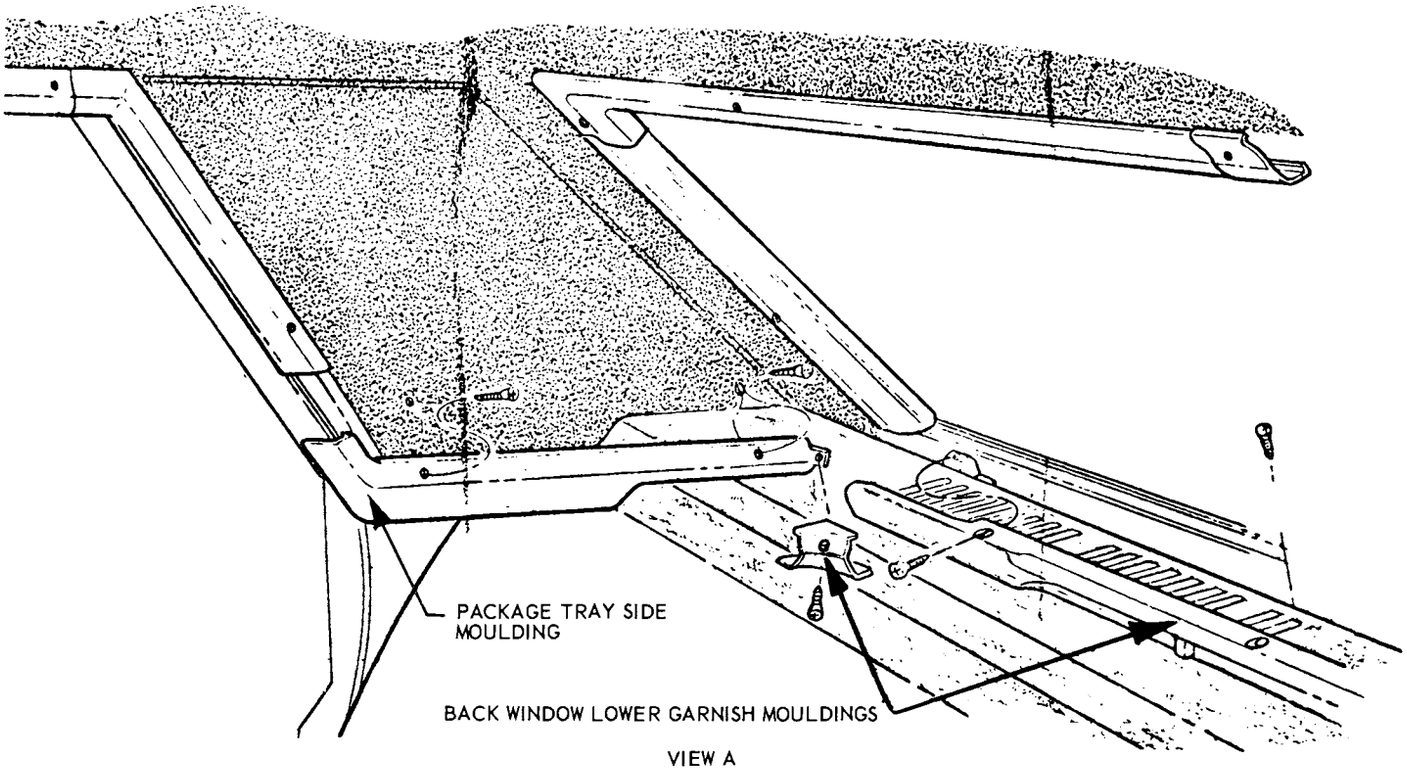
Should dealers encounter rattles in this area, shims can be installed under the trim panel using the following recommended procedure.

1. Remove the package tray side and lower garnish mouldings. (See Figure 2, View A.)

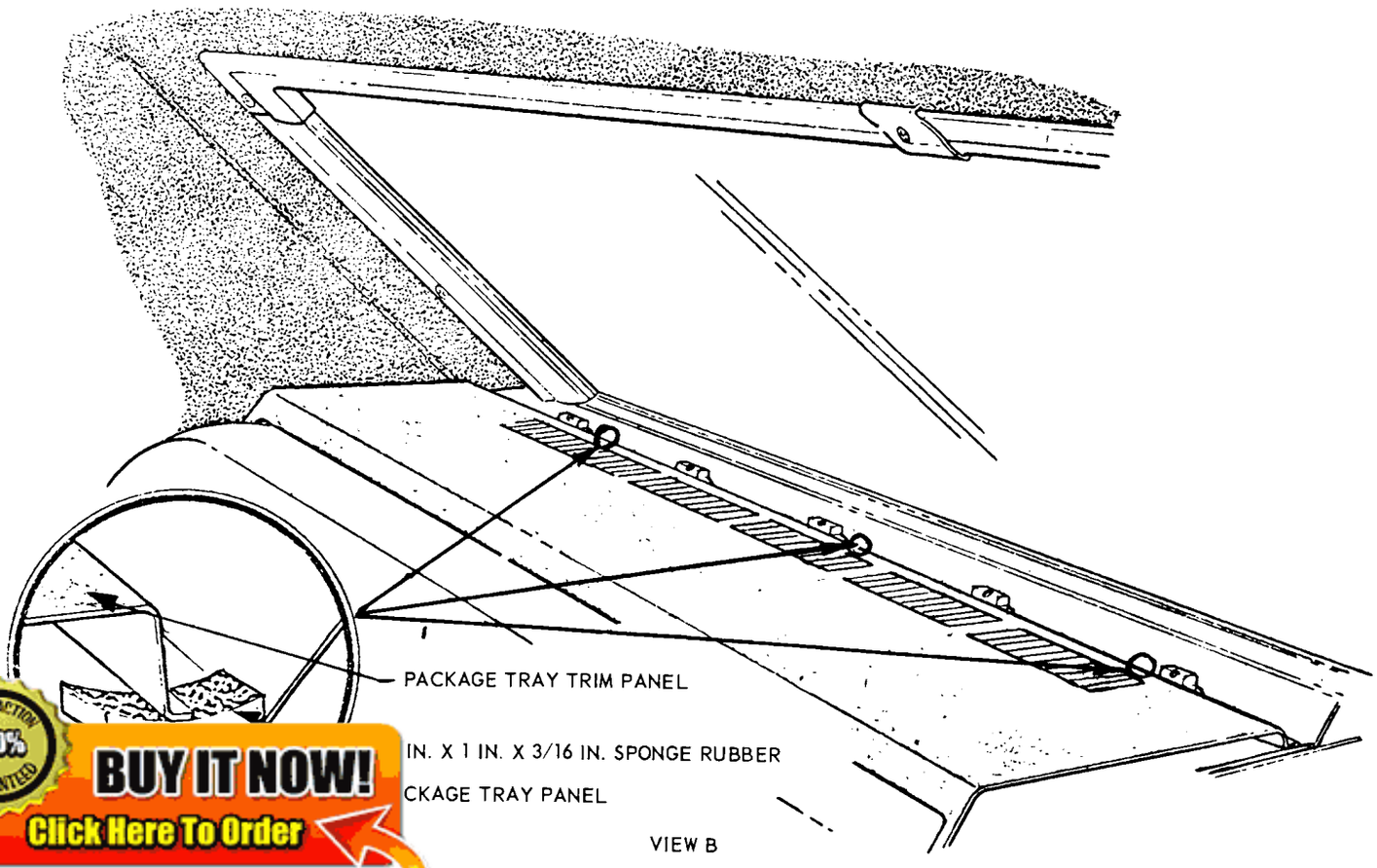
2. Raise the rear edge of the package tray trim panel and place three pieces of sponge rubber (1 in. X 1 in. X 3/16 in.) or equivalent between the lip of the package tray trim panel and package tray. (See Figure 2, View B.)

NOTE: It may be necessary to use two thicknesses of rubber in locations where excessive clearance exists.

3. Reinstall the side and lower garnish mouldings.



VIEW A



VIEW B

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Fig. 2 – Procedure for repair of Package Tray Rattle – Model 57 – 1965 Ford – (Article 111)

112 DECK LID SPEAR MOULDING

(1965 XL And LTD Models)

A new spear moulding is being released for the rear compartment of Galaxie 500 XL and 500 LTD models as standard equipment. The moulding is also being released as a regular production option on Galaxie 500 models.

The addition of the moulding was effective in production approximately December 14, 1965.

The rear compartment moulding should be added to all Galaxie 500 XL and 500 LTD units built prior to December 14, on a customer request basis.

The parts required are as follows:

PART NO.	PART NAME
C5AZ-5442512-A	Deck lid moulding – right
C5AZ-5442513-A	Deck lid moulding – left
376803-S2	3/16 spring nut (8 req.)
C5AZ-54425-A82-A	Deck lid ornament plate
** 356499-S	Flat sealer washer (3 req.)

** M-5397-A caulking cord may be used in place of the flat sealing washer.

When ordering parts for styles other than XL and LTD, the deck lid ornament (C5AZ-5443504-A) must be included since the ornament is different on other styles.

The following procedure should be followed for moulding installation: (See Figure 3.)

1. Remove the existing deck lid ornament from the vehicle, saving the ornament and attaching nuts.
2. Elongate the ornament attaching holes downward approximately 5/16 in. and install the ornament plate and ornament to the lid loosely, using the three attaching nuts and three sealing washers. (The holes need not be elongated on models other than XL or LTD.)
3. Using the mouldings as a guide, mark the location of the attaching studs on the peak line of the lid and drill 8, ¼ inch diameter holes in the deck lid.
4. Install the mouldings and secure them with spring nuts, then align and tighten the center ornament.

CAUTION: Be certain that sealing washers or caulking cord (M-5397-A) is used on each stud.

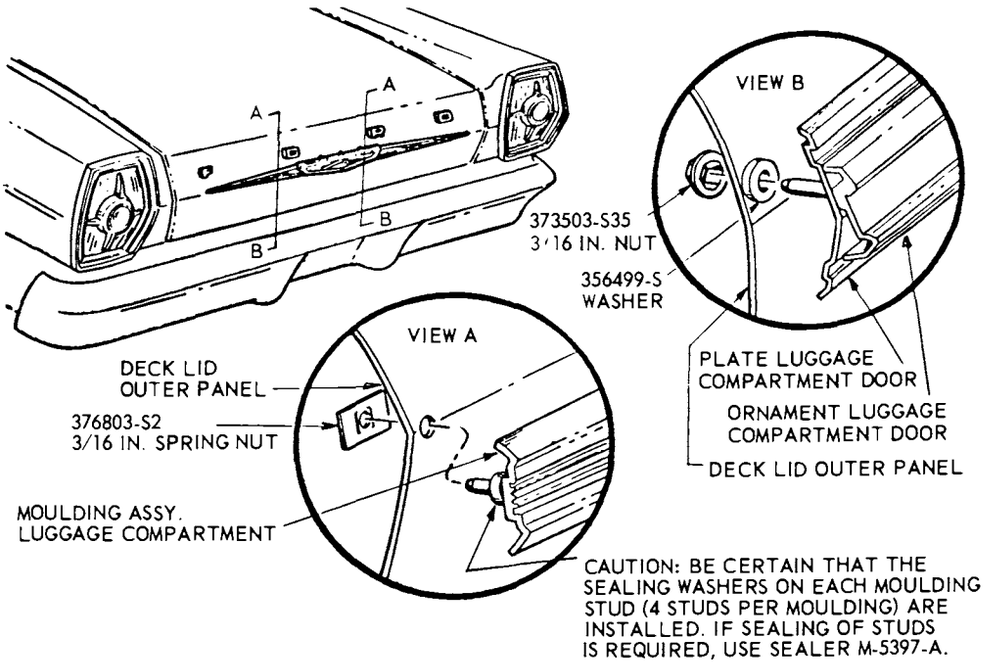

Fig. 3 – Deck Lid Spear Moulding – 1965 Ford XL, LTD – (Article 112)

113 MASTER CYLINDER BRAKE TUBE INTERFERENCE

(1965 F-100/250 Trucks)

An interference condition between the master cylinder brake tube and the clutch return spring may be encountered on some early produced 1965 F-100/250 trucks.

This condition is caused by improper routing of the line and possible omission of a frame attachment clip. The problem was corrected in production approximately November 15, 1964, and service correction is as follows:

During normal servicing of new vehicles, depress and release the clutch pedal, if a scraping noise is encountered, check brake tube for interference with clutch return spring, and reposition as necessary.

Owner complaints of scraping noise should be corrected in same manner. In addition vehicle should be inspected for presence of clip shown in Figure 4 and clip added when necessary. Also, if brake tube shows evidence of wear or abrasion it should be replaced.

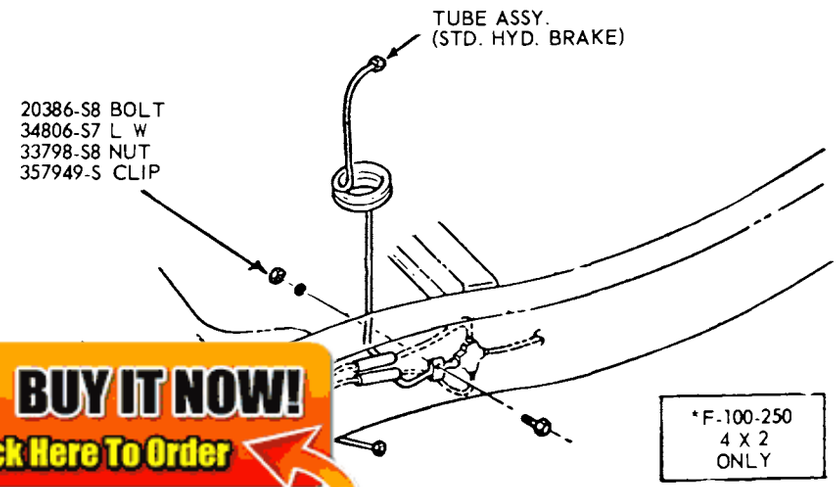

Figure 4 – (Article 113)

114 CAMSHAFT GEAR NOISE

(All 1965, 240-300 CID Engines Except F-100/250 and Econoline 240 CID Engine)

Early produced 240-300 CID engines were built with questionable camshaft gears which could cause noisy operation in the 12-1400 RPM range. Improved gears are marked with an orange or white daub of paint on the front face of the gear. All service stock is of the improved gear and will correct noise complaints caused by the earlier gears.

115 NEW SIX HOLE DISC WHEELS

(F, N, C, B-500-800 Series Trucks)

For your information, new design wheels became effective in production approximately May 15, 1964 on F, N, C and B-500-800 Trucks.

The new design incorporating the "Budd Type" ball seat mountings can be used when necessary to replace pilot mounted wheels when owners wish to maintain consistancy with prior models or to provide interchangeability with current models.

Parts required are as follows:

Part Number	Description
C4TZ-1107-E	Hub Bolt, R.H. Front and Rear
C4TZ-1107-F	Hub Bolt, L.H. Front and Rear
BB-1120	Nut Front Hub Bolt, R.H.
BB-1121	Nut Front Hub Bolt, L.H.
BB-1132	Nut Rear Dual Outer, R.H.
BB-1133	Nut Rear Dual Outer, L.H.
BB-1134	Nut Rear Dual Inner, R.H.
BB-1135	Nut Rear Dual Inner, L.H.
B7T-1015-B	Wheel 22.5 x 6.0
B6T-1015-D	Wheel 22.5 x 6.75
C4TZ-1007-J	Wheel 20 x 6.5 – 6.00 offset
C4TZ-1007-K	Wheel 20 x 7.0 – 6.12 offset
C4TZ-1007-L	Wheel 20 x 6.0 – 5.53 offset
C4TZ-1007-M	Wheel 20 x 6.5 – 6.00 offset (R.H. – 50, two piece style)

For wheels other than these shown above refer to Truck Master Parts Catalogue.

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116 ASH TRAY LIGHT LEAKAGE

(All 1965 Ford)

Complaints have been received of objectionable light leakage from the instrument panel ash receptacle when the receptable door is closed. The leakage is caused by light reflection from the ash receptacle box and cigar lighter knob which passes through the ash receptacle door gap.

The problem was corrected in production approximately January 18, 1965, by relocating the bulb and socket assembly.

The condition should be corrected on a customer complaint basis by relocating the bulb and socket assembly as follows:

1. Disconnect the cigar lighter and light wires and remove the ash receptacle assembly from the instrument panel.
2. Drill a 1/8 in. diameter hole for light entry at the position shown on Figure 5. Then drill a 7/16 in. diameter hole at the indicated position and file away excess metal to form a square.
3. Remove the bulb and socket assembly from the instrument panel and install it in the new square hole. Reinstall the ash receptacle assembly and replace wiring.

NOTE: Make sure the light entry hole in the socket assembly is lined up with the receptacle assembly hole for proper light entry.

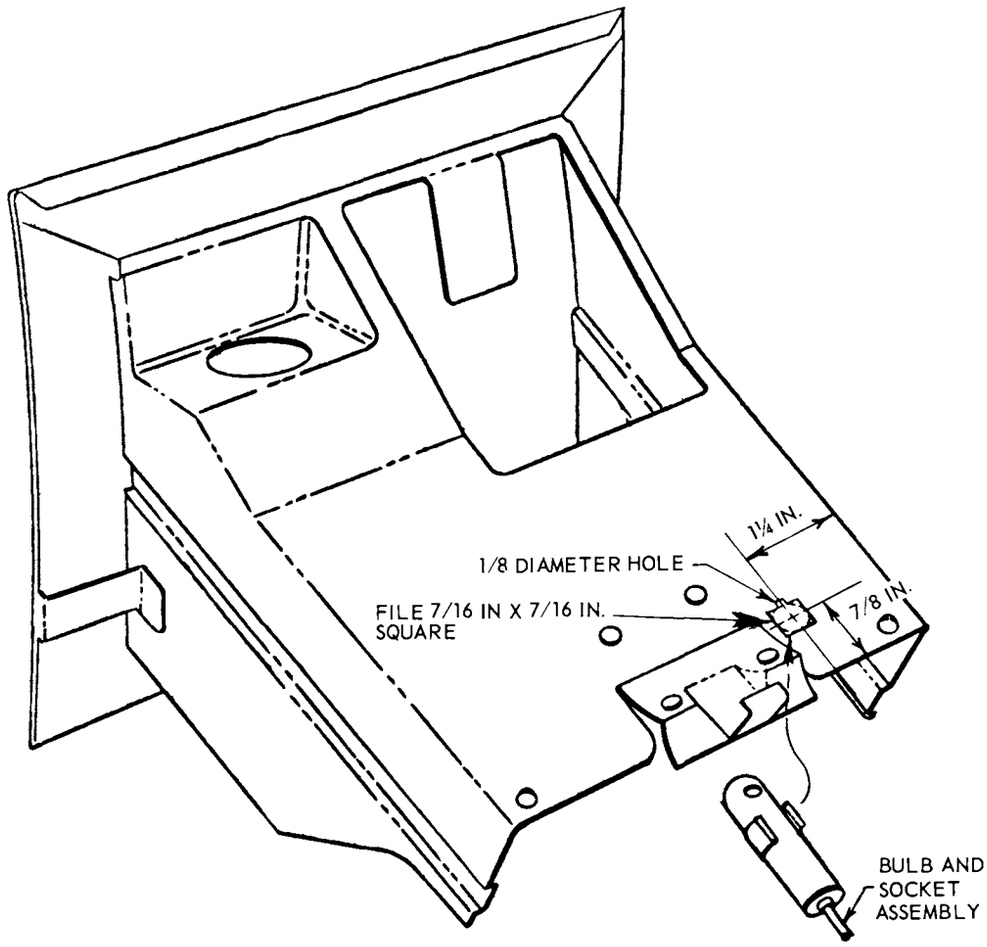

Fig. 5 – Instrument Panel Ash Receptacle Light Leakage – 1965 Ford – (Article 116)

117 POWER STEERING OIL COOLER

(1965 Ford with Ford Designed Power Steering Pump and Air Conditioning)

A power steering oil cooler is mandatory to prevent excessively high power steering oil temperatures when a 1965 Ford is equipped with factory or dealer installed power steering and air conditioning.

The oil cooler is necessary since the air flow over the power steering system is restricted and weight is added to the vehicle when an air conditioner is installed.

The oil cooler with instructions for installing it is included in the kits for adapting power steering to air conditioned vehicles.

118 MALFUNCTION OF TURN SIGNAL SWITCH

(All 1963 – 1964 – 1965 Vehicles)

On a customer complaint of turn signal switch malfunction and prior to judging the switch to be the cause of malfunction and replacing as defective, it is sug- d that the following areas must be and repaired to make certain n- ng in ng relation to the shaft.

2. Make sure that the ignition switch is not sticking between the "Start" and normal engine "On" position, thereby adversely affecting the electrical circuit.

3. Excessive Loctite on the threads of the turn signal lever may be contacting the turn signal switch mechanism causing a binding condition.

4. The fingers on the steering wheel hub cancelling cam may be bent so that proper contact with the cancelling mechanism cannot be accomplished.

119 IGNITION TIMING OF SUPER DUTY ENGINES

(All Super Duty Engines)

Power timing of super duty engines causes excessive exhaust valve operating temperature. **Under no circumstance** should the published **timing specification** of **8 degrees** be exceeded.

120 MISSING SEAT CUSHION AND SEAT BACK TRIM BUTTONS

(1965 Ford 500 and "LTD" Series)

Seat or seat back trim buttons may become loose or fall off on some early production 500 and LTD series models.

This problem was corrected in production October 9, 1964, on both vinyl and cloth trimmed units.

Loose or missing seat trim buttons on units built prior to October 9, 1964, can be repaired by installing replacement trim buttons now available for service in the table below:

It is not necessary to completely remove the cover when installing the buttons. Remove only those hog rings that will allow reaching in with the hand between the cover and pad to secure the button retainer to the button. Figures 6 and 7 show typical button installation.

NOTE: To assure maximum button retention use new button retainers.

PART NO.	PART NAME	CLASS	QUANTITY
For Vinyl Seats – *C5AZ-546824-A	Button & retainer assembly	C	2 per pkg. – as required
For Cloth Seats –			
C5AZ-5764824-AAJ	Button – blue	C	1 each – as req.
C5AZ-5764824-ABC	Button – burgundy	C	1 each – as req.
C5AZ-5764824-AAH	Button – black	C	1 each – as req.
C5AZ-5764824-ABA	Button – turquoise	C	1 each – as req.
C5AZ-5764824-ABB	Button – gold	C	1 each – as req.
C5AZ-5764824-AAK	Button – palomino	C	1 each – as req.
C5AZ-5763520-A	Retainer	C	1 each – as req.

*NOTE: Part number C5AZ-5464824-A includes 2 button and retainer assemblies per package.

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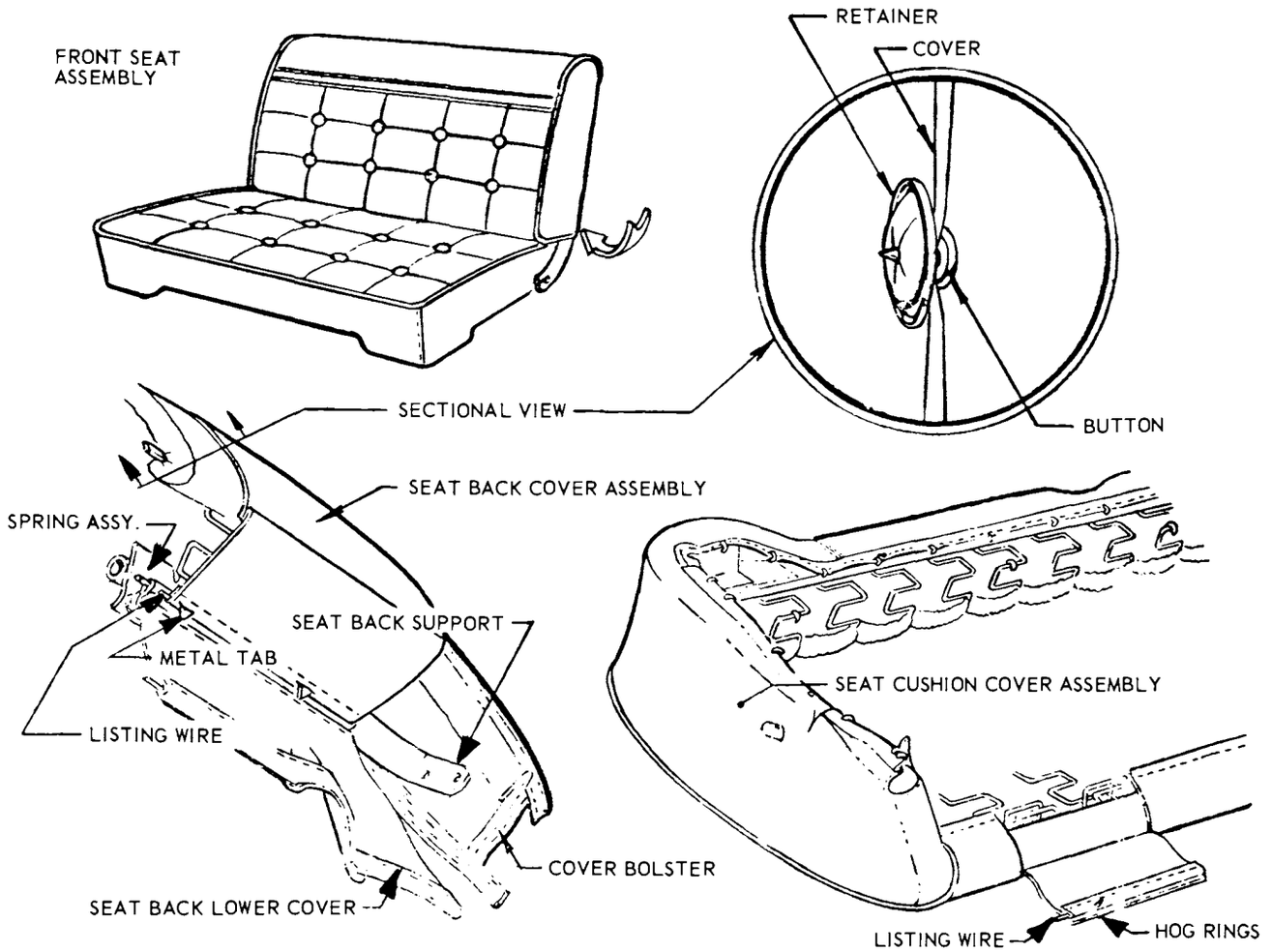

Fig. 6 – Missing Seat Cushion and Seat Back Buttons – 1965 Ford Galaxie 500 and Galaxie 500 "LTD" Series – (Article 120)

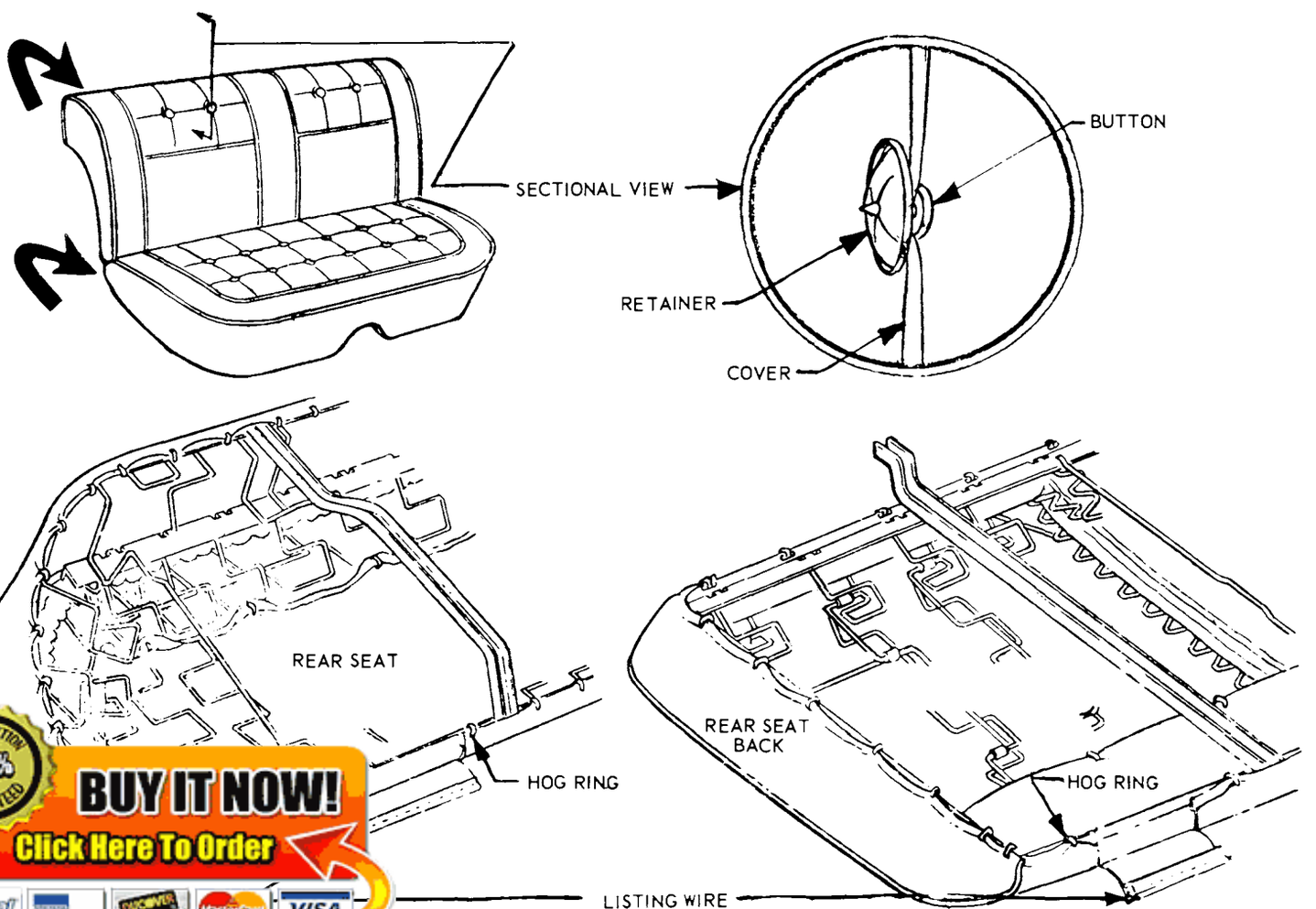

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Fig. 6 – Missing Seat Cushion and Seat Back Buttons – 1965 Ford Galaxie 500 and Galaxie 500 "LTD" Series – (Article 120)

121 FORD RPO WIRE WHEEL COVER INSTALLATION

(All 1965 Fords)

The correct method for installing a wire wheel cover is to place any finger of the cover against the wheel rim and then push the wheel cover in the diametrically opposite location. This locates the cover and the holding fingers can then be pushed in all around. It should be noted that the outside rim of the wheel cover will stand away from the wheel flange. This design is not supposed to be flush against the wheel and no outside force should be used to obtain contact between the cover rim and the wheel. See Figure 8.

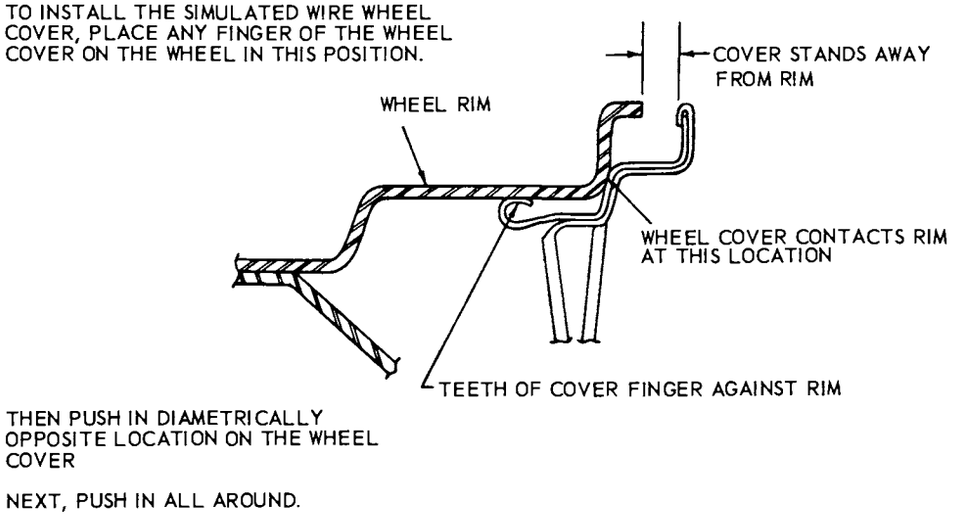

Figure 8 – (Article 121)

122 MANIFOLD HEAT CONTROL VALVE BINDING

(1965 F-100/350 with 352 CID Engine)

On 1965 F-100/350 with the 352 CID engine built prior to October 1, 1964, an interference may exist in the manifold heat control valve. It is suggested that early units be checked for freedom of movement of this valve. Units in stock should be checked immediately and delivered units checked at the earliest visit by the customer to your Service Department.

If an interference is encountered, the valve should be loosened and repositioned to allow proper movement.

123 FRONT BUMPER IMPACT BAR LICENSE PLATE MOUNTING EXTENSION AND RUBBER BUMPER

(1965 Ford – All Models)

Currently all 1965 Ford cars are provided with a front license plate attaching bracket. To avoid possible customer complaints, the front license plate attaching bracket should be removed during vehicle pre-delivery, in States not requiring a front license plate.

Effective September 1, 1964, the front license plate attaching bracket will not be installed at the assembly plants. Instead the attaching parts will be shipped loose and placed in the luggage compartment for use in those States requiring the front license.

The parts included in the kit and the method for installation is shown in Figure 9.

Fig. 9 – Front License Plate Extension Bracket and Attaching Parts – (Article 123)

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124 FAN FAILURES

(223, 262, 292 CID Engines)

In the event of standard cooling fan failures on these engines it is suggested that the new reinforced fan blade assembly C1TZ-8600-J be used as a replacement. This fan is currently released for production use on the 1965 300 CID engine.

125 IGNITION SYSTEM SPECIFICATION CHANGES

(All Vehicles)

Spark Plugs

Tests on the 1965 Ford and Econoline 240 six and the 1965 Truck 240 LD six show that a greater spark plug life will result if BTF42 spark plugs are used. Therefore, it is recommended that when spark plug replacement is due, the BTF42 plugs should be used.

The initial ignition timing specifications for the 1965 Econoline 240 six and the 1965 Truck 240 LD and MD six have been revised to prevent detonation. The enclosed specifications show the revised recommended setting.

Distributors

Distributor number C5DF-12127-K is now being used in production on the 1965 Falcon and Fairlane 200 Six with automatic transmission. The calibration and distributor springs have been changed to reduce the possibility of detonation. To revise the previously used distributor (C5DF-12127-F), replace the primary spring with spring number C1DF-12192-A, replace the secondary spring with spring number B2AZ-12192-A and calibrate the distributor to the enclosed C5DF-12127-K specifications.

Distributor number C5AF-12127-AM is now being used in production on the 1965 Ford 240 Police and Taxi six with automatic transmission. The distributor originally intended for this application was never released.

Distributor number C5UF-12127-L is now being used in production on the 1965 Econoline 240 six with manual-shift transmission. The calibration and distributor springs have been changed to reduce the possibility of detonation. To revise the previously used distributor (C5UF-12127-G), replace the primary spring with spring number C3DZ-12192-A, replace the secondary spring with spring number A7AZ-12192-A and calibrate the distributor to the enclosed C5UF-12127-A specifications.

Distributor number C5TF-12127-AC is now being used in production on the 1965 Truck 240 LD six with manual-shift transmission. The calibration has been changed to reduce the possibility of detonation. To revise the previously used distributor (C5AF-12127-AD), calibrate the distributor to the C5TF-12127-AC specifications.

Distributor number C5TF-12127-V is now being used on the 1965 Truck 240 MD six. The previously used distributor (C5TF-12127-N) is a loadomatic distributor and the new distributor is a dual advance distributor. Because of this, the previously used distributor cannot be altered to fit the new distributors enclosed specifications.

REVISED SPECIFICATIONS

Recommended Ignition Timing

ENGINES	Recommend Setting (BTDC)**	
	MANUAL-SHIFT TRANSMISSION	AUTOMATIC TRANSMISSION
Econoline 240	4°	10°
Truck 240 LD	6°	10°
Truck 240 MD	*6°	–

* For altitude operation and/or in order to obtain optimum engine performance and fuel economy, it is permissible to further advance the initial ignition timing to a maximum of 5° in excess of the recommended setting. No further improvement in engine performance or fuel economy will be achieved by advancing beyond this point. To perform this operation the timing should be advanced progressively until engine detonation (spark knock) is evident under actual road test acceleration, following which the timing should retarded sufficiently to eliminate the detonation.

** If the individual requirements of the vehicle and/or use of sub-standard fuels dictate, the initial timing may have to be retarded from the recommended setting to eliminate detonation. If retarding is necessary this should be done progressively and not beyond a setting of 2° BTDC.

Distributor Advance Characteristics

DISTRIBUTOR NUMBER C5DF-12127-K – 1965 Falcon and Fairlane 200 Six with Automatic Transmission

VACUUM ADVANCE. Set the test stand to 0° at 250 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
800	¾ – 1¾	0.79
1200	3¾ – 4¾	1.90
1600	5¾ – 7	3.00
2000	7 – 8¼	3.80

Maximum Advance Limit. . . . . 12¾°

DISTRIBUTOR NUMBER C5AF-12127-AM – 1965 Ford 240 Police and Taxi Six with Automatic Transmission

CENTRIFUGAL ADVANCE. Set the test stand to 0° at 250 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
700	1½ – 2½	0
1000	4 – 5	0
1500	6¼ – 7½	0
2000	8½ – 10	0

Maximum Advance Limit. . . . . 11°

VACUUM ADVANCE. Set the test stand to 0° at 1000 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
1000	1 – 4	8
1000	3 – 6	10
1000	4 – 7	12 – 20

Maximum Advance Limit. . . . . 7°

DISTRIBUTOR NUMBER C5UF-12127-L – 1965 Econoline 240 Six with Manual-Shift Transmission.

VACUUM ADVANCE. Set the test to 0° at 250 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
600	1 – 2	0.48
800	4¼ – 5½	0.85
1200	7¾ – 9	2.20
1600	10 – 11¼	3.70
2000	11¼ – 12¾	4.90

Maximum Advance Limit. . . . . 13¾°

DISTRIBUTOR NUMBER C5TF-12127-AC – 1965 Truck 240 LD Six with Manual-Shift Transmission.

VACUUM ADVANCE. Set the test stand to 0° at 250 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
600	1 – 2	0.7
800	4¼ – 5½	1.2
1200	7½ – 8¾	2.1
1600	9¼ – 10½	3.7
2000	10¼ – 11¾	4.9

Maximum Advance Limit. . . . . 14°

DISTRIBUTOR NUMBER C5TF-12127-V – 1965 Truck 240 MD Six

CENTRIFUGAL ADVANCE. Set the test stand to 0° at 250 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
600	0 – 1	0
900	4 – 5¼	0
1200	6 – 7¼	0
1500	7 – 8¼	0
2000	8½ – 10	0

Maximum Advance Limit. . . . . 11°

VACUUM ADVANCE. Set the test stand to 0° at 1000 distributor rpm and 0 inches of mercury.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
1000	1 – 4	8
1000	4 – 7	10
1000	5½ – 8½	13
1000	5½ – 8½	20

Maximum Advance Limit. . . . . 8½°

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eight cylinder engine dual advance distributor (conventional ignition system only). The dwell range on transistor ignition system distributors and centrifugal advance distributors has not been changed.

When setting breaker points on a six cylinder engine distributor, set them to either 0.025" gap (new points only) or 40° dwell (new or used points).

When setting breaker points on an eight cylinder engine dual advance distributor (conventional ignition system only), set them to either 0.017" gap (new points only) or 28° dwell (new or used points).

The gap settings on transistor ignition system distributors and centrifugal advance distributors have not been changed.

126 RATTLES AT REAR LICENSE PLATE

(1965 Ford Station Wagon)

The rear license plates on the station wagons may cause rattles if they are improperly installed. This is due to the license plate by-passing the rubber anti-rattle bumper when it is attached to the lower holes in the bumper extension. This lower extension is meant primarily for license plate protection and not attachment.

To preclude rattles, the license plate should be attached to the upper square holes in the impact bar reinforcement, with the lower portion of the plate contacting the rubber bumper. See Figure 10.

127 ACRYLIC ENAMEL USAGE

(All Car Lines)

A program has been undertaken to help service personnel identify vehicles that are painted with acrylic enamel. Effective January 15, 1965, all vehicles painted with acrylic enamel can be identified by the grey background color on the warranty plate. Attached is a chart designed to allow you to determine whether vehicles built prior to January 15, 1965, have acrylic enamel by checking the particular color, plant, and build date.

Several plants are not included on the list. The Wixom Plant has been 100% acrylic since the 1963 model and is therefore not included. All other plants not on the list are not now using acrylic and will identify units, when acrylic is added, by using the grey background warranty plate. All plants but Louisville should have acrylic by April 1, 1965. Louisville will be converted for Job 1, 1966.

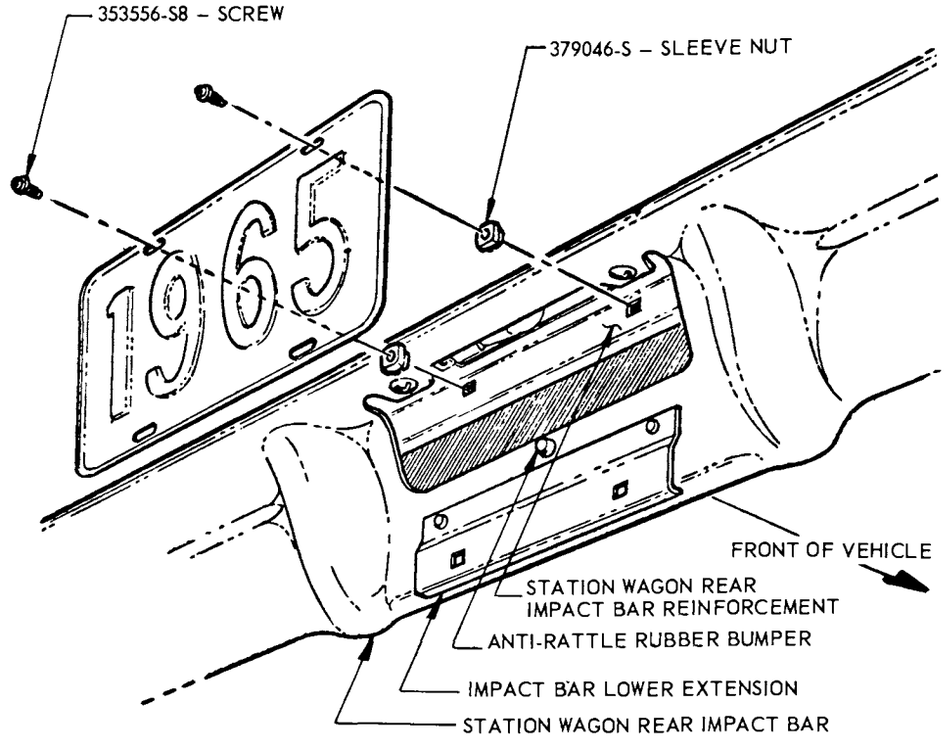

Fig. 10 – Rear License Plate Installation – 1965 Ford Station Wagon – Model 71 – (Article 126)

128 FRAME ABRASION OF POSITIVE BATTERY CABLE

(1965, F-100, 250 (4 X 4), F-350 through 750)

The positive battery cable has been secured to the frame in subject vehicles with the cable support assembly positioned so that the cable rests against the edge of the upper flange of the frame side rail. During vehicle operation, normal cable vibrations cause the cable insulation to wear away on the edge of the flange. The resultant short invariably destroys the battery and renders the vehicle inoperative.

To prevent this, bend the support assembly upward until sufficient clearance exists between the cable and the frame rail edge. Should the loop become spread during this operation, close it so that the rubber grommet and cable will not fall out. Examine cable insulation for wear and tape or replace as necessary.

It is suggested that subject vehicles built through November 1964, be examined for this condition at the earliest opportunity and receive this simple modification to preclude battery failure and customer dissatisfaction.

INCORPORATION DATES OF ACRYLIC PAINTS

PASSENGER VEHICLES

"M" No.	Color	Code	Atlanta	Dallas	Mahwah	Dearborn	Lorain	Los Angeles	Norfolk	Twin Cities	Wayne	Wixom	St. Louis
1724	Raven Black	O			11/12/63		7/13/64	7/7/64	*	8/10/64	6/29/64	10/8/62	*
1619	Wimbleton White	M			11/26/63		6/26/64	6/9/64	*	11/19/64	11/19/64		*
1515	Rangoon Red	J	12/19/64		8/19/63		6/26/64	6/8/64	*	9/7/64	6/22/64	10/29/62	6/3/64
1638	Pagoda Green	B			10/21/63		*	*	*		*		*
1732	Limelight Turquoise	O			*	9/16/64	*	*	*		*		*
1625	Dynasty Green	D			9/25/63		5/7/64	5/26/64	*	8/1/64	6/29/64		*
1731	Twilight Turquoise	5		8/3/64	*		*	*	*		*		*
1623	Skylight Blue	Y			10/21/63		*	*	*		*		*
1622	Guardsman Blue	F			10/4/63		*	*	*		*		*
1544	Caspian Blue	H	12/19/64		*		*	*	*	11/23/64	*	10/26/62	*
1736	Honey Gold	C		7/27/64	*		*	*	*	12/14/64	*		*
1636	Prairie Tan	G			10/10/63		*	*	*		*		*
	Navaho Beige	T			11/5/63		*	*	*		*		*
					10/8/63		*	*	*		*		*
					*		6/9/64	5/12/64	*		6/30/64		*
					10/9/64		*	*	*		*		*
					*		6/15/64	5/19/64	*		7/9/64		*
					8/19/63		6/1/64	5/4/64	*		6/15/64		*
					10/1/63		7/8/64	6/23/64	*		7/14/64		*

*Job No. 1, 1965

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 8 February 1, 1965

129 INOPERATIVE POWER OPERATED TAILGATE WINDOW

(1965 Ford Station Wagon)

Should failure occur on power operated tailgate window in the "up" position, entry can be accomplished by disconnecting the window regulator arms from the glass assembly. Use the following procedure:

Carefully insert a hooked tool or wire between the outer weatherstrip and tailgate window. Locate the window regulator arm rollers, see Fig. 1. Insert the hooked tool into the roller retaining spring clip and remove the clip from the roller. Hold the tailgate window firmly and pry the regulator arms off of the two rollers, carefully lower the window into the tailgate, then open the tailgate.

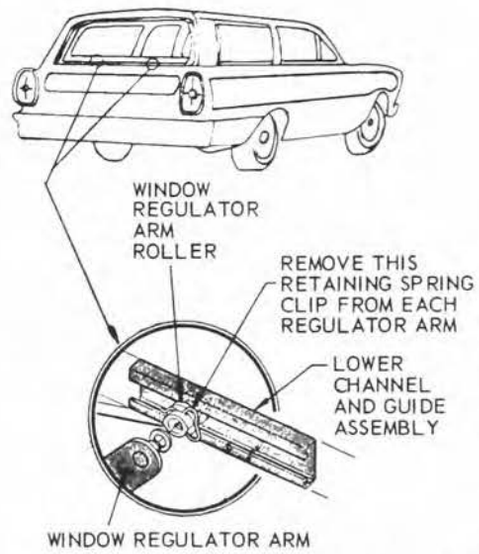

Fig. 1 – Power Operated Tailgate Window Entry Procedure – 1965 Ford Station Wagon (Article 129)

130 HARD OPENING GLOVE BOX DOOR

(All 1965 Ford)

Reports indicate that, in some cases, the glove box door does not open when the lock is depressed. This condition is caused by inadequate swing clearance of the lock housing to the lock catch, causing interference and high opening efforts. The mounting surface of the lock will be revised in production to provide clearance between the lock housing and catch.

Customer complaints of glove box doors that do not open properly can be corrected by bending the lock catch mounting surface upward to increase swing clearance.

131 CAB AND/OR SLEEPER COMPARTMENT CRACKING OR BREAKING

(1962-64 C and H Series Trucks With Sleeper Compartments)

This Article Supercedes TSB 20701-13 of January 20, 1964.

Sheet metal failures, particularly in the door lock pillar area, quarter panel at the lock pillar, roof at the door opening, or sleeper compartment, were corrected in production on March 17, 1964, with additional lock pillar and roof reinforcements. In addition, outside added supports were installed on units with the 32 in. sleeper compartment in August, 1964. These new parts are available for field repair of cracking units.

Identification of vehicles to determine if the latest production reinforcements are installed is possible by observation of the lock pillar area. The late reinforcements are shown on Fig. 2. Units built prior to March 17, 1964, will have smaller reinforcements (Fig. 3) installed in production since October, 1963. Some earlier built units could also have these smaller reinforcements if they were installed as a field repair in accordance with TSB 20701-13.

Table 1 lists the parts required for

...orcement (Article 131)

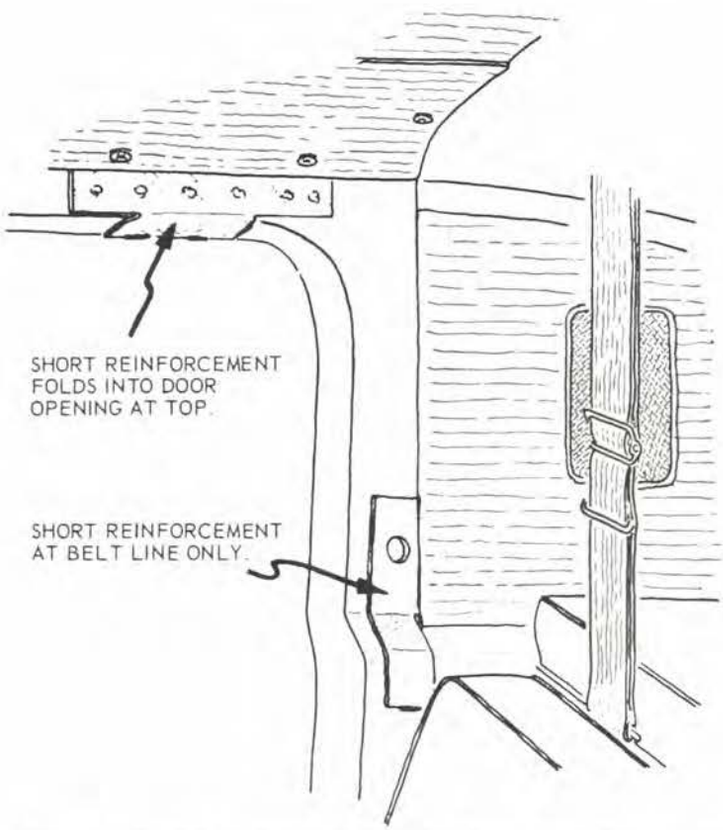

Fig. 3 – Early C & H Series Cab Reinforcement (Article 131)

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Part Required	Quantity	Classification	Units W/32 In. Sleeper			Units W/27 In. Sleeper	
			Built Prior to October, 1963 (Not Previously Repaired per TSB 20701-13)	Built Oct. 1963 to March 17, 1964 (Or Earlier if Field Repaired)	Built After March 17, 1964 (Without Sleeper Supports)	Built Prior to October, 1963 (Not Previously Repaired per TSB 20701-13)	Built Oct. 1963 to Match 17, 1964 (Or Earlier if Field Repaired)
C2TZ-9128000-A Reinforcement Kit (includes sleeper supports)	1	CG	X	X	X*		
C4TZ-9151294-A C4TZ-9151295-A Roof Supports	1 1	C C	X**			X**	
C4TZ-9128176-A C4TZ-9128177-A Lock Pillar Reinforcements	1 1	C C				X	X
C4TZ-9128292-A C4TZ-9128293-A Gussets	1 1	C C					

* Use sleeper compartment supports pieces only.
** Not required on units with Air Conditioning.

Table 1 – C and H Series Cab Metal and Sleeper Compartment Breakage – Parts Requirement

each group of vehicles. Installation instructions for the lock pillar reinforcements and sleeper compartment supports are included in the **C2TZ-9128000-A kit. Installation of the roof supports required on early units is as follows:**

1. Cement a paper felt strip to the top side of one roof support, as shown in View "C" on Fig. 4.
2. Locate the existing hole in the upper rear frame, outboard of the existing roof support (approximately 6 in.) as shown in View "E" on Fig. 4.
3. Using one each of the nut, bolt, and washers used to secure the sleeper unit to the cab, install the rear end of the support as shown in View "E" on Fig. 4 (do not tighten bolt).
4. Maintaining a parallel condition to the existing support, install the front end of the new support, to the top side of the front header flange as shown in View "C" on Fig. 4.
5. Tighten the bolt at the rear end of the new support, and weld both ends as shown in Views "C" and "D" on Fig. 4. Protect vehicle from welding flash damage.
6. Remove the bolt, nut and washer from the rear end of the support.
7. Repeat this procedure to install the left hand support.

Installation of the lock pillar reinforcements for units with 27 in. sleeper is as follows:

1. Prime all unpainted parts in kit.
2. COVER INTERIOR OF TRUCK AND GLASS AREAS TO PROTECT FROM WELD AND GRINDING DAMAGE.
3. Remove reinforcement located at belt line of lock pillar, if existing (shown in Fig. 5).
4. Drill (13) 5/16 in. holes in new lock pillar reinforcement as shown in Fig. 6.
5. Position, clamp and weld lock pillar reinforcement and gusset to truck as shown in Fig. 6.

NOTE: It is recommended that arc welding be used to prevent damage from heat buildup as experienced with gas welding. If gas welding is used, adequate protection should be provided for painted surfaces, sleeper cab and sleeper cab seal.

6. Grind off excess welds on reinforcements and gussets (and roof supports if installed) and clean surrounding area.
7. Prime and finish paint the new pieces and welded areas.

In all cases, it will be necessary to inspect the cab and sleeper compartment for cracks and repair as required.

The Suggested Time Schedule Operations applicable to this work are:

W/32 in. Sleeper (built before March 17, 1964)

SP-28176-B-64

Install Cab Lock Pillar Reinforcements and Sleeper Supports

1962-64 C & H Series W/32 in. Sleeper . . . . . *8.2 hrs.

W/32 in. Sleeper (built after March 17, 1964)

SP-31131-A-64

Install Sleeper Compartment Supports

1962-64 C & H Series W/32 in. sleeper . . . . . *2.8 hrs.

W/27 in. Sleeper

SP-28176-A-64

Install Cab Lock Pillar Reinforcements

1962-64 C & H Series W/27 in. sleeper . . . . . *7.3 hrs.

*Add 3.0 hrs. to remove and install sleeper compartment for separate repair, if necessary.

*Add straight time or sublet repair cost for fiberglass repair to sleeper compartment if necessary.

*Add straight time for metal repair to cab fractures, as required.

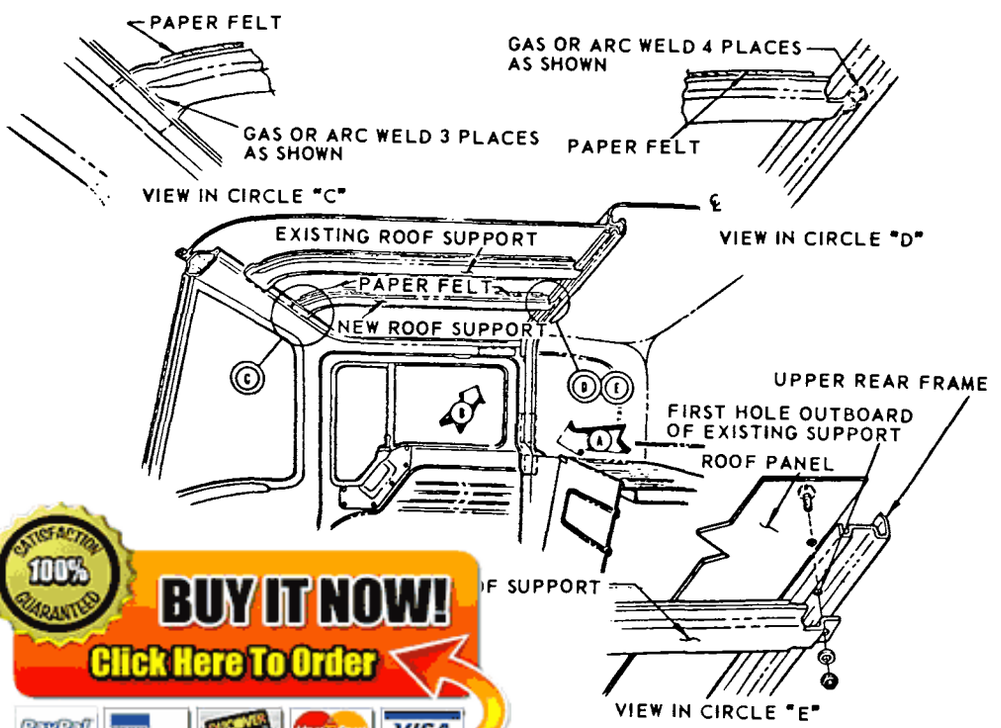

Fig. 4 – Installation of Roof Supports – 1962-64 Truck – All 91 Models (Article 131)

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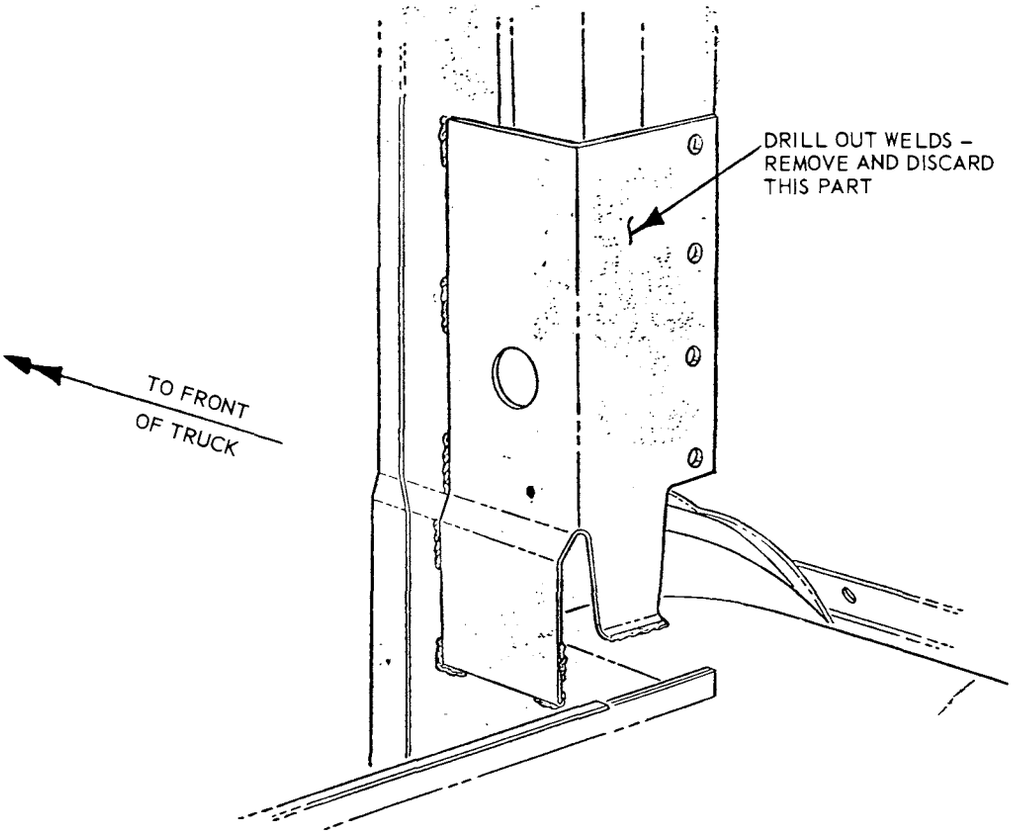
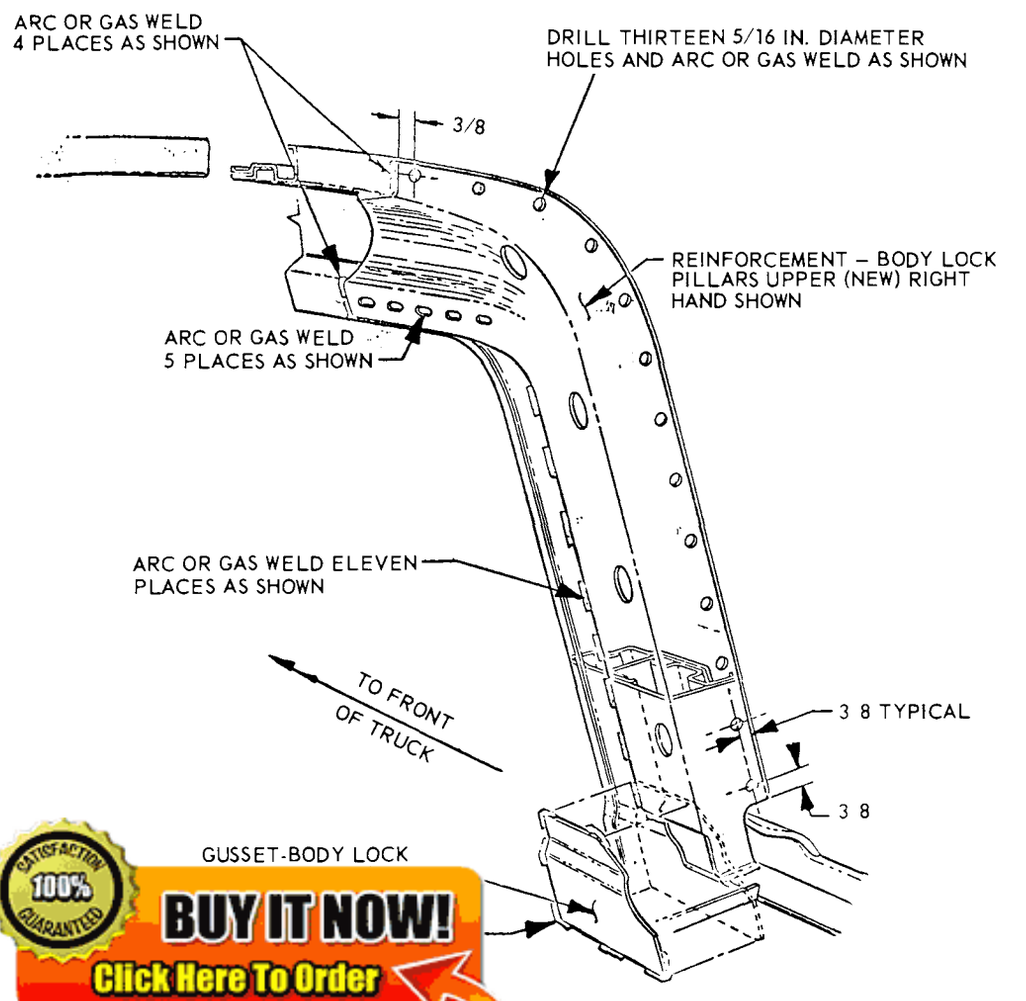


Fig. 5 – Removal of Reinforcement at Belt – 1962-64 Truck – All 91 Models with Sleeper Compartment – (Article 131)



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illar Reinforcement and Gusset – 1962-64 Truck – All 91 Models with Sleeper Compartment – (Article 131)

132 SPECIAL SERVICE TOOLS

T64L-6001-A T64L-6001-B
T64L-6001-C T64L-6001-D
T64L-6001-E T64L-6001-F

(All Engines, Transmissions, Torque Converters Containing Tapped Mounting Holes)

T64L-6001-A – Twin Post Repair Stand Complete

A universally applicable engine stand which will adapt to most engines, transmissions, torque converters, etc., through the use of one set of mounting brackets. Eliminates the necessity of changing adapters for different applications while retaining simplicity and ease of operation. This tool includes the following features.

1. Rugged gear box - self locking worm-and-sector set, permanently packed in grease, provide 360° rotation of engine. When pulled outward, handle becomes free to hang vertically out of the way.
2. Heavy duty casters for complete shop mobility.
3. Flat surface which is ideal for holding a drip pan, small parts, etc.
4. Adjustable outboard support the outboard support is adjustable horizontally to fit a larger variety of applications. It may be completely removed to convert the stand to a single post arrangement.
5. Combination tool box and tray - ideal for holding tools or attachments. Tool tray sets on top of the box, and serves as a cover.
6. Two Adapter Mounts - T64L-6001-B.
7. Special Angle Adapter Bracket Set – T64L-6001-D.
8. "AdjustaGrip" mounting arms.

Available from N.P.D. – Dealer Net Price $398.95 For Complete Stand

T64L-6001-B – Adapter Mount – Two

Adapter mount set includes two plates, each with four arm assemblies to adapt to K. R. Wilson and Manzel twin post engine stands. The inboard mounting plate is bolted onto the inboard mounting plates and instructions are included which describe the simple modifications necessary to install the outboard plate. All additional brackets are supplied in this kit.

Available from N.P.D. – Dealer Net Price $143.50 For Complete Stand

T64L-6001-C – Adapter Mount – One

Universal adapter plate, complete with four "Adjustagrip" mounting arms T64L-6001-E. This part is made available so that existing single post K. R. Wilson or Manzel engine stands can be adapted to take advantage of this very effective means of engine mounting. Both the KRW and Manzel stands should be equipped with a square plate with four holes, to which this mounting plate may be bolted.

Available from N.P.D. – Dealer Net Price $72.40

T64L-6001-D – Special Angle Adapter Bracket Set

A 90° angle bracket equipped with a 49/64 in. diameter hole, to adapt to heavy duty application where bolt diameters up to 3/4 in. are to be used.

Available from N.P.D. – Dealer Net Price $4.80 pkg.

T64L-6001-E – "AdjustaGrip" Adapter Arm Assembly – Complete

A universal mounting arm which allows access to almost any bolt hole or stud. Made of a strong alloy steel to provide utmost safety during engine or transmission mounting.

Available from N.P.D. – Dealer Net Price $10.55

T6-6001-F – Adapter Arm Assembly – Complete

Same as T64L-6001-E, except special angle adapter bracket T64L-6001-D is used.

Available from N.P.D. – Dealer Net Price $10.55

133 DOOR AND QUARTER TRIM PANELS

(1965 Ford – All Models Except 63C and 76B)

An objectional gap may exist between the door and/or quarter trim panels at the upper curved surface of the front and rear door and quarter trim panels on some early production units.

These problems were corrected in production on October 11, 1964, by adding a screw to the upper corners of the door and quarter trim panels.

This condition can be corrected in the field by installing a screw (part number 52376-S13) at the locations shown in Figure 8.

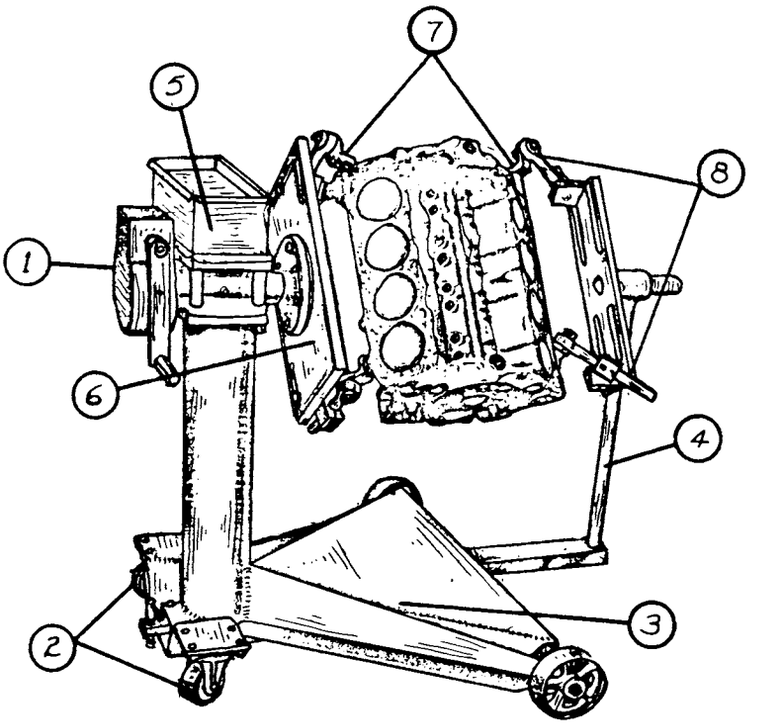
Parts required to perform this correction are:

Part Number	Part Name	Class	Qty.
52376-S13	Screw	S	1

134 OBTAINING A FIRM BRAKE PEDAL AFTER SERVICING VEHICLES WITH DISC BRAKES

(All Vehicles With Disc Brakes)

Whenever any service operations are performed on vehicles with disc brakes, it is a mandatory requirement before moving the vehicle that the brake pedal be pumped several times until a firm pedal is obtained. This is a safety measure to insure that adequate pedal is available to any driver of vehicle immediately after service operation. The [illegible]ke adjustment requires that the [illegible] pumped until firm to actuate [illegible] The brake pedal should be pumped [illegible] ing service operations.



UNIVERSAL ENGINE STAND.
T64L-6001-A

Figure 7 – (Article 132)

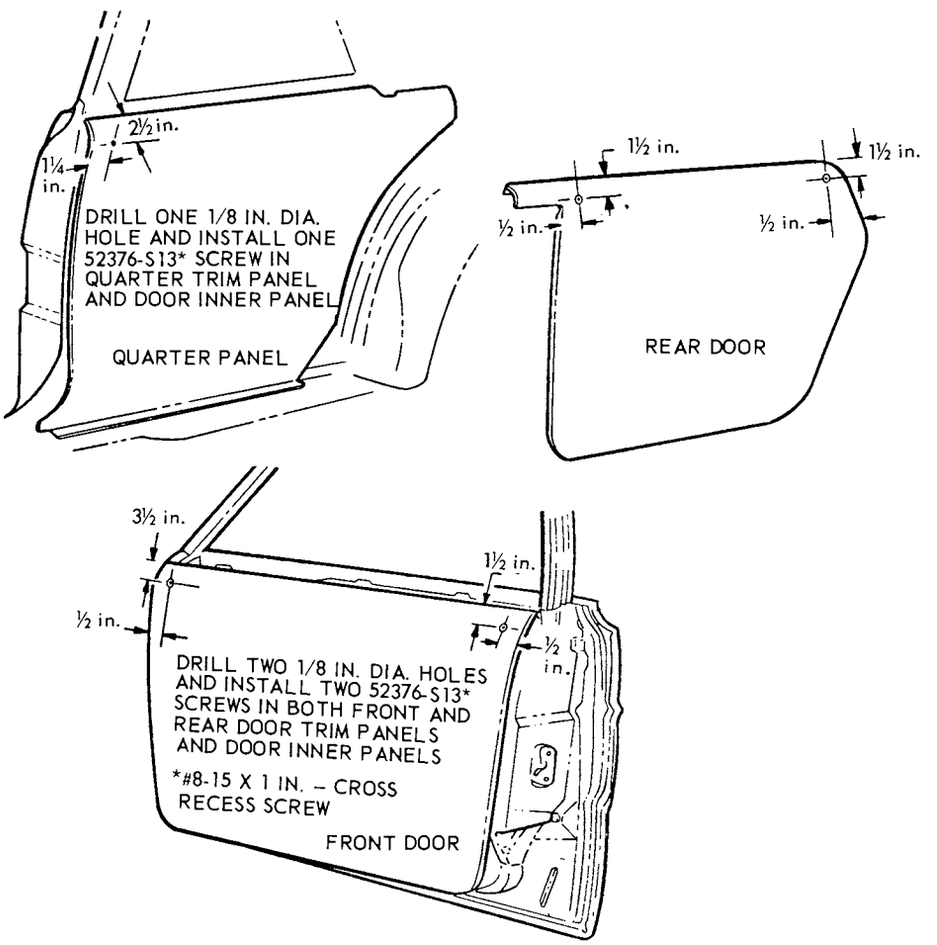


Fig. 8 – Door and Quarter Trim Panel Loose – 1965 Ford – All Models Ex 63C–76B (Article 133)

1. Any service removal or replacement of the shoe and lining assemblies.
2. Any front wheel bearing end play adjustment.
3. Any caliper or rotor removal and installation or overhaul.
4. Any front wheel and tire balancing.
5. Any opening of the hydraulic system due to line bleeding and/or line or valve replacement.
6. Any service operation directly or indirectly related to the disc brake system.

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135 CARBURETOR ICING – 1963-64 N SERIES TRUCKS

(N Series Trucks With 292, 302, 332 CID Engines)

Complaints of carburetor icing on N Series trucks can be corrected by installing a hot and cold air cleaner system. Carburetor icing can be diagnosed as a gradual loss of power and eventual stalling during steady highway operation.

The following parts are required to install the hot and cold system:

1 – C4TZ-9600-R	Air Cleaner
1 – C4TZ-9652-A	Hose
1 – C3TZ-9A603-B	Shroud
2 – C1TE-9A674-B	Connector

Installation procedure: (See Fig. 9)

1. Discard existing air cleaner.
2. Position shroud hooks under left exhaust manifold. Rotate shroud to cover manifold. Tighten wing nut to secure.
3. Install and fill new air cleaner.
4. Install hose with connectors.
5. Reroute tachometer cable to provide clearance.
6. Repositioning coil may be required for air cleaner clearance.

136 FORD AIR CONDITIONER CONTROL CHART

(1965 Ford With Air Conditioning)

On page 16-10 of the 1965 Ford-Mercury Shop Manual, correct chart 1 as follows:

Under Functional Control Lever, (Lower) the fourth item down in the column marked Heat now reads Heat Pos. V. This should be changed to read Heat Pos. NV.

137 SQUEAKS OR POTENTIAL QUARTER TRIM PANEL DAMAGE

(1965 Mustang – Model 63)

Squeaks or potential quarter trim panel damage can develop due to an interference condition between the quarter panel and seat back when lowering the seat back for cargo space. This condition is caused by improper positioning of the seat back floor panel assembly and was corrected in production on November 20, 1964, by revising the adjustment procedure to insure adequate margins between the seat and quarter panels.

Should dealers encounter this interference condition, the rear seat floor panel assemblies can be adjusted to obtain adequate marginal clearance as follows:

1. Remove the auxiliary floor rear panel and carpet assembly (Item A, Fig. 10) and loosen the rear seat back floor and cover attaching screws (Item B, Fig. 10).

ually adjust the rear seat back mbly to maintain equal margin

to assure customer satisfaction.

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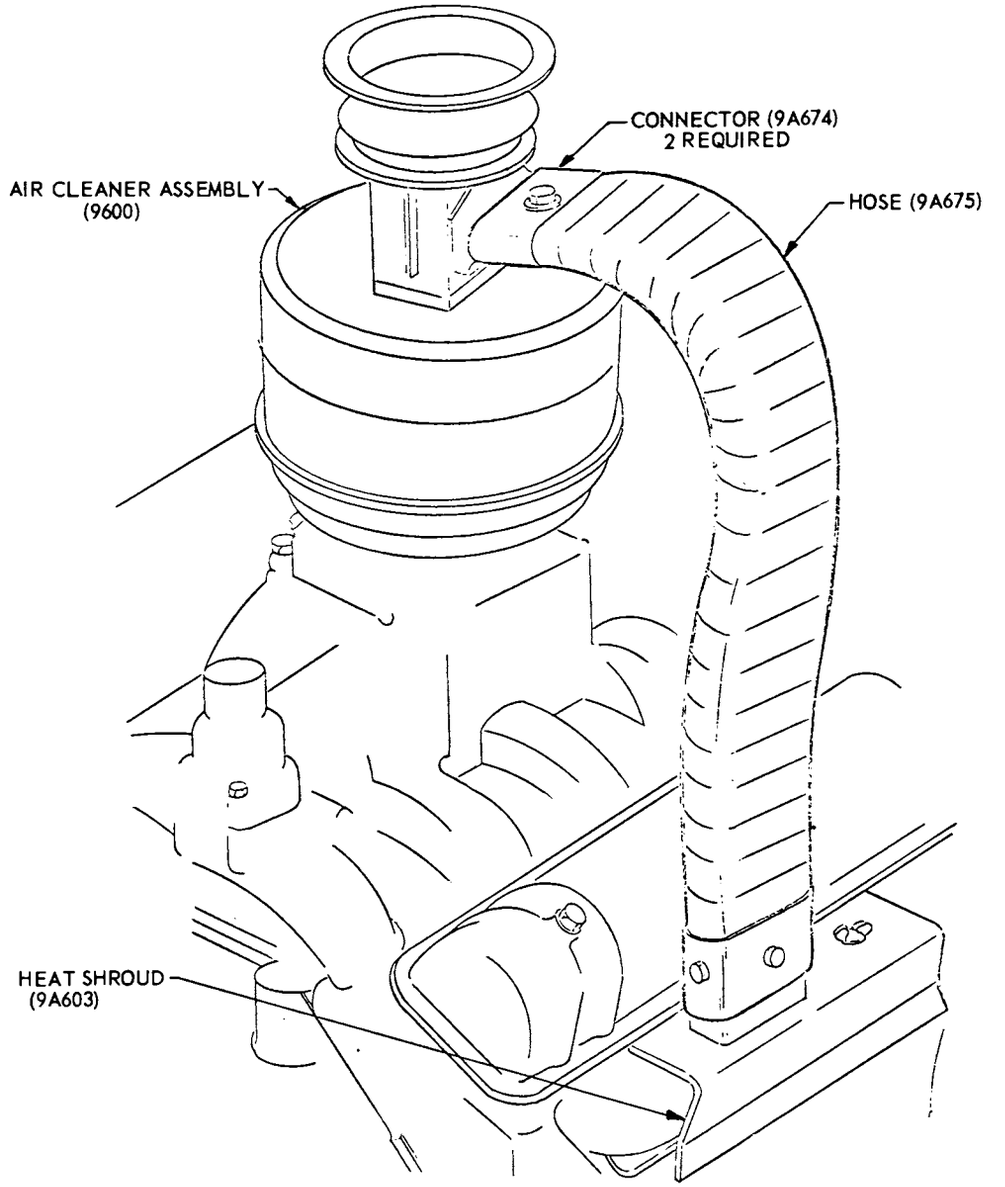

Fig. 9 – "N" Series FT Truck Engine Hot and Cold Air Cleaner System – Service Modification (Article 135)

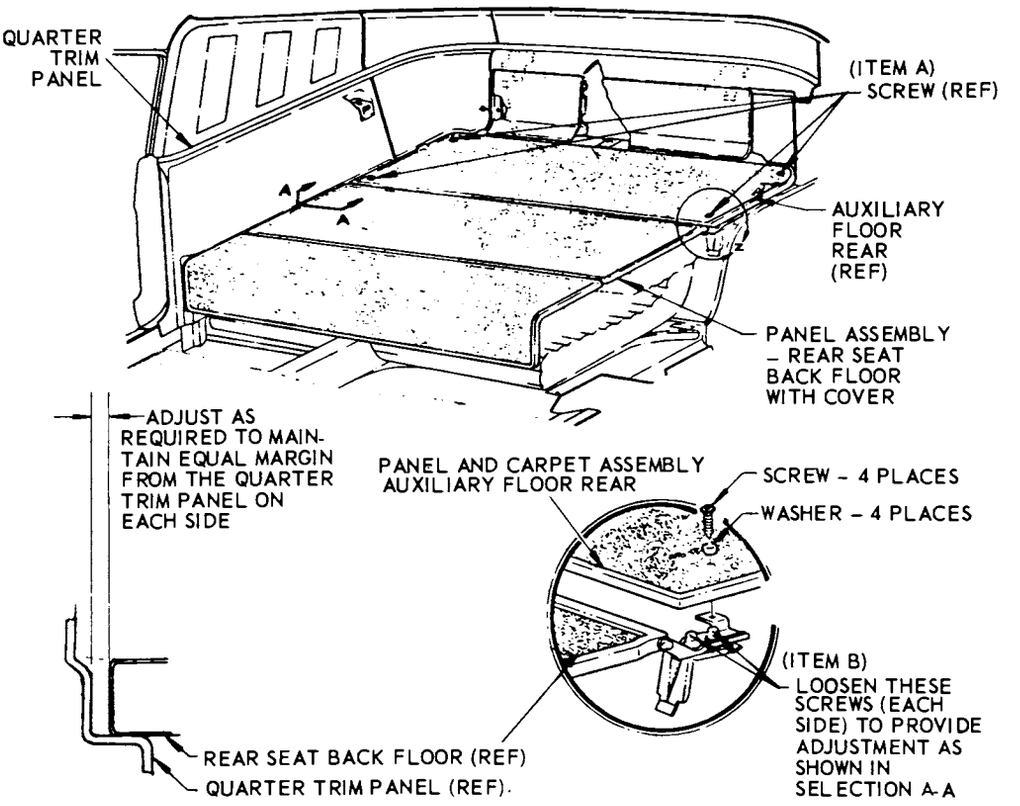

Fig. 10 – Interference Between the Rear Seat Back Floor Panel Assembly and the Quarter Trim Panels – 1965 Mustang – Model 63 Only – (Article 137)

138 FAILED SHUTTERSTAT BY-PASS

(All 1964-65 Vehicles With Shutters)

A bleed valve has been released for service only which allows a truck driver to manually lock his shutters open in the event of a shutterstat failure.

The bleed valve (Weatherhead Part Number 279390) is installed in the outlet side of the shutterstat, and the air line is connected to the bleed valve by using a 373171-S elbow.

In the event of a shutterstat failure the bleed valve is manually opened which vents the actuating cylinder and allows the shutter spring to open the shutters.

139 REAR SUSPENSION PIVOT BOLTS AND NUTS

(1965 Ford)

If a rear suspension attaching nut or pivot bolt is removed or loosened for any reason on a 1965 Ford, both the bolt and nut MUST BE REPLACED with a new bolt and nut. The new parts are MANDATORY to assure adequate bolt clamp retention at the specified torque.

140 WINDSHIELD GLASS REPLACEMENT

(All 1965 Fords)

Early production Ford vehicles experienced a relatively high rate of windshield glass breakage due to unusual stress placed on the glass by adjacent mouldings.

Several specific causes and the precautionary measures necessary to prevent re-occurring breakage are listed below. The corrective action should be taken whenever a new windshield is installed.

A. **Cause**

Sharp burrs on the flanges of the outside belt moulding. The burrs were eliminated in production approximately October 1, 1965. In addition, a rubber spacer was added between the moulding and glasses on January 12, 1965.

Corrective Action

Remove all burrs and sharp corners from the mouldings and install a rubber spacer between the moulding and glass. See Fig. 11, View A.

B. **Cause**

The return flange on the outside belt moulding contacted the glass. In some cases, this was aggravated by undersize spacers along the bottom. The spacers were the correct size in production December 14, 1964 and the flange will be removed from the moulding March 1, 1965 in production.

Corrective Action

[illegible] the return flange of the moulding from the glass and make sure [illegible] clearance to the glass.

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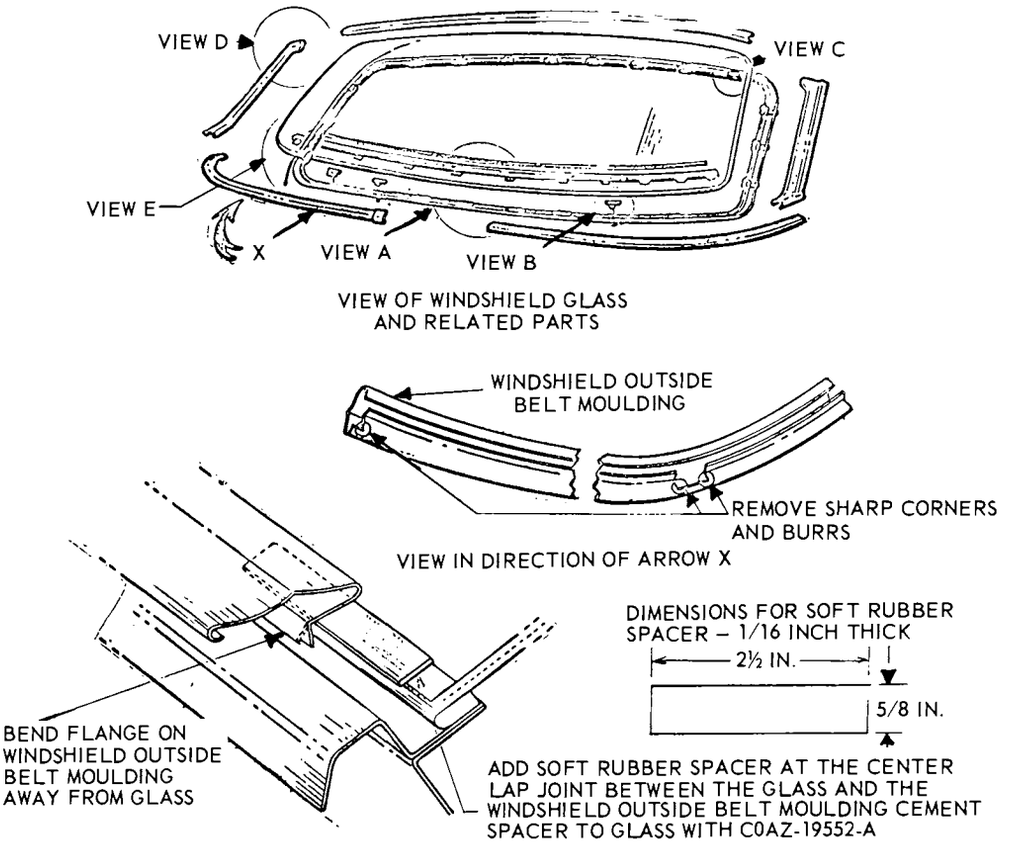

Fig. 11– Windshield Replacement Procedure – Butyl Tape Seal – 1965 Ford – Mercury – (Article 140)

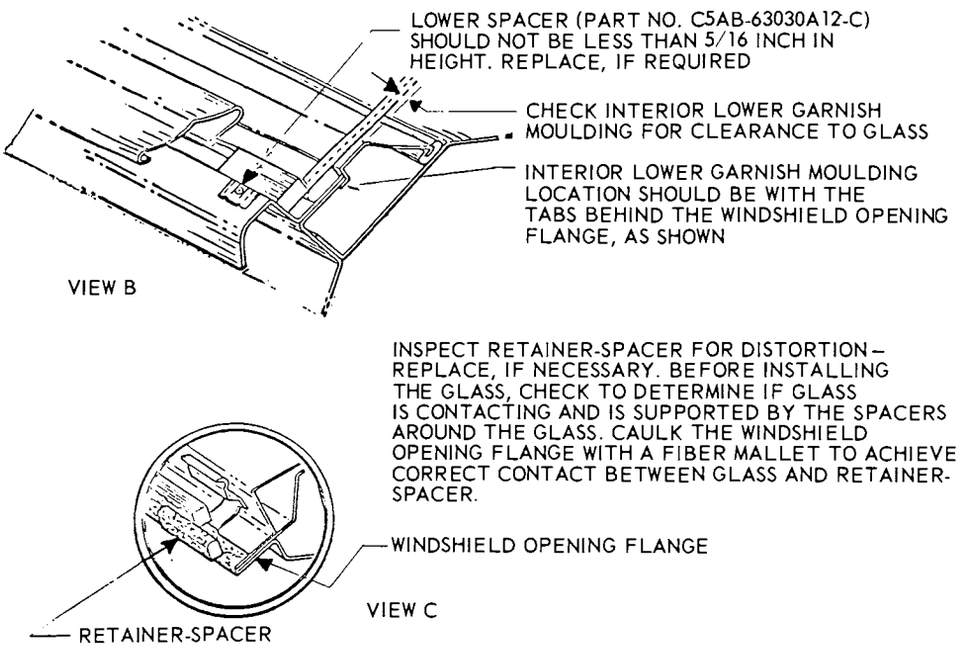

Fig. 12 – Windshield Replacement Procedure – Butyl Tape Seal – 1965 Ford – Mercury – (Article 140)

Corrective Action

The flange on the outside side moulding should be flattened as shown on Fig. 13, View D.

D. **Cause**

In some cases the inside lower moulding contacts the glass if the moulding is installed too high. Two moulding tabs were increased in length approximately January 1, 1965, to assist in proper positioning.

Corrective Action

When installing the lower inside moulding, make certain that the moulding tabs are correctly located behind the body opening flange. See Fig. 12, View C.

E. **Cause**

The flange of the interior side moulding contacts the glass. The moulding flange was revised for additional clearance to the glass approximately December 31, 1964, in production.

Corrective Action

The flange should be caulked rearward prior to installation of the inside side moulding. See Fig. 13, View F.

In addition to the above, the windshield glass must be supported by all the spacers around the opening to preclude abnormal stresses in the glass. The body opening flange can be bent fore or aft to obtain full support. See Fig. 12, View C.

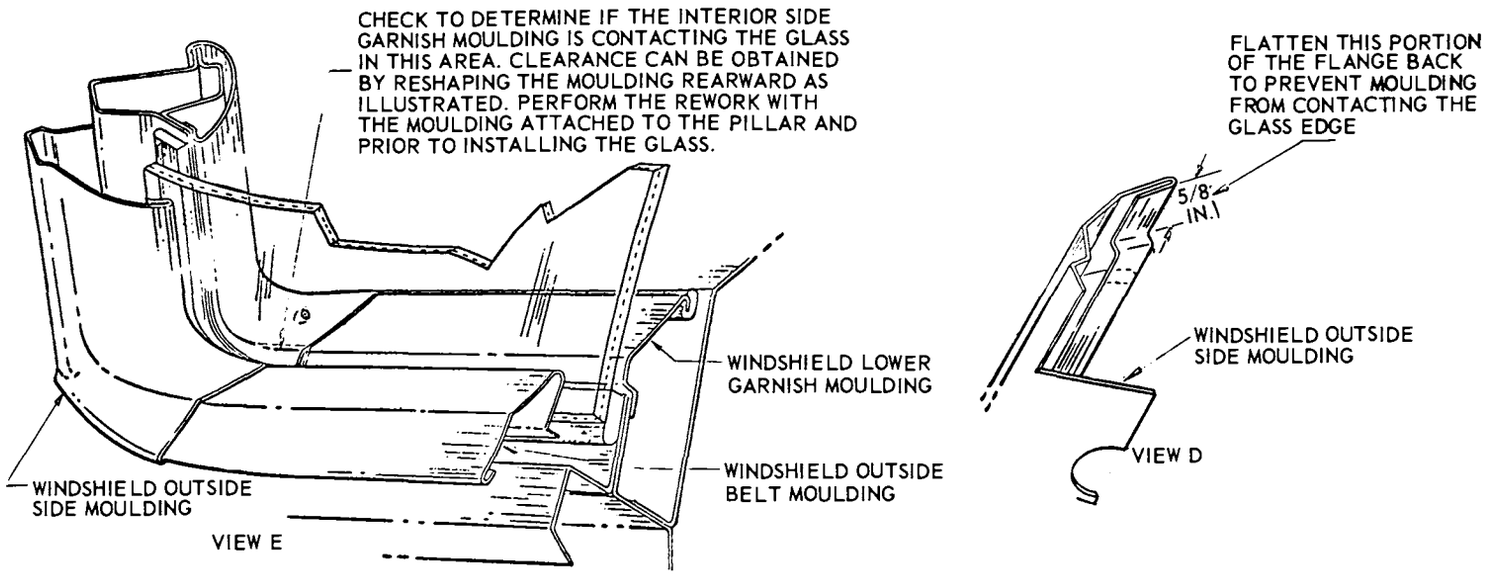

Fig. 13– Windshield Replacement Procedure – Butyl Tape Seal – 1965 Ford – Mercury – (Article 140)

141 LOOSE VENT WINDOW

(1965 Ford – All Models)

Excessive vent window looseness in mid-open position on early production 1965 Ford is caused by either a stripped, loose, and/or incorrect vent window shaft-to-regulator assembly attaching screw and washer assembly.

If complaints are received of vent window looseness of more than 1/2 in. in the mid-open position, the following procedure should be used to check movement:

With the vent window opened to a position 90° to the door glass plane, move the glass from full stop-to-full stop in each direction. Use a scale and measure the total movement of the glass at the nose of the vent glass. If the total movement exceeds 1/2 in., the following inspection and correction should be performed.

1. Remove the door trim panel to gain excess to the vent window regulator attaching screws. Check the torque of the vent window shaft-to-regulator assembly attaching screw. If the screw cannot be torqued to 5-7 ft. lbs., remove the regulator assembly and inspect the tabs on the regulator for stripped threads. If defects are detected replace regulator assembly.

2. Reinstall the vent window regulator using a regulator-to-attaching shaft screw and washer assembly (Part Number 370519-S and 34905-S7). Torque to 5-7 ft. lbs., see Fig. 14. Install the door trim panel.

Parts required to perform this correction are:

Part No.	Part Name	Class	Quantity
370519-S	Screw	S	1
34905-S7	Washer	S	1

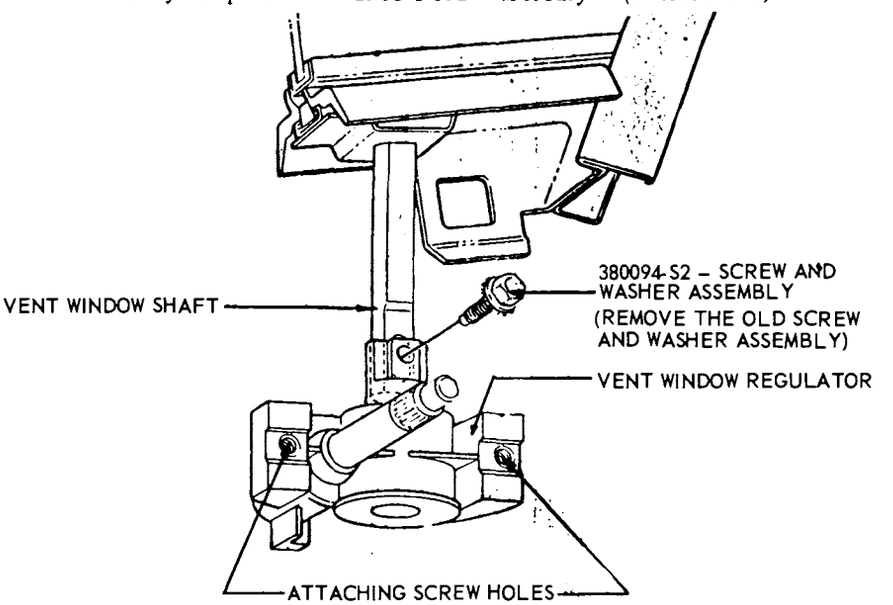

Fig. 14 – Excessively Loose Vent Windows – 1965 Ford – All Models (Article 141)

142 INOPERATIVE REAR DOOR LOCK

(Ford Four Door Models)

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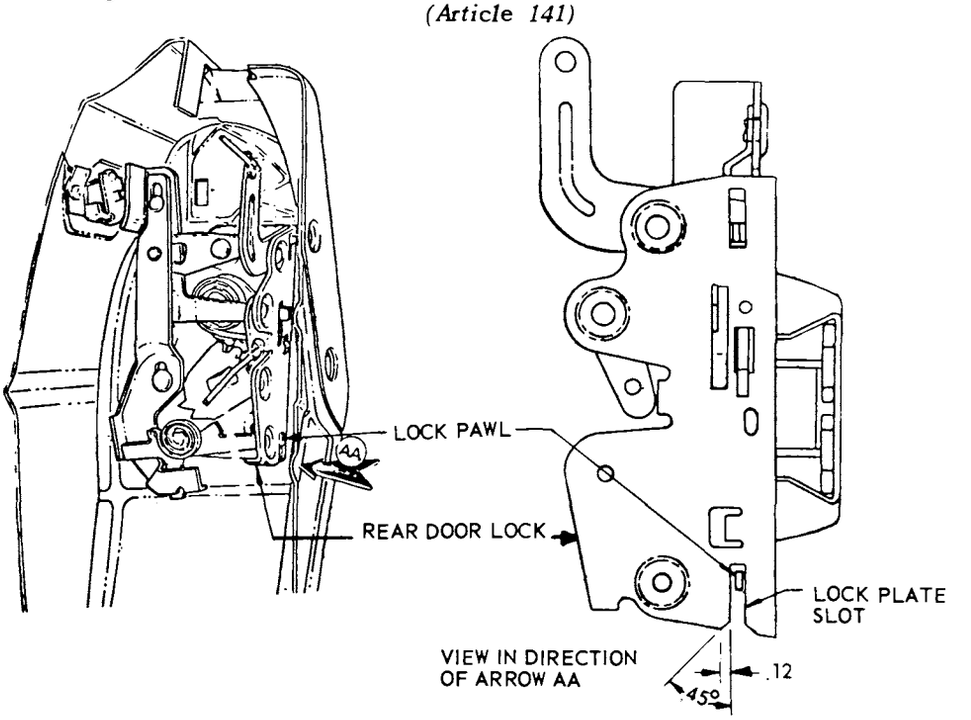


Fig. 15– Inoperative Rear Door Lock – 1965 Ford – Models 54, 57, 71 – (Article 142)

the lock from operating properly.

A chamfer added to the edge of the slot in the lock plate prevents occurrence of this problem. The chamfer will be added in production, effective approximately March 15, 1965. Door locks that will not latch should be repaired on a customer complaint basis by adding to chamfer to the lock as shown in Fig. 15.

143 FRONT DOOR HINGE SQUEAKS

(1964 Ford and Thunderbird)
(1965 Thunderbird)

The front door hinges on some of the subject vehicles may chatter and squeak when the door is pushed through the hold open positions. The problem is caused by the nylon strikers chattering on the retainer slide surface due to the wiping action of the nylon on the hinge cam while under pressure.

Production correction of this problem is being investigated because the design is carried over into 1965 on Thunderbird. No effective date is available but it is expected that the configuration of the nylon striker will be changed.

Customer complaints of front door hinge squeaks which cannot be satisfied by lubricating the hinge check assembly may be corrected by reducing the clearance between the nylon striker and the retainer. This can be accomplished by the use of a hammer and a drift to collapse the nylon striker retainer. See Fig. 16. NOTE: Care should be taken that the retainer is not deformed excessively so that the check mechanism becomes inoperable.

144 DOOR WINDLACE RETENTION AND APPEARANCE

(1965 Ford – All Sedans and Station Wagons)

Reports have been received that on sedan and station wagon models the front and rear door windlace assemblies do not have adequate retention to the body flanges. As a result, the windlace can readily be mislocated presenting an unsightly appearance.

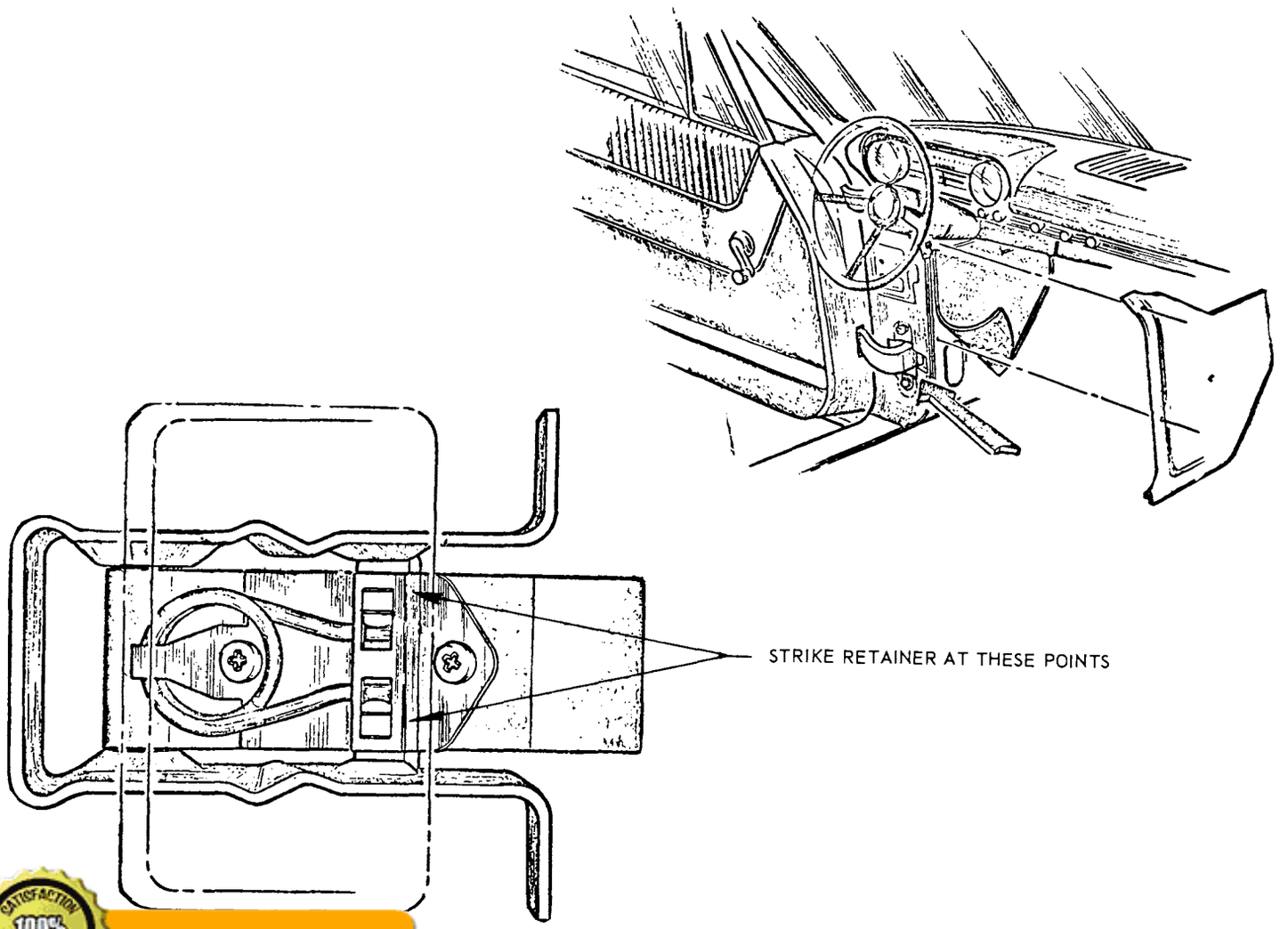
This problem was corrected on units manufactured after November 15, 1964 with the use of a new deep channel design windlace.

On a customer complaint basis, dealers can correct the windlace problem by replacing the present design with the new design. Listed below are the new windlace assemblies, which are available as Class C depot stock.

TUDOR SEDAN	RIGHT HAND	LEFT HAND
Red	C5AZ-6202606-DAB	C5AZ-6202607-DAB
Blue	C5AZ-6202606-DAH	C5AZ-6202607-DAH
Palomino	C5AZ-6202606-DAD	C5AZ-6202607-DAD
Turquoise	C5AZ-6202606-DAJ	C5AZ-6202607-DAJ
Beige	C5AZ-6202606-DBA	C5AZ-6202607-DBA

FORDOR SEDANS AND STATION WAGON FRONT		
Red	C5AZ-5202606-EAB	C5AZ-5402607-EAB
Blue	C5AZ-5402606-EAJ	C5AZ-5402607-EAJ
Palomino	C5AZ-5402606-EAD	C5AZ-5402607-EAD
Black	C5AZ-5402606-EAF	C5AZ-5402607-EAF
Turquoise	C5AZ-5402606-EAK	C5AZ-5402607-EAK
Ivy Gold	C5AZ-5402606-EBA	C5AZ-5402607-EBA
Beige	C5AZ-5402606-EBB	C5AZ-5402607-EBB
Green	C5AZ-5402606-EBC	C5AZ-5402607-EBC
FORDOR SEDAN – REAR		
Red	C5AZ-5424544-FAB	C5AZ-5424545-FAB
Palomino	C5AZ-5424544-FAD	C5AZ-5424545-FAD
Black	C5AZ-5424544-FAF	C5AZ-5424545-FAF
Blue	C5AZ-5424544-FAJ	C5AZ-5424545-FAJ
Turquoise	C5AZ-5424544-FAK	C5AZ-5424545-FAK
Ivy Gold	C5AZ-5424544-FBA	C5AZ-5424545-FBA
Beige	C5AZ-5424544-FBC	C5AZ-5424545-FBC
Green	C5AZ-5424544-FBD	C5AZ-5424545-FBD
STATION WAGON – REAR		
Red	C5AZ-7124544-GAB	C5AZ-7124545-GAB
Blue	C5AZ-7124544-GAC	C5AZ-7124545-GAC
Palomino	C5AZ-7124544-GAD	C5AZ-7124545-GAD
Black	C5AZ-7124544-GAF	C5AZ-7124545-GAF
Turquoise	C5AZ-7124544-GAK	C5AZ-7124545-GAK
Ivy Gold	C5AZ-7124544-GBA	C5AZ-7124545-GBA

In order to accept the larger windlace section into the windshield side garnish moulding at the upper corner it will be necessary to spread open the moulding approximately .040 inches.



rocedure for Repairing Check Assembly Squeaks in Front Door Hinges – (Article 143)

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 9 February 15, 1965

ATTENTION: All Technical Service Bulletin Recipients

Special, 3-ring Binders are now available for filing the new 8½ x 11 inch Technical Service Bulletins. They may be ordered from Ford Service Publications, P.O. Box 7750, Detroit 7, Mich. Price: $2.00 each.

The binder has 1¼ inch rings, is covered in long-wearing, dark blue vinyl and is imprinted "Technical Service Bulletin" on the backbone.

145 INTEGRAL HEATER – AIR CONDITIONING SYSTEM MALFUNCTION

(All 1965 Fords)

On a customer complaint basis of inadequate heat, no heat or erratic operation of the integral heater – air conditioning unit, the following procedure may be used to correct the problem.

1. Check the connections or fittings of the vacuum lines under the hood to see if they are loose, the hoses split, or the hoses not connected. Remove the evaporator thermostat cover and check these hoses. Leave the cover off. See Fig. 1 for vacuum hose routing.

2. Identify each control door by description and location. See Fig. 2, View A, Note the heater air flow in View B. See Fig. 3, View A for the fresh air flow and View B for recirculating air during air conditioning. Start the engine and check these doors for the proper operation. If each door works properly, this will confirm that the vacuum motors are operating effectively. See chart 1 which identifies the position each door should be in when the lower control lever on the dash is in each location.

3. Check the heater hoses for proper routing as shown on figures 4, 5, and 6.

4. Hang a trouble light under the hood near the firewall. Inside the car, check for light leaks around the left side of the dash panel, the Speed Control cables if any, the steering column, et cetera. Seal any light leaks because these will also leak cold air. Check to be certain the fresh air vents are closed securely. Advise the customer not to use the uniflow vent when he desires maximum heater performance.

5. Check if the recirculating air door [illegible] securely around the entire open- [illegible] View B, Fig. 7.

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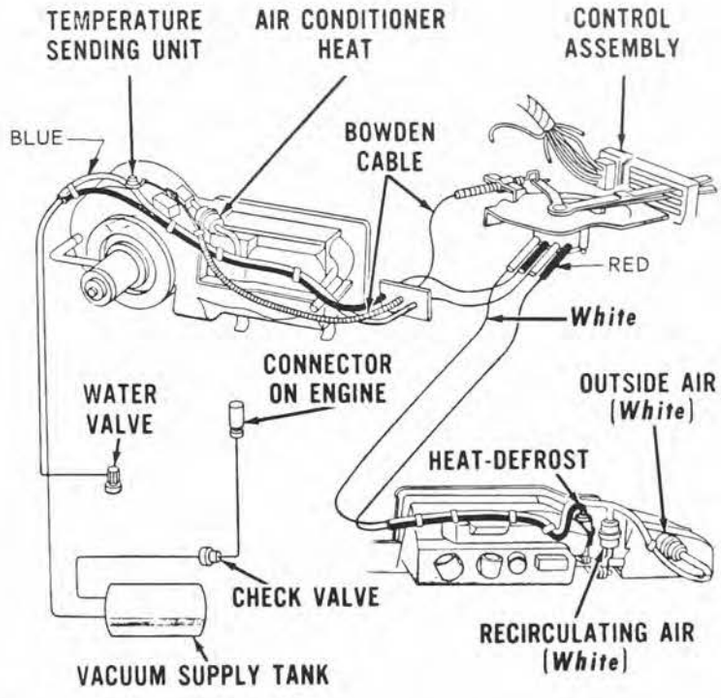


Fig. 1 – Vacuum Hose Routing, 1965 Ford Heater-Air Conditioning System – (Article 145)

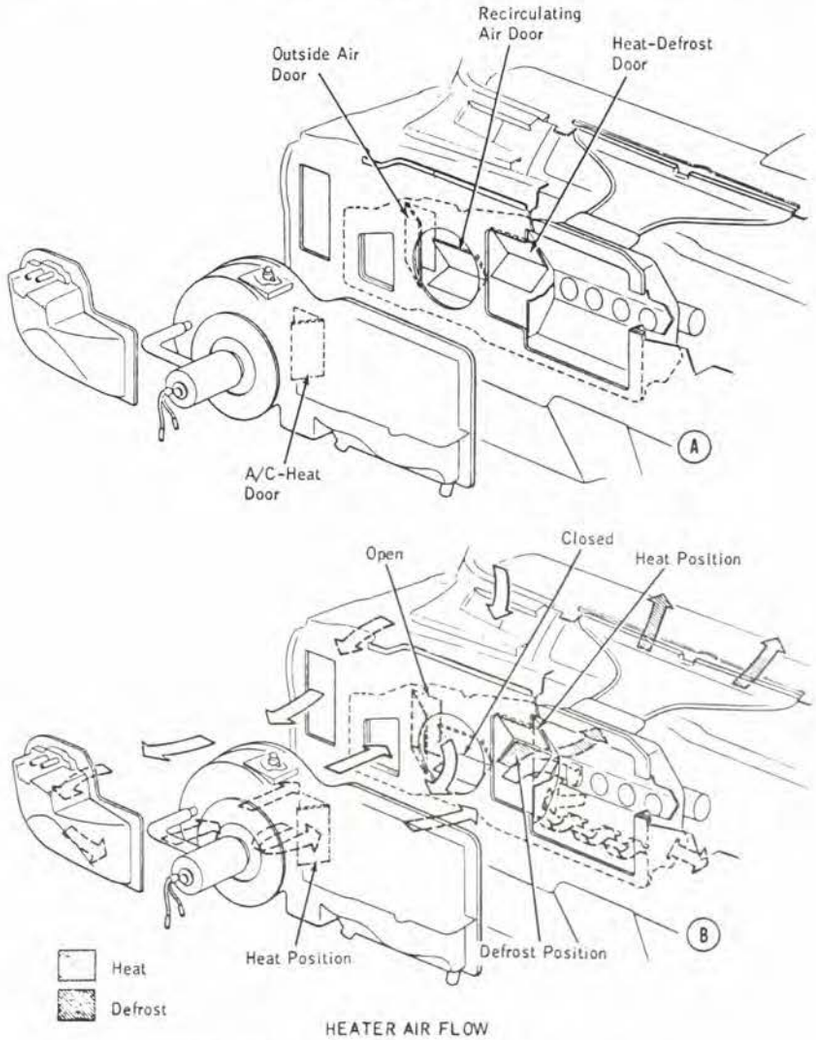


Fig. 2 – Heater Air Flow – (Article 145)

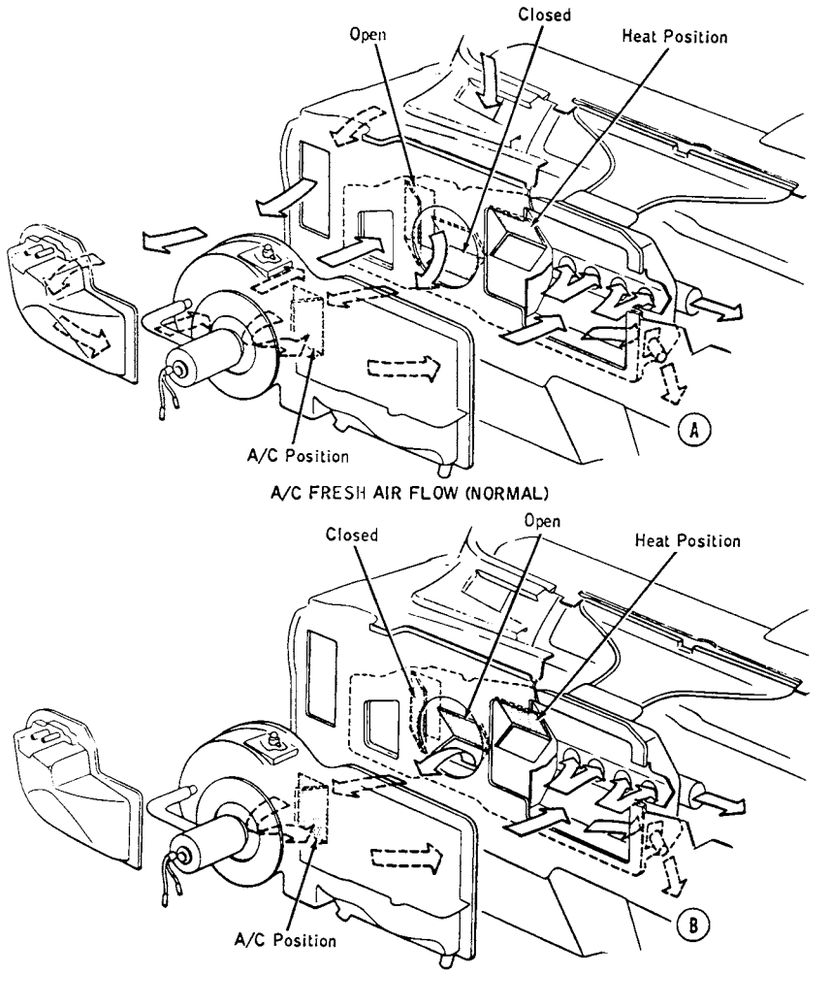


Fig. 3 – A/C Fresh Air Flow (Normal) – (Article 145)

this opening and fit the door to the opening surface. See Fig. 8. If the door cannot be fitted properly, replace the portion of the plenum inside the car.

(c) If there is a piece of sponge rubber in the blower cage, remove and discard it.

6. Examine the heat – A/C door for free movement at this time. Check if there is excessive sealer around this door, particularly near the top. See Fig. 8. Remove any sealer that may interfere with the operation of the door, and spray it liberally with silicone lubricant, part number C0AZ-19553-C.

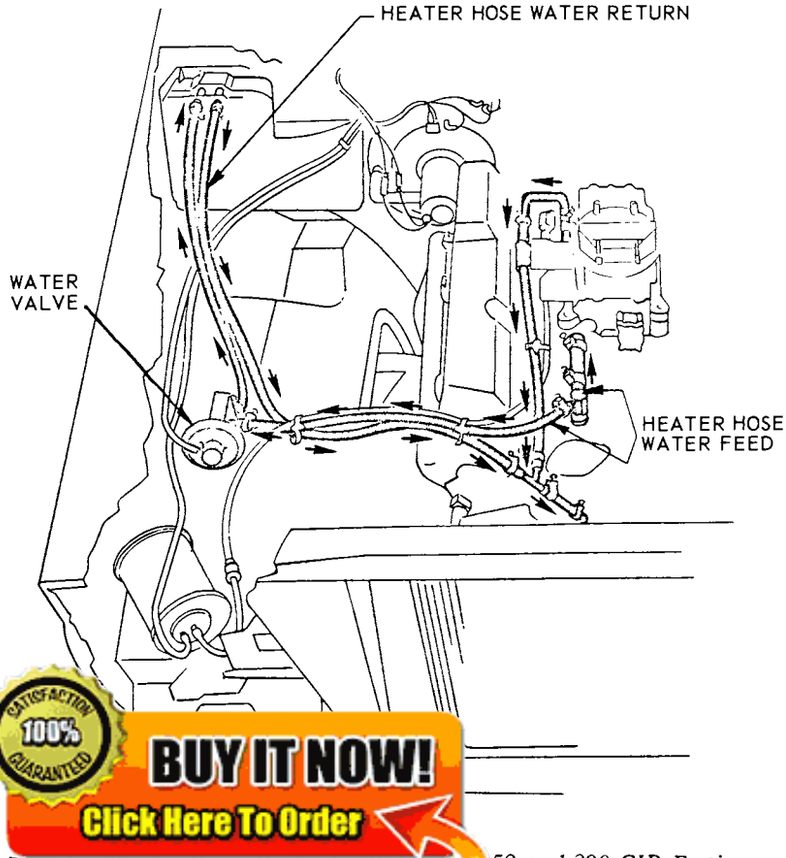
7. Inside the car, place body sealer around the seam where the plenum chamber meets the dash particularly on the right hand half. See Fig. 7, View B. The glove box must be removed to allow proper application to the top portion of the plenum chamber. Also, seal around the entire heater case under the hood and around the blower scroll. Tighten all mounting screws.

8. Check the Bowden cable operation to see that the heater temperature regulator valve opens fully against the stop. With the engine running and the regulator valve fully open, check for vacuum at the large nipple. See Fig. 9. If no vacuum, replace the heater temperature regulator valve assembly.

9. Reinstall the heater blower motor.

10. Check the engine water thermostat, preferrably with a Delco thermostat tester.

11. Remove the vacuum check valve from the vacuum line and check it for proper operation. (See Fig. 10.) The check is performed by blowing into the tank side, (air will pass through) and then into the pump side (air will not



Heater Hose Routing (352 Ford 52 and 390 CID Engines 145)

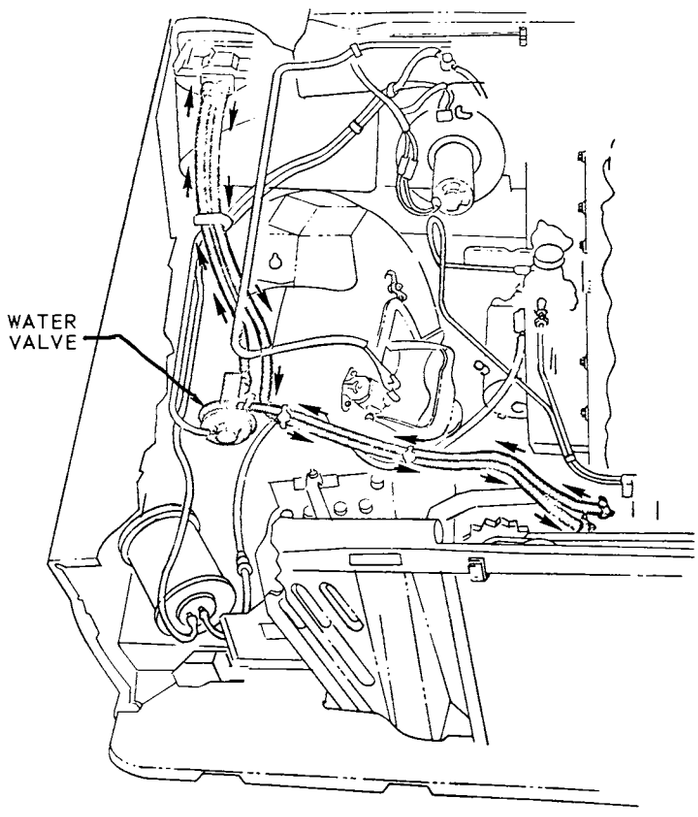


Fig. 5 – Heater Hose Routing, 1965 Ford 240 CID Engine with A/C – (Article 145)

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pass through). Replace the vacuum check valve if it does not perform as indicated. Before replacing the vacuum check valve into the vacuum line, spray silicone lubricant, part no. C0AZ-19553-C, into each end for one second.

12. Remove the vacuum lines from the control head, at each connection under the hood, and at the vacuum motors through the glove box opening. See Fig. 11. Blow out each line with an air hose to force any water out. Be certain the air supply is free of water. Do not blow into vacuum lines connected to vacuum motors. If water is found in the vacuum line from the water valve to the heater temperature regulator valve, replace the water valve.

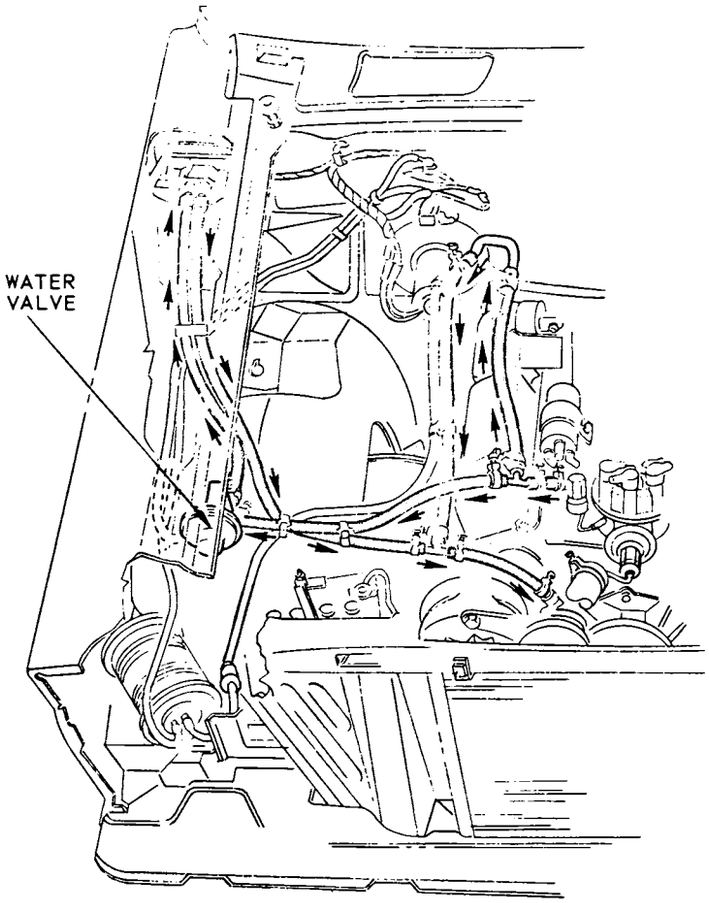


Fig. 6 – Heater Hose Routing, 1965 Ford 289 CID Engine A/C – (Article 145)

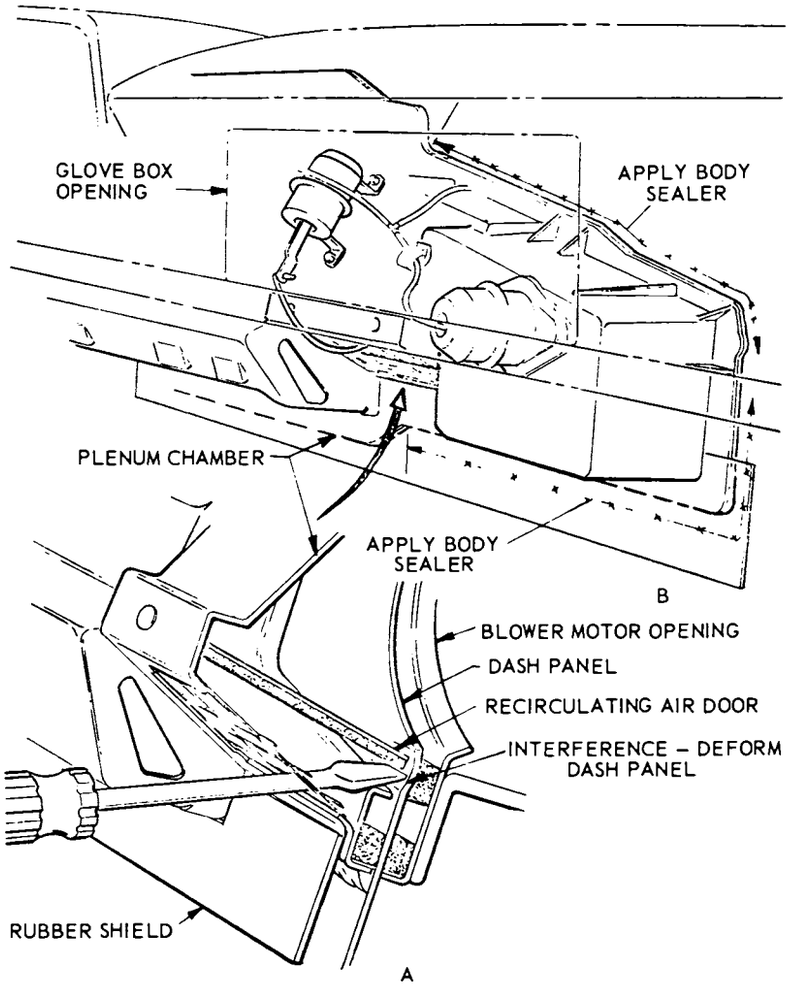
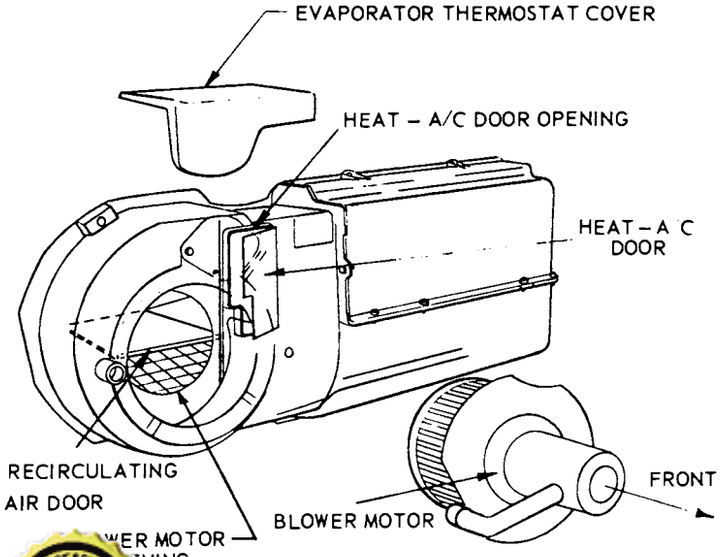


Fig. 7 – Recirculating Air Door Interference, 1965 Ford Heater A/C System – (Article 145)



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DOOR AND OPENING
THE DOOR. SPRAY
-19553-C.

Fig. 8 – Heat – A/C Door Binding, 1965 Ford – (Article 145)

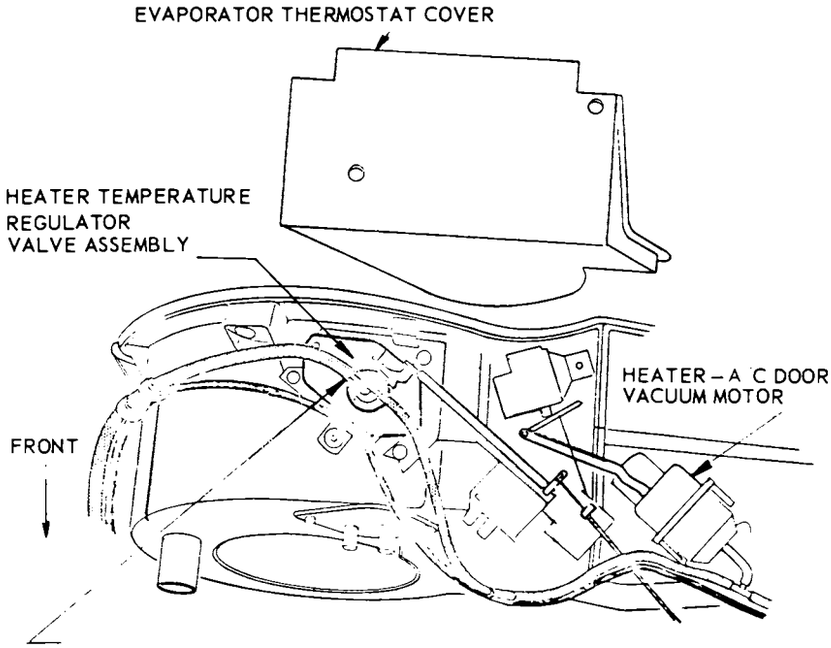

Fig. 9 – Heater-Temperature Regulator Valve Assembly – 1965 Ford Heater – A/C System – (Article 145)

13. Reconnect the vacuum source line (black) to the control head and at the source. Start the engine and run at idle speed to maintain high vacuum. Cycle the selector lever through the various positions for five minutes to remove any accumulated moisture from the control head.

14. Reconnect all vacuum lines and check to be certain they agree with the vacuum line routing as indicated in Fig. 1. Also, perform a functional check as indicated on chart 1.

15. Inspect the defroster duct alignment to the instrument panel by looking through the defroster outlet in the garnish moulding.

16. Inspect the defrost connection to the heater plenum for proper installation and alignment. A light through the glove box opening will assist in this inspection. See Fig. 12.

17. Reinstall the glove box liner and the evaporator thermostat cover.

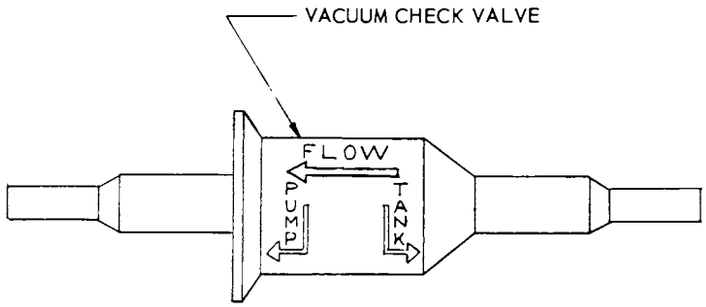

Fig. 10 – Vacuum Check Valve, 1965 Ford Heater – A/C System – (Article 145)

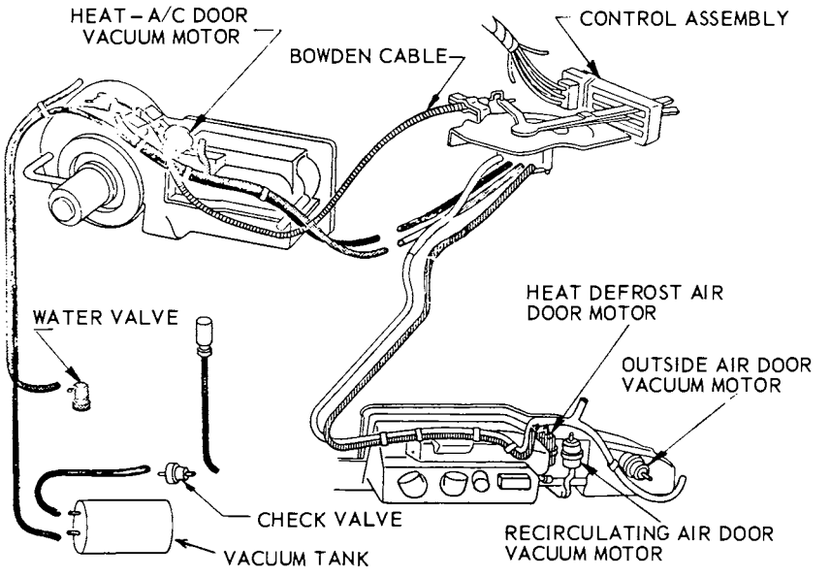

Fig. 11 – Disconnection of Vacuum Lines To Blow Out Water, 1965 Ford Heater – A/C System – (Article 145)

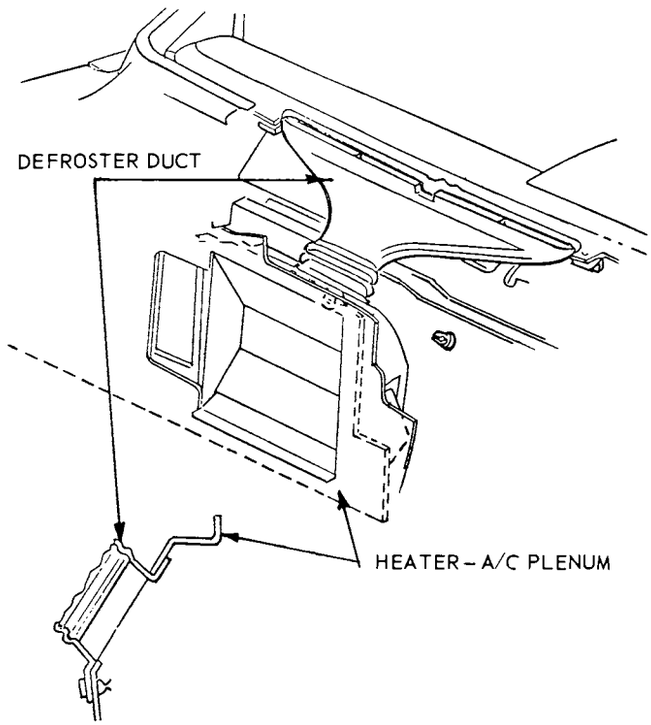

Fig. 12 – Defroster Duct Installation on Heater – A/C Vehicles – (Article 145)

1965 FORD – A/C-HEATER CONTROL SETTING

		FUNCTIONAL CONTROL LEVER (LOWER)				
		A/C NORMAL	A/C RECIRC.	OFF	HEAT	DEFROST
AIR DOORS	OUTSIDE AIR	OPEN V	CLOSED NV	CLOSED NV	OPEN V	OPEN V
	A/C HEAT	A/C POS. NV	A/C POS. NV	HEAT POS. V	HEAT POS. V	HEAT POS. V
	RECIRC.	CLOSED V	OPEN NV	OPEN NV	CLOSED V	CLOSED V
	HEAT DEFROST	HEAT POS. NV	HEAT POS. NV	HEAT POS. NV	HEAT POS. NV	DEFROST POS. V

V – VACUUM
NV – NO VACUUM
POS. – POSITION

CHART 1 – HEATER-AIR CONDITIONING CONTROL DOOR POSITIONS 1965 FORD

146 LICENSE PLATE ATTACHMENT INADEQUATE

All 1965 Ford)

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screws to contact the bumper and strip the nylon attachment.

The improper usage was discovered in the assembly plants approximately November 27, 1964 and immediately discontinued.

The condition should be correct at predelivery by bending the extension away from the bumper to insure adequate clearance. The nylon attachment plugs (379046 -S) should be tested for retention and replaced if necessary.

147 IGNITION CONTACT REPLACEMENT

(All)

The condition of the ignition contact points can be diagnosed by a combination of a visual inspection and a point resistance test. The following guide lines must be used when replacing ignition points under warranty:

1. Contacts are to be replaced if the contact surfaces are severely blackened, extremely dirty, or show evidence of excessive oil or grease such as to fail the point resistance test as outlined in Section 9 of the Shop Manual.

2. Contacts are to be replaced if the height of the metal transfer exceeds the gap setting. This condition can be visually detected by setting the contacts to the specified gap and observing if the metal transfer exceeds the gap setting.

3. Contacts are to be replaced if they show either of the following defects:

(a) Broken tungsten contact discs on either the movable arm or stationary bracket.

(b) Loose or broken rubbing blocks.

(c) Contact assemblies on which the

movable arm binds or seizes on the pivot post.

(d) Contact assemblies that are electrically shorted.

Claims for the replacement of ignition contact points which do not exhibit either of the above defects will not be accepted.

148 REAR DOOR GLASS RATTLES AND/OR LOSS OF STABILITY

(1965 Ford – Model 57)

Rear door glass rattle and/or instability can occur on early production 1965 Ford vehicles. These conditions are caused by tolerance variations of several components, which effect the final assembly of the rear door glass.

These problems were corrected in production on September 1, 1964 by incorporating numerous improvements. The most recent improvement added spring loaded nylon washers to the front rollers of the rear door glass assembly.

Dealers encountering complaints of rear door glass rattle and/or loss of stability on vehicles built prior to September 1, 1964, can correct this problem by performing the following corrective action.

1. Remove the rear door window assembly and inspect the roller assemblies, two front and one rear, for mushroomed shanks or cocked rollers. If either of these conditions exist, replace the rear door window glass lower channel assembly.

NOTE: If the rollers are found to be satisfactory, and are not the spring loaded type, install two anti-rattle felt washers to the front rollers of the rear window assembly. Fabricate the anti-rattlers from a piece of 7/32 inch thick felt stock to the dimension shown in Fig. 13. Saturate the felt washers with SAE 10 engine motor oil.

2. Measure the distance between the inner and outer door panel. This dimension must be between 1.20 in. to 1.25 in. to prevent lateral vibration. If the opening is greater than 1.25 in., caulk the door inner panel belt line opening to this dimension at the front and rear. See Fig. 14, View A.

3. To insure adequate support of the rear window to reduce lateral movement, replace the outside belt rear door moulding and weatherstrip assembly. Reinstall the rear door window assembly.

4. After the rear door window assembly has been installed to the guide and regulator panel, position the window so the top front corner of the window is 1/4 in. above the belt line in the down position.

It may be necessary to increase the adjusting slots in the door inner panel to maintain this location. See Fig. 14, View B.

5. Reinstall the trim panel and, if the trim panel does not have two retaining screws at the front and rear upper corner, add two screws (Part Number [illegible]) to the location shown in

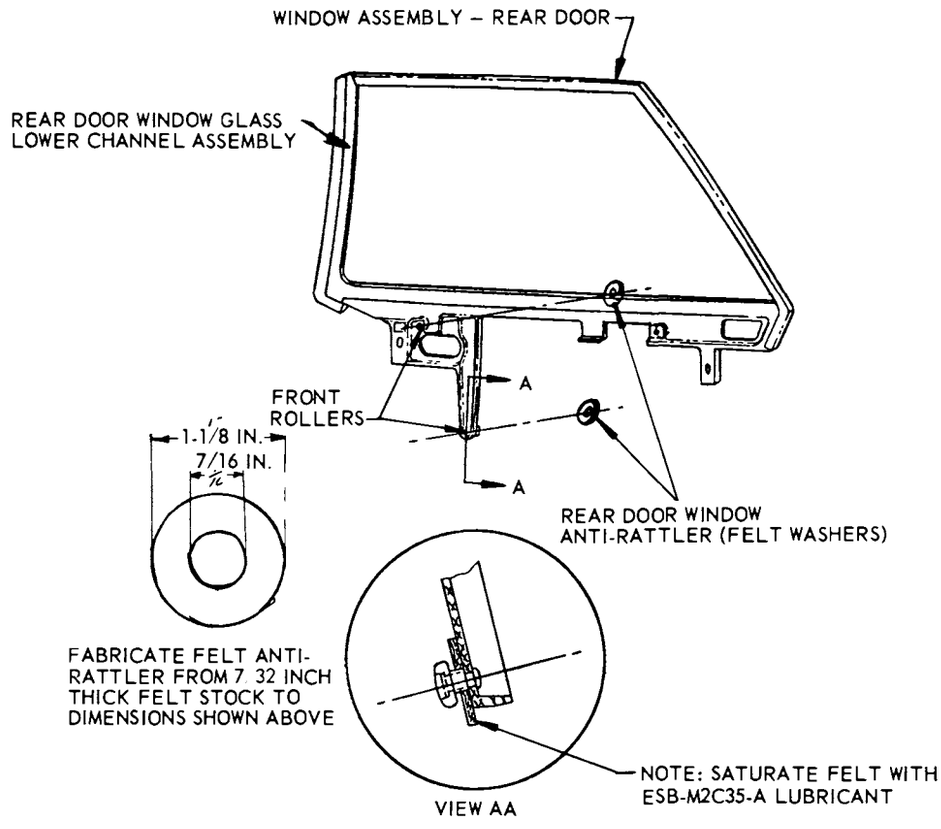

Fig. 13 – Rear Door Glass Rattles and/or Loss of Stability – 1965 Ford – Model 57 – (Article 148)

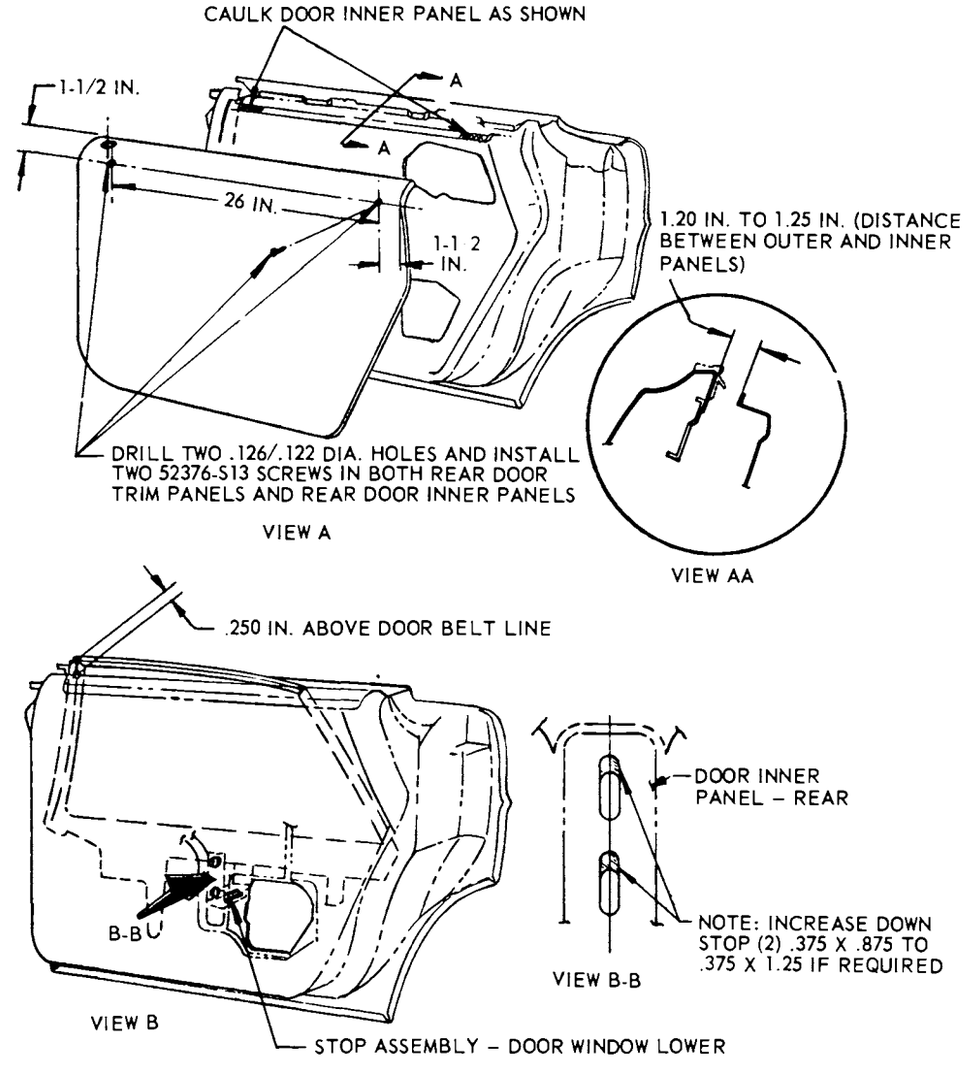

Fig. 14 – Rear Door Glass Rattles and/or Loss of Stability – 1965 Ford – Model 57 – (Article 148)

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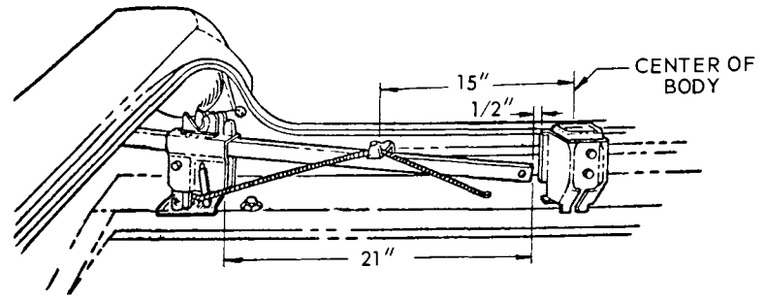
149 BUMPER JACK RATTLES

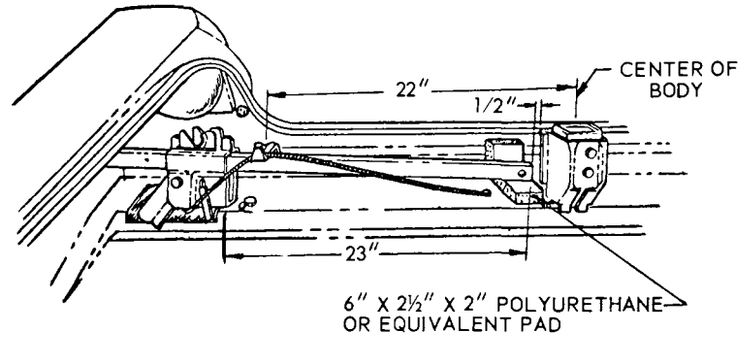
(1965 Ford – All Models Except Station Wagons and convertibles)

The bumper jack may rattle on some 1965 Fords built prior to October 29, 1964. The jack assembly in some cases is not held firmly to the lower back panel and floor pan sheet metal which allows it to shift and rattle. This condition is caused by inadequate retention of the jack assembly by the jack hold-down spring.

The problem was corrected in production on October 29, 1964 by increasing the jack hold-down spring tension and increasing the gauge of the hold-down bracket. This holds the jack away from the lower back panel and prevents the jack assembly from shifting. Also, an anti-rattle pad has been placed between the jack and floor pan sheet metal. See Fig. 15. If Complaints of rattles are received, reposition the jack assembly and add the anti-rattle pad as shown in Fig. 15.



BUMPER JACK RATTLE CORRECTION – CORRECT POSITIONING OF JACK FOR FORD VEHICLES WITH LOCK HOLD DOWN BRACKET LOCATED 15 INCHES FROM VEHICLE CENTERLINE – 1965 FORD – MODELS 54, 57, 62 & 63.



BUMPER JACK RATTLE CORRECTION – CORRECT POSITIONING OF JACK FOR FORD VEHICLE WITH JACK HOLD DOWN BRACKET LOCATED 22 INCHES FROM VEHICLE CENTERLINE – 1965 FORD – MODELS 54, 57, 62 & 63

Figure 15 – (Article 149)

150 ERRATIC WINDSHIELD WIPER OPERATION

(1964-1965 Falcon – All Models)

Windshield wiper system chatter or thumping noise is the result of the windshield wiper motor attachment being mislocated thereby causing excessive travel of the right hand arm and pivot assembly until the arm interferes with the pivot.

This condition was corrected on units built after November 16, 1964 by the use of a more precise method of wiper system alignment.

Should dealers encounter complaints of erratic or thumping windshield wiper operation, the following corrective procedure is recommended:

1. Disengage the right hand windshield wiper mounting arm and pivot shaft assembly (C3DZ-17566) by removing the clip and washer attachments at the motor and at the left arm and pivot assembly.

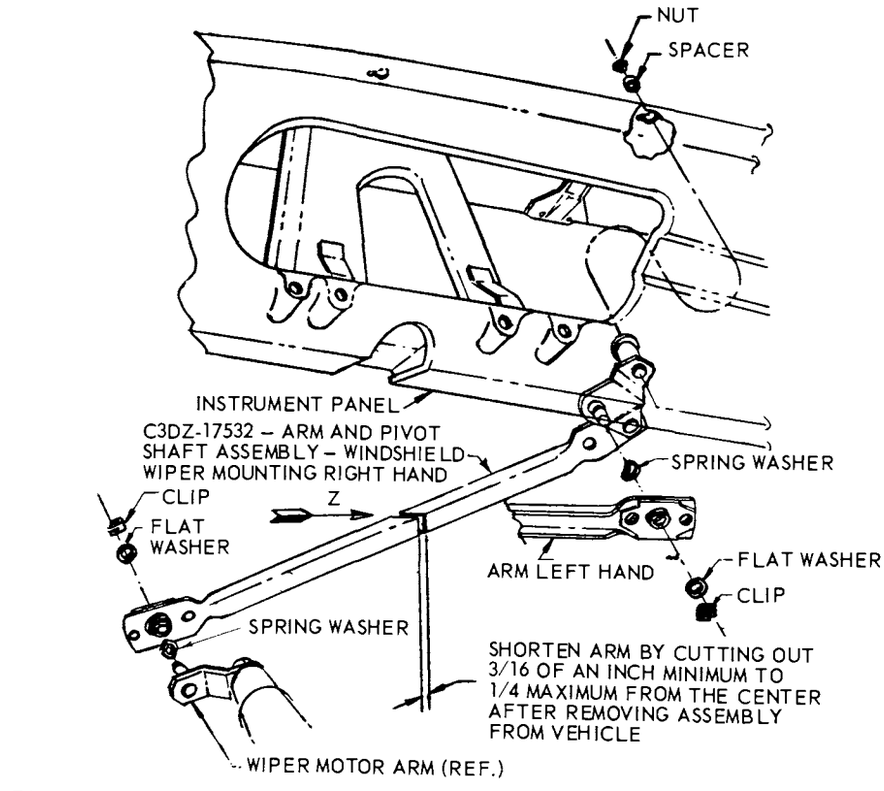
2. Remove the arm and pivot assembly (right hand) from the vehicle after first removing the wiper blade and attachment nut and spacer.

3. Shorten the right hand arm by cutting out 3/16 of an inch minimum to 1/4 of an inch maximum from the center of the arm assembly.

4. Fabricate a steel reinforcement for the arm 2 x 1/2 x 3/32 inches in size.

5. Tack braze, gas or arc weld the reinforcement to the shortened arm six places and along the joint cut line of the arm.

NOTE: Parallelism and proper alignment must be maintained when joining the cut arm together prior to welding to [illegible]lude any possible bind in the system. [illegible]einstall the arm and pivot assem- [illegible]r of [illegible]n it [illegible]ore [illegible]s- [illegible]sembly.



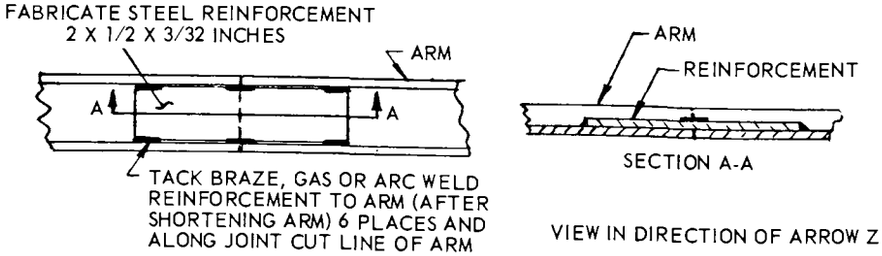


Fig. 16 – Windshield Wiper Linkage Rework – 1964-65 Falcon – (Article 150)

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151 SPECIAL SERVICE TOOL – T60K-6135-B

(1965 – 200, 240 and 300 CID Engines and 144, 170, 200, 221, 260 and 289 CID Engines)

T60K-6135-B – Remover and Replacer Press – Piston Pin removes and replaces the pressed-in piston pin on the new 200, 240, and 300 CID 6 cylinder engines, as well as current 144, 170, 200, 221, 260 and 289 CID engines. This tool is basically the same as the now obsolete tool T60K-6135-A, but is altered to make it applicable to these three new engines. The tool incorporates a thrust bearing to reduce the torque necessary to drive the piston pin. The job of removing or installing the pin may be done either in a vise or on a press, using the tool to properly locate the pin.

Available from N.P.D.	Dealer Net Price
	$14.32

The following service parts for tool T60K-6135-B are available:

Screw T60K-6135-BA Dealer Net $2.50
Nut T60K-6135-BD Dealer Net $4.75
Available from N.P.D.

152 INTERMITTENT OPERATION OF HORNS, PARKING LAMPS OR REAR LAMPS

(All 1965 Fairlanes)

Intermittent operation of horns, parking lamps, or rear lamp may be due to a chaffed horn wire at the wire routing hole provided in the radiator support sheet metal.

A rubber grommet was added on November 9, 1964 to protect the wire as it passes through this routing hole.

This area should be checked as a possible cause for intermittent operation of horn, parking lamps, or rear lamps on unit built prior to November 9, 1964. To prevent recurrence of the problem, install a grommet, part number 374797-S, into the radiator support wire routing hole, see Fig. 18.

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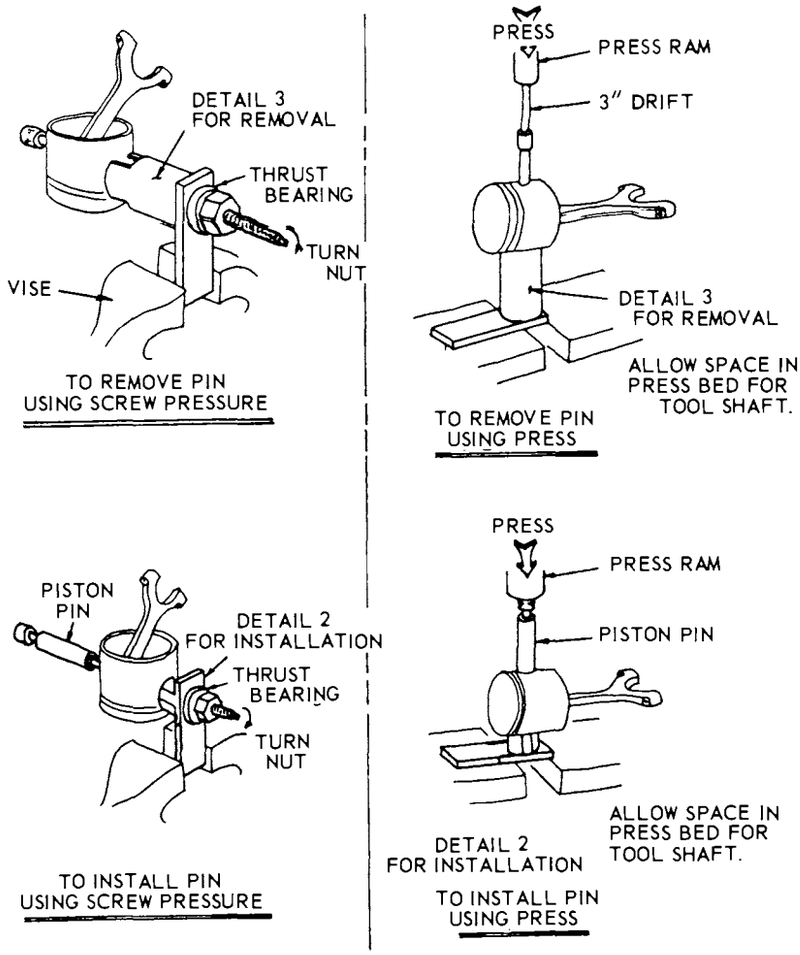
(Article 152)

T60K-6135-B



NOTE: WHEN INSTALLING PIN, PULL PIN THROUGH ROD UNTIL PIN SEATS IN DETAIL #2 OF TOOL TO OBTAIN PROPER LOCATION.

Fig. 17 (Article 151)

153 TORSIONAL VIBRATION

(1964 F-100–250 Trucks with 223 Engine and 3 or 4 Speed Transmission

An objectionable noise or vibration has been encountered in 1964 F-100–250 trucks equipped with the 223 CID engine. When diagnosing a torsional vibration (35-50 MPH) complaint on the above model trucks, it is suggested that the following areas be inspected and if necessary corrected to engineering specifications.

1. Inspect tire and wheel assemblies for proper balance.
2. Check engine operation.
3. Check alignment of the coupling shaft center support assembly in relation of the centerline of the engine and transmission assenblies.
4. Check the alignment of the driveshaft and coupling shaft universal joint yokes.

If an objectionable noise or vibration still exists, install the appropriate new clutch disc shown below.

Part Number	Size	Application	Class.
C4TZ-7550-E	10"	223-3 Speed	CG
C1TZ-7550-B	11"	223-4 Speed	V

In some instances, the installation of the C1TZ-7550-B clutch may provide a driveline ring or gear rattle in units equipped with the 4-speed transmission, particularly if the owner is prone to lugging the truck in 4th gear at speeds of 18-28 MPH. Investigation has disclosed that filling the driveshaft tube with a cardboard liner, fiberglas insulation, polyurethane foam or similar light weight materials will greatly reduce the noise.

The suggested time for this operation is listed under operations 7003-A-1 and 7003-A-3.

154 STARTER DRIVE FAILURES (200, 240, 260, 289, 330, 352, 361, 390, 391, 427)

(All 1964-65 Vehicles With Subject Engines)

Starter engagement and rotation, but failure to crank engine, indicates a starter drive clutch failure. This is a quality problem which has been corrected. The clutch failure usually does not damage the ring gear, although an inspection of the ring gear should be made. Service stock drives dated June 15, 1964 and later (4F15) are corrected and should have normal durability. The date code appears on the outer diameter of the clutch housing indelibly stamped into the metal and the part carries a "B" suffix.

Remove and replace the drive only with a later dated drive Part C4OZ-11350-B following starter repair, Section 14 of the Shop Manual.

The regular Suggested Time Schedule Operation for removal of the starter applies to this operation.

155 USE OF AUTOMATIC TRANSMISSION FLUID MEETING FORD MOTOR COMPANY SPECIFICATIONS – M2C 33-D

(All Automatic Transmissions)

Reference: Technical Service Bulletins 7051-17 Dated October 21, 1963; 7051-19 Dated July 6, 1964 and 7051-20 Dated September 14, 1964.

A list of oil companies who market automatic transmission fluid certified by Ford Motor Company as meeting the M2C 33-D specification were published in the referenced 7051-19 and 7051-20 Technical Service Bulletins.

Since September 14, 1964, thirty-one additional suppliers of automatic transmission fluids have been certified by the Ford Motor Company as meeting the M2C 33-D specifications.

The revised list is as follows and will replace the lists previously published.

156 1965 FORD STATION WAGON TIRE PRESSURES

(All 1965 Ford Station Wagons)

Customer complaints of irregular handling characteristics have been reported from the field on the 1965 Ford station wagon. For optimum handling characteristics it is essential that the following checks be made by the dealers during pre-delivery checks:

1. Station wagon tires should be low profile 8.15 x 15.
2. The wheels should have a 6 in. rim. This can be checked by pulling off the the wheel covers and observing the disc area. The 5 in. rim has folded vented areas. The 5½ in. rim has no folded area but does have a cut opening. If in doubt use calipers to check rim width.
3. The tire pressures should be set at 22 lbs. psi in the front tires and 30 lbs. psi in the rear tires, when checked cold.

157 REAR SPRING SEAT CAP BENDING

(F,B,N-500–800, C-550–750 with Eaton 13, 15, 17,000 Lbs. Fabricated Axles on 1964 and Earlier Models with Stamped Seat)

In some operations the stamped rear spring seat cap bends, resulting in loose U-bolts. Where this occurs, both rear spring seat caps, located under the axle housing, are to be replaced with four (4) cast caps C4TZ-5796-B. Refer to Master Parts Catalog for U-bolt usage and rear spring clip plate.

The procedure is:

1. Remove (4) nuts retaining rear spring seat cap on right and left sides.
2. Remove stamped rear spring seat caps.
3. Install cast rear spring seat caps.
4. Reinstall (4) retaining nuts under each cap and torque to 260 ft. lbs. (3/4 in. nuts).

SUPPLIERS APPROVED TO MERCHANDISE AUTOMATIC TRANSMISSION FLUIDS MEETING FORD MOTOR COMPANY SPECIFICATION M-2C33-D

Supplier	Fluid Trade Name	@ Ford Qualification No.
* A. Margolis & Sons Corp.	Silogram	1P-641022
A. T. Service Parts, Inc.	A.T.C.O. – Type F	1P-641211
Ampol Petroleum, Ltd. (Australia)	Ampol-F	1P-640417
Argolene Oil Co., Inc.	Argolene – F-33	1P-640812
* Argolene Oil Co., Inc.	Argolene – F-52	1P-640916
Arthur C. Withrow Company	3V3	1P-640714
Ashland Oil & Refining Co.	Valvoline, Type FA	1P-640316
Asiatic Petroleum Corp.	Shell Oil S-6051(Code 62517)	1P-640320
* Autoline Oil Co.	Autoline Gearmatic F	1P-640922
* B-P Trading Limited (England)	B-P Hydraulic ATF-B	1P-641204
Battenfeld Grease & Oil Corp., Inc.	Ultra-Lube	1P-640508
British-American Oil Co.	B-134	1P-601205
Castrol Limited	Castrol	1P-640415
* Castrol Oils, Inc.	Castrol – M2C33-D	1P-641016
Cities Service Oil Co.	CBL-271	1P-600924
Davis-Howland Oil Corp.	DSL ATF F.S.	1P-640420
* Dryden Oil Co., Inc.	Drydene – F	1P-640830
* Empire Lubricants, Inc.	Hi Level	1P-640929
* Endco Oil Co.	Endco	1P-641119
Famous Lubricants, Inc.	Gear-Life	1P-640219
* Fiske Brothers Refining Co.	Fisk's – F	1P-641124
* Fiske Brothers Refining Co.	Lubriplate	1P-641127
Ford Motor Company	Rotunda R-106	1P-600110
* Georgia-Caroline Oil Co.	G-C	1P-641209
Golden Bear Oil Co.	Golden Bear	1P-640325
* Grawley Oil & Battery Co.	Power Flow	1P-640902
Harry P. Dunn Co.	DC64W	1P-640319
* Humble Oil & Refining Co.	1994 ATF	1P-640911
* Inter-State Oil Co., Inc.	Inter-State – XLR-8	1P-641110
* Jenkin-Guerin, Inc.	Anchor	1P-641006
Kendall Refining Co.	Formula GO-344	1P-631227
* Lincoln Oil Co.	Linoco Type F	1P-641030
Liquids, Inc.	Pivot	1P-640403
Marquette Petroleum Products, Inc.	Marquette	1P-640228
* Metalcote Grease & Oil Co.	Metalcote ATF	1P-641026
* Metal Lubricants Co.	Melco ATF	1P-641106
Mich-I-Penn Oil & Grease Co.	Guar-Dall	1P-640302
Mobil Oil Company	L-539-AR	1P-630822
Mobil Oil Company	Mobilfluid 210	1P-640312
* National Solvent Corp.	Nasco	1P-641123
* Northland Products Co.	Northland	1P-640825
* O. F. Zurn Company	Zurn 736-F	1P-641008
* Ohiolene Oil Co., Inc.	Ohiolene Type F	1P-641104
* Pennsylvania Oil Co.	Pennomatic	1P-641019
Pennzoil Company	Hydra-Flo 1P-640310,	1P-640402
* The Pure Oil Co.	Purelube FTF	1P-641028
Quaker State Oil Refining Corp.	F-L-M	1P-640304
* Regal Distributors	Crown Type F	1P-641004
Richfield Oil Corp.	Richfield Special – Formula LB-1137	1P-640404
* Shell Oil Co.	Shell-F 1P-641112,	1P-641114 1P-641117
Sinclair Refining Co.	HyVis	1P-640807
Sinclair Refining Co.	Sinclair	1P-640803
Sonneborn Chemical & Ref. Co.	Amalie	1P-640501
* Southwest Grease & Oil Co., Inc.	8501	1P-640918
Standard Oil Co. (Calif.)	P.E.D. 3003	1P-630930
Standard Oil Co. (Ohio)	1P-640406	1P-640406
Sun Oil Company	Sunamatic 117	1P-600503
Texaco, Inc.	Texamatic TL-4571-A	1P-600915
* Tidewater Oil Co.	Veedol – Special F	1P-641017
Tionia Petroleum Company	Flo-Matic	1P-640527
Union Oil Co. of California	Union F Type	1P-640730
United Oil Co., Inc.	Duralene Special	1P-640309
Universal Motor Oils Co., Inc.	Universal Type F	1P-640801
* Western Oil & Fuel Co.	Wesco	1P-641221
The White & Bagley Company	Oilzum	1P-640214
Wilhelm Oil Service, Inc.	Pennlube	1P-640308
Wolf's Head Oil Refining Co.	Wolf's Head – Type F	1P-640306
* Wynne Oil Co.	Wynne – Type F	1P-641014

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158 RELAY TO STARTER CABLE

(1965 Mustang With High Performance Engine)

On 1965 Mustangs with high performance engines built prior to October 15, 1964, shorting of the starter cable with resulting damage to the battery, battery cable, and relay may exist. This is due to improper routing of the relay to starter cable which may allow the cable to be pinched between the exhaust manifold and spring tower, Fig. 19.

It is suggested that these vehicles be checked for a pinched relay to starter cable. If interference is found, the cable should be re-routed as shown in Fig. 20 to allow proper movement.

159 WINDSHIELD WIPER BRACKET FAILURES

(1963-65 Econoline)

Wiper bracket failures at the pivot arm hole are caused by an assembly error in torque requirements on the pivot mounting nut. In the event of a bracket failure replace the bracket and torque the pivot mounting nuts to the range of 75-100 inch pounds. To preclude bracket failures, and maintain customer relations, it is suggested that any Econoline built prior to October 5, serviced by your dealership be checked and the pivot nut torque range established on the vehicle in this manner:

1. Remove wiper arms.
2. Tighten pivot nut with spanner type wrench.
3. Replace wiper arms.

160 DOOR LOCKS DO NOT LATCH (REVISED)

(1965 Ford Galaxie 500 XL)

This article revises the warranty status of Article No. 97.

The suggested labor operation number and time in this article is:

Oper. : 23942-B
Time : 0.3 hrs.

161 SECOND SEAT CUSHION RETENTION

(1965 Ford – Model 71A and C)

On some early production 1965 Ford nine passenger station wagons, the rear seat cushion may slide forward or rearward whenever the brakes are applied. This condition is caused by the omission of the two rear seat cushion retainer brackets. This problem has been corrected on vehicles built after September 21, 1964.

If this problem is encountered in the field, the seat cushion brackets can be installed using the following procedure:

1. Remove the second seat rear cushion assembly, and fold back the rear carpet and other deadners and absorbers preparatory to welding.
2. Locate the seat cushion brackets [illegible] seat riser as shown in Fig. 21. [illegible] to [illegible] pair [illegible] re- [illegible] bly. [illegible] this [illegible] correction are:

C5AZ-6263710-A Bracket C 2

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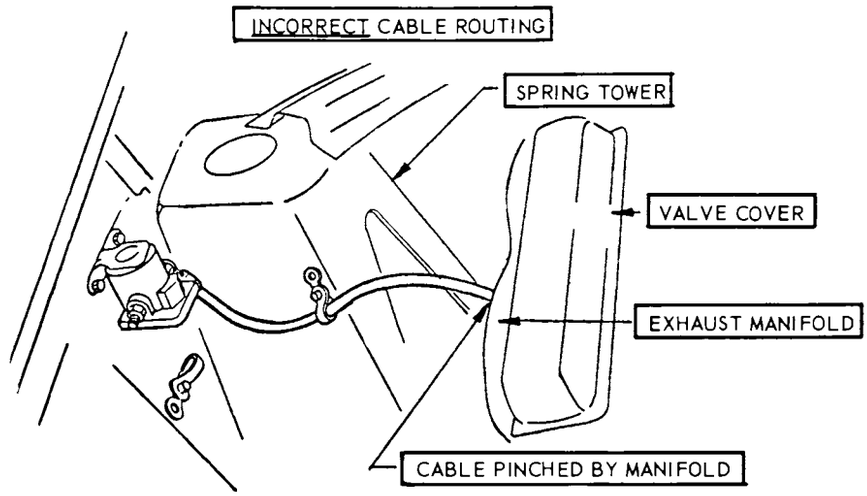


Figure 19 – (Article 158)

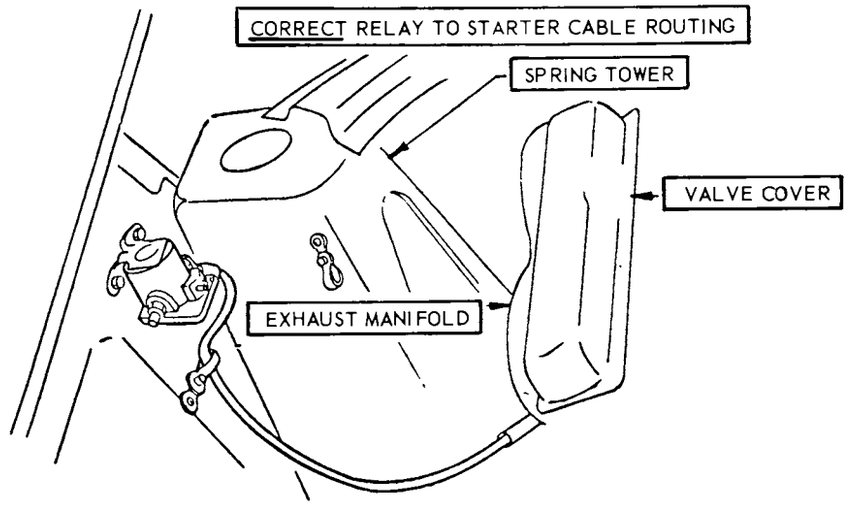


Figure 20 – (Article 158)

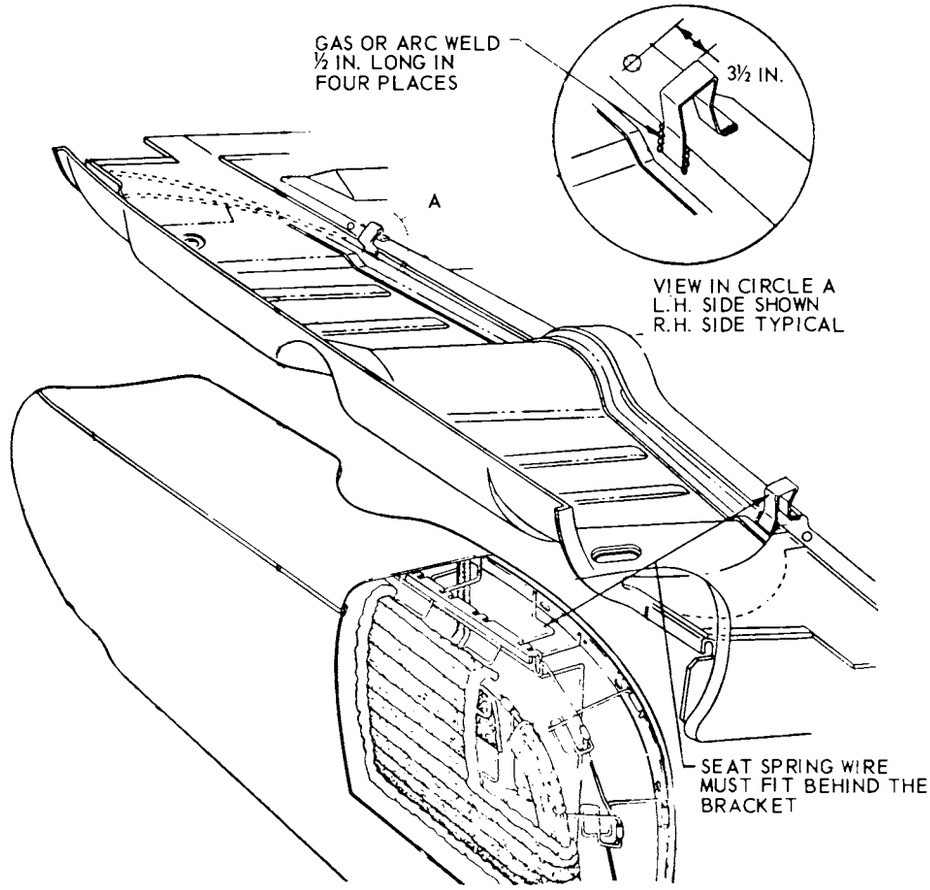


Fig. 21 – Second Seat Cushion Retention – 1965 Ford Model 71A & C – (Article 161)

162 REAR SEAT BACK PAD (SAFETY PAD)

(1965 Ford Station Wagons – Model 71A-C)

A rear seat safety crash pad is now available for 10-passenger station wagons. See Fig. 22. This pad is presently installed as standard equipment on all 1965 Ford 10-passenger station wagons, manufactured after October 9, 1964.

The recommended procedure for installing safety pad is as follows:

1. Remove the rear seat back upper frame by removing five self-tapping attaching screws (Part No. 52338-S8 #8-18 X 3/8). Discard the frame. (See Fig. 22).
2. Obtain a rear seat back pad and retainer to match the interior trim.
3. Install the retainer on the second seat back upper edge using the above existing screws.
4. Slide the pad into the retainer as shown in Fig. 22.

The following required parts all are class C depot items.

Retainer – Rear Seat Back Pad	
Black	C5AZ-71668A08-A
Palamino	C5AZ-71668A08-B
Red	C5AZ-71668A08-C
Blue	C5AZ-71668A08-D
Gold	C5AZ-71668A08-E
Turquoise	C5AZ-71668A08-F

Pad – Rear Seat Back	
Black	C5AZ-71668A06-BAB
Palamino	C5AZ-71668A06-BAE
Red	C5AZ-71668A06-BAC
Blue	C5AZ-71668A06-BAD
Gold	C5AZ-71668A06-BAF
Turquoise	C5AZ-71668A06-BAG

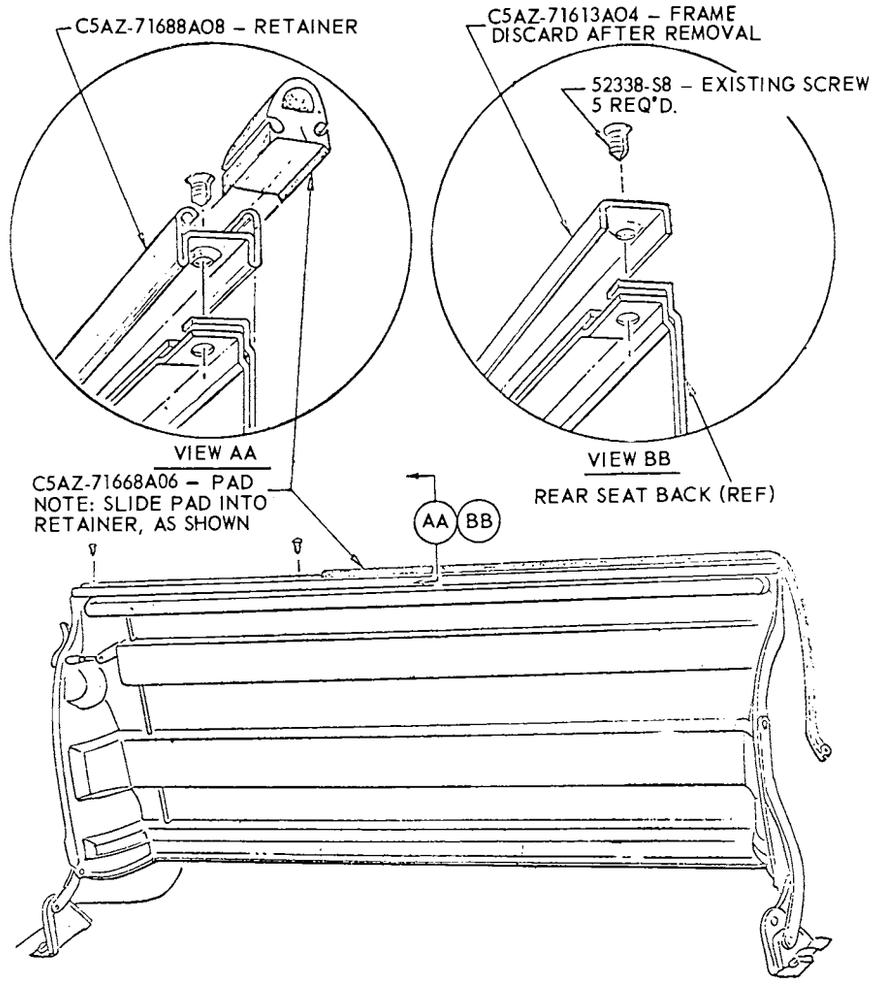


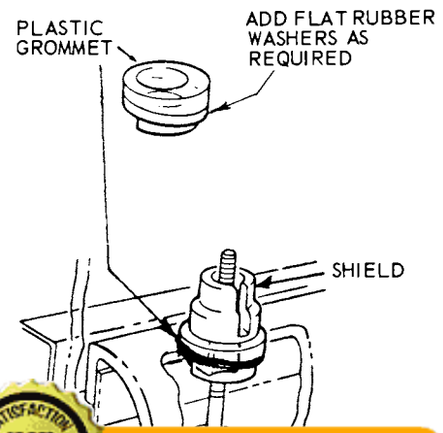
Fig. 22 – Rear Seat Safety Pad Installation (Article 162)

163 REAR DOOR SAFETY LOCK – RATTLE

(1965 Ford, Fairlane & Falcon - All Models)

When installing the rear door safety lock (C5AZ-5421850-A, Class VA) add rubber washers provided in the kit as required between the trim and plastic grommet as shown in Fig. 23 to avoid rattles.

Kits packaged after November 11, 1964, contain revised instructions.



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164 AIR CONDITIONING AND HEATING CONTROL ASSEMBLY

(1965 Ford and Mercury)

To support the air conditioning and heating information covered under Part 16-2 of your Ford-Mercury shop manual, Fig. 24 shows the routing of the Bowden cable and color coded vacuum hoses from the instrument panel control assembly.

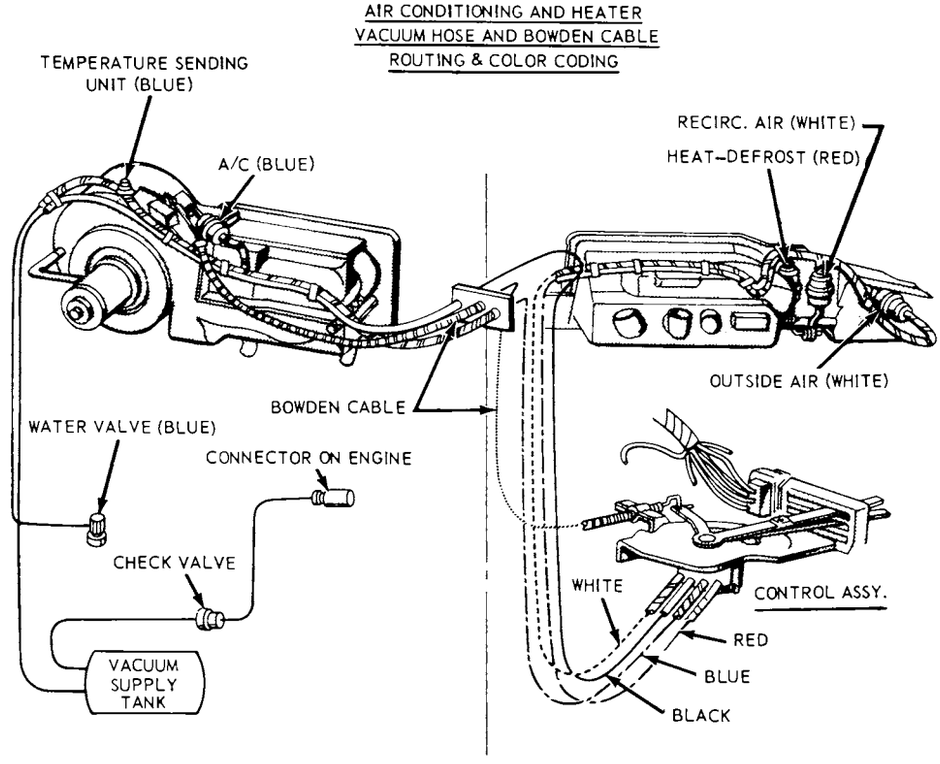

Fig. 24 – Bowden Cable Routing and Color Coding of Air Conditioning and Heater Vacuum Hoses (Article 164)

165 HIGH SEAT OPERATING EFFORTS

(1965 Mustang – All Models)

High seat track operating efforts are usually caused by insufficient clearance between the seat track rivet heads and the floor pan. This binding condition is caused by bowing of the seat track assemblies when they are secured to the floor pan. Other possible factors contributing to high efforts are:

1. Inadequate lubrication of the seat track assemblies.
2. Improper alignment of the track assemblies (not parallel).
3. Missing roller or nylon slide.

The condition of the seat track binding due to insufficient rivet head clearance was corrected in production on September 15, 1964 by adding a flat washer between the floor pan and carpet under each seat track attachment to provide the necessary clearance.

If customer complaint of high seat operating efforts are encountered, check the operation of the seat track assembly and install spacer washers under the seat track attaching screw using the following procedure:

1. Apply a generous amount of C4AZ-19584-A lubricant to the inside of the seat track with the track adjusted as far forward then rearward as possible. Operate the track mechanism several times to assure that efforts are satisfactory.
2. Remove the seat track assembly and visually inspect the track assembly for possible missing roller and nylon slide. Replace track if discrepancy exists.
3. Install (1) flat washer Part Number 351810 between the carpet retainer and carpet under each attachment. (See Figure 25).
4. Reinstall the seat track assembly and operate several times to assure that effort problems are corrected.

The parts required to perform these corrections are:

Part No.	Part Name	Class	Quantity
C4AZ-19584-A	Lubricant	AA	1
351810-S8	Washer	S	1

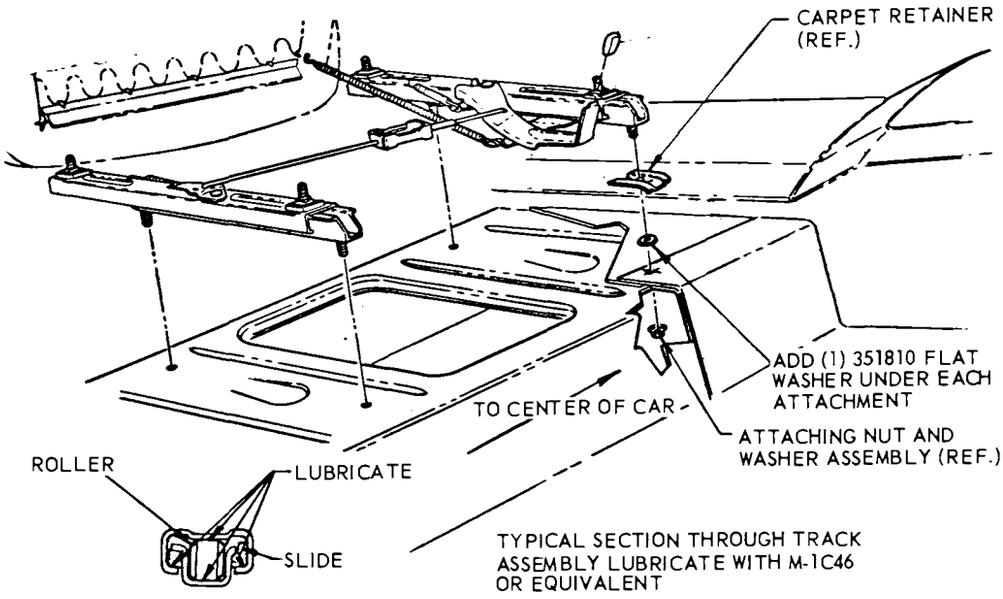

Fig. 25 – High Seat Operating Efforts – 1965 Mustang – All Models (Article 165)

166 MALFUNCTION OF TAIL GATE SUPPORT ARMS

(1965 Ford Station Wagon)

The tailgate support arms on some 1965 Ford Station Wagons may not function properly during normal tailgate operation. This is due to a bind between the support arms and the body pillar which may cause damage to the tailgate sheet metal, support arm guide bumpers, and support arm guide pins. The binding condition is caused by the use of the anti-rattle wave washer which wears a groove in the support arm adjustment slot and prevents free travel of the support arm at the body pillar. When the support binds, it may tend to pivot rather

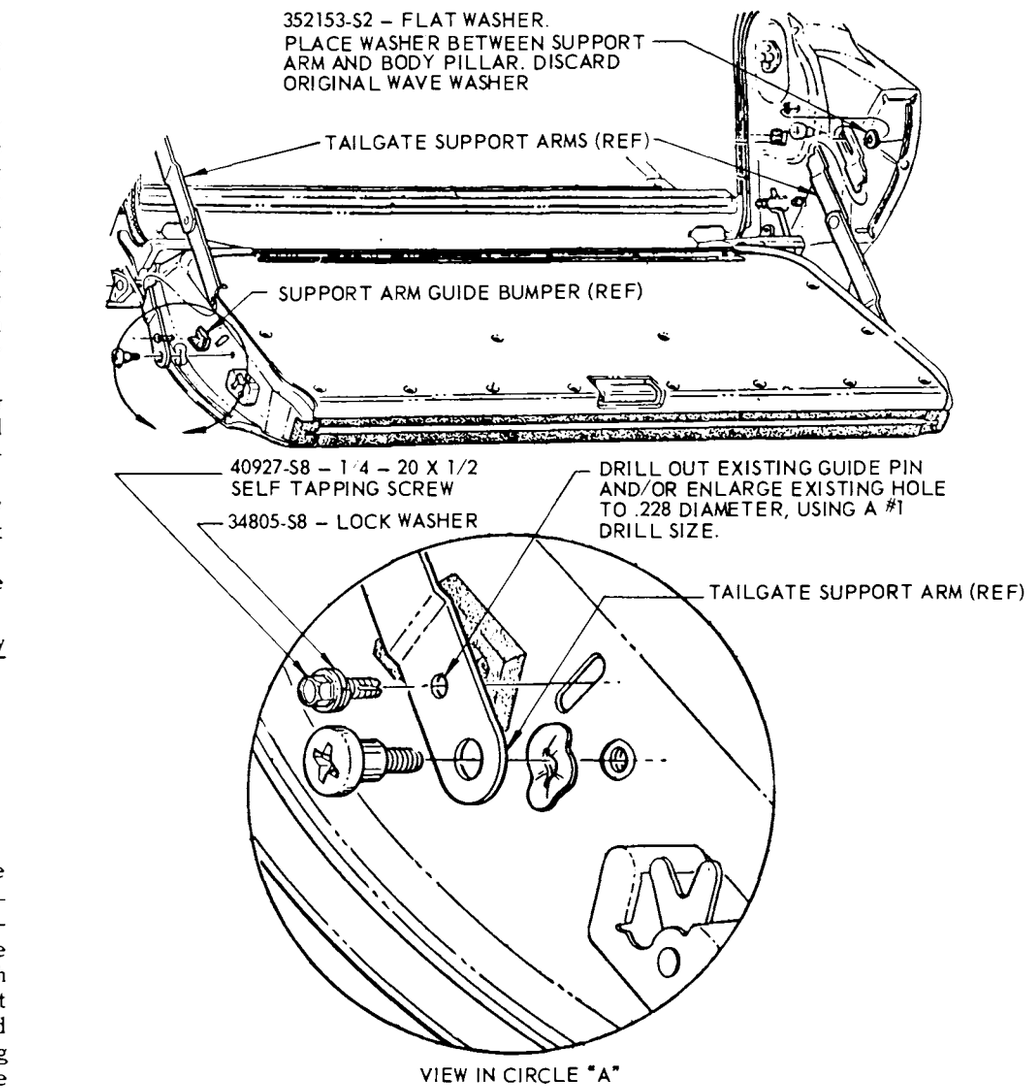

Fig. 26 – Malfunctioning Tailgate Support Arms – 1965 Ford and Mercury – (Article 166)

arm guide pin missing, the production fixes should be incorporated as follows: NOTE: Remove one support at a time.

1. Drill out the support arm guide pin, increase the hole size to 7/32 inch (#1 drill) and install $\frac{1}{4}$-20 X ½ self-tapping screw (40927-S8) with a 1/16 thick flat washer (34805-S8) in place of the guide pin. See Fig. 26.
2. Remove any burrs near the slot at the upper end of the support.
3. Inspect the guide bumper and restore it to a 90° position if it is damaged or bent.
4. Reinstall the support, substituting a flat washer (352153-S) between the support arm and body for the original wave washer.

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167 LUGGAGE COMPARTMENT DOOR WATER LEAKS

(1965 Ford – All Models Except Station Wagons)

Water dripping into the luggage compartment when the luggage compartment door is opened may occur due to improperly sealed areas on the luggage compartment door such as bonderite holes, hem flanges, manufacturing notches, moulding and ornamentation attaching holes and lock cylinder hole. Should this condition be encountered in the field, these areas should be thoroughly inspected to locate the area where the leaks occur. Water stains are usually visible on the inner surface of the luggage compartment door outer panel and can be used to trace and locate the leak.

Correction has been taken at assembly plants approximately September 1, 1964 to assure proper sealing in these areas.

The following areas should be inspected and adequately sealed with AB-19560-A sealer.

1. The lock cylinder and sleeve attachment, and the moulding attaching screws and nuts. (See Fig. 27, View A).

2. The sleeve nuts that attach ornamental letters, the manufacturing notches, hem flanges of the door (each corner) and the two bonderite drain holes in the leading edge of the door. (See Fig. 28, Views B and C).

NOTE: On 1965 Fords, the hole located in the lower rear center of the luggage compartment door (Fig. 27, View A) is used for draining water that collects in the luggage compartment door. This hole should not be sealed.

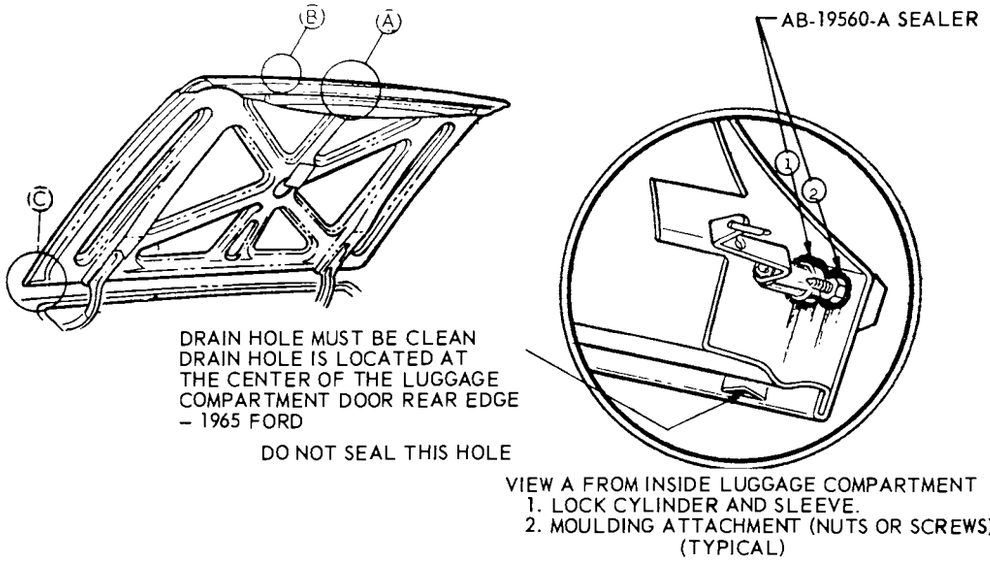

Fig. 27 – Luggage Compartment Door Water Leaks – 1964-1965 All Carlines – All Models Except Station Wagons – (Article 167)

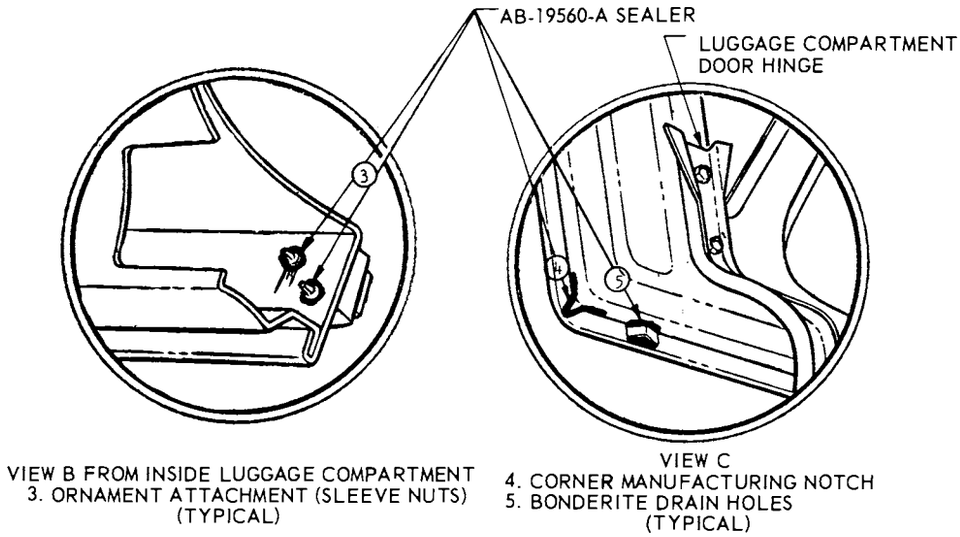

Fig. 28 – Luggage Compartment Door Water Leaks – 1964-1965 All Carlines – All Models Except Station Wagons – (Article 167)

168 LOW FUEL LEVEL WARNING SYSTEM

(1965 Ford-Mercury)

OPERATION

A thermistor assembly is attached to the fuel sender outlet tube and is kept cooled when covered with gasoline. However, the thermistor will heat up when the fuel gets low enough to expose the thermistor to air. The thermistor resistance then drops and allows current to flow through a warning signal relay. The relay contacts then close to light the warning light. See Fig. 29).

TESTING

The low fuel warning light circuit is tested each time the ignition switch is turned to the start position. When the ignition switch is turned from On to Start, the warning light is illuminated. This proves that both the light circuit and the light are functioning properly.

The system consists of three components: the fuel sender assembly, the warning relay, and the warning light. In the event of system failure, the following tests can be made:

1. Check to see that the bulb lights with the switch in start position.
2. Check for loose connections, broken wires, blown fuse, or the neutral switch out of adjustment.
3. With the ignition switch on Acc or On position, disconnect the wiring at the sender assembly and ground the relay to thermistor wire (Green, White Stripe). If the warning light lights, replace the sender assembly. If the warning light does not light, replace the relay.

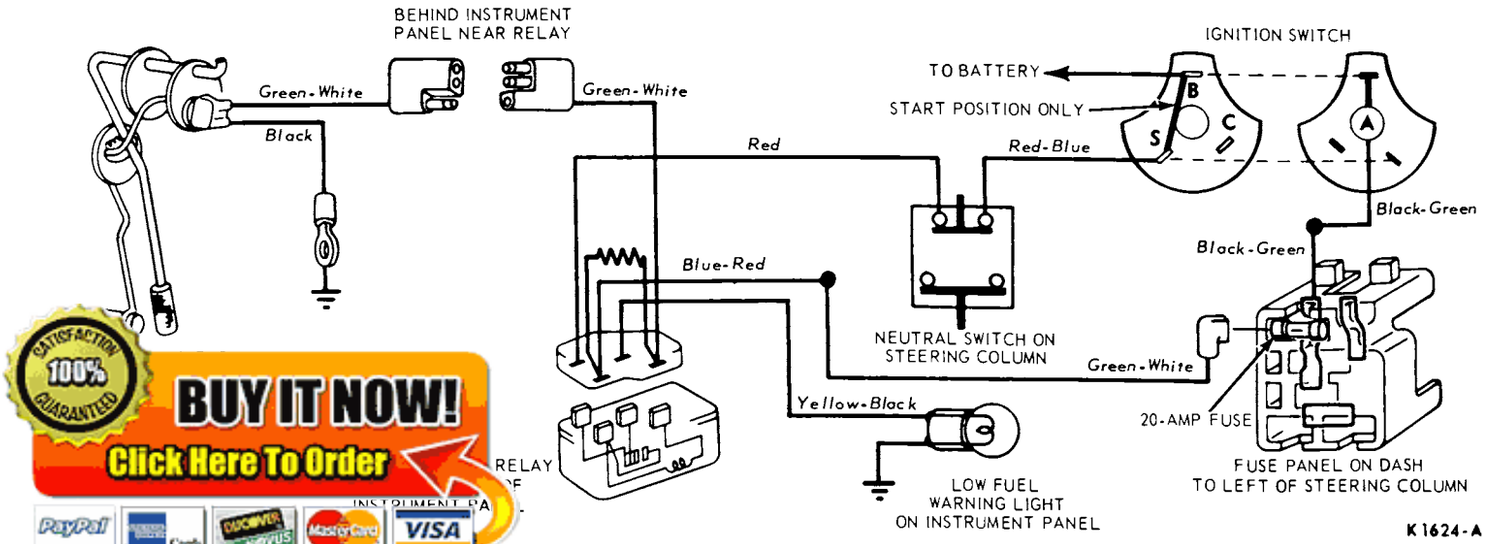

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Figure 29 – (Article 168)

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 10

February 22, 1965

169 SPECIAL SERVICE TOOL – DAGENHAM DIESEL

(New Delivery Valve Holder Serrated Type Socket for Dagenham Diesel Engine Available from Nuday Co., Detroit Under $5.00 G Order Direct)

The fuel injection pump used with the Dagenham Diesel Engine utilizes a serrated type periphery on the OD of the delivery valve holder. The spacing in the pump body does not provide sufficient room for vise-grips or other similar devices plus such attack damages the holder.

A special Serrated Socket #2-5447 is available for removal and installation of the delivery valve holders. It has a 1/2 sq. drive, internally serrated to fit the holder, chromeplated. It sells for under $5.00. The socket may be ordered from the NUDAY CO., 14615 Wyoming Ave., Detroit, Michigan 48238. Tool suppliers for Tractor and Implement Division.

170 SPECIAL SERVICE TOOL – DAGENHAM DIESEL

(New Diesel Engine Compression Tester – T65T-6000-CC for Dagenham Engines)

Low cylinder compression is a condition that causes hard starting, uneven engine operation, frequent stalling, lack of power and excessive black exhaust smoke. Whenever these symptoms occur, use of the newly released Diesel Engine Compression Tester (T65T-6000-CC) provides a quick and easy method for measuring cylinder compression. The kit consists of the compression tester gauge (easy to rear 0-1000 P.S.I. with pressure release button) and hose assembly (back connected), adapter (one price type – same displacement as injector) and fitted metal carrying case. It may be ordered on inactive parts order form #419-C thru NPD, Livonia.

171 LUBRICATING NEW PROCESS 4-SPEED TRANSMISSION AND FORD 3-SPEED TRANSMISSION

(1965 F-100 And F-250 Trucks)

The extension housing bushing, seal and driveshaft yoke on a New Process or Ford 3-speed transmission must be lubri[illegible] with Lubriplate or equivalent at [illegible] of overhaul. This will pre-v[illegible] o[illegible] with mis[illegible] the [illegible] met[illegible] tion[illegible]

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172 QUARTER WINDOW RATTLE

(Mustang – Models 65 & 76)

Quarter window rattles result from fore and aft window shake when in the full down position. This shake is caused by excessive quarter window roller clearance with the window channels and/or window "down" stop inability when the window assembly is in the down position.

This problem was corrected on December 1, 1964 by incorporating a new type down stop.

Quarter window rattles in the full down position can be corrected in the field by installing an additional down stop to "lock" the window assembly into position eliminating fore and aft movement.

1. Remove the rear seat assembly and quarter trim panel and reposition the existing down stop to the lowest position.
2. Obtain a C30Z-6529994-A window stop assembly and enlarge both taped holes in the stop with a 5/16 in. drill.
3. Using 1/4 in. thick steel, fabricate one (1) retaining plate 3/4 x 1 3/4 in. and drill and tap two (2) 1/16 18 holes in location shown in Fig. 1. Loosely assemble the tapping plate to the stop bumper using two (2) 42718-S8 screws.
4. With the top corner of the glass frame flush to the quarter panel sheet metal at the belt, install the stop assembly by sliding it up onto the rear window guide until it contacts the lower edge of the window casting and secure both screws.
5. Operate the window up and down several times to verify correct positioning of the rear down stop and return to the full down position.
6. Reset the front down stop by raising the stop until it contacts the window frame and tighten screws. Reinstall trim components.

The parts required to perform this correction are:

Part No.	Part Name	Class	Quantity
C30Z-6529994-A	Stop Assembly	C	As Required
42718-S8	Screw and Washer Assembly	SS	1

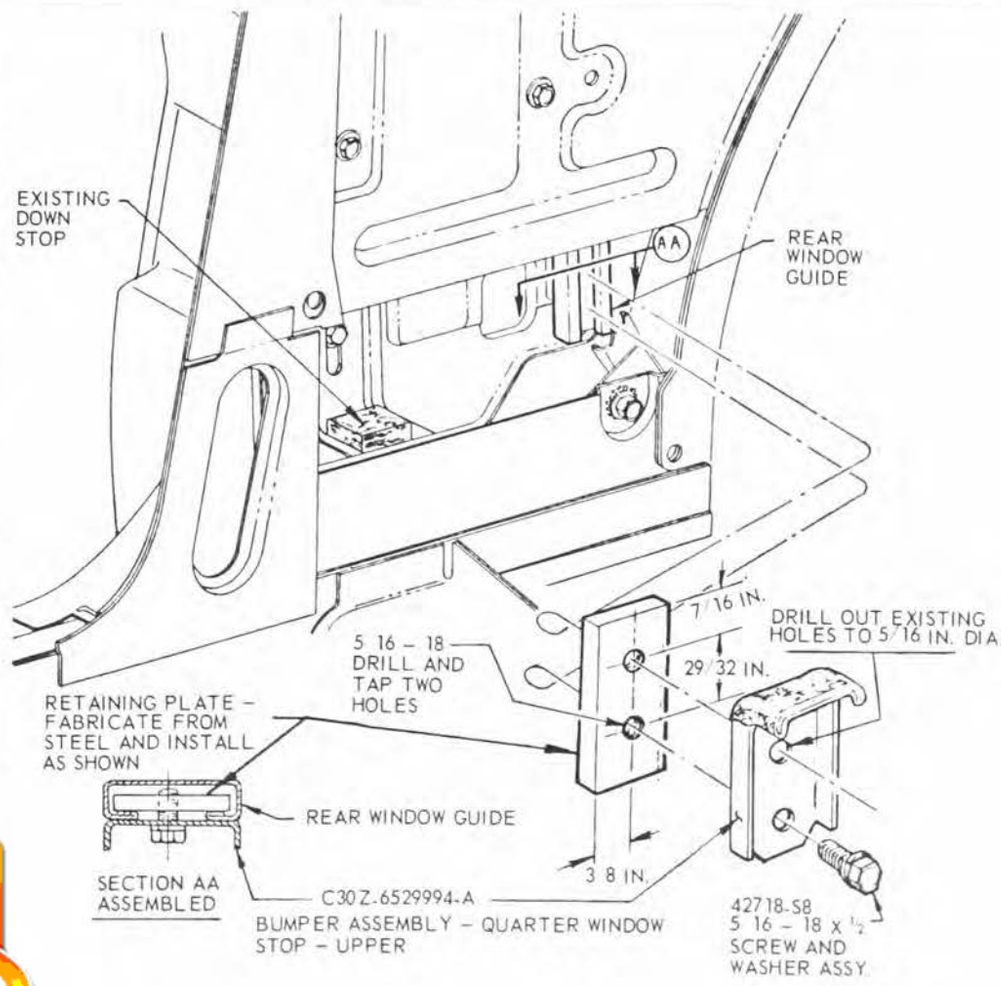

Fig. 1 – Quarter Window Rattles – Mustang – Models 65 & 76 – (Article 172)

173 SQUEAKS IN TRIM COMPONENTS AND GARNISH MOULDINGS

(1964-65 Thunderbird – All Models)

Squeaks in the passenger compartment are being encountered at the garnish moulding points, package tray finish moulding, joints and by vinyl-to-vinyl and metal-to-vinyl contact of the trim material. The vinyl-to-vinyl squeaks are caused by the inherent squeak tendencies of vinyl trim material in contact with adjacent trim components. These squeaks can be eliminated by applying silicone lubricant to the contact areas.

The squeaks generated by the interior moulding were corrected by production approximately December 21, 1964 and can be corrected in the field by applying cloth backed tape to the mouldings at the contact areas shown in Figs. 2 and 3.

174 LANDAU OUTSIDE ROOF COVER BALLOONING OR TEARING

(1965 Ford 57 Model and Thunderbird 63B)

The outside vinyl roof covers on some vehicles may come loose along the front edge causing ballooning and, in some cases, may tear back when lifted by a high wind. This is caused by insufficient retention at the front due to the padding which prevents adequate cement application.

The problem has been approached by deleting the pad in production and cementing the vinyl cover over the entire roof surface. The center and side pads were deleted on Thunderbird effective 11/9/64, while only the center pad is deleted on Ford, effective 11/23/64.

When a service replacement of the vinyl top is required, the center pad should be omitted on the Ford and all padding omitted on the Thunderbird. Also, the vinyl cover should be cemented over the entire exposed surface of the roof panel. Replacement procedures are outlined in the Shop Manual.

175 WINDSHIELD WIPER MOTOR (17508-A) REMOVAL AND INSTALLATION PROCEDURE

(1965 Mustang)

1. Remove the bolt and nut and remove the courtesy light.
2. Disconnect the electrical leads.
3. Remove the nut retaining the pivot arm and wiper arms to the motor.
4. Remove the (3) bolts and star washers retaining the wiper motor to the mounting bracket. Remove the motor.
5. To install, position the star washers between the motor and the mounting bracket and install the (3) retaining

...ition the pivot arm and wiper ...g

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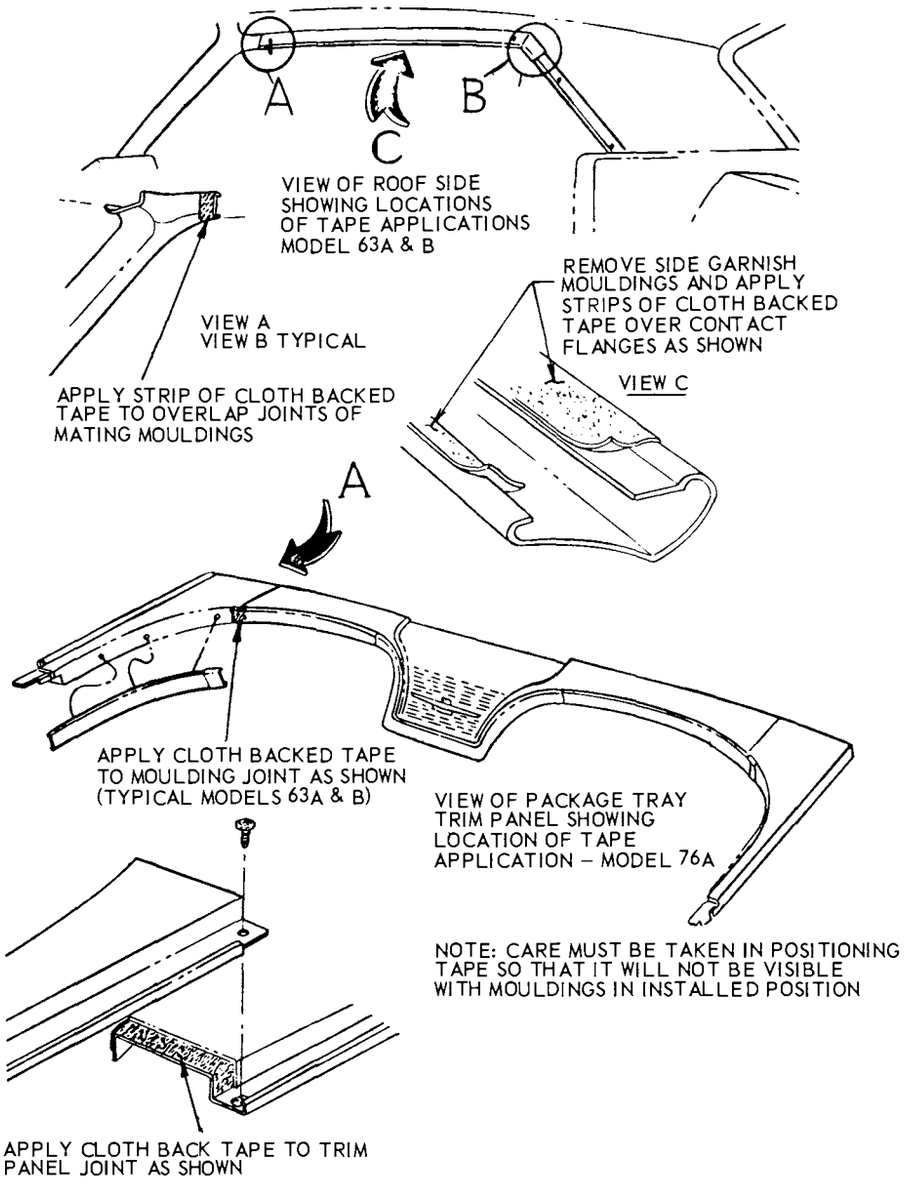

Fig. 2 – Squeaks In Passenger Compartment Emanating From Roof Side Garnish Mouldings And Trim Panel Components – 1964-65 Thunderbird – (Article 173)

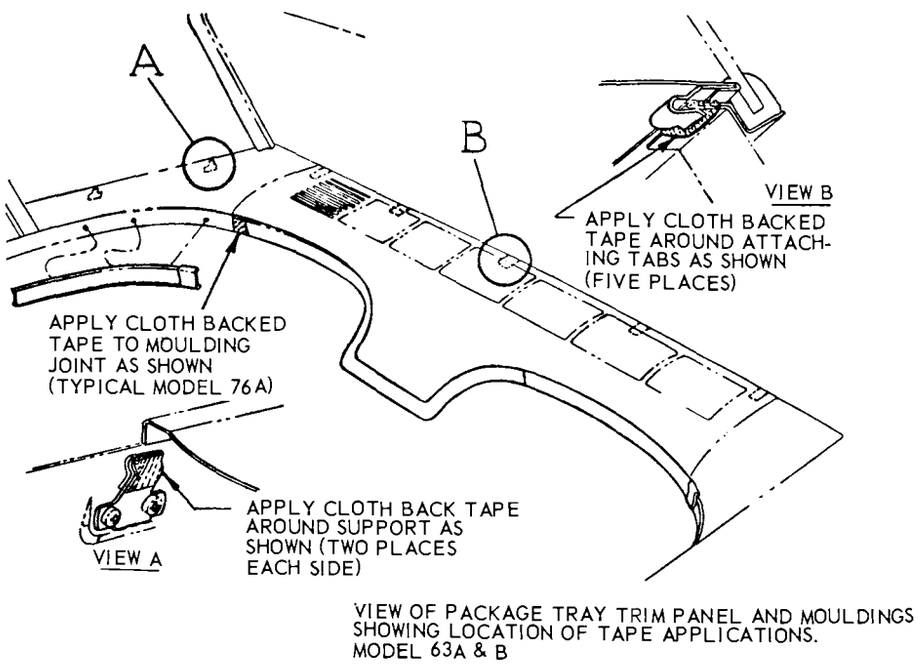

Fig. 3 – Squeaks In Passenger Compartment Emanating From Roof Side Garnish Mouldings And Trim Panel Components – 1964-65 Thunderbird – (Article 173)

176 NEW ACCELERATOR LINKAGE – DAGENHAM

(All P-3500-5000 Built Prior To 11-1-64)

Complaints of excessive accelerator bell crank wear on 4-cylinder Dagenham equipped Parcel Delivery units can be corrected by installing the following new parts:

1 – Accelerator Shaft	C5TZ-9A702-B
1 – Bell Crank	C5TZ-9725-H

To install the new bell crank the following procedures are recommended:

1. Remove and discard existing bell crank and connecting rod.
2. Remove that section of flow pan on which the accelerator pedal is mounted.
3. Using new bell crank mounting face as a template, lay out and drill suitable holes for retaining bolts. (See Fig. 4).
4. Mount new bell crank and replace floor pan section.
5. Connect accelerator rod and adjust idle speed, wide open throttle and accelerator stop height.

177 FAILED G.P.D. ALTERNATOR REGULATORS CAUSED BY WIRING DEFECTS

(All 1965 Vehicles)

When a diagnosis of the alternator system indicates a failed regulator, remove the regulator cover and inspect for defects as shown in Fig. 5.

When the inspection reveals a failure, as shown above, the following service operations are required before installing a replacement regulator.

BURNED CONNECTING WIRE

1. Check for correct connections at the alternator to make certain that the white field wire is connected to "FLD" terminal and is not touching the alternator casting.
2. Carefully inspect regulator to alternator wiring harness, especially the white field wire, for grounds, damaged installation or bare wires, at points where secured to the vehicle with clips.
3. Test the alternator field (rotor) for short circuits as outlined under "Field Open or Short Circuit Test" in the Charging System, Section 7 of the 1965 Shop Manual.

BURNED FIELD RELAY COIL WINDING

Check the wire (black with yellow stripe) which is connected to the alternator "BAT" terminal for signs of overheating and/or looseness. Inspect all connections in this wire between the alternator and starter relay for burned connectors or rubber flash that prevents full seating of connectors.

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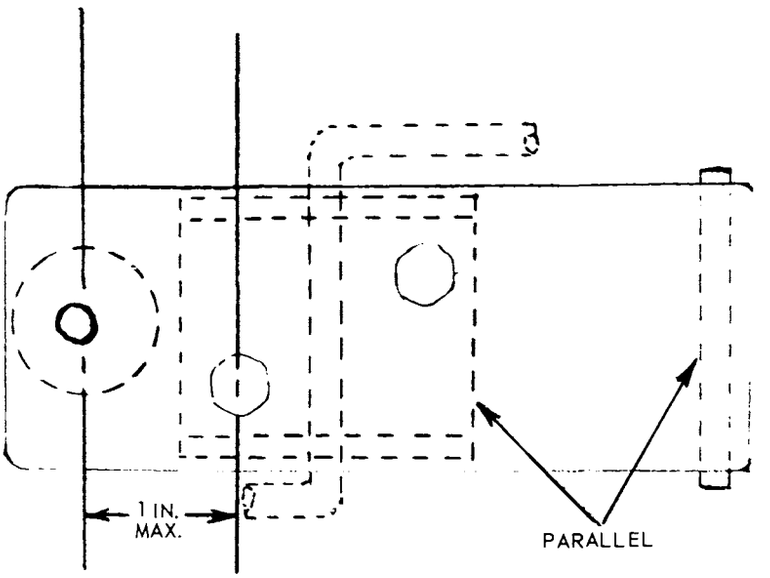


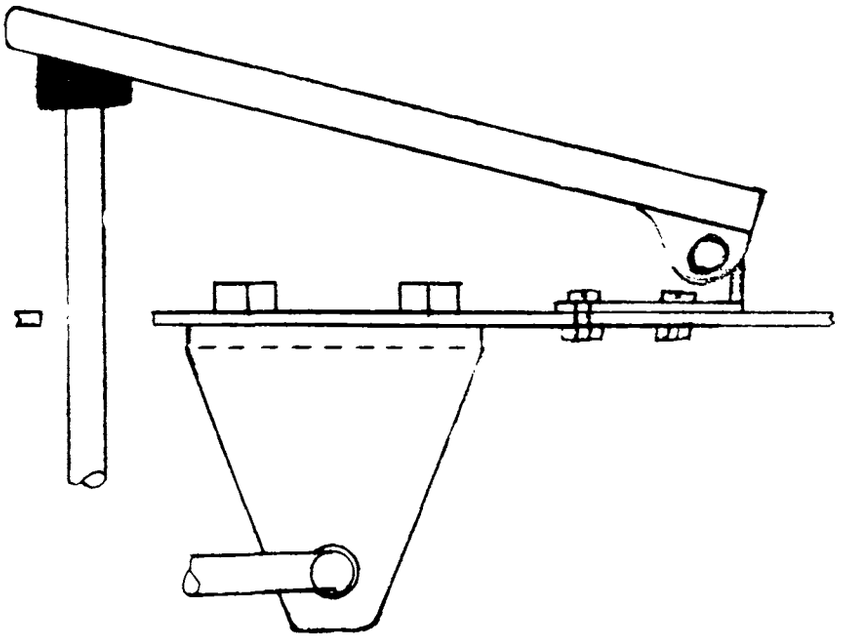


Figure 4 – (Article 176)

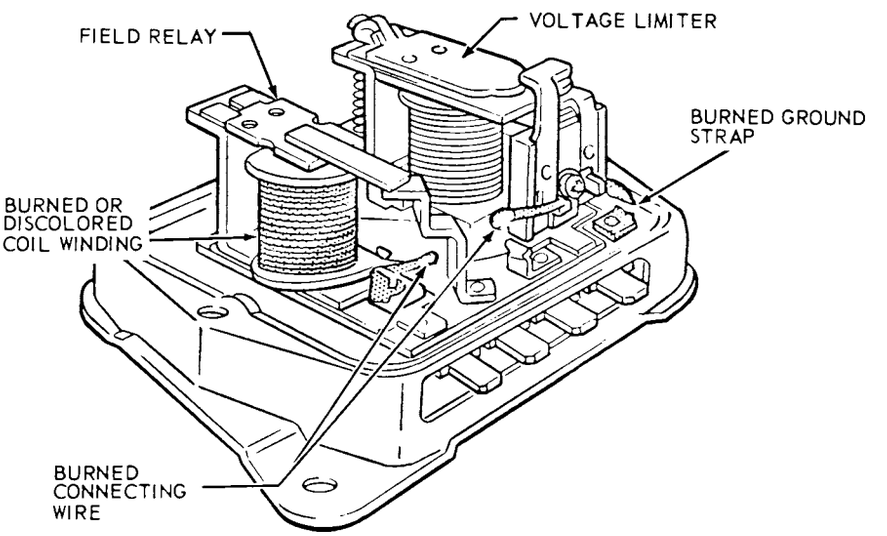


Figure 5 – (Article 177)

178 TERMINATION OF C-4 TRANSMISSION EXCHANGE PROGRAM ESTABLISHED BY SPECIAL SERVICE LETTER K-61

(1964 Ford, Fairlane and Econoline With C-4 Three Speed Automatic Transmission)

The C-4 transmission assembly exchange program established by the Special Service Letter K-61 has been terminated. This program provided for complete transmission assemblies as replacements for those assemblies exhibiting symptoms of clutch slippage due to the possible use of a defective inner clutch piston seal.

Termination of this program is based on the fact the transmissions which could have been built with defective inner clutch piston seals have been in service for a sufficient amount of time. Seal failure symptoms because of the use of defective material should be apparent within the early months of service, long before this time.

Effective with the termination of this program, symptoms of clutch slippage or failure should be diagnosed and repaired at the dealer level. If the repair is claimable, it should be handled under normal warranty and policy procedures.

179 DISC BRAKE ROTOR HUB BOLT REPLACEMENT

(All 1965 Thunderbird and Mustang Equipped With Disc Brakes)

In the event a rotor hub bolt on the hub and rotor assembly is damaged or fails and a replacement is required the following rotor hub bolts are to be used for service replacements:

1. Thunderbird – 379727-S2.
2. Mustang – 379780-S2.

In using the above rotor hub bolts however, a restriction is mandatory. Only one of the rotor hub bolts can be used as a service replacement on any one hub and rotor assembly. If more than one bolt is required, the entire rotor and hub assembly must be replaced.

180 REPLACEMENT OF ACCELERATOR CABLE ASSEMBLY

(1965 F-100-250 w/352 CID Engine Except 4 x 4)

Reports have been received indicating failures of the accelerator cable on 1965 light trucks. The cables have been failing most often at the accelerator end with the failures being most evident on units equipped with 352 CID engines.

The cause of the failures along with complaints of sticking and binding are attributable to misalignment of the cable end in relation to the accelerator shaft assembly.

Revisions have been in production to reposition the cable and fittings, improve the material of the wire core and to use silicon lubricant on the accelerator pedal contact area. The changes are also in effect on present service stock. Further changes will be made in production in March 1965 including revisions on the cable assembly and the mounting bracket. Changes to the cable will also apply to service stock.

To satisfy customer complaints of failed assemblies or of binding and sticking obtain a new cable assembly from stock and install on vehicle using the following procedure:

1. Insert cable end through dash panel and temporarily tighten the retaining screw.
2. Fasten cable end to accelerator shaft and check alignment (with accelerator pedal depressed approximately halfway the cable end should align with the attachment on the accelerator shaft as shown in Fig. 6. Fig. 8 is an example of poor alignment).
3. If cable does not line up vertically or from side-to-side remove from vehicle and bend bracket as required, as shown in Figure 7. (Place bracket in a vise to bend so surface in area of screw hole is not distorted. Bending the bracket provides up-down alignment; side-to-side alignment is obtained by slight rotation of bracket when mounted on dash panel.
4. Reinsert cable through dash panel and tighten screw.
5. Attach cable to accelerator shaft. Operate accelerator pedal by hand to check for possible binding (Cable should move freely in all positions).
6. Fasten cable into bracket on manifold, but do not attach to carburetor. (When bending the cable be certain to avoid kinking or excessively sharp bending. ALSO MAKE CERTAIN THAT THE CABLE MOUNTING BRACKET AT THE DASH PANEL DOES NOT MOVE FROM ITS PROPERLY ALIGNED POSITION).
7. Operate accelerator pedal by hand to check for binding. If binding is felt, repeat above procedure until proper alignment is obtained and binding is eliminated.
8. Attach cable end to carburetor and remove throttle linkage return springs (Fig. 9).
9. Fully depress accelerator pedal and position cable in bracket on manifold until throttle plates are in the wide open position. Tighten clamp and replace return springs (Fig. 9).
10. Place small amount of silicon lubricant on bottom of accelerator pedal at accelerator shaft contact area. Seal area around bracket to prevent air and water leaks. Recheck operation of cable.

Regular Suggested Time Schedule Operation No. 9725-A applies to this work.

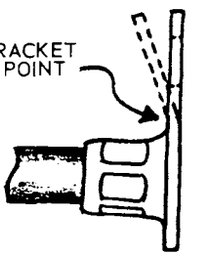
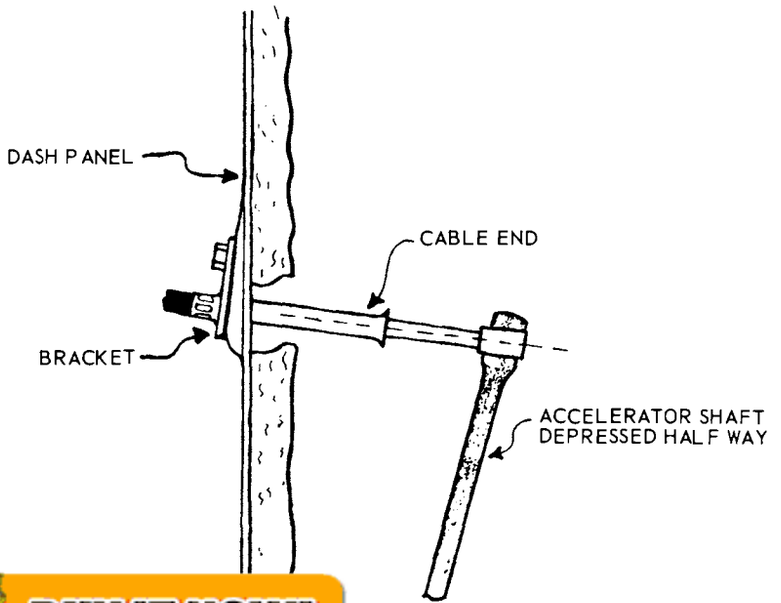


Fig. 7 – 1965 F-100-250 Accelerator Cable Method Of Bending Bracket – (Article 180)



...erator Cable – Proper Alignment ...erator Shaft – (Article 180)

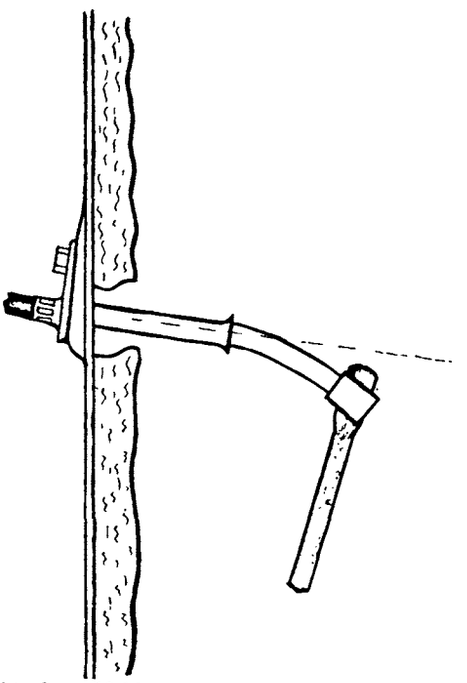


Fig. 8 – 1965 F-100-250 Accelerator Cable – Example Of Poor Alignment (Bracket Needs To Be Bent To Provide Greater Downward Angle On Cable End) – (Article 180)

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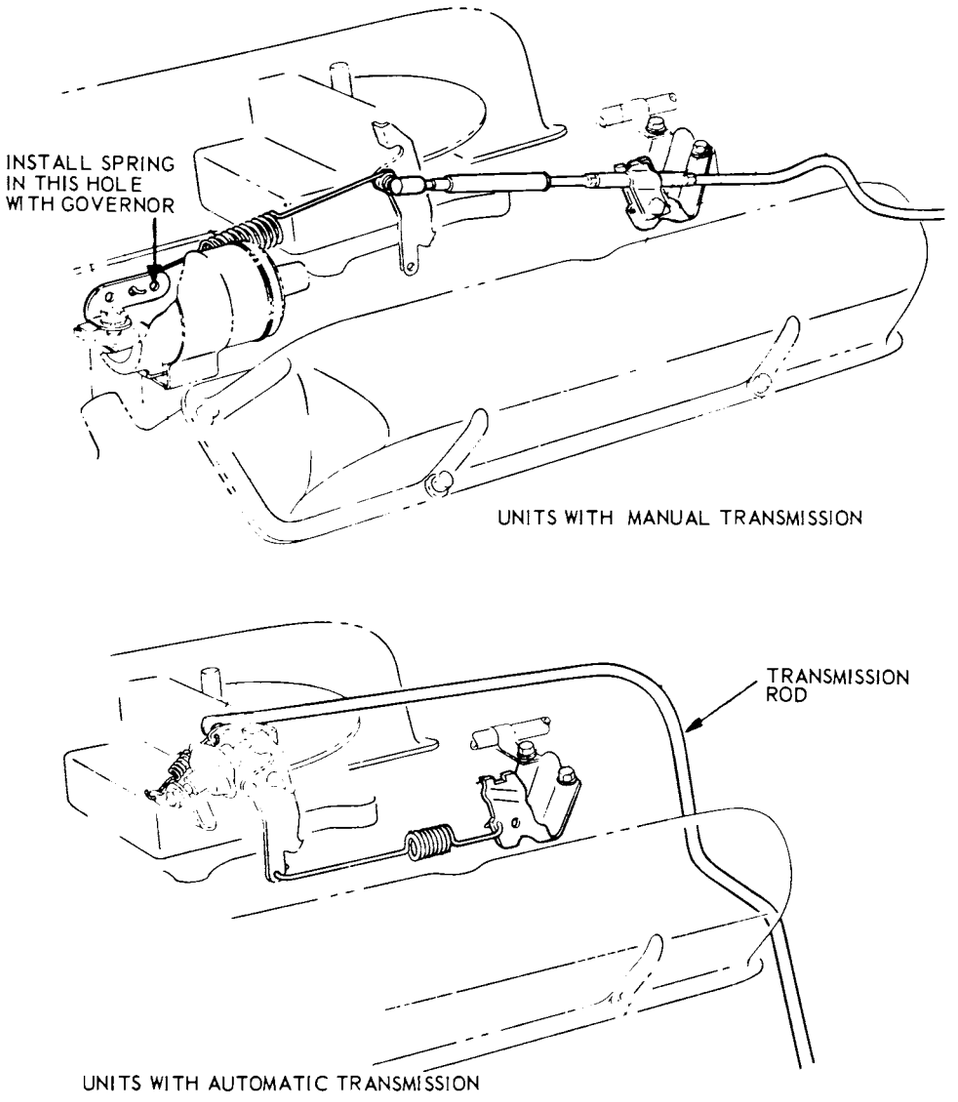

Fig. 9 – 1965 F-100-250 Throttle Return Spring Installation (352 CID) – (Article 180)

181 NEW ECONOLINE EXHAUST MANIFOLD

(All With 170 CID Engines)

When a problem of cracked exhaust manifold is encountered on 170 CID Econolines prior to the 1965 models, the installation of 1965 manifold and muffler inlet pipe will reduce the possibility of repeat failures.

PART NAME	PART NO.
1965 Exhaust Manifold	C5UZ9430-A
1965 Muffler Inlet Pipe	C5TZ5246-C

182 IN-CAB FUEL TANK LEAK

(N-6000 and 7000 Units)

A problem of fuel leakage may be found on N-6000-7000 Dagenham equipped vehicles with in-cab fuel tanks. This leak develops at the fuel tank filler hose where the excess fuel return line is connected.

To correct this condition the following procedure is recommended:

1. Replace filter hose with Part Number C1TB-9047-A Class A - Stock.
2. Remove fuel gage sending unit and rework as shown in Fig. 10.
3. Reinstall sending unit.
4. Cut piece of ¼ in. copper tubing long enough to reach from elbow to sending unit to end of excess fuel return line.
5. Install flare nut 87943-S8 on tubing and flare.
6. Install tubing in sending unit and connect to fuel return line with existing rubber hose.
7. Route hose to rearward side of filler neck and clip to tank with clip 358360-S32 and screw 31497-S8.

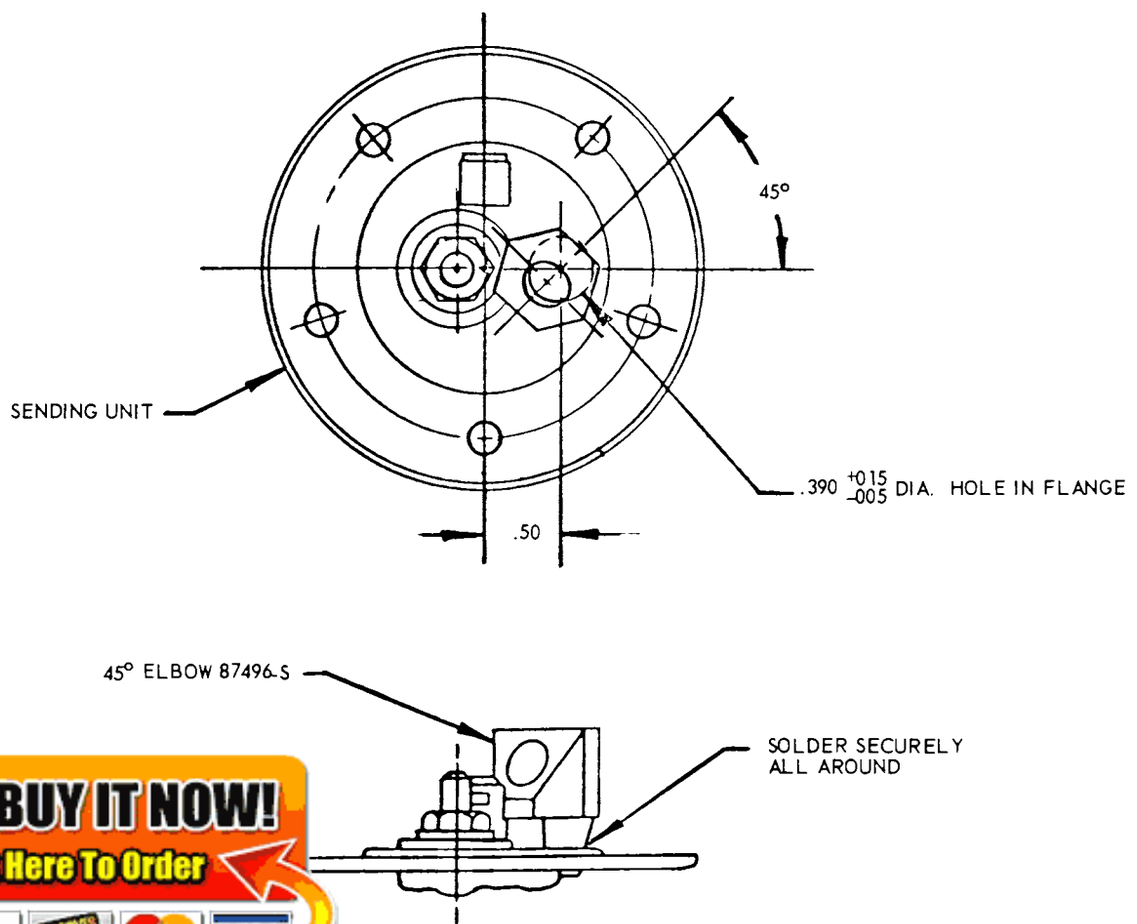

Fig. 10 – C-6-7000 In-Cab Fuel Leak – (Article 182)

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183 SEAT BACK ANGLE

(1965 Conventional Cab w/Bench Seats)

Complaints of uncomfortable seating in 1965 Conventional Cab Trucks may be caused by improper adjustment of the seat back angle.

To satisfy complaints of this nature the seat back may be adjusted for driver comfort by loosening the jam nut on the wing screw (shown in Fig. 11), positioning the wing screw to obtain a comfortable seat back angle and retightening the jam nut.

184 INCORRECT OIL FILLER BREATHER CAPS

(1965 – 289 CID Mustangs)

An undetermined number of 1965 Mustangs equipped with 289 CID engines were built during August, 1964 (vehicle build dates 01H to 31H), with incorrect oil filler breather caps – both emission and non-emission engines. This condition may result in customer complaints of oil fumes in the passenger compartment and inadequate engine ventilation.

It is recommended that all these vehicles be inspected at pre-delivery or the first time they are in for service to determine whether the correct breather cap is on the engine. Refer to the following parts affected list to cross reference cap and engine application, and make corrections as necessary.

Parts affected –

Part Number	Part Name	Application
C5AZ-6766-C1	Oil filler breather cap (skirted)	Use with road draft tube
C3AZ-6766-C	Oil filler breather cap (aluminum crimp oil separator, no skirt)	Use with open emission system

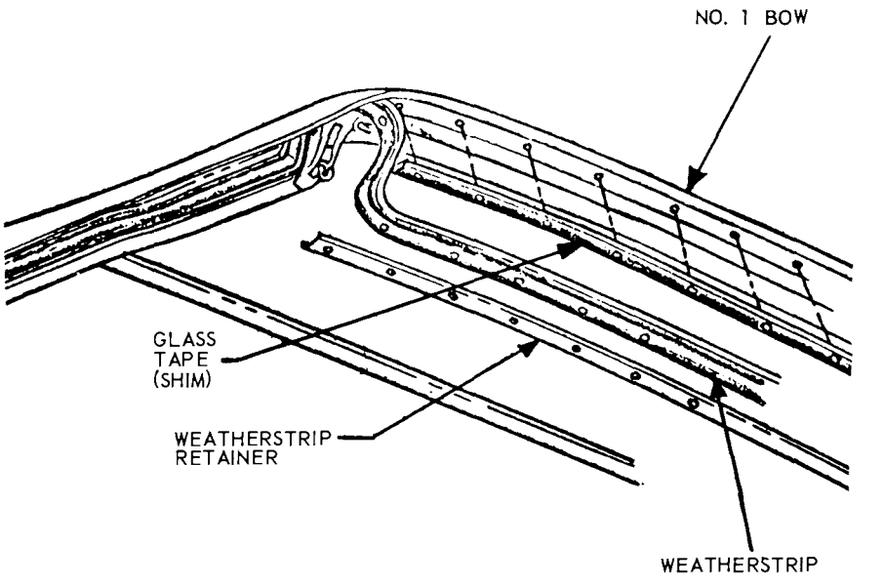


Fig. 12 – Water Leak At No. 1 Bow – Mustang – Model 76 – (Article 185)

185 WATER LEAKS AT #1 BOW

(Mustang – Model 76)

Water leaks can occur between the #1 bow and the windshield header at high vehicle speeds.

This problem was corrected in production on November 9, 1964 by undercrowning the #1 bow at the centerline to assure adequate weatherstrip compression against the windshield header.

If this problem is encountered in the field, first adjust toggle clamps. If leaks are still encountered, shim down the #1 bow weatherstrip with glass tape as follows:

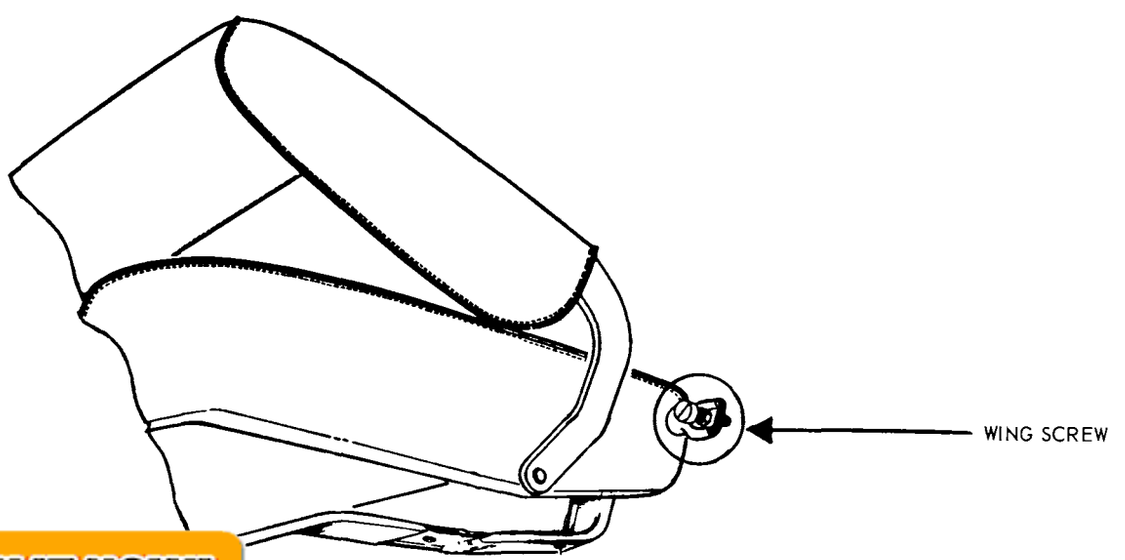
1. Partially lower the top assembly and remove the 12 weatherstrip retainer screws and remove the retainer. Remove the two screws attaching the #1 bow at each corner.

2. Cut shims from a piece of glass tape to the desired length. Position the tape along the center section of the bow. The number of shims required will be determined by the weatherstrip compression required to assure a water tight seal.

NOTE: If more than one shim is used, they should be staggered to avoid a gap or step at the ends of the shims.

3. Apply sealer (AB-19560-A) to the #1 bow. Position the shim on the #1 bow and again apply sealer over the glass tape (between the tape and weatherstrip).

4. Position the weatherstrip and install the weatherstrip retainer and screws. It may be necessary to use slightly longer screws depending upon the thickness of shim used.
NOTE: Glass tape may be obtained at a local glass shop.



1965 Conventional Cab With Bench Seat – Location Of Wing Screw (L.H. Shown) – (Article 183)

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186 NOISE OR VIBRATION – A/C UNITS

(1965 Ford With 352 – 390 Engines)

Some vehicles built at the Chicago Assembly Plant may exhibit noise, vibration or harshness due to omission of the rear A/C compressor brace.

The brace was incorporated in production at Chicago, November 5, 1964.

Complaints of noise, vibration, or harshness due to this condition should be corrected on a customer complaint basis by installing the A/C compressor brace, C5AZ-2889-A. The brace can be installed per Fig. 13, using the following parts:

PART NAME	PART NUMBER
Spacer	C4AZ-2887-B
1/2 – 12 x 2 In. Hex Head Bolt	20526-S8
1/2 Lock Washer	34809-S8
1/2 Flat Washer	353471-S8

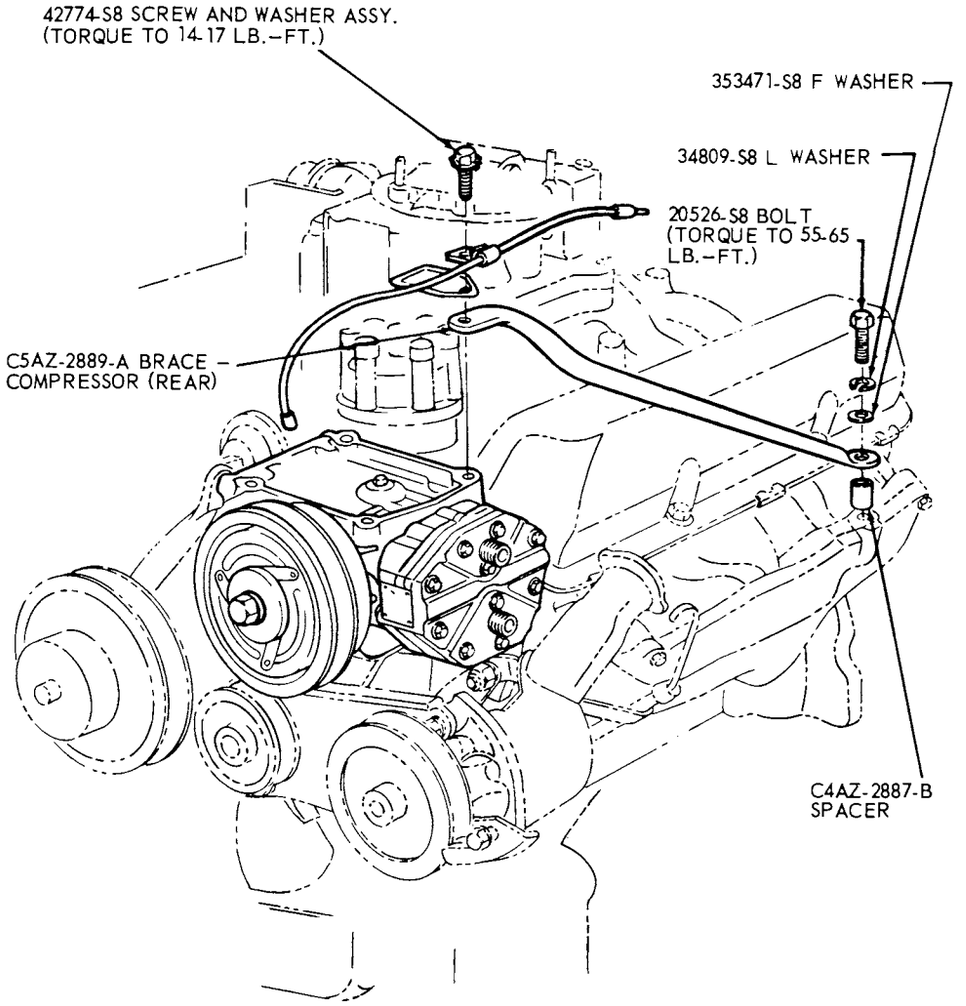

Fig. 13 – 1965 A/C Compressor – Rear Brace – 352-390 Engines – (Article 186)

187 INCORRECT ALTERNATOR AND POWER STEERING MOUNTING BRACKET INSTALLATION

(1965 Falcon, Mustang, Fairlane and Galaxie Equipped With 289 CID Engines)

Prior to October 2, 1964 an undetermined number of the subject vehicles were built with two (2) 5/16 inch flat washers between the attaching bolt heads and the alternator mounting bracket and two (2) between the attaching bolt heads and the power steering mounting bracket to the water pump and cylinder front cover. This condition results in insufficient thread engagement of the attaching bolts and could possibly induce loss of bolt torque causing vibration and short belt life.

If customer complaints of vibration, noise, or worn belts are encountered, it is recommended that the vehicle be inspected and corrected as necessary by removing the 5/16 inch flat washers. These flat washers are to be discarded and **not** replaced when re-installing the brackets.

70 ARTICLE #70 DATED 12/7/64 – CORRECTION – AIR COMPRESSOR VIBRATION AND DRIVE BELT SLAP – DAGENHAM ENGINES

(Six Cylinder Dagenham Engines With Air Compressor)

The illustration shown in Article 70 presents a reversed view of the fabricated bracket. The correct view is shown in this article.

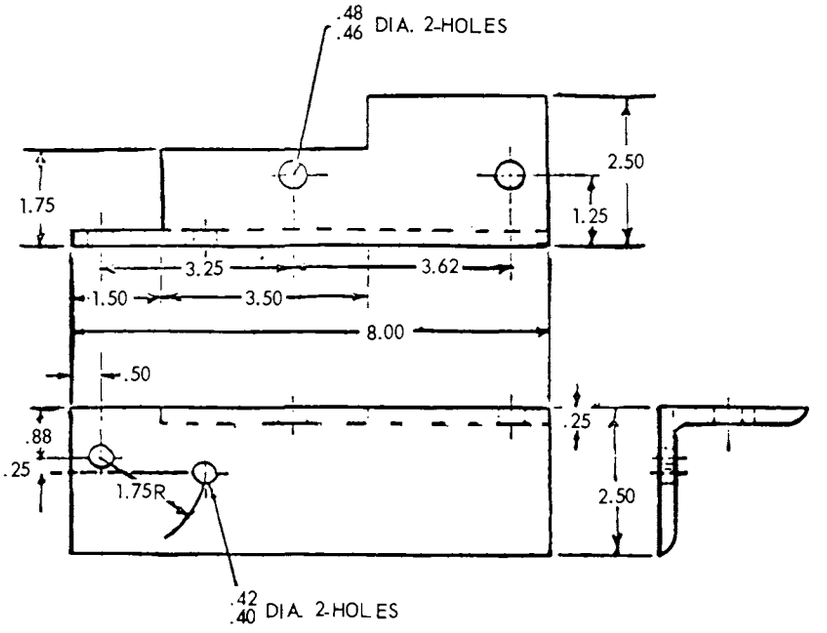

Fig. 14 – (Article 70)

FRONT AND REAR SUSPEN-

No. 6, dated January 18, 1965, which

was published with engineering part numbers instead of service part numbers.

The special handling package items listed under "Suspension components" are **standard** equipment on all Mustang models that are equipped with the 289 CID **high performance** engine. The same items are available as an **optional equipment** package for all Mustang models equipped with the **standard eight cylinder** engine.

The application and availability of the package items listed under "Wheels", "Tires", and "Rear Axles" are given individually for each component.

SUSPENSION COMPONENTS – (Article 107)

FRONT COIL SPRINGS

Part Number	Application	Color Code
C5ZZ-5310-E	Hard Tops and Fastbacks equipped with Power Steering and/or Air Conditioning – All Convertibles.	Brown
C5ZZ-5310-F	Hard Tops and Fastbacks Without Power Steering and Air Conditioning	Red

REAR LEAF SPRINGS

Part Number	Application	Color Code
C5ZZ-5560-F	Model 65-A (Hard Top)	2 Red Stripes
C5ZZ-5560-E	Models 76-A (Convertible) and 63-A (Fastback)	Green and Yellow Stripes

REAR SPRING FRONT BUSHING (Standard with above springs)

Part Number	Description
C5ZZ-5781-A	70 Durometer Rubber

FRONT STABILIZER BAR ASSEMBLY

Part Number	Bar Diameter
C5ZZ-5482-A	0.84 inch

FRONT AND REAR SHOCK ABSORBERS – (Heavy Duty Valving)

Part Number	Position	Bore Size
C5ZZ-18124-C	Front	1-3/16 inch
C5ZZ-18125-B	Rear	1-3/16 inch

STEERING GEAR

Part Number	Model	Type	Ratio
C5ZZ-3504-C	HCC-AW	Power Assist	16:1
	HCC-AK	Manual	16:1

Service will use the Model HCC-AW power assist gear to service the Model HCC-AK special handling gear by re-setting the preload and meshload to manual specification. Refer to the 1965 Mustang Shop Manual, Part 3-6 for specification.

WHEELS

STANDARD ON ALL EIGHT CYLINDER MODELS

Part Number	Size	Number of Bolts
C4GY-1007-B	14 x 5	5

TIRES

STANDARD ON MODELS EQUIPPED WITH 289 CID HIGH PERFORMANCE ENGINE

Size	Rating
6.95 x 14	Nylon 4 ply – 4 ply rating dual redline

OPTIONAL EQUIPMENT ON MODELS WITH STANDARD EIGHT-CYLINDER ENGINE

Size	Rating
6.95 x 14	Rayon 2 ply – 4 ply rating BSW
6.95 x 14	Rayon 2 ply – 4 ply rating WSW

REAR AXLE – CONVENTIONAL TYPE

STANDARD WITH 289 CID HIGH PERFORMANCE ENGINE

Part Number	Ratio	Engine	Transmission
*C4ZW-4001-L	3.50:1	289 CID 4V-HP	3 and 4 speed standard

OPTIONAL EQUIPMENT WITH 289 CID HIGH PERFORMANCE ENGINE

Part Number	Ratio	Engine	Transmission
*C4ZW-4001-H	3.89:1	289 CID 4V-HP	3 and 4 speed standard
*C4ZW-4001-J	4.11:1	289 CID 4V-HP	3 and 4 speed standard

REAR AXLE – LOCKING TYPE

OPTIONAL EQUIPMENT WITH STANDARD EIGHT-CYLINGER ENGINE

Part Number	Ratio	Engine	Transmission
*C5Z2-4001-D	2.80:1	289 CID 2V	All
*C4ZW-4001-F	3.00:1	289 CID 4V	All

Engineering Numbers – Available on Special Order Only.

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 11 March 15, 1965

27 CORRECTION TRANSMISSION SHIFT LEVER NOISE

(1965 Mustang Three Speed Standard Transmission)

Article 27 of the November 16, 1964, TSB called for a lubricant C4AZ-1959-A to be applied in the shift control area at the trunnion friction contact area. Please correct the number to read C4AZ-19590-A.

156 CORRECTION – 1965 FORD STATION WAGON TIRE PRESSURES

(All 1965 Ford Station Wagons)

Paragraph 3, Article Number 156 of the February 15, 1965 TSB should be corrected to read:

2. The wheels should have a 6 in. rim. This can be checked by pulling off the wheel covers and observing the disc area. The 5 in. rim has folded vented areas. The 5½ in. rim has no folded area but does have a cut opening. **The 6 in. rim, the required rim, is plain and has no openings.** If in doubt, use calipers to check rim width.

188 1965 FORD SWAY

(1965 Ford)

Field reports indicate some complaints with the 1965 Ford handling characteristics, usually a rear end sway complaint when lane changing or during passing maneuvers.

The lateral sway in the rear end is more pronounced when the vehicle is equipped with snow tires. Nylon cord snow tires are particularly objectionable and should not be used. Rayon cord snow tires are more satisfactory.

It is recommended that the following normal service procedures be used to correct the sway problem:

1. Road test the vehicle and evaluate the handling stability, lateral sway characteristics at legal highway speeds.
2. Check tire pressures and adjust the front to 22 PSI and rear to 30 PSI cold, for light or normal loads.
3. Check for loose or undertorqued bolts in the front and rear suspension areas.
4. Check front wheel alignment and reset to caster +1°, camber +5/8°, toe-in 1 8 at free curb height.
5. Check steering gear preloads and reset to specification.
6. Check tire rim width. The rim width m[illegible]be 6" for station wagons. The 6" [illegible] is identified by the full disc

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189 DELAYED OIL PRESSURE BUILD-UP WITH EXCESSIVE TIME REQUIRED FOR OIL LIGHT TO GO OUT AFTER COLD ENGINE START-UP

(1965 289 CID Engines – All Cars So Equipped)

Delayed oil pressure build-up, accompanied with excessive time (over 5 seconds) for the oil light on the dash to go out, has been encountered on some of the subject vehicles.

This condition, noted primarily on units equipped with production installed oil filters, is caused by a faulty (leaking) oil filter anti-drain valve which permits the oil to drain back out of the filter after engine shut down and/or a poorly machined oil filter mounting bolt insert. Bearing knock due to the lack of oil cushion may also accompany this delayed oil pressure build-up condition.

If customer complaints of the above nature are encountered, the following procedure is recommended to correct this problem:

1. Remove and discard the oil filter assembly.
2. Remove the oil filter insert from the cylinder block. Apply a coating of oil resistant sealer (Permatex or equivalent) on the insert to cylinder block threads and on the flat insert to cylinder block sealing surface. Reinstall the oil filter insert and torque to approximately 85 ft. lbs.
3. Install a new service oil filter assembly.

190 VALVE ROCKER ARM STUDS

(All 221, 260 and 289 V-8 and 240 and 300 Six Engines)

The part numbers listed in Article #96 (January 18, 1965) are incorrect. The prefixes on all of the press in rocker arm studs should be C5AZ, not C5AE.

191 POWER STEERING IDLE COMPENSATOR

(1965 Ford With 240 CID Engine, Power Steering, and Air Conditioning)

Effective in production December 23, 1964, the use of a power steering idle compensator was discontinued on 1965 Ford models equipped with a 240 CID engine, power steering, and air conditioning. The compensator is still available for service but should be used on a complaint basis only.

192 ADJUSTMENT OF HYDRAULIC WINDSHIELD WIPER MOTOR CONTROL CABLE

(1964-65 Thunderbird – All Models)

An inoperative or malfunctioning wiper system can result from improper assembly or adjustment of the control cable at the wiper motor.

If customers complain of an inoperative or malfunctioning hydraulic wiper system, or when installing or making repairs or adjustments to the wiper motor, the wiper motor hydraulic control cable should be adjusted using the following procedure. See Fig. 1.

1. Loosen control cable retaining screw "A" on wiper motor assembly.
2. With control cable hooked into hole in drive lever "C" and engaged in cable slot "D", force lever to extreme position as shown by arrow "E" and maintain that position.
3. With drive lever held in position "E" force cable housing "G" in the direction of arrow "F" until a positive stop is felt.
4. Release control cable housing; continue to hold drive lever in place and tighten retaining screw.

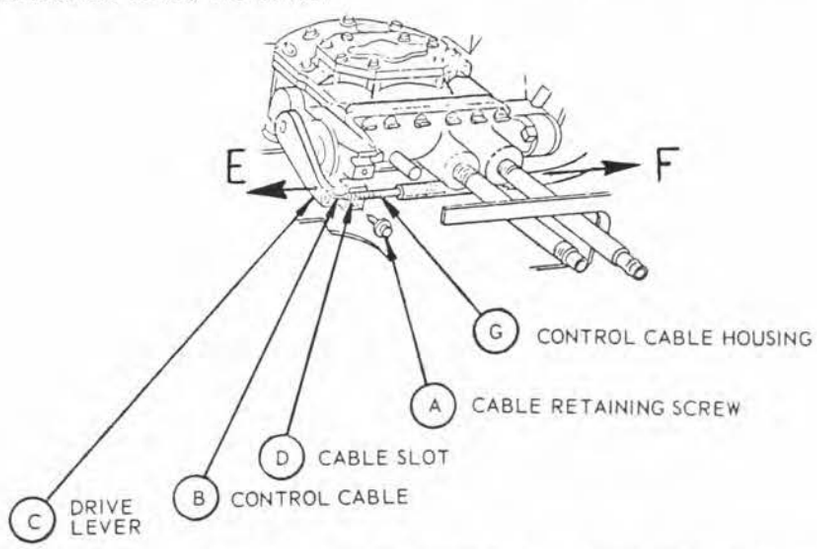

Fig. 1 – Adjustment of Hydraulic Windshield Wiper Motor – 1964-65 Thunderbird – All Models – (Article 192)

193 OUTSIDE DOOR HANDLE PUSH BUTTONS BIND

(All 1965 Fords)

Vehicles built prior to December 17, 1964, may exhibit sticking or binding outside door handle push buttons. This is caused by insufficient lubricant on the push button return spring and/or push button pin retainer sleeve. The pin may then corrode and bind in the sleeve.

All vehicles produced after December 17, 1964, are lubricated to prevent corrosion and provide proper operation. In addition, a dichromate dip is being added to the button pin to provide insurance against white corrosion.

Sticking or binding outside door push buttons should be corrected on a customer complaint basis by adding lubricant to the push button pin and linkage as follows:

HARDTOP FRONT DOOR

Lower the glass and using aerosol type container (C4AZ-19584-B, ESB-M1C105-A) with a spray nozzle extension liberally lubricate the push button rod and linkage.

Function the button several times while lubricating to assure complete lubrication and proper operation.

OTHER DOORS

Remove the door overslam bumper located at the upper rear face of the rear door and using the aerosol type container and extension, lubricate the push button pin and linkage liberally.

Function the button several times while lubricating to assure complete lubrication and proper operation. (See Fig. 2).

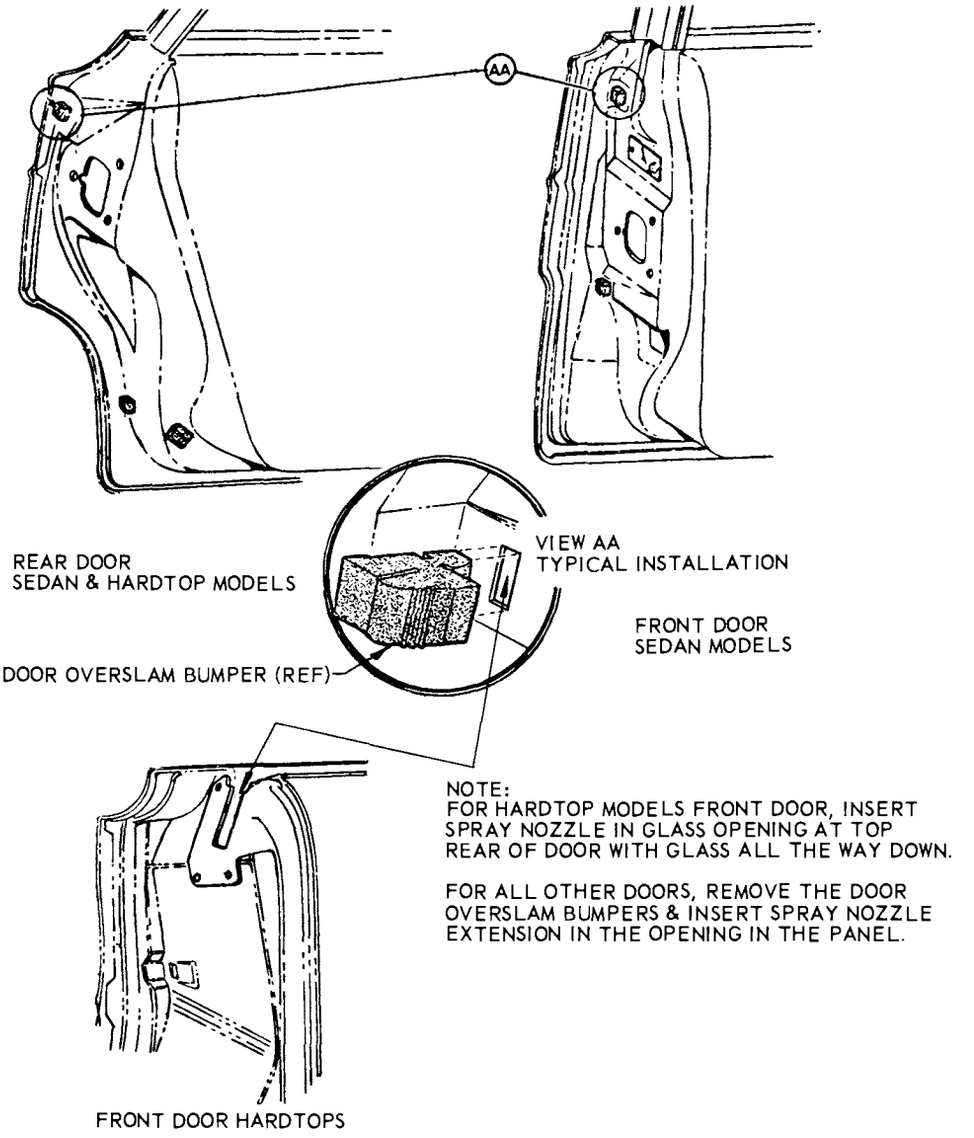

Fig. 2 – Sticking or Binding Outside Door Handle Push Buttons – 1965 Ford (Article 193)

194 SEAT SQUEAKS – BUCKET SEAT BACKS

(1964-1965 Ford and Thunderbird)

Front seat backs squeak when compressed by the weight of the driver or or passenger. These squeaks can originate from the ends of the spring element in the frame capsule area due to insufficient lubrication in the capsule area, and/or by the spring element grating against the frame area.

This problem was corrected in production on December 15, 1964, by increasing the spring element tension to reduce movement in the capsule area and reduce squeaks. These seat squeaks can be corrected in the field by increasing the spring element tension, applying silicone lubricant (C0AZ-19553-A or C) to the capsule area, and insulating the spring element from the frame. The following procedure should be used to correct seat squeaks:

1. Slide the seat back cover panel up until the two tabs at the top no longer engage the retaining cutouts at the top of the seat back.

2. Grasp the portion of the spring ele- [illegible] forms a "V" extending from [illegible] of the seat to the attachment

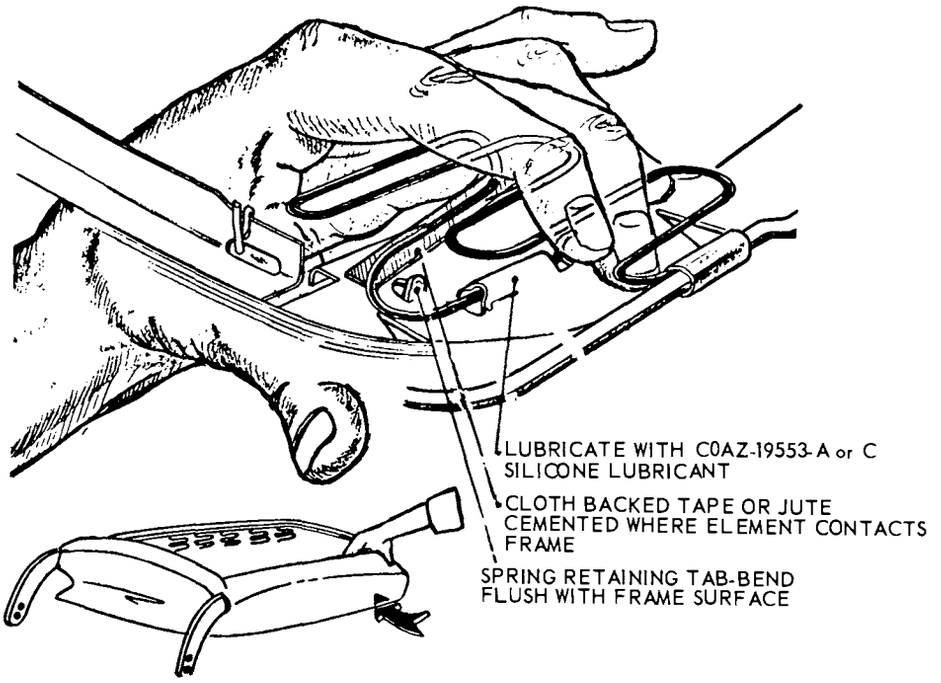

Fig. 3 – Squeak Emanating From Bucket Seat Back – 1964-65 Ford & Thunderbird – (Article 194)

3. Using a set of vise grips, pliers, or similar tool, bend the element retaining tab inboard and down until it is flush with the surface of the stamped seat frame from which it was formed.

4. Insulate the spring element from contact with adjacent sheet metal with cloth backed tape or jute padding.

5. Lubricate the element to frame attachment with C0AZ-19553-A or C Silicone Lubricant, and reinstall the seat back cover panel.

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195 NEW REAR WHEEL GREASE RETAINER

(F-250 and P-350 Trucks With Spicer Model 60 Rear Axle)

Reports have been received that rear wheel grease retainer leakage has been encountered on light trucks equipped with Spicer Model 60 axles. Investigation has disclosed that this problem was due to a tolerance stackup condition between the axle housing and the hub. To correct this problem, the retainer sealing area on the axle was revised in March 1964, and a new rear wheel grease retainer became effective in production on approximately November 18, 1964.

The new seal, which is neoprene, can be used on past model vehicles as a correction of leakage problem and does not require the revised axle housing to effectively stop the leaks.

The new part number is A8TZ-1175-A and part is available as a Class "A" item.

Regular Suggested Time Schedule Operation No. 1175-A is applicable to this work.

196 HOLLEY 4-V CARBURETOR – NEW SPECIFICATIONS

(1964 Ford – 352 CID Engine – Automatic Transmission)

A limited quantity of Holley carburetors, Part No. C4AF-9510-EH, were incorporated into production of the subject engines at the end of the 1964 car model year.

Reference to Ford Technical Service Bulletin 9503, Article No. 3, May 18, 1964 and the following specifications will provide the required information to service the carburetor.

HOLLEY CARBURETOR SPECIFICATIONS

CARBURETOR PART NO. C4AF-9510-EH
Model 4160-C
Engine. . . . . 4-V 352 (EDT)
Transmission . . . . . Automatic

THROTTLE BORE DIAMETER – Inches
Primary and Secondary 1.44

VENTURI DIAMETER – Inches
Primary and Secondary 1.09

MAIN METERING JET IDENTIFICATION NO. PRIMARY
0–5,000 ft. 57
5,000–10,000 ft. . . . 55

POWER VALVE IDENTIFICATION NO. 85

THERMOSTATIC SPRING
IDENTIFICATION NO. . . .58L1

CHOKE THERMOSTATIC SPRING HOUSING INITIAL SETTING
Set at center index mark.

DECHOKE CLEARANCE (CHOKE PLATE TO AIR HORN) –
Inches 1/16

ACCELERATOR PUMP LINK SETTING
No. 1 hole in lever

ANTI-STALL DASHPOT CLEARANCE –
Inches . . .0.060–0.090 (at curb idle)

FUEL LEVEL SETTING – WET
Bottom edge of sight plug ± 1/32 inch

FLOAT SETTING – DRY
Top of float to be parallel with top of inverted fuel bowl

CURB (HOT ENGINE) IDLE SPEED
475-500 rpm (crankashaft)

FAST (COLD ENGINE) IDLE SPEED 1500 rpm*
*With the fast idle screw on the top step of the cam (hot engine)

TURE
1–1½ turns open*
tly in seat.

PLATE SETTING
contacts the secondary

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197 SPARE WHEEL COVER LUBRICATION

(1965 Ford Station Wagon)

A poor appearance condition and difficulty of installation existed on early Ford station wagon spare wheel cover panels. The problems were caused by a lack of rigidity in the cover panel and a lack of adjustment on the hold-down mechanism.

The problem was resolved on most vehicles with the addition of cover panel stiffeners and latch adjustment, effective December 16, 1964. Additional revisions that changed the cover panel contour and added adjustment to the hold-down bracket, effective February 23, 1965, further improve the condition.

Customer complaints of improper fit or poor appearance should be corrected by replacing the spare wheel cover panel on cars built prior to December 16, 1964. The new cover assemblies are:

Vinyl Covered	Color	Painted
C5AZ-7147042-JAD	Blue	C5AZ-7147042-B1
C5AZ-7147042-JAC	Red	C5AZ-7147042-E1
C5AZ-7147042-JAE	Palomino	C5AZ-7147042-D1
	Turquoise	C5AZ-7147042-F1
C5AZ-7147042-JAF	Gold	
C5AZ-7147042-JAB	Black	

A new panel hold-down bracket with adjustable slots will be available approximately May 1, 1965, if additional adjustment room is required. This will replace the bracket that is welded to the body on vehicles built prior to February 23, 1965. A Technical Service Bulletin describing the installation completely will be issued when the part becomes available.

NOTE: Models 71A and C require a rubber bumper to protect the wheel panel when the side seat is up. Transfer the bumper (377165-S) from the old panel to the new one (1/8 hole – #8-15½ inch pan head tapping screw) when replacing panels.

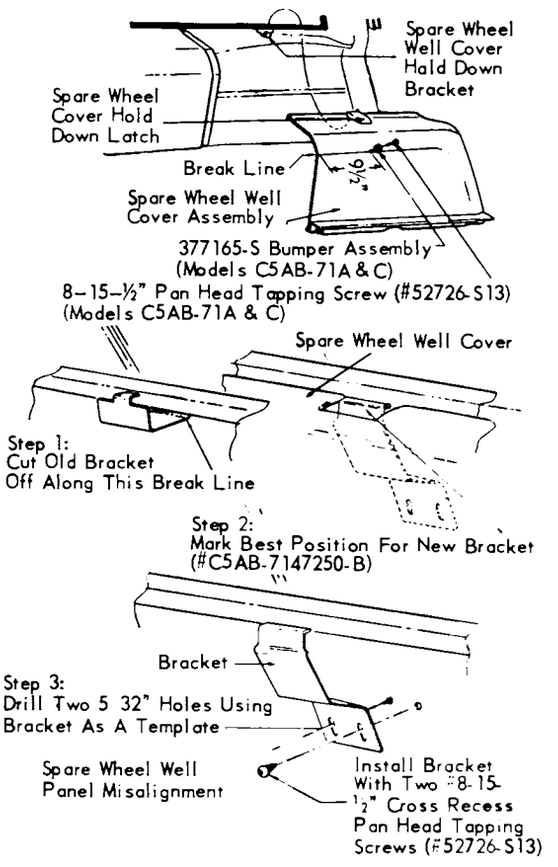

Figure 4 – (Article 197)

198 OIL PAN GASKET LEAKAGE CAUSED BY OIL PAN DEFORMATION

(C-4 Three Speed Automatic Transmission – 1964 Ford, Fairlane, Econoline and 1965 Mustang)

Oil pan gasket leaks encountered on the subject model C-4 three speed automatic transmissions can be caused by deformation of the oil pan at the bolt holes. This pan deformation is caused by the bolt (20326-S) and lock washer (34806-S) combination. To eliminate pan deformation, a new washer head bolt, part number 378782-S was released for production on Job #1, 1965 (August 1964) and is now available for service use.

To correct oil pan gasket leaks on models with the bolt and lock washer combination, the following procedure is recommended:

1. Remove the transmission oil pan.
2. Discard the (20326-S) oil pan attaching bolts, (34806-S) lock washers and oil pan gasket.
3. Clean the transmission oil pan in a suitable solvent.
4. Inspect the transmission oil pan mounting flange for excessive deformation around the oil pan bolt holes. Repair or replace the oil pan as necessary.
5. Attach the oil pan and gasket to the transmission case using the new 378782-S bolts. (11 required.) .
6. Torque the oil pan bolts to 12-16 lb. ft. Do not over-torque pan bolts.
7. Fill the transmission to the specified level. If new fluid is used it must meet Ford specification M-2C33-D.

NOTE: 1964 model C-4 transmission was used in 1965 Mustang until August, 1964.

199 CONVERTIBLE TOP DAMAGE

(1965 Mustang Convertible)

Early production Mustangs (1964½) may exhibit convertible top damage, especially in the rear quarter area. The primary causes have been determined to be the zipper contacting the material when stacked, the ends of the center side rail pinching the material when stacked, and burrs at the ends of the number 4 bow. Other potential causes are improperly installed cotter pins in the rails, mispositioned side tension wire bracket, long studs at the back belt moulding, and sharp edges at the wheelhouse.

Several different production corrections became effective between May 20, 1964 and October 29, 1964. Vehicles built after October 29, 1964 utilize a new design side rail and rear curtain assembly which supersedes all previous fixes and should prevent damage.

Customer complaint vehicles should be corrected to the level of current production by adding the new side rails and rear curtain in conjunction with top repair. The procedure is:

When the convertible top material exhibits extensive damage such as tears, the top material must be replaced. NOTE: Top replacement procedure is included in the Shop Manual (Section 18). When the convertible top material exhibits minor scuff marks or pin holes, further damage can be precluded by replacing the center side rails and back curtain assembly with new parts as follows:

1. Remove the two screws that attach the main control to the side rail, the screw and spacer at the rear, and front hinge pin. See Fig. 7, View AA, BB and CC. Discard the two sleeve bushings removed from the hinge pin.
2. Remove the cotter pin, flat washer and wave washer that secures the center side rail to the balance link and carefully remove the center side rail assembly.
3. Install the new center side rail (C5ZZ-7651165-5-C) using new hinge pin bushings (C5ZZ-7650471-A) and repeat the procedure for the other side.
4. At this point, inspect all side rail cotter pins to insure that they are properly wrapped around their pins and bend the side tension wire bracket inboard to prevent contact with the top material. (See Fig. 5.) Also, remove any burrs from the ends of the number 4 bow.
5. Inspect the studs which fasten the back belt moulding and if they protrude through their cage nuts enough to damage the top, replace them with shorter studs (359274-S100 #8-32) See Fig. 6. This was accomplished in production August 6, 1964.
6. Add a ¼ inch cotton pad or equivalent to the flat area of the wheelhouse as shown on Fig. 3. This was accomplished in production September 28, 1964.
7. Install the new rear curtain assembly (C5ZZ-7652500-CAB) by the Shop Manual procedure. (Install the new top deck and quarter assembly if the top is being replaced).

NOTE: A vinyl trim touch up material in in the colors of the convertible top is being considered for release for use on minor scuffs and pin holes. This material cannot be made available before approximately May 15, 1965.

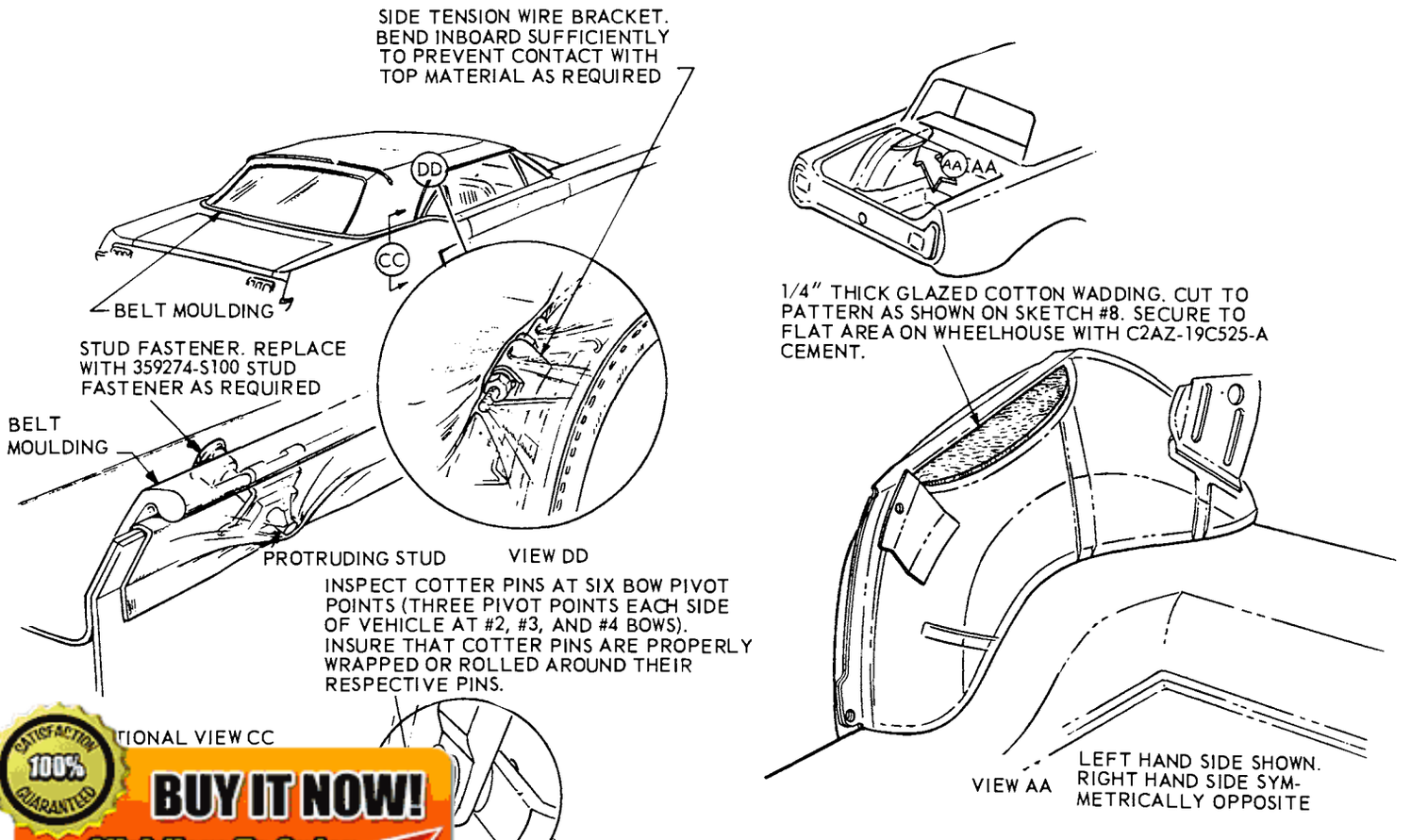

Fig. 6 – Damage to Convertible Top Trim – 1964½-1965 Mustang – Model 76 – (Article 199)

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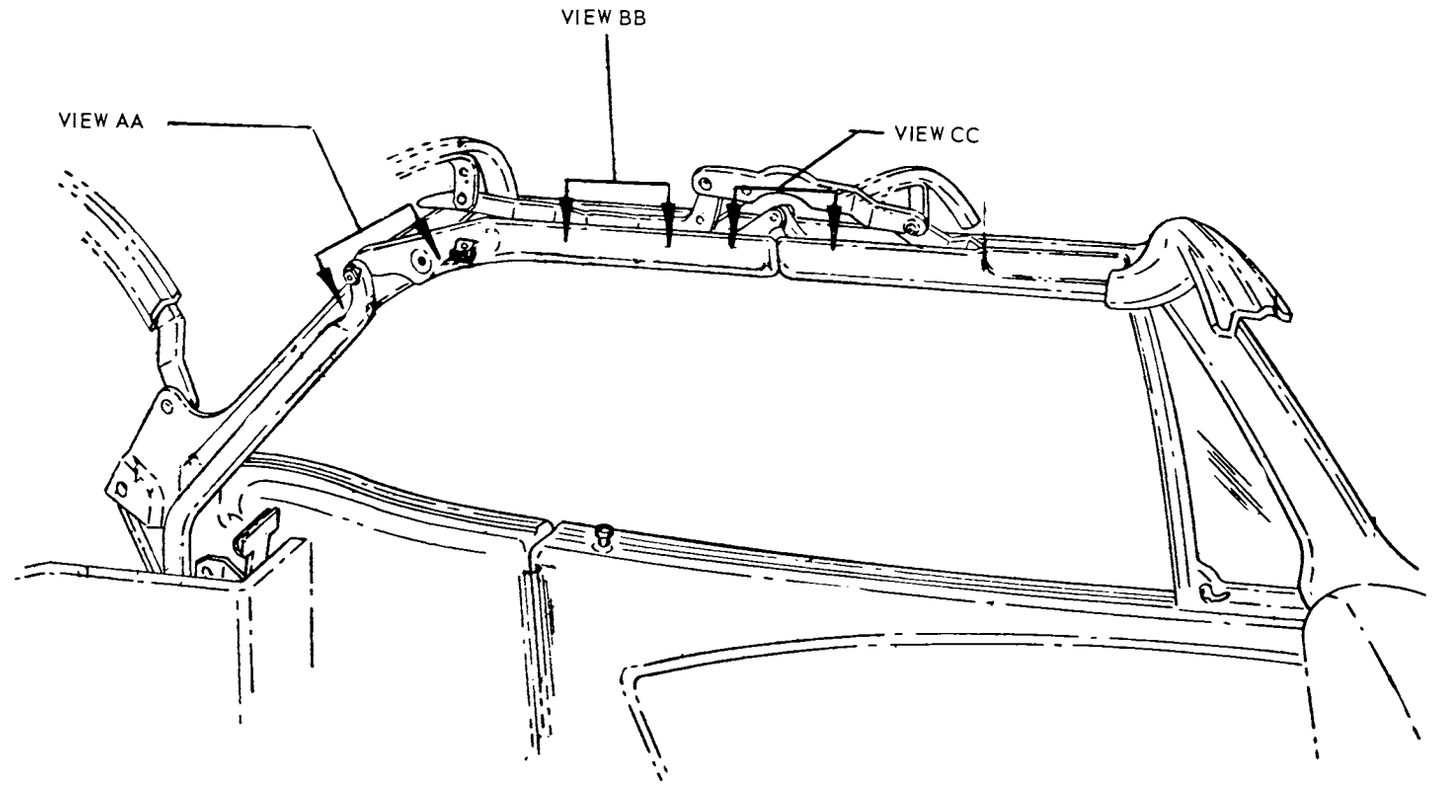

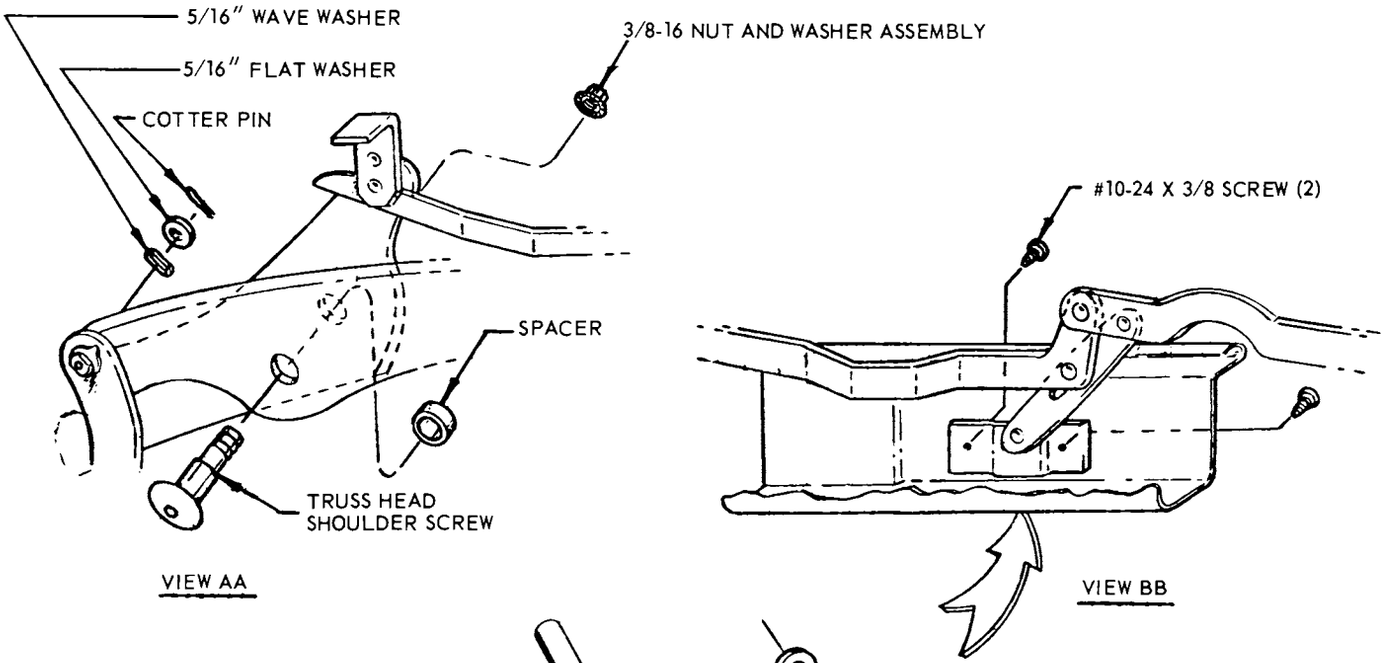

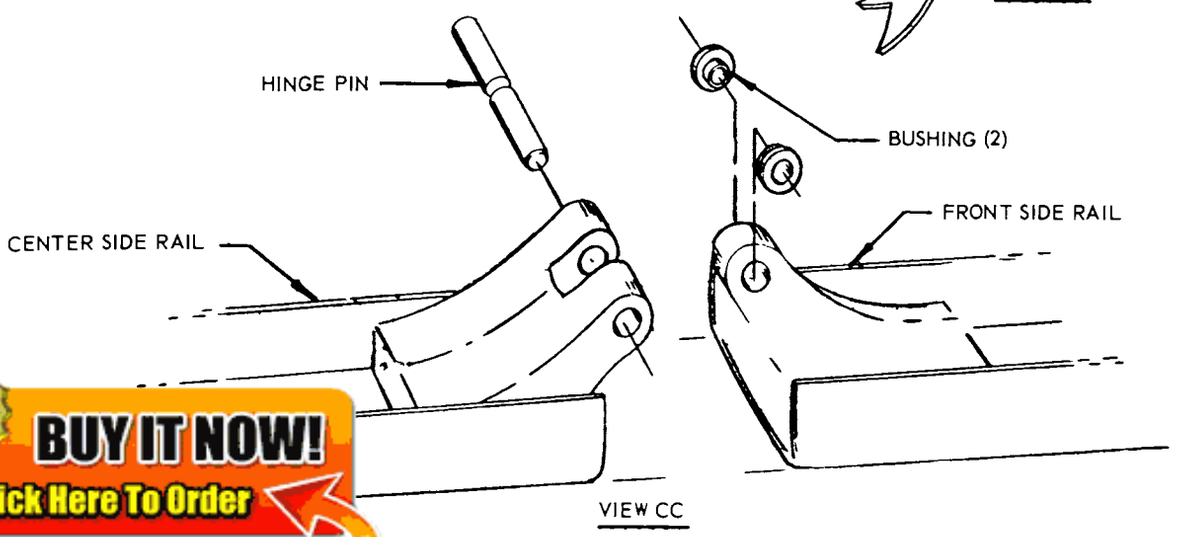

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200 SPEEDOMETER DRIVEN GEAR "TICKING" NOISE

(1964 Fairlane and 8-Cylinder Ford Cars Equipped with a C-4 Transmission and 15-Tooth Speedometer Driven Gear)

A speedometer cable "ticking" noise has been encountered on 1964 Fairlane and 8-cylinder Ford cars, equipped with C-4 automatic transmissions. Generally the speedometer cable noise occurs at speeds ranging from 20 to 40 miles per hour.

This problem was corrected on transmissions manufactured after May 15, 1964. The assembly plant correction was to increase the speedometer drive gear diameter on the output shaft for improved drive and driven gear meshing.

On a customer complaint basis only, on vehicles with transmissions built with date codes prior to 4-E-15, the condition can be corrected in the field by installing new "eccentric" service replacement speedometer cable.

1. Before installing the new cable, make certain the speedometer noise problem is not caused by a loose hex nut, a worn or defective driven gear or from improper cable routing.
2. Remove the existing speedometer cable assembly from the vehicles.
3. Transfer the "O" ring and speedometer gear to the new service replacement cable or if necessary replace the "O" ring or gear.
4. Install the new cable in the following sequence:

a. Attach the cable to the transmission.

b. Route the cable through the dash panel.

c. Secure the cable to the speedometer head.

The new "eccentric" service cable is available in two lengths as follows:

8-Cylinder Ford Vehicles
54½ inches – C4AZ-17260-E
(Class CG item)

Fairlane Vehicles
62 inches – C4OZ-17260-A
(Class CG item)

NOTE: All "eccentric" service replacement cables can be identified by red dye on the clamp at the lower end of the cable.

201 ILLUMINATION OF – P, R, N, D, L – DIAL FOR DAYTIME VISIBILITY

(1965 Mustang – All Models Equipped With Automatic Transmission)

To improve visibility of the – P, R, N, D, L – transmission selector lever dial positions during daytime driving, the selector lever dial can be illuminated by providing feed to the – P, R, N, D, L – lights through the ignition switch rather than through the lighting switch.

This change was incorporated in production on January 4, 1965, by installing a jumper wire assembly between the – P, R, N, D, L – light connection at the dash panel and the accessory feed at the fuse panel. With this installation, the accessory circuit is energized through the ignition switch and the – P, R, N, D, L – light circuit is protected by the accessory fuse. Effective in production on April 1, 1965, the wiring assembly will be revised so the – P, R, N, D, L – light obtains its feed from the heater blower circuit, which is energized through the ignition switch, and will be protected by the heater circuit fuse.

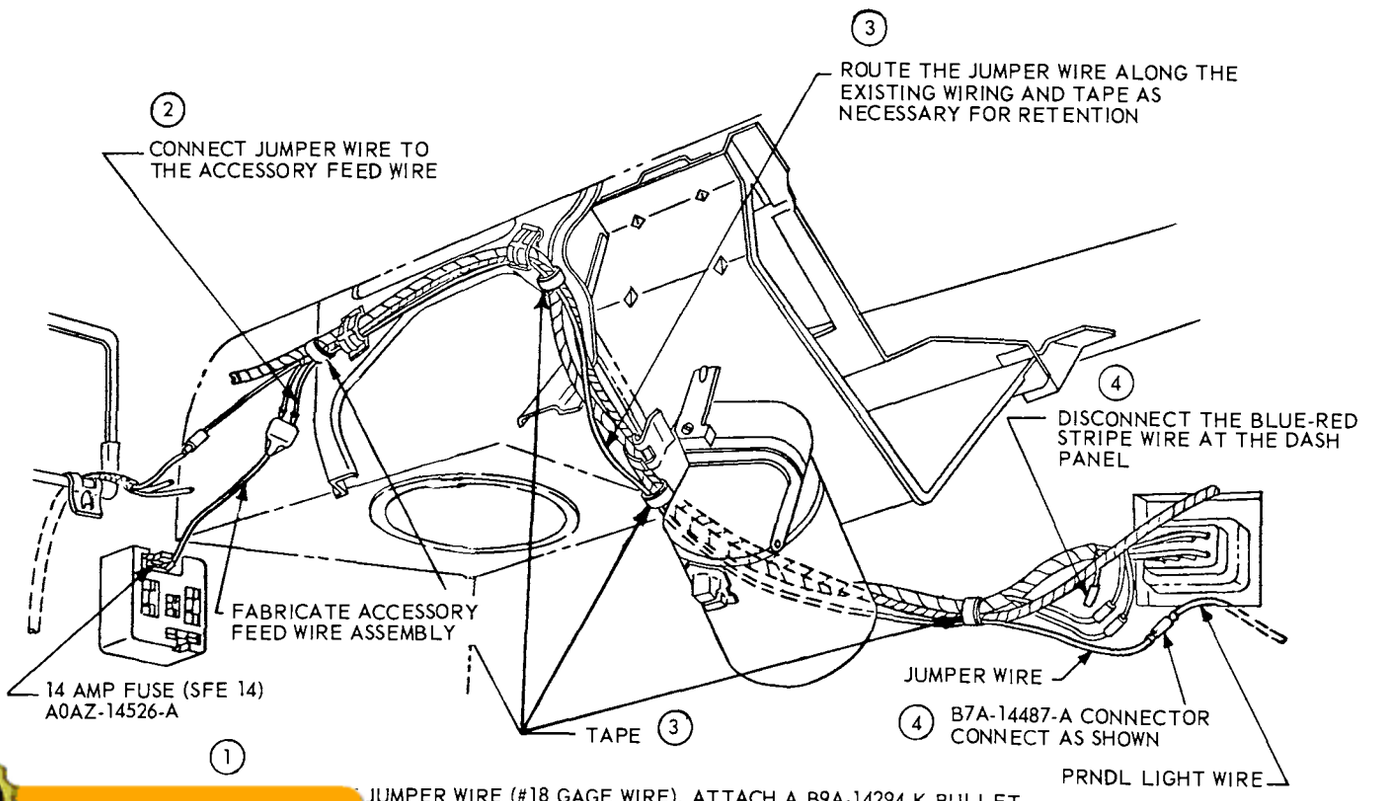
Should customers desire illumination of the – P, R, N, D, L – dial at all times, on vehicles built prior to January 4, 1965, a jumper assembly can be added by using the following procedure. See Fig. 8.

1. Fabricate a jumper wire 36 inches long (#18 gauge wire). Attach a B9A-14294-A bullet terminal to each end of the wire.
2. Connect one end of the jumper wire to the accessory feed wire.
3. Route the jumper wire along the existing wiring and tape the jumper wire to the existing wiring as necessary for retention.
4. Disconnect the blue-red stripe wire at the dash panel and connect the jumper wire to the bullet terminal of the – P, R, N, D, L – light wire (disconnected at beginning of step 4) at the dash panel using a B7A-14487-A connector.
5. Turn the ignition key on to check the – P, R, N, D, L – light.

If the vehicle is not equipped with an accessory feed wire, fabricate an accessory feed wire assembly and install it into the fuse panel along with an 8A-14526 (14 amp.) (SFE-14).

Parts required to perform this operation are:

Part Number	Part Name	Class	Quantity
B9A-14294-K	Bullet terminal	A	as required
B7A-14487-A	Connector	A	as required
A0AZ-14526-A	Fuse	A	as required



of PRNDL Dial for Daytime Visibility – 1965 Mustang – s Equipped with Automatic Transmission – (Article 201)

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202 DOOR LOCK CYLINDER LUBRICATION

(All Car and Truck Models)

Door lock cylinders should be lubricated with B4A-19587-A lubricant at 6 month or 6,000 mile intervals whichever occurs first. This lubrication interval is a revision of the present "as required" interval as stated in the 1965 Shop Manual Maintenance Schedule, Group 19.

203 SPECIAL SERVICE TOOL T64L-3590-F

(All Cars)

T64L-3590-F – Steering Arm Remover

This forged alloy steel puller provides an easy method for pulling the steering arm off the sector shaft. The thin, but strong jaw tips enable the tool to get into the narrow space between the steering arm flange, and the housing.

This tool supersedes existing tools T00L-3590-FCA and T00L-3590-L. T64L-3590-F is similar in configuration to T00L-3590-FCA, but has smaller overall dimensions which greatly increase its accessibility.

Due to its size, this tool is applicable to all Ford built passenger cars beginning 1960.

Available from N.P.D. **Dealer Net Price $11.95**

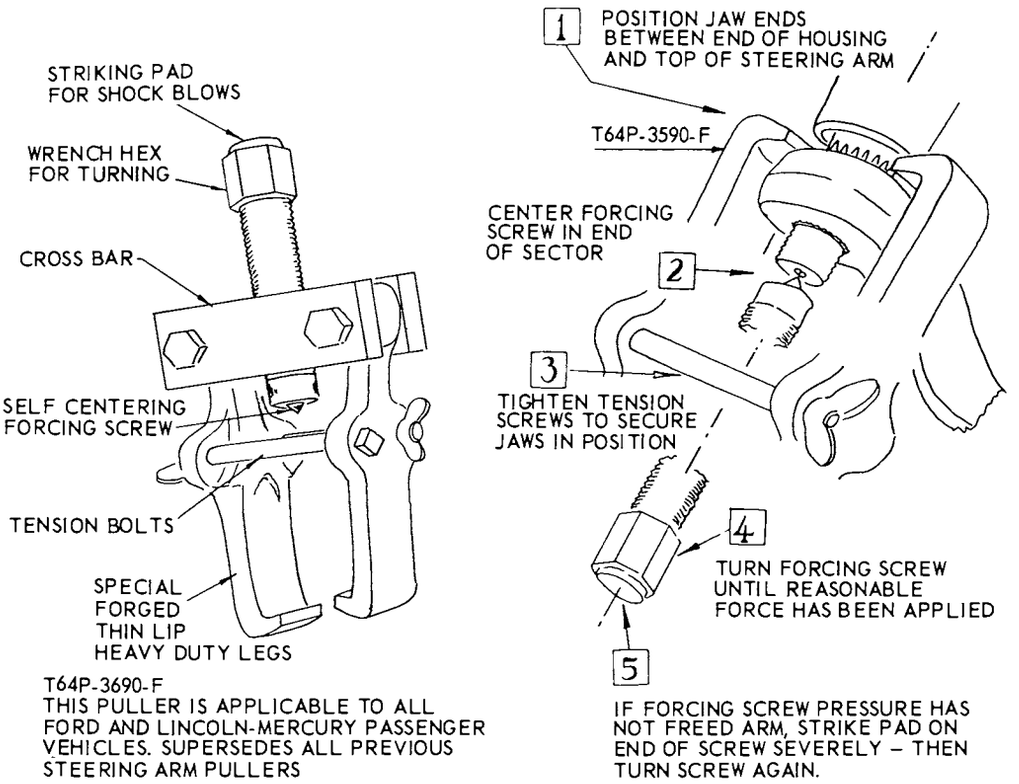


Figure 9 – (Article 203)

204 SPECIAL SERVICE TOOL T64T-6512-A

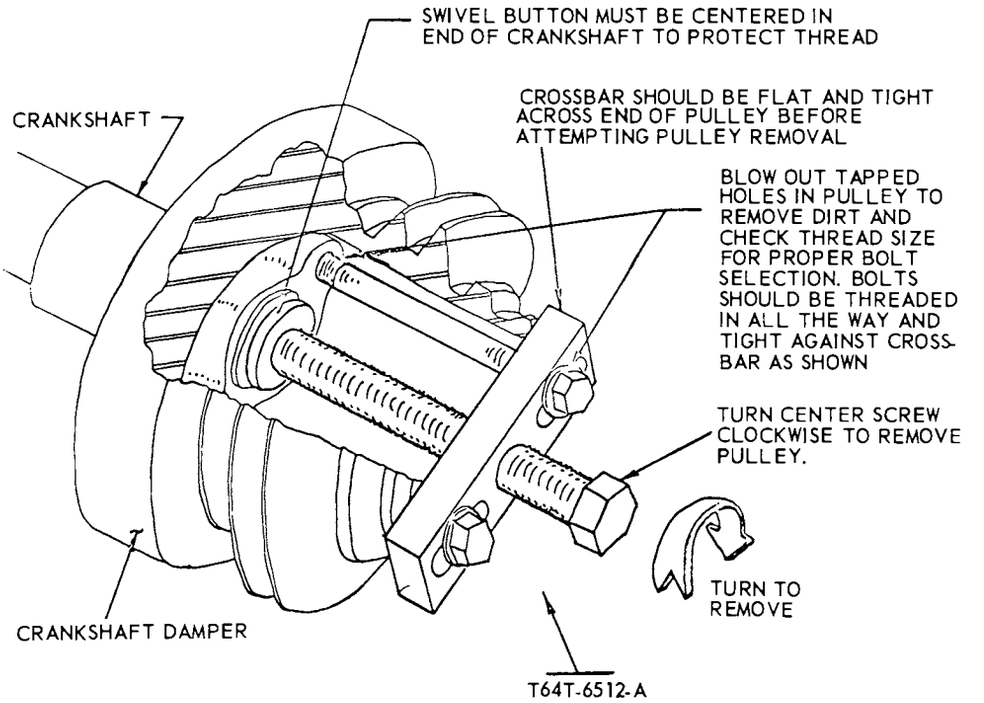
(401, 477 and 534 CID Super Duty Trucks)

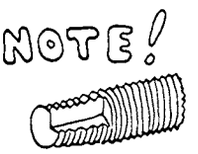
T64T-6512-A – Remover – Crankshaft Damper

Makes an otherwise impossible job relatively easy. This tool is used to remove the crankshaft damper from the 401, 477, and 534 CID Super duty Truck engines.

It consists of a crossbar and 2 sets of different size bolts. The tapped holes in the damper are open to the atmosphere and may become clogged or corroded. For this reason the clamping bolts are machined with a tapered, self-starting tip. This allows the bolts to cut through any deposits which may remain after the holes are cleaned out. Cleaning out the tapped holes in the damper first, either by tapping or air is recommended, prior to installing bolts. The bolts should be threaded all the way into the damper, to insure a more solid grip. Removal is obtained by tightening the hardened screw against the crankshaft.

Available from N.P.D. **Dealer Net Price $17.10**





END OF RETAINING BOLTS ARE TAPERED TO ASSIST STARTING, AND ARE GROUND WITH TAPPING CUT TO HELP CLEAN PULLEY THREADS AS BOLTS ARE TURNED IN. TWO PAIRS OF BOLTS ARE INCLUDED – SIZES 7/16–14 AND 1/2–13.

Figure 10 – (Article 204)

205 SPECIAL SERVICE TOOL T64L-7003-A

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...51-1958 Ford-O-Matic and ...e-O-Matic)

...ic ...

...st... Ma... mi... designed to properly locate the bushing when the tool is bottomed, thus eliminating location measurement. When properly used this kit makes a quick and easy job of replacing the bushings, while eliminating possible damage to the housing. A necessary tool for properly servicing 1951-1958 Ford-O-Matic and Cruis-O-Matic transmissions.

Available from N.P.D. **Dealer Net Price $15.70**

206 SPECIAL SERVICE TOOL T63L-10300-B

(All Cars Equipped With Ford Power Steering Pumps)

Subject tool is required to remove Ford power steering pump pulleys. It supersedes the now obsolete tool part number T63L-10300-A.

Tool failures have been reported on subject tool dealing mainly with breakage of the jaw lips. In order to avoid such breakage, it is emphasized that the tool must be properly used and assembled. The tool consists of a screw and nut around which four jaws are positioned. The assembly is held in place by a sleeve. Tool failure will be avoided if the following precautions are taken:

1. Screw a 3/8-16 bolt, 3/4 inch long, into end of pump shaft. This prevents the end of tool to sink into the shaft.
2. Assemble the four jaws with the **beveled** end onto the hub of the pulley.
3. Make sure that the heavy round end of the nut butts up against the front side of the heavy middle section of the jaws and not against the thin lips at the end. (See Fig. 11.) The thin lips are not designed for heavy pulling and will break if used as such.
4. Slide the sleeve (not shown) over the entire assembly.
5. Hold the hex on the nut and rotate the screw clockwise until the pulley is removed from its shaft.

Use Special Service Tool part number T65P-3A733-A for replacing the pulley.

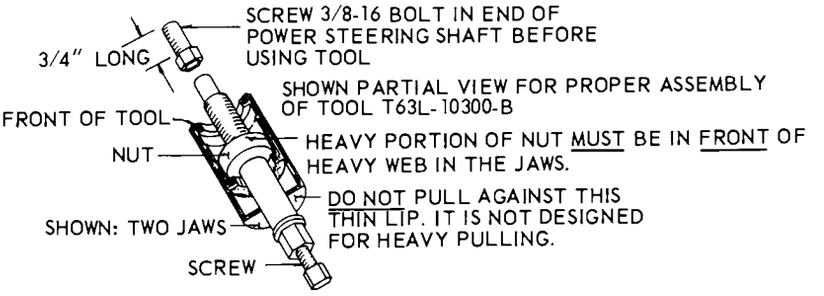


Fig. 11 – Power Steering Pump Pulley Remover – T63L-10300-B – (Article 206)

207 SPECIAL SERVICE TOOL

(Ford, Mercury, Thunderbird, Mustang, Falcon, Comet, and Fairlane)

Special Service Tool – T65P-3A733-A

A new slipper type power steering pump is used on Galaxie and Mercury beginning 1965. Certain service operations may require changing the pump pulley or mounting bracket to adapt to vehicle and/or engine combinations.

CAUTION: It is imperative when servicing the pump pulley that pressure to remove or replace the pulley is not transmitted thru the shaft to the internal parts of the pump. Serious damage will result if this procedure is disregarded.

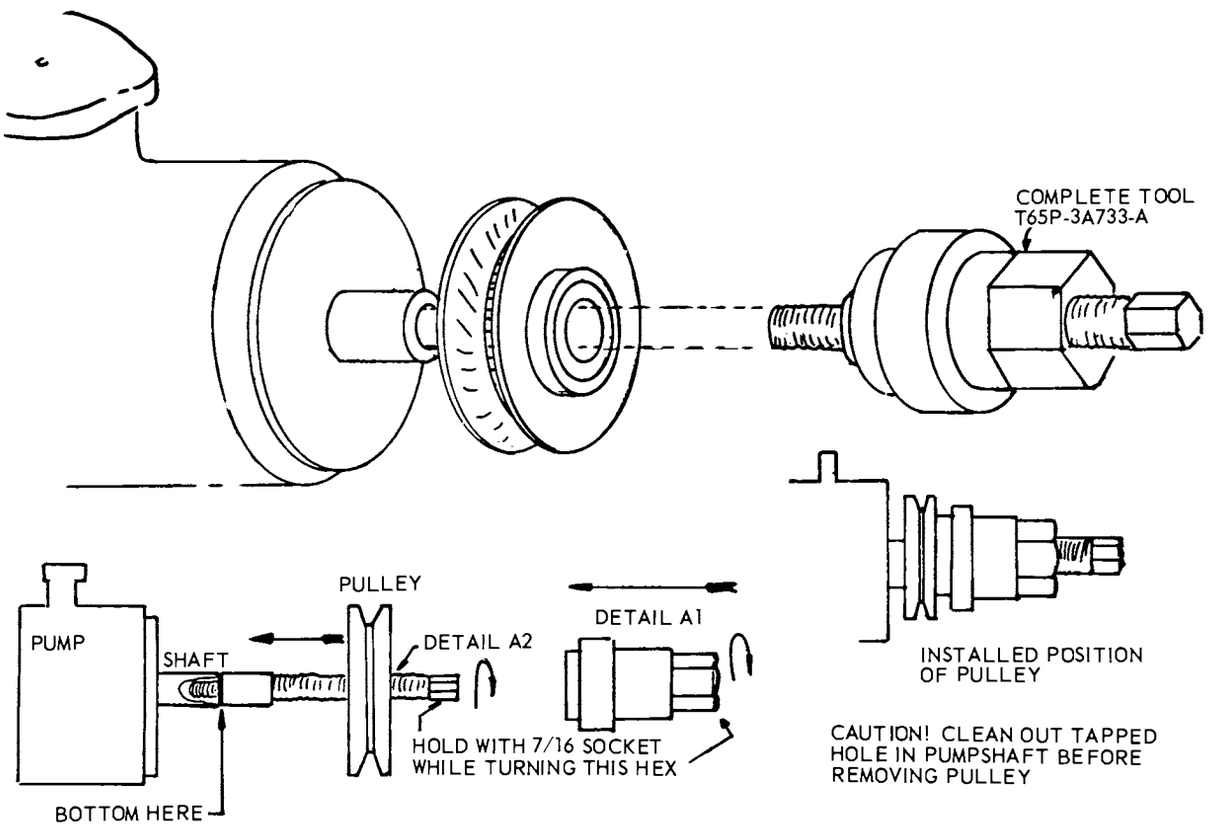
Such damage can be avoided by using the approved service tools. To remove the pulley use FoMoCo tool part number T63L-10300-B available from National Parts Depot. To replace the pulley use FoMoCo tool part number T65P-3A733-A, released in the 1965 Service Tool Kit.

208 FORD SPECIAL SERVICE TOOL T56L-10505-A

(Vehicles Using 6 or 12 Volt Electrical Systems)

Checking the ambient temperature around the voltage regulator has been an accurate means of determining or comparing the proper voltage setting of the regulator. The use of alternators has not decreased the usefulness of this tool. Since, however, commercially available tools (about $8.00 list) for performing this check are now available from at least two sources (Allen Electric and Sun Electric), the Ford tool T56L-10505-A, is being discontinued.

It is recommended the distributors for either of the manufacturers noted above be contacted in securing a Voltage Regulator Setting Thermometer.



3. THREAD DETAIL A1 ONTO STUD UNTIL IT BOTTOMS. PULLEY WILL THEN BE PRESSED ON SHAFT.

- Powersteering Pump Pulley – T65P-3A733-A – (Article 207)

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 12

March 29, 1965

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209 STEERING WHEEL INSTALLATION

(All 1965 Trucks and Econolines)

The 1965 Shop Manual advises that master splines in the wheel and shaft must be aligned during steering wheel installation. Truck steering wheels now in use do not have a master spline and wheel should be installed with clear vision opening on top with front wheels in straight ahead position.

210 TIRE AND WHEEL RUNOUT SPECIFICATIONS

(All Trucks With Stamped Disc Wheels)

The maximum allowable tire and wheel runout on trucks equipped with stamped disc wheels is the cumulative total of the tire runout and wheel runout. The cumulative total radial runout should not exceed 3/16 of an inch in any one section of the tire. Tire specifications allow 1/8" as a maximum radial runout and wheel specifications allow 1 16" radial runout. When cumulative total exceeds the allowable 3/16" the wheel radial runout should be checked first to determine if [illegible] within specifications. If the [illegible] assembly should not exceed [illegible] when

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211 ALLISON TRANSMATIC TRANSMISSION EXCHANGE PROGRAM

(All With Allison Transmatic Transmission)

The purpose of this article is to again emphasize the availability of remanufactured Allison Transmatic Transmissions and to recommend the use of the Transmission Exchange Program.

The latest information concerning availability, prices and instructions for returning trade-in transmissions is contained on Pages 62 and 63 of the Special Order Section of the current Parts and Accessories Price List. Exchange Program information is contained also on Pages 1 thru 4 in Section T-70 of the Truck Master Parts Catalog FD-7636-A.

Detailed instructions for returning trade-in transmissions are covered on Page 63 of the Special Order Section in the Parts and Accessories Price List. Your cooperation in prompt return of cores will be of great assistance in maintaining adequate float stock for this program.

212 1965 AUTOLITE ALTERNATOR RECTIFIER ASSEMBLY REPLACEMENT

(All 1965 Cars and Trucks)

1. Mark both end housings and the stator with a scribe mark for assembly.

2. Remove the three housing through bolts.

3. Separate the front end housing and rotor from the stator and rear end housing.

4. Remove all the nuts and washers (except the FLD terminal) from the rear end housing and remove the rear end housing from the stator and rectifier plate assembly.

5. Carefully unsolder the stator leads from the printed-circuit board terminals, slip the stator neutral lead split terminal lug out from under the head of the terminal screw, and separate the stator from the rectifier assembly. Use only a 100-watt soldering iron.

6. Wrap the three stator winding leads around the printed-circuit board terminals of the new rectifier assembly, and solder them (Fig. 1). Use a 100-watt soldering iron and rosin-core solder. Slip the stator neutral lead split-terminal lug under the head of the stator terminal screw.

7. Transfer the STA and BAT terminal insulators from the old rectifier assembly to the new assembly (Fig. 1).

8. Place the brush springs and brushes in the brush holder and hold the brushes in position by inserting a piece of stiff wire through the hole in the end plate and into the brush holder as shown in Fig. 2.

9. Position the stator and rectifier assembly in the rear end housing. Position the STA (black) and BAT (red) insulators, on the terminal bolts, and install the four retaining nuts.

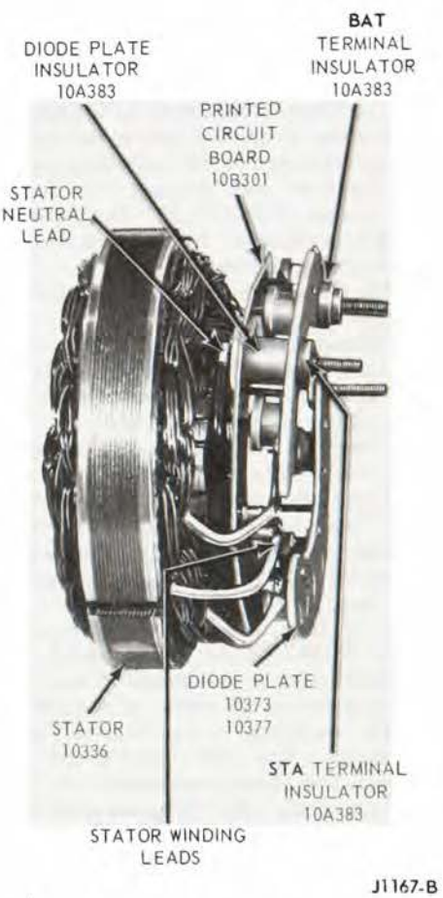

Fig. 1 – Stator Lead Connections (Article 212)

10. Wipe the rear end bearing surface of the rotor shaft with a clean lint-free rag.

11. Position the rear end housing and stator assembly over the rotor and align the scribe marks made during disassembly. Seat the machined portion of the stator core into the step in both end housings. Install the housing through bolts. Remove the brush retaining rod, and put a daub of waterproof cement over the hole to seal it.

Fig. 2 – Brush Lead Positions (Article 212)

213 HIGH SHIFT EFFORTS

(1965 Mustang – Three and Four Speed Standard Transmission; 1965 Ford, Fairlane and Falcon – Four Speed Standard Transmission)

In the event of customer complaints of high shift efforts on 1965 vehicles with three and four speed floor and console shift mechanisms, it is recommended that the shift control assembly and shift linkage be inspected for insufficient lubrication and/or contamination. If the shift control assembly and shift linkage shows a condition of insufficient lubrication or contamination the problem may be corrected in the following manner:

1. Remove and discard the straight wire spring (C5ZZ-7C307-A) that exerts upward pressure on the 7/8 inch diameter (7241) selector shaft.

NOTE: This spring is not used on all vehicle applications.

2. Remove the lock nuts that fasten the shift rods to the shift control levers.
3. Disconnect and remove shift rods from transmission shift levers.
4. Remove the shift control assembly from the vehicle as follows:

a) On three speed units, remove the shift lever knob, the three (20346-S) cap screws which fasten the shift control assembly to the transmission extension and drop unit out of the vehicle.

b) On four speed units, remove the three (20346-S) cap screws that fasten the shift control assembly to the transmission extension and drop the unit and handle sufficiently to remove the two shoulder bolts that fasten the shift lever to the control assembly.

5. On either the three or four speed control assembly, remove the following components:

- Snap Ring (part number 97522-S or 97527-S)
- Flat Washer (part number 271681-S or 351503-S)
- Conical Spring (part number 7227)
- Two 1/2-28 Cap Screws (part number 55588-S and 37644-S)
- Lever Retainer (part number 7348)
- All Shift Levers

6. Clean all the control assembly parts in a suitable cleaning solvent.
7. Reassemble the shift control assembly, reversing the procedure in step four and add ESAM1C75-A (part number C3VY-19586-A) ball joint grease liberally between all moving parts as it is assembled. Tighten 1/2-28 cap screws 3–6 ft. lbs. torque.
8. Install shift handle on shift control assembly.

CAUTION: To insure against shift lever buzz, be careful that:

- Trunnion and trunnion contact arears are liberally lubricated with ESAM1-C75A ball joint grease
- Flat washers under shift handle hold down bolts do not contact shift lever
- [illegible]t handle does not make metal to [illegible]

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bly sufficiently to align all shift levers.

11. Clean and lubricate all bearing surfaces of the shift rods at the transmission shift levers and the control assembly shift levers.
12. With the transmission in neutral position install the shift rods on the transmission levers and the control assembly levers. Install the jam nuts on the shift rods with a torque of 20-25 ft. lbs. Remove the 1/4 inch diameter alignment pin.

214 DOOR WINDOW RATTLE AND GLASS INSTABILITY

(1965 Mustang – All Models)

This article supplements the production effective date listed in Technical Service Bulletin Article 92, problem 3, dated January 18, 1965, The procedure outlined in the article should be used on vehicles built prior to January 4, 1965.

During the initial incorporation of the "welded in" down stop bracket for the new "down" stop bumper, the new bracket was too high and would not allow the glass to be dropped sufficiently to permit installation of the belt line weatherstrip. A new design bracket was incorporated in production on January 4, 1965, however the stop bumper was not incorporated in production until February 8, 1965.

Dealers encountering door window rattles and/or glass instability problems on units built prior to January 4, 1965, should use the corrective procedure outlined in Article 92, problem 3, dated January 18, 1965. If these problems are encountered on units built from January 4, 1965 to February 8, 1965, a bumper should be procured, reworked and installed using the following procedure. (See Fig. 3.)

1. Remove the door trim panel and observe the inside of the door to verify that the stop bracket has been installed. Loosen the sector gear down stop.
2. Procure a C3AZ-6221762 bumper and rework as shown in Fig. 3. Install the reworked bumper into the stop bracket in the bottom of the door.
3. Lower the window to the full "down" position and set the door window sector gear down stop firmly against the regulator sector gear.
4. Slam the door several times to verify the effectiveness of the repair and reinstall door trim.

Parts required to perform this correction are:

Part Number	Part Name	Class	Quantity
C3AZ-6221762	Bumper	C	as required

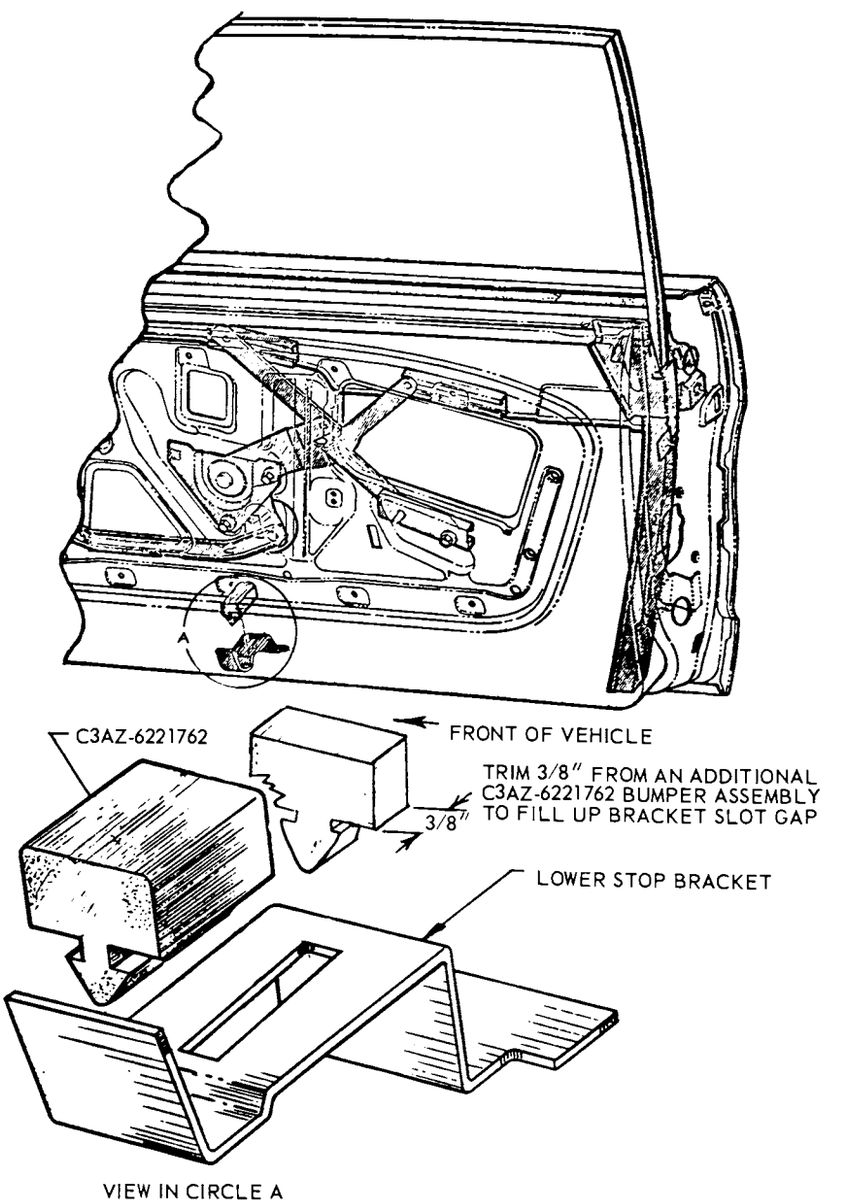

Fig. 3 – Door Rattles and/or Door Window Glass Instability – 1965 Mustang – All Models – (Article 214)

215 IMPROPERLY MACHINED OUTPUT SHAFT REAR THRUST FACE, GENERATING A HIGH PITCHED BUZZING OR GRINDING NOISE

(1965 Ford and Thunderbird – Cruise-O-Matic (Model PCE) with 390 CID Engine)

A small number of Cruise-O-Matic transmissions, (model PCE), have been found in service in which the rear thrust face of the output shaft was incorrectly machined having a shoulder which contacted the rollers of the rear thrust washer assembly. The rear thrust washer (needle bearing) rollers can slip over the edge of the shoulder causing chipping of the output shaft and excessive noise. (See Fig. 4). The following information is provided to assist in diagnosing noise problems which may be generated by this condition and to insure proper correction.

Transmissions with output shafts machined in this manner will generate a high pitched "buzzing" or "grinding" noise when the car is being driven. The noise varies in pitch and volume with car speed, and is intermittent, disappearing occasionally as the output shaft rear thrust washer is temporarily relieved of transmission thrust. In some cases the noise has been improperly diagnosed as planetary gear or rear pump noise. The possibility of planetary gear noise may be ruled out by driving the vehicle in high gear; if the noise is still present when the transmission is in high gear, then the gear set is not at fault. On disassembling the unit, the output shaft rear thrust surface and thrust washer should be inspected for damage, and the rear pump cover should be removed and the cover and gears inspected for evidence of scoring or unusual wear.

When a transmission is encountered with the above problem, it should be corrected by replacing worn or damaged parts with new parts from service stock. If, on inspecting the parts, it is found that the output shaft is heavily chipped, it will be necessary to remove the transmission oil pan and clean the control assembly in accordance with shop manual instructions before putting the transmission back in service.

Measures have been taken to prevent this problem from recurring, effective with the following serial numbers and upward:

PCE-BJ-22641 PCE-BL-15003 PCE-BN-1-10063
PCE-BK-45631 PCE-BM-1-10320 PCE-BP-33853

In addition to these models, improperly machined output shafts may be found in the preceding models PCE-BB, BC, BD, BE, FG and BG.

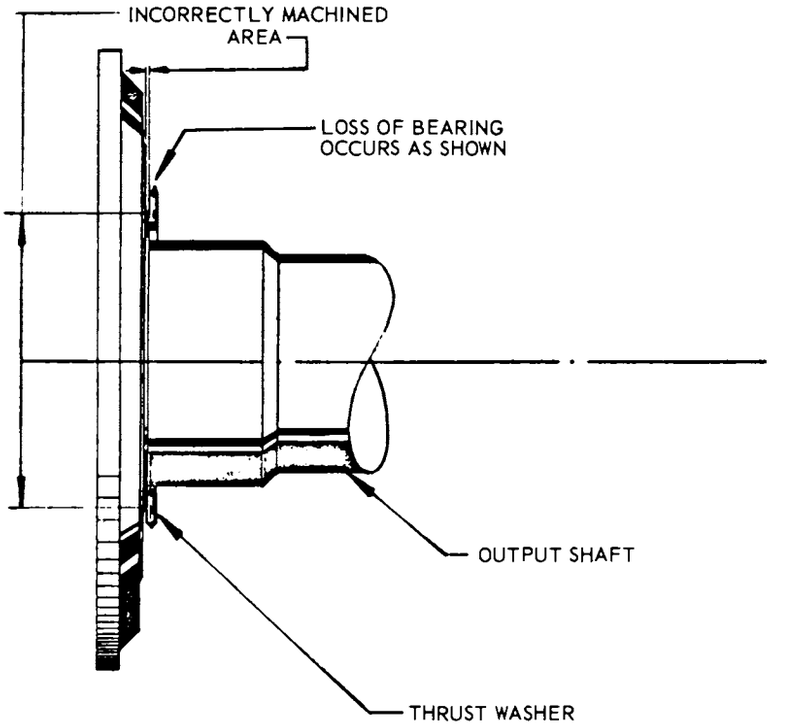

Fig. 4 – Output Shaft and Output Shaft Rear Thrust Washer Assembly with Incorrectly Machined Thrust Face on Output Shaft – (Article 215)

OOR WINDOW RATTLES

sheet metal. This problem is caused by extreme window maladjustment which allows the lower channel of the window to either completely by-pass or slightly contact and slide off the inboard edge of the down stop bumper. This problem is also casued by manufacturing variations between the lower down stop and belt line. These variations result in the door glass dropping below the belt line even though the glass channel contacts the lower stop bumper.

This problem was corrected in production on December 17, 1964, by relocating the down stop 1/4 in. inboard.

Customer complaints of door window rattles in the down position can be corrected by relocating the down stop bumper and by installing a thicker bumper by using the following procedure.

1. Remove the trim panel and observe the contact relationship of the window frame to the lower stop bumper. If the frame bypasses or makes minimum contact, remove the bumper and cut 1/4 in. from the retaining finger as shown in view AA, Fig. 5.
2. Cut a 1/4 inch section from an extra rubber bumper and install it behind the existing bumper to hold the bumper in position , and prevent the bumper from sliding in the slot, see View AA.
3. If the window travels below the belt line in excess of 3/16 inch, but does not slide off the bumper, procure a C3AZ-6221762-B bumper and perform the rework as shown in View BB, to stop the window flush with the belt line.

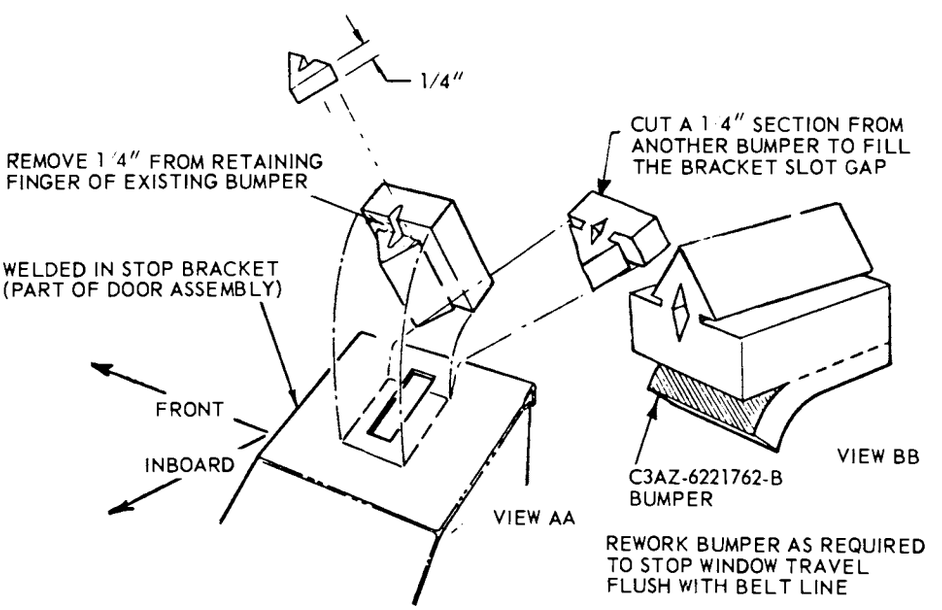

Fig. 5 – Door Glass Down Stop Rework – 1965 Thunderbird – All Models – (Article 216)

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217 RECLINING SEAT BACK ACTUATING HANDLE RATTLES

(1965 Thunderbird and Ford – All Models With Reclining Seats)

Rattles emanating from the reclining seat back actuating handle result from excessive looseness in the handle. These rattles and excessive looseness are caused by dimensional variation between the handle and handle shaft, and improper adjustment of the actuating cables will also result in excessive rotational play of the handle.

This problem will be corrected in production on April 8, 1965 by revising the handle shaft dimensional tolerances to maintain a tighter fit of the handle components.

If customer complaints of rattles in this area are encountered, rattles can be corrected by using the following procedures to insert a rubber spacer in the handle assembly:

1. Check and make necessary cable adjustments.
2. Remove actuator handle and insert a rubber spacer cut from 3/8 diameter vacuum hose into bottom of shaft hole in handle as shown in Fig. 6.

NOTE: Apply C0AZ-19553-C silicone lubricant to rubber spacer to prevent excessive handle operating efforts.

3. Reinstall actuator handle and check operation of reclining seat.

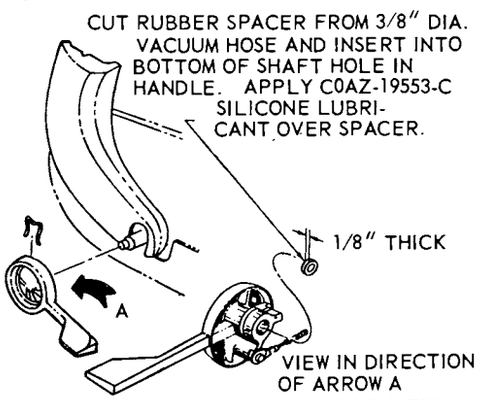

Fig. 6 – Rattles Emanating From Reclining Seat Back Actuating Handle – 1965 Thunderbird, Ford – (Article 217)

218 SQUEAKS AND RATTLES AT THE LATCH ASSEMBLY OF THE LUGGAGE COMPARTMENT FRONT ACCESS DOOR

(1965 Mustang – Fastback Models)

Squeaks and rattles at the luggage compartment front access door can occur between the latch and striker plate assembly. This condition is caused by inadequate compression of the door overslam bumpers located in the quarter trim lower panel. This condition is further [illegible]ted when the access door is not [illegible] in the opening.

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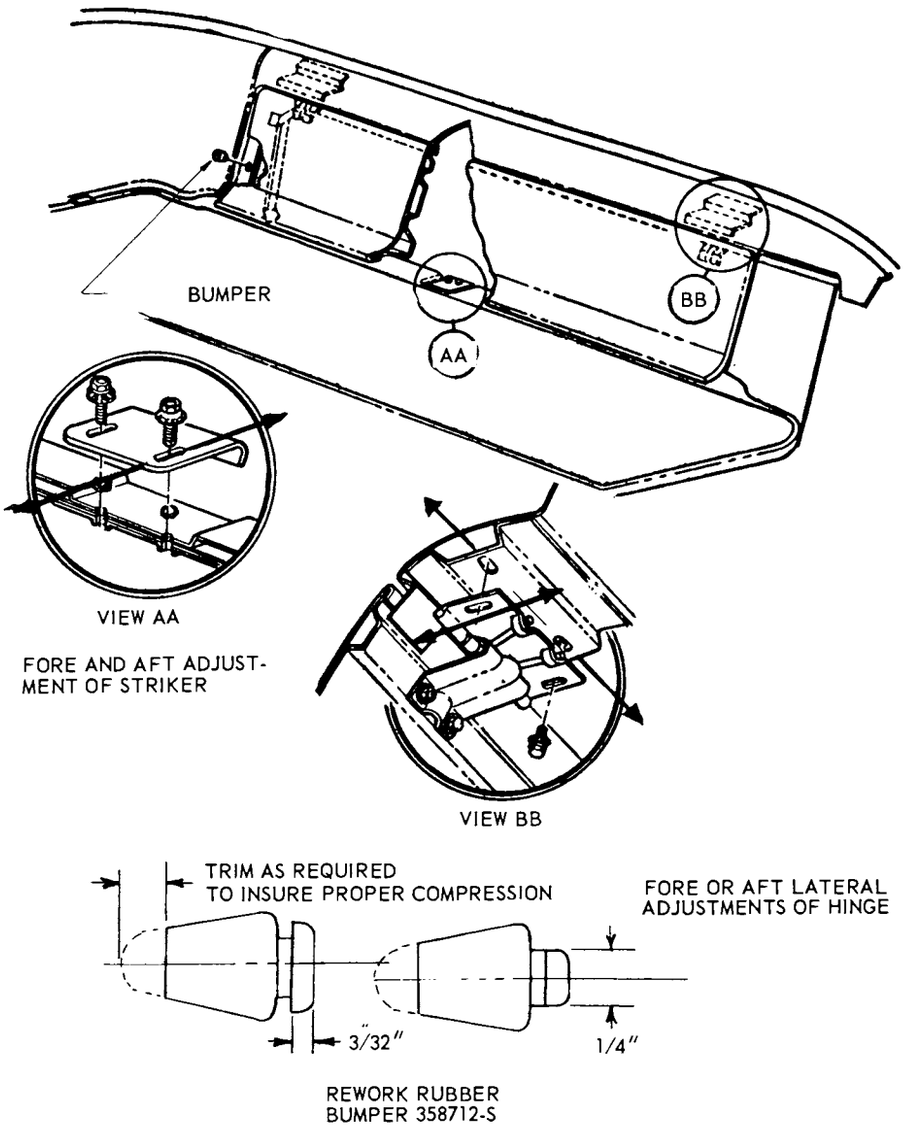


Fig. 7 – Squeak at the Latch Assembly of the Luggage Compartment Front Access Door 1965 Mustang – Model 63 – (Article 218)

installed as shown in Fig. 7. Also the access door latch and striker should be readjusted to increase compression of the door against the bumper and the door should be centered in the opening to provide maximum contact with the bumpers. Elongated holes are provided in the body to accomplish lateral adjustment of the door at the hinge to body attachment. See Fig. 7.

Parts required to perform a correction are:

Part Number	Part Name	Class	Quantity
358712-S	Bumper	S	1

219 DOOR WINDOW RATTLES AND/OR HIGH DOOR WINDOW OPERATING EFFORTS

(1965 Ford - Models 50, 54, 62, 81)

Door window rattles and/or high door window operating efforts occur when the door window glass becomes disengaged from the division bar run. The door window becomes disengaged from the division bar run because of excessive end clearance between the door glass and division bar run which results from manufacturing variations between the door glass run retainer and door inner panel.

This problem was corrected in production on January 18, 1965, by adding shims between the retainer and door inner panel to obtain proper end clearance.

Door window rattles and/or operating efforts caused by window disengagement can be corrected in the field by installing shims as required between the rear window run retainer and door inner panel. See Fig. 8.

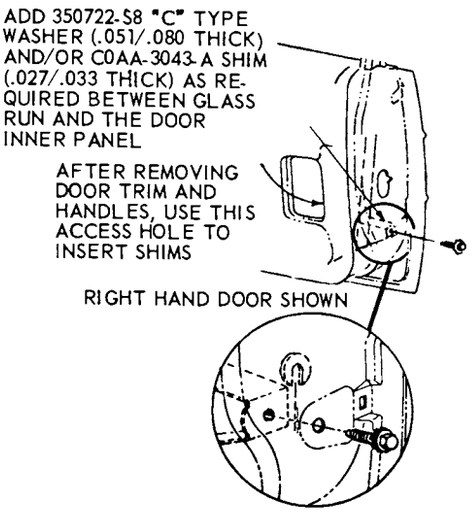


Fig. 8 – Loose Front Door Glass – 1965 Ford – Models 50-54-62-71 (Article 219)

220 SPECIAL SERVICE TOOL T64N-4628-A

(Lincoln Beginning 1964)

T64N-4628-A – Remover Adapter Cup Pinion Front Bearing Cup

Used in conjunction with existing "T" head puller screw of service tool TOOL-4628-B (4628-B Manzel) to remove the pinion front bearing cup on Lincoln beginning 1964. This tool is similar to the existing cup of service tool TOOL-4628-B but has been altered for the above application.

The use of this tool makes an easy job of removing the bearing cup, and eliminates the possibility of damaging the cup in the housing.

Available from N.P.D. **Dealer Net Price $1.50**

221 SPECIAL SERVICE TOOL T64K-5781-B

(Falcon, Comet beginning 1964, Mustang, Fairlane beginning 1965)

T64K-5781-B – Remover-Replacer Adapter Front Bushing Rear Spring

A four piece adapter kit to be used with details one (1) and four (4) of tool T64N-5781-A, to service Falcon and Comet beginning 1964, and Mustang and Fairlane beginning 1965.

This kit has a ½ in. diameter bolt and a ½ in. nut, 2 washers, and 2 spacers to adapt to the smaller bushings in above cars. The bushings can be removed without the use of a press, thus eliminating the necessity of removing the spring from the car.

Dealers not in possession of tool T64N-5781-A may purchase Service parts T64N-5781-AA and AD.

Available from N.P.D. **Dealer Net Price $7.90**

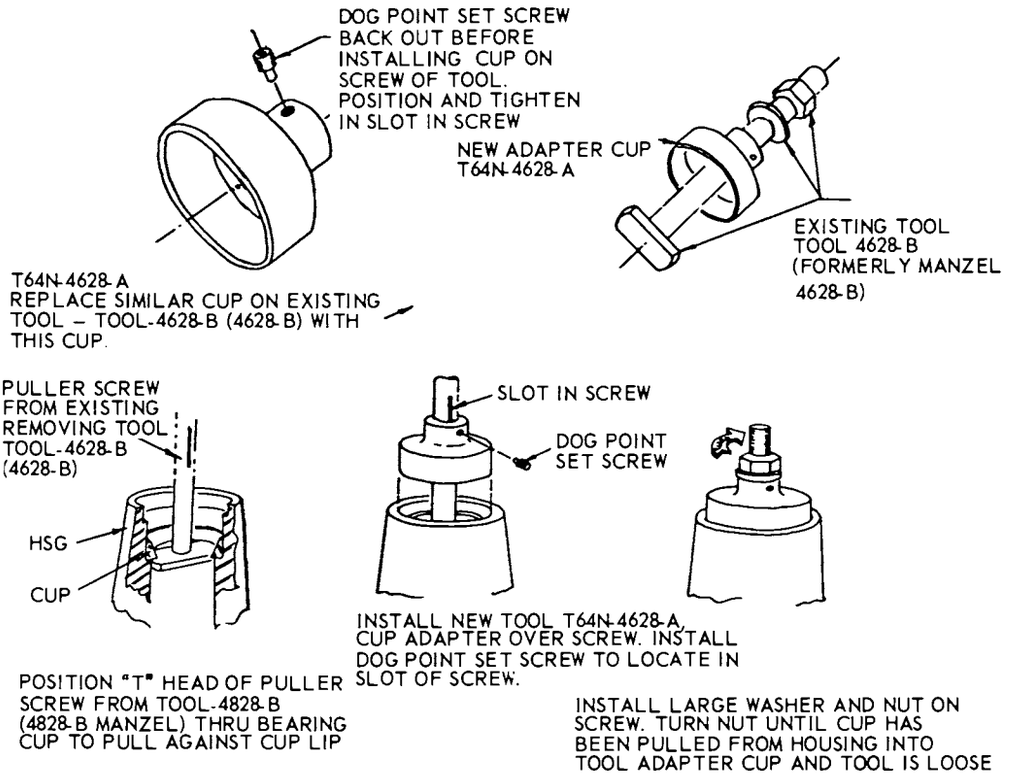


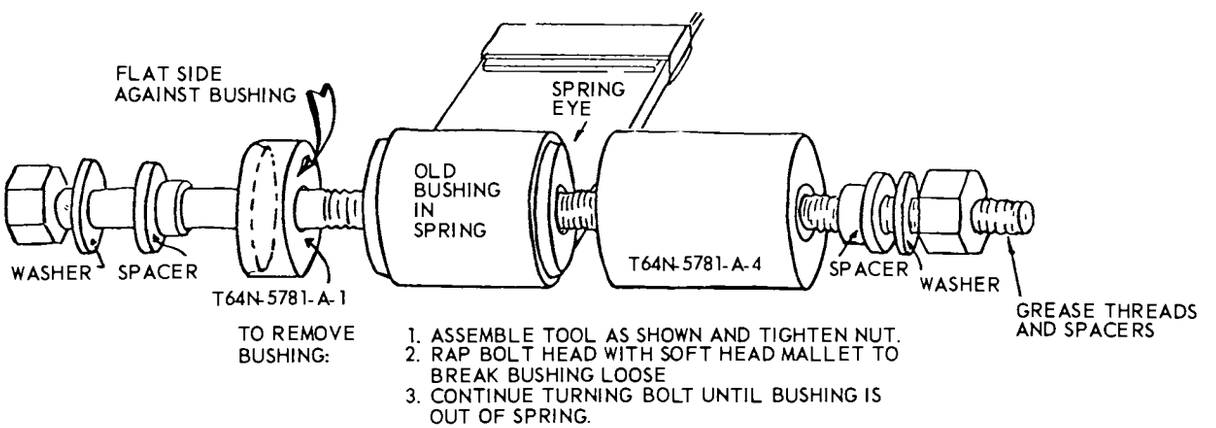
Fig. 9 – Tool T64N-4628-A – (Article 220)

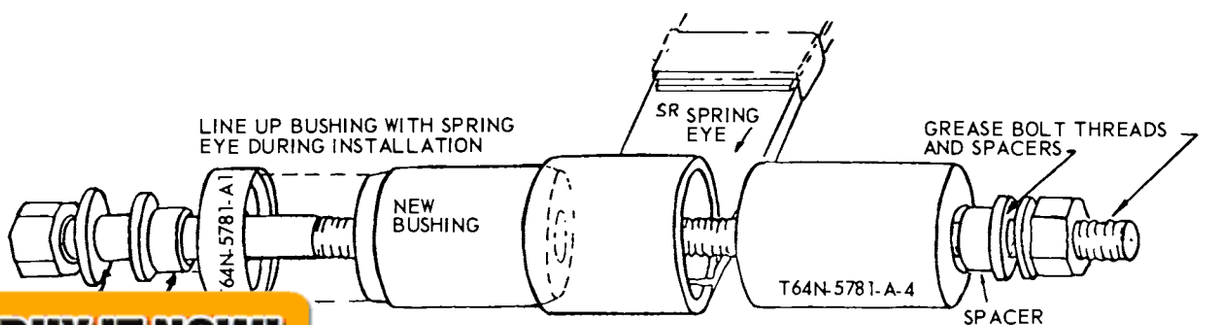
222 LOWER RADIATOR HOSE BLOWING OFF

(1965 Econoline With 170 & 240 CID Engines)

On units built prior to 11-16-64 a problem may be encountered with the lower radiator hose coming off. If this condition is encountered, the following steps should be used to prevent a recurrance.

1. Remove paint from lower tank fitting using lacquer thinner or paint solvent.
2. Install lower hose using a worm type clamp on the radiator end. Torque Clamps to 16-22 inch lbs. Clamp part number B7A8687-B.





-5781-B – Nut-Bolt and Spacers Adapter to be Used With T64N-5781-A (Article 221)

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223 SPECIAL SERVICE TOOL T64N-4676-A

(Lincoln Beginning 1964)

T64N-4676-A – Replacer – Pinion Oil Seal

Designed to install the pinion oil seal in the differential housing on Lincoln beginning 1964. It is constructed of a lightweight aluminum casting for easier handling. The tool has been designed so that the seal is properly seated when the tool is bottomed, thus eliminating the need for measurement.

Available from N.P.D. **Dealer Net Price $7.50**

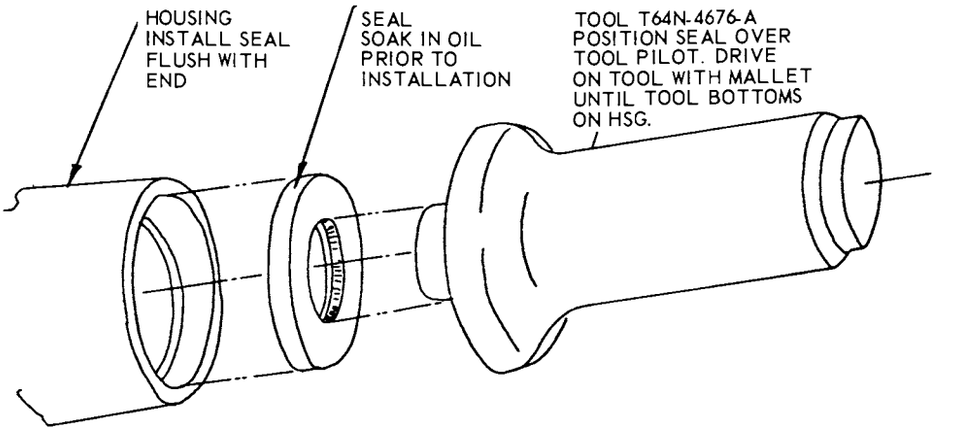

Fig. 11 – Tool T64N-4676-A – (Article 223)

224 SPECIAL SERVICE TOOL T64N-4858-A

(Lincoln Beginning 1964)

T64N-4858-A – Pinion Front Bearing Cone and Companion Flange Installer

Designed to install both the front bearing cone and companion flange in the Lincoln differential beginning 1964. The main body of the tool consists of a cylindrical section welded to a rectangular bar handle. One end of the cylinder has a female spline that fits over the end of the pinion shaft, and is used while installing the front bearing cone. The handle has a pin pressed into it, to mate with a bolt hole in the companion flange when installing the flange. The screw is threaded onto the pinion shaft, and the nut is tightened to install the bearing cone and companion flange.

Available from N.P.D. **Dealer Net Price $18.00**

225 SPECIAL SERVICE TOOL T64N-5781-AA AND AD

(Falcon, Comet beginning 1964, Mustang, Fairlane beginning 1965)

T64N-5781-AA and AD – Service Parts to T64N-5781-B

These two service parts are to be used with tool T64K-5781-B. It consists of only a receiving cup DET-AA and installer DET-AD identical to details A1 and A4 of tool T64N-5781-A. It enables dealers servicing Falcon, Comet, Fairlane and Mustang to service rear spring front bushings by purchasing this service kit T64N-5781-AA and AD and tool T64K-5781-B. These two tools are required to properly service the spring bushings in the above cars.

Available from N.P.D. **Dealer Net Price $6.50**

226 SPECIAL SERVICE TOOL T64N-5781-A

(Lincoln Beginning 1961)

Consists of a large receiving cup, a smaller cup for installing and removing, a 5/8 in. bolt with nut and washers.

Used to install the front eye bushings in rear springs on Lincoln beginning 1961.

The bushings can be removed on vehicle thus eliminating the removal of the rear spring and the use of a press.

Lincoln dealers servicing Comets as well can obtain tool T64K-5781-B to be used with T64N-5781-A for servicing Comet Rear Spring bushings.

Available from N.P.D. **Dealer Net Price $8.55**

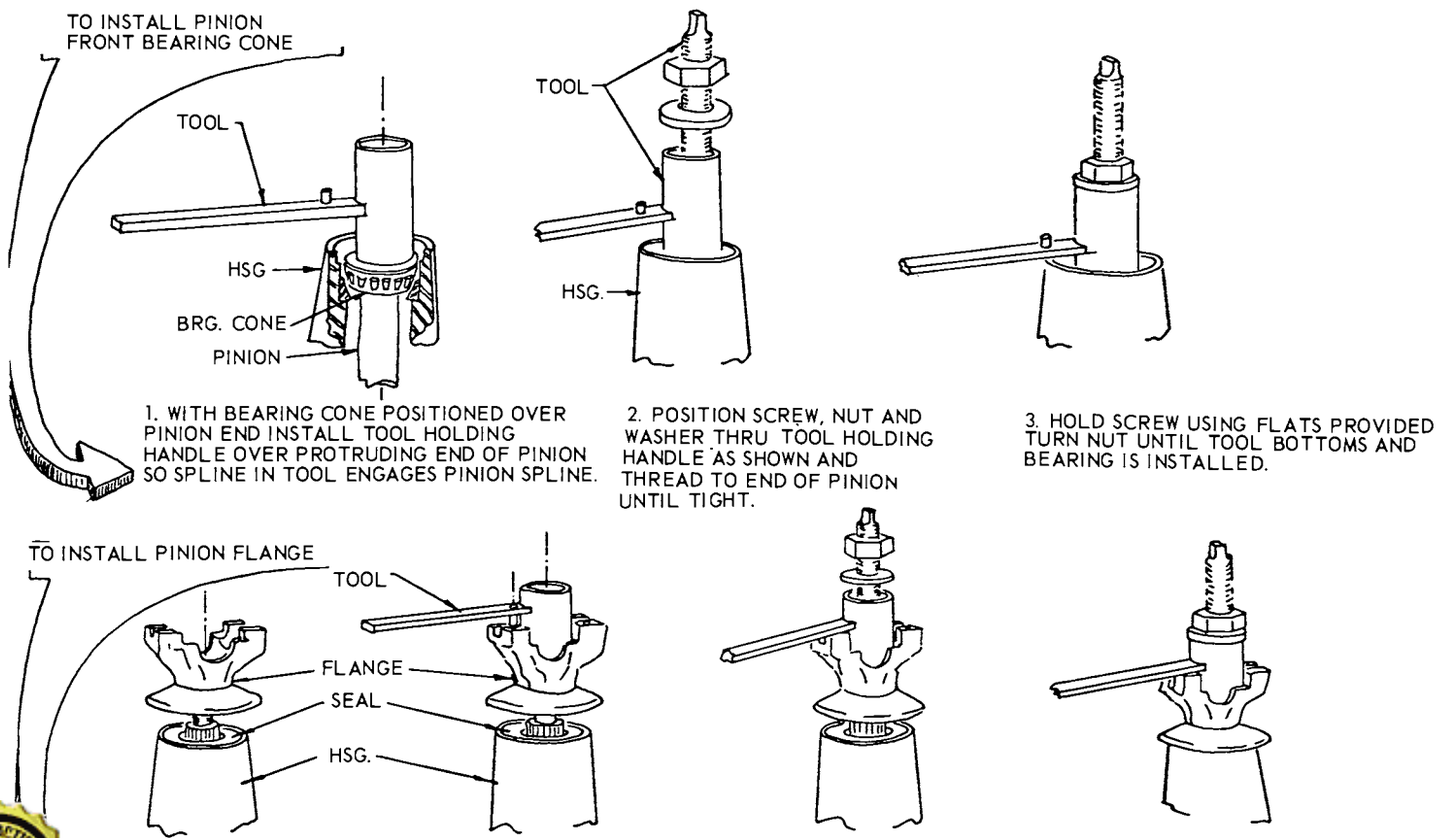

Fig. 12 – Tool T64N-4858-A – (Article 224)

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227 SPECIAL SERVICE TOOL T65K-4204-A

(1965 Falcon, Mustang, and Comet 6-Cyl.)

T65K-4204-A – Locking Differential – Torque Check

Provides an easy means for checking the torque requirements of the new locking differential which is optional on Falcon, Mustang and Comet 6-cylinder for 1965.

The tool is a two piece construction which allows it to be used for both on car checking to determine if repairs are necessary, and for a bench check after reassembly to determine if the differential has been properly repaired.

T65K-4204-A is similar to tool T59L-4204-A except that it has been designed to fit the new axle splines and four lug wheels of Falcon, Comet and Mustang 6-cylinder 1965.

Available from N.P.D. **Dealer Net Price $17.75**

228 SPECIAL SERVICE TOOL T64N-4630-A

(Lincoln Beginning 1964)

T64N-4630-A – Remover – Pinion Rear Bearing

Used to remove the pinion rear bearing on Lincoln beginning 1964. Due to the lack of space between the inner race and the pinion, a standard puller cannot be used.

The tool has a machined shoulder in the tapered hole which fits under the rollers of the bearing to be removed.

When applying torque, either by a press or with parts of a standard puller, the thrust is directed from the tool to the rollers of the bearings, thus removing the bearing without damaging it.

Available from N.P.D. **Dealer Net Price $18.00**

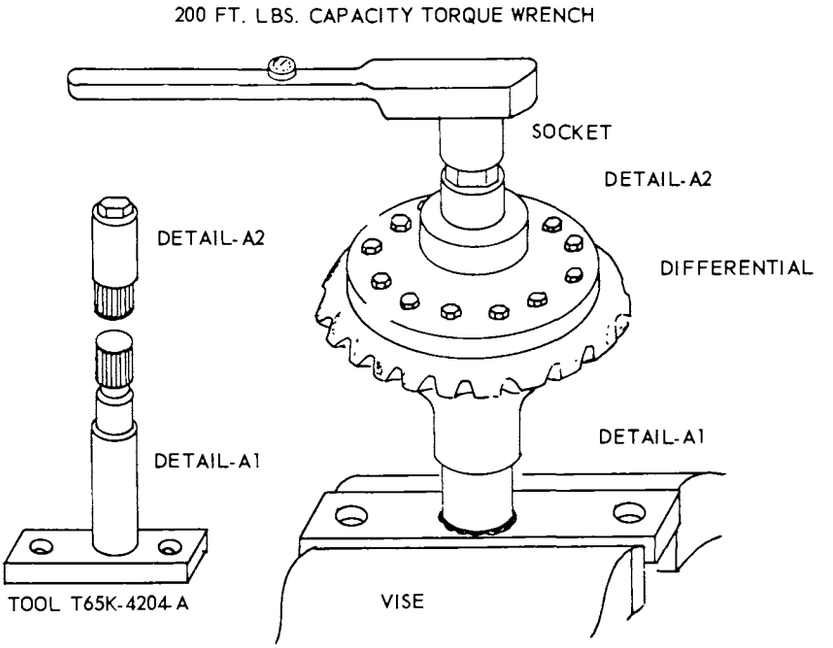

Fig. 13 – (Article 227)

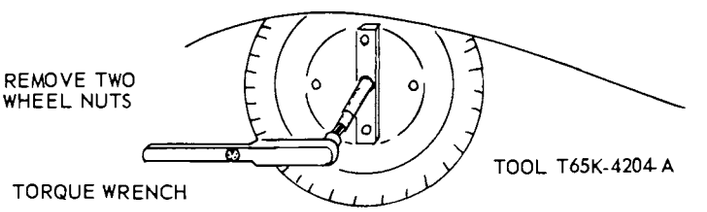

Figure 14 – (Article 227)

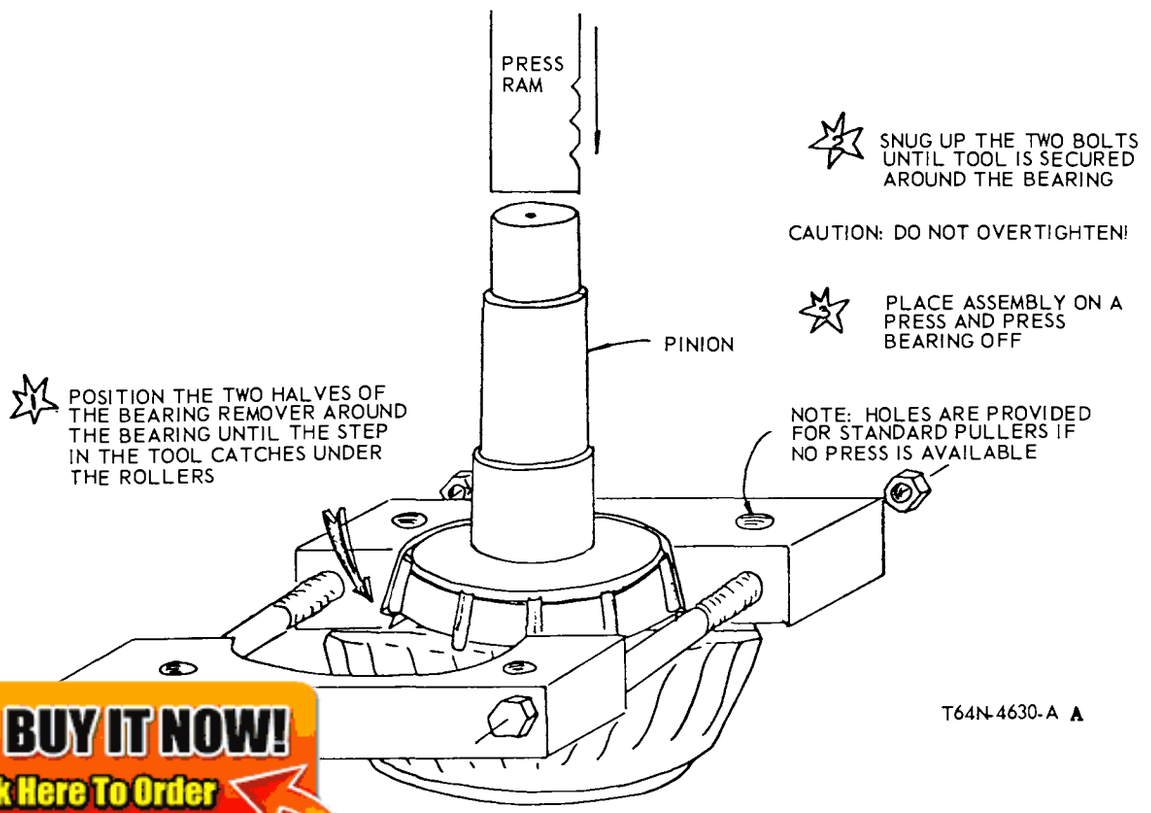

Figure 15 – (Article 228)

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229 HARD SHIFTING – FIRST OR SECOND GEAR FOUR SPEED NEW PROCESS TRANSMISSION

(1965 F-100–350, P-350–500)

This bulletin applies only to New Process transmission built before 12-14-64. Manufacturing dates are stamped on a tag attached to each transmission and should be noted before proceeding with the procedure contained in this bulletin. Transmissions built after 12-14-64 have improvements incorporated by the vendor to eliminate hard shift complaints.

For transmissions that exhibit hard shifting when engaging or disengaging first or second gear, a lapping procedure is recommended. This procedure will "lap in" the sliding first speed gear with the splines of the output shaft in order to remove any rough spots which may be preventing a smooth shift. Care should be exercised not to "lap in" excessively since this could add enough clearance between the gear and shaft splines to cause gear rattle noise. The procedure is as follows:

1. Remove the transmission from the vehicle.
2. Prior to any disassembly, the sliding first speed gear and output shaft should be marked so that they are lapped in and re-installed in the same mating position as found.
3. Remove the sliding first speed gear and output shaft from the transmission. For reference see Fig. 5, Page 6-55 of 1965 Ford Truck Service Manual, Volume 1.
4. With the output shaft held securely in a vise, apply valve grinding compound to the sliding gear splines on the output shaft.
5. Place the sliding gear in its installed position on the output shaft. Move the sliding gear back and forth on the output shaft. Continue this lapping operation until it appears all rough spots have been removed and the gear slides smoothly on the shaft.
6. Clean the parts thoroughly in solvent and reassembly the transmission with the gear and shaft in the original mating position.
7. Install the transmission in the vehicle and refill the transmission with the recommended lubricant.

NOTE: Use of the specified lubricants with the temperatures listed below will provide minimum shift effort in all ranges.

Temperature below +10 degrees F – SAE 30 engine oil.

Temperature above +10 degrees F – SAE 50 engine oil.

8. Road test vehicle.

230 FRONT DOOR TRIM PANEL ORNAMENT

(1965 Ford Galaxie 500/XL and Falcon Futura)

On some early production vehicles the door trim panel ornaments work loose and/or fall off the front door trim panels. It has been determined that the spring nuts used to attach the ornament do not provide positive retention in all cases.

This problem was corrected on units manufactured after November 9, 1964, with the use of improved retention.

Dealers encountering vehicles with loose ornaments should remove the front door trim panel to gain access to retaining nuts. It is recommended that new spring nuts (379642-S2) be installed and seated as tight as possible. (See Fig. 16.) In case these spring nuts do not hold sufficiently it is recommended that the trim panel holes be enlarged to 1/2 inch to accommodate palnut (378205-S35) 5/32 self threading nut. Caution should be used to cut these holes so as not to cut into the metal applique panel. (See Fig. 17.)

Ornaments that cannot be corrected as described above or are missing, procure and install the new ornaments currently used in production. (See Fig. 18.)

The part numbers for the new ornaments are as follows:

Car Line	Part Number	Class	Part Name
Ford	C5AZ-6320802-B	C	XL Ornament Assembly – Door Trim Panel
Falcon	C5DZ-6220802-A	C	Ornament – Door Trim Panel

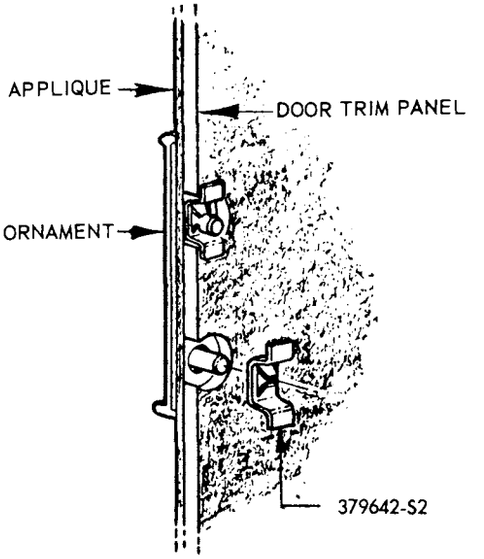

Fig. 16 – Service Fix Ornament Retention – (Article 230)

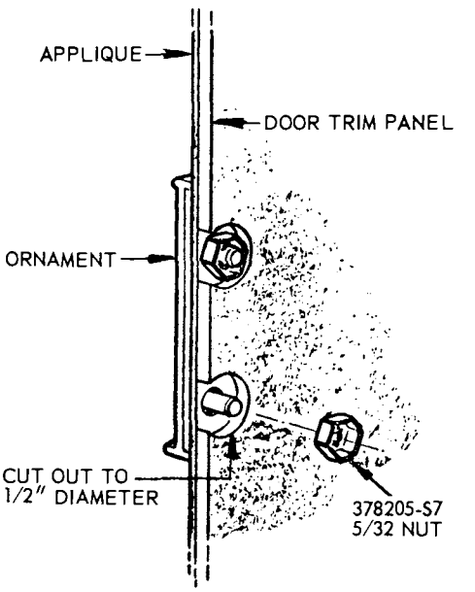

Fig. 17 – Service Fix Ornament Retention – (Article 230)

231 NEW TRUCK ENGINE SHUTTERSTATS

(1959-1965 Engines So Equipped)

Reports have been received of a problem of shutterstats and thermostats not working together properly. To overcome this condition and to ensure that engine operating temperature is controlled by the thermostats, new higher temperature shutterstats have been used in production since 11-27-64. These new shutterstats are to be used with all engines so equipped. On those units having a separate shutterstat air filter, the filter may be used with these new parts or it may be eliminated and replaced with a piece of tubing.

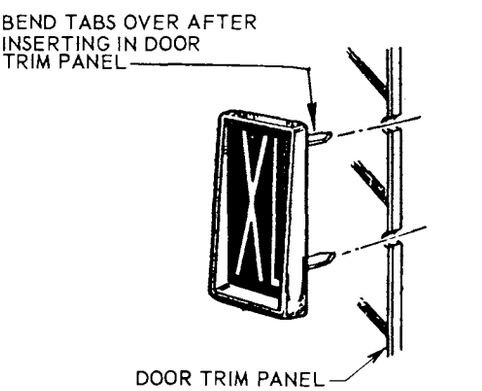

Fig. 18 – New Ornament Retention Design (Article 230)

Shutterstat No.	Engine Operating Temperatures		Application
C4TZ-8488-F	Dagenham 330, 361, 391, 401, 447, 534 (with 178° Thermostat)	200° F – Air	C-N6-7000, F-800, T-7-800 C-CT-750-800, FNC-850-1100 T, NT, CT-850-950, H-1000, HT-950
	nins V-6, V-8, NH	185° F – Air	F, N-950-D-1100-D, T, NT-850-D, 950-D, H-1000-D, HT-950-D
	nham 330, 361, 391, 401, 477, 534 (with 178° Thermostat)	200° F – Vacuum	C-N-6-7000, F-800- T-7-800, C, CT-750-800, F, N, C-850-1100, T, NT, CT-850-950, H-1000, HT-950

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TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 13

April 5, 1965

NOTICE

We have had numerous requests from Dealers asking for additional copies of both the new basic Technical Service Bulletin, as well as the yellow Summary sheet. Dealers desiring extra copies for their personnel may purchase them on the following subscription basis:

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Please note that subscriptions run from the date of your check until May 1, 1966. No provision is made for furnishing back copies, due to the limited printing quantities of these Bulletins.

230 FRONT DOOR TRIM PANEL ORNAMENT – CORRECTION

(1965 Ford Galaxie 500/XL and Falcon Futura)

The caption on Fig. 16 of Article 230, TSB of 3/29/65, should read: "ORIGINAL ORNAMENT RETENTION", instead of "SERVICE FIX ORNAMENT RETENTION".

232 NEW WATER PUMP PULLEY AND POWER STEERING DRIVE BELT

(1965 – 289 CID Falcon, Fairlane, Mustang and Galaxie Equipped With Power Steering - Less Air Conditioning)

A condition of frayed or worn power steering pump belts, caused by the belt scrubbing against the water pump pulley, may be encountered on some of the subject vehicles. This problem was corrected in production November 23, 1964 by installation of a water pump pulley with a revised contour to provide adequate power steering belt clearance.

stomer complaints of the above e encountered, it is recommend-

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233 TRANSMISSION SHIFT FORK NOISE

(1965 F-100-350 Trucks With The Four Speed New Process Model 435 Transmission)

The problem of transmission shift fork scraping noise may be encountered in some 1965 F-100-350 trucks equipped with the four speed New Process Model 435 transmission. This noise is attributed to the tips of the low and second gear rubbing on the first gear.

All transmissions produced at New Process Gear on and after March 3, 1965, contain a new nylon tipped shift fork. The transmission build date can be determined by the date stamped on the metal tag bolted to the transmission case.

To correct vehicles on a customer complaint basis only, replace the noisy shift fork with the new nylon tipped shift fork. The part number of the new shift fork is C4TZ-7289D and it is a Class "C" item.

234 1965 FORD REAR END SWAY

(1965 Ford)

Technical Service Bulletin 188, dated March 15, 1965, was published outlining the normal service procedures required to correct 1965 Ford sway complaints.

In the event that the service correction as outlined is inadequate the following checks should be made to determine the cause for the complaint.

Some early 1965 Ford production frames were built with the steering gear mounting holes located too high resulting in a change in steering geometry which contributes to the vehicle instability.

The following procedures may be used to determine whether or not a special steering center link is required to correct for steering geometry.

1. Place the vehicle on a smooth flat level surface.

2. Measure the perpendicular distance from the floor to the center line of the right lower arm inner pivot bolt and record. (See Point "A", Fig. 1.)

3. Measure the perpendicular distance from the floor to the center line of the right tie rod stud at the exposed portion of the right tie rod stud on the back side of the center link, record. (See Point "B", Fig. 1.)

4. Subtract the dimension found in Step No. 3 from the dimension found in Step No. 2, record the resultant.

5. Repeat Steps No. 2, 3 and 4 on the left side.

6. If either resultant dimension from either side is less than 2.41 in. replace the center link with a service center link, Part No. C5AZ-3304-C (Class CG, identified with a white paint stripe). If the resultant dimension is 2.41 in. or greater **do not** replace the center link. After replacing the center link it is necessary to reset the toe-in to 1/8 in.

It should not be necessary to replace the steering center link on vehicles built after January 21, 1965.

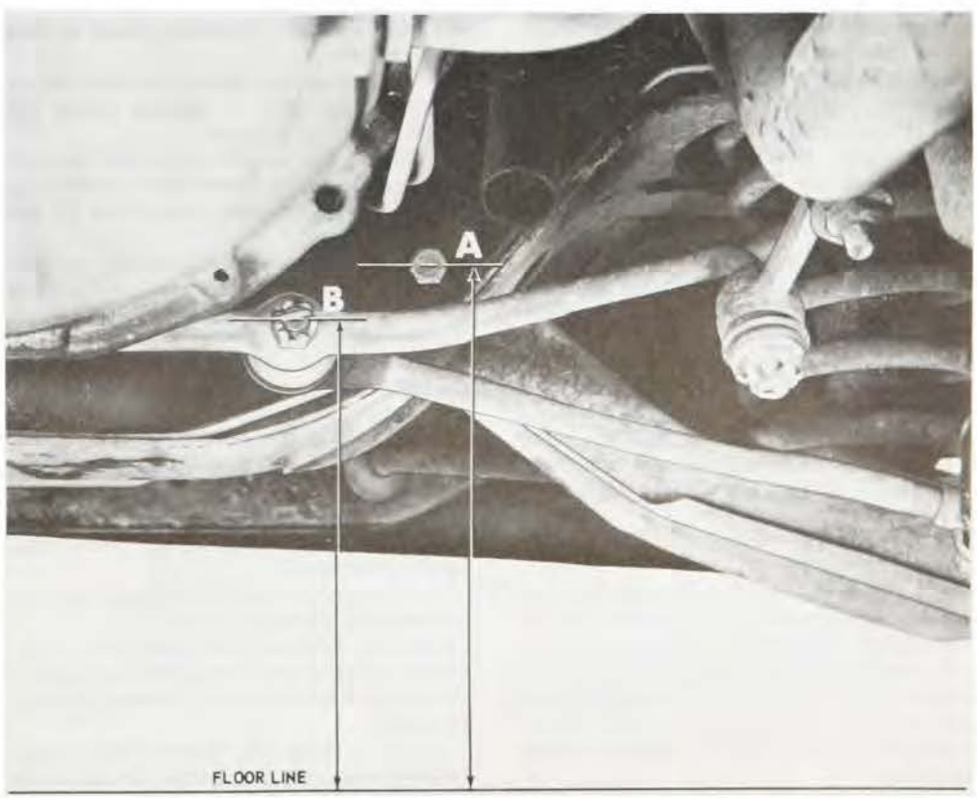

Fig. 1 – Steering Linkage Height Measurements – (Article 234)

235 MANUAL LINKAGE WEAR AND/OR IMPROPER LINKAGE ADJUSTMENT CAUSING AUTOMATIC TRANSMISSION FAILURES

(1964 Ford – Automatic Transmission Column Shift)

Customers complaints of soft or slipping 1-2 shift feel and/or a sensation of hunting in the transmission between first and second gear may be encountered with 1964 Fords with automatic transmission, column shift. The cause of these problems may be due to conditions of an unusually worn (7341) bellcrank lever bushing, resulting in improperly adjusted manual shift linkage, causing internal transmission failure.

In the event of customer complaints of any of the preceding conditions the manual linkage should be checked for improper adjustment and the bellcrank lever bushing for unusual wear, using the checking and repair procedures outlined below.

NOTE: If the linkage problem has disturbed the internal functional performance of the transmission, repair the transmission at the same time the linkage is repaired.

MANUAL LINKAGE CHECKS, REPAIR AND ADJUSTMENT PROCEDURES

1. Check for rotation of the steering column flange casting (3511) when striking shift detent positions from both directions. If this action results in flange rotation, remove the steering wheel assembly and the turn signal switch and tighten the two 7/16 in. nuts which retain the casting to the remainder of the steering column. Install the switch and steering wheel.

2. Inspect the linkage system for excessive wear or bent conditions. Pay particular attention to the following.

a. Bellcrank pivot which screws into the converter housing. If worn, replace.

b. Bellcrank lever bushing, the most likely source of excessive linkage clearance. This can be corrected by installing a new B9AZ-7343-B service kit. Following is the procedure for correct installation: (Refer to Fig. 2 for illustration.)

NOTE: The B9AZ-7343-B kit is only available at the Detroit Parts Depot as a class "A" item.

1. Remove the (7C324) bellcrank assembly from the vehicle.

2. File, cut or grind off the existing brass grommet from the bellcrank arm. (View "A", Fig. 2).

3. Install the new polyurethane grommet contained in the service kit. (View "B", Fig. 2.)

4. Re-install the bellcrank assembly Install the washers (5 flat and 2 spring) included in the kit. (View "B", Fig. 2.)

3. Adjust the manual linkage as follows:

a. Loosen the locking nut on the shift [illegible] adjustment fitting located at the [illegible] of the shift column.

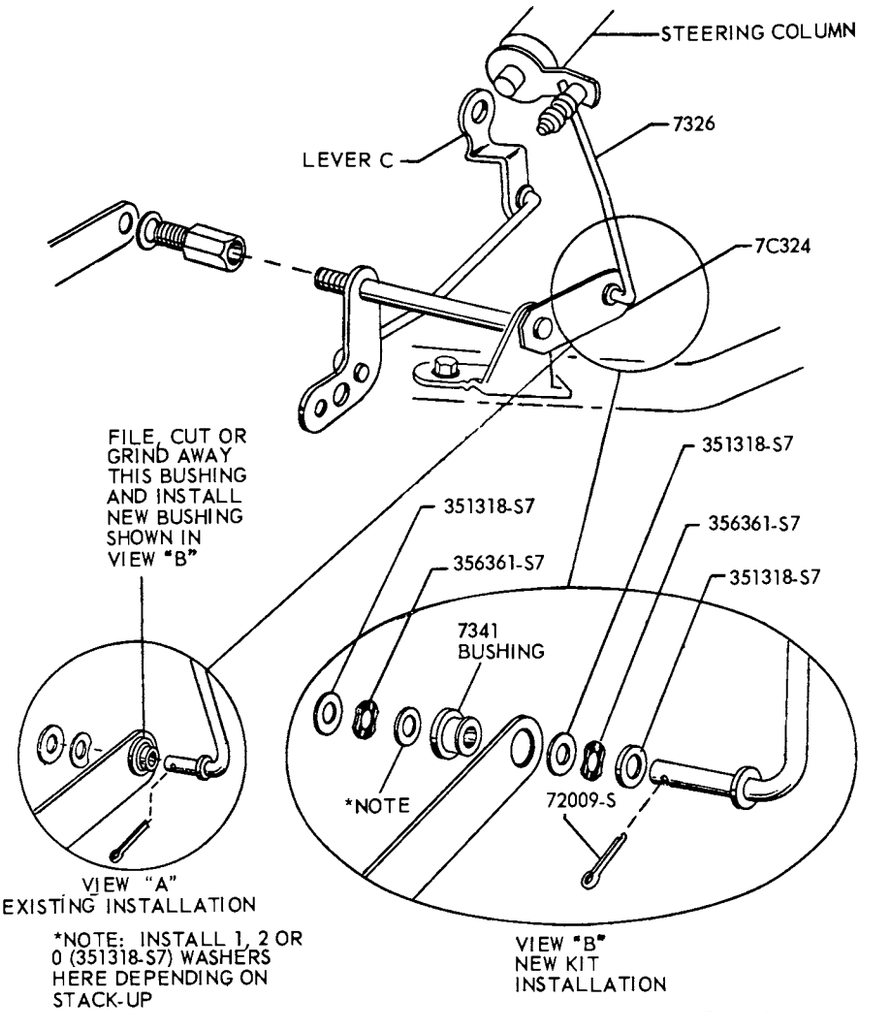

Fig. 2 – 1964 Ford – Manual Shift Linkage – Three-Speed Automatic Transmission (Article 235)

against the D1 stop which prevents shifting to L range.

d. Push the manual shift rod at the clamp nut, in the direction that tends to move the lever on the transmission toward the L detent. **Do not move** the transmission lever out of the D1 detent. **Move rod only enough to remove slack or free play in linkage.**

e. While holding manual control rod as described in Step 5, tighten clamp nut to 20-25 ft. lbs. torque.

f. Check the pointer alignment on column in all selector lever detent positions.

g. Shift the selector lever into D1 position.

h. Under the vehicle carefully remove the pin and washers which retain the shift rod to the transmission lever detent. (Lever "C", Fig. 2). Hold shift lever in D1 position. Remove the shift rod from the hole in the transmission detent lever. Check to determine if the transmission lever is securely positioned in D1 position. (It is not forced toward D2 or manual low position with lever installed). If this condition is not satisfied, repeat steps (a) thru (e) of the adjustment procedure.

i. Re-install manual linkage rod on transmission manual lever.

j. Shift selector lever from D1 to reverse, making sure the lever is against the reverse stop which prevents shifting into park.

k. As in step (h), remove the manual linkage rod from the manual lever at the transmission and note if lever at transmission is **fully** in the reverse detent.

1. Re-install manual linkage rod, washers and retaining clips on transmission manual lever.

Only the necessary portions of the above procedures should be implemented under any of the following conditions:

1. At any time a manual linkage adjustment is required.

2. Following any repair replacement or adjustment to the transmission assembly.

3. In the event of any customer complaint regarding the functional performance of the transmission assembly.

236 INSTRUMENT CLUSTER LENS DIRTY AND FOGGED

(1965 Ford)

Dirt or a fogged condition on the inside of the instrument cluster lens may occur on some units. Dirt accumulation and/or fogging is caused by a static condition on the lens under certain atmospheric conditions. The static problem was resolved in production approximately March 26, 1965 by an additional operation of spraying the lens with an ionized air spray after wiping the lens with an antistatic cloth to eliminate the collection of dust during assembly of the instrument cluster.

Customer complaints of dirty or fogged lens can be corrected by removing the lens and washing it thoroughly. A solution of one part liquid detergent (such as Joy) and ten parts warm water should be used

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to wash the lens, followed by a thorough rinsing in clean warm water. Use a soft, lint free cloth that has been dipped in the washing solution and thoroughly rung out to help dry the lens. The lens should then air dry. After lens has air dried, install with care to avoid smudging the surface. Do not wipe again after the lens is dry. This would recreate the static condition.

237 CONVERTIBLE TOP DAMAGE

(1965 Ford Convertibles)

Some early production 1965 Ford convertibles exhibit wear spots in the area of the #4 bow. The wear is attributed to burrs at the end of the #4 bow and/or the material being pinched between the side rail components when the top is lowered.

The problem was corrected in production by the addition of a plastic cap at the end of the #4 bow, effective December 4, 1964, and the use of shorter weatherstrip attaching bolts and padding at the rear of the side rail, effective December 23, 1964.

In case of customer complaints of poor appearance or excessive wear in the convertible top quarter area, the following steps should be taken to prevent further wear and possible punctures.

1. Remove the outboard screws which attach the #4 bow to the slats and install a plastic cap (C5AZ-76515A24-A) on each end. (See Fig. 3.)
2. Inspect the rear side rail weatherstrip attaching nuts and washers. Remove capped tee nuts and 5/32 spacer washers and replace with a tee nut without a cap (379361-S2) and a flat washer (1/4 I.D., 3/4 O.D. – 1/16 thick). The existing capped nut may be reworked by removing the cap. (See Fig. 4.)
3. Cover the two center nuts on the roof side rail (Fig. 4) with a sponge or fiber pad by cementing it to the side rail with trim cement (C2AZ-19C525-A).

NOTE: We are considering release of a new vinyl trim repair material to be used to touch up minor scuffs and pin holes on convertible tops. However, this material will not be available until approximately May, 1965.

238 PREMATURE FAN AND ACCESSORY DRIVE BELT WEAR AND/OR LOSS OF TENSION

(All 1964-1965 Passenger Car and Truck Engines)

Recent investigations of fan and accessory drive belt problems have disclosed that in the majority of cases, the belts are excessively worn resulting in loss of tension. The excessive wear may be caused by one of the following:

1. Improper initial belt tensioning.
2. Lack of radius (sharp edges) on outside edges of pulley grooves. This can be determined by running the thumb of the hand around the edges of pulley grooves.
3. Nicks or burrs in pulley grooves caused by damage through improper handling.
4. Rough finish in belt running grooves on pulleys.
5. Incorrect installation of pulleys and/or brackets resulting in belt misalignment and/or inability to properly tension belt initially.

If complaints of abnormal belt wear and/or loss of tension are encountered the pulleys and brackets should be checked for possible discrepancies noted above.

Defective parts should be replaced prior to installing a new belt in order to preclude the possible recurrence of the problem.

239 REAR LAMP SEALER STAINS

(1964-65 Falcon – All Models)

Paint stains below the rear tail lamps are caused by the excessive use of black sealer between the sheet metal and lamp mounting surface. Under conditions of high ambient temperatures the sealer runs down to the bumper area damaging the paint.

This problem was corrected in production on January 29, 1965, by revising the sealer specifications.

If complaints are encountered in the field, the rear lamps should be removed and the black sealer replaced. Reinstall the lamp using AB-19560-A sealer (gray) as required to provide an adequate sealing surface. (See Fig. 5.)

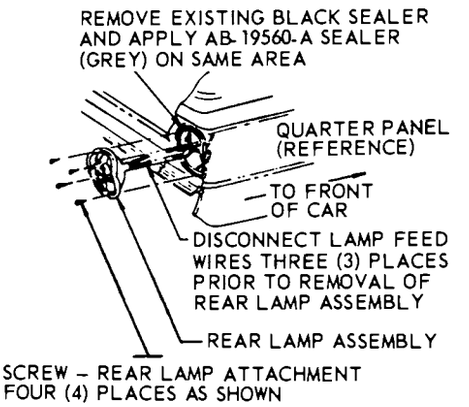
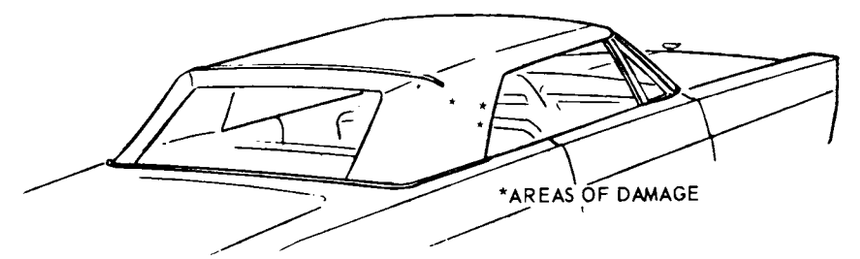
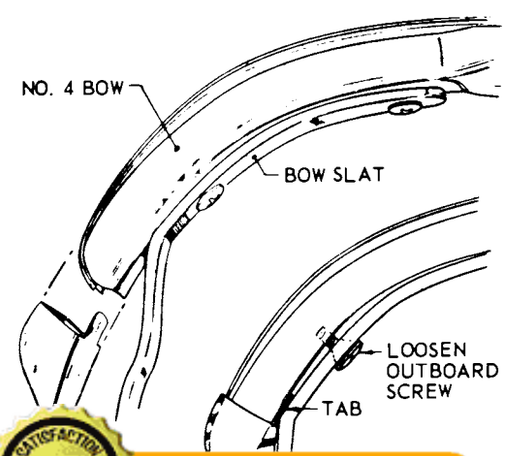


Fig. 5 – Rear Lamp Sealer Stains – 1964-65 Falcon – All Models (Article 239)





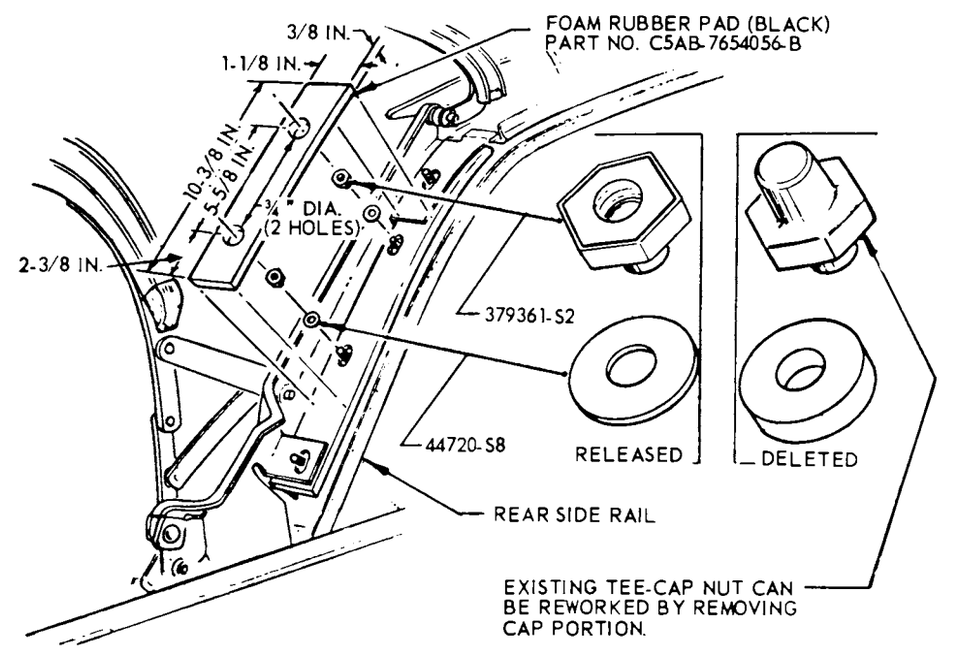


Fig. 4 – Convertible Top Trim Damage – 1965 Ford Model 76 – (Article 237)

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240 TAILGATE WINDOW RATTLE

(1965 Ford Station Wagon)

Tailgate window rattles in the full down position are caused by excessive "fore" and "aft" glass movement due to insufficient support of the glass at the belt line. To add stability to the window and avoid this occurrence, the tailgate glass setting was revised to stop the glass 3/4 inch above the belt when in the down position. This high glass setting produced general complaints of possible window breakage.

To eliminate the glass high setting and glass rattles, additional support has been added to both sides of the glass to eliminate glass "fore" and "aft" movement with the glass set flush at the belt line. This correction was effective in production on February 15, 1965.

If complaints of high glass setting or glass rattles are encountered in the field the tailgate glass can be readjusted flush with the belt and the rattles eliminated by installing additional section of tailgate weatherstrip to provide window support. The following procedure should be used.

1. Remove the tailgate inside cover and if necessary, readjust the glass lower stop to permit the glass to be lowered flush with the belt moulding (at center line of the vehicle).

2. Remove the existing inner and outer belt weatherstrip stabilizers. One section is attached to the top inside cover weatherstrip and the other is attached to the top of the outer panel reinforcement.

3. Procure a tailgate glass weather strip assembly (Part No. C5MY-7142072-A) and cut one 12-inch piece and one 40-inch piece. (See Fig. 6.) Locate and mark the center of both pieces.

4. Position the outer weatherstrip stabilizer (removed above) on the new 12-inch section and using it as a template, center punch and drill two 3/16 inch holes through the retainer portion of the weatherstrip. Remove any burrs that result from the drilling.

5. Install the 12 inch section of weatherstrip on the tailgate outer panel reinforcement in an inverted position by installing two #8 – 15 x 3/8 inch washer-head screws into the existing holes in the reinforcement. (See View B, Fig. 6.)

6. Place the above 40 inch section of weatherstrip on the tailgate inside cover weatherstrip in an inverted position. Center and secure temporarily with "C" clamps. Dimension and drill eight 3/16 inch holes in the 40 inch section of weatherstrip retainer as shown in Fig. 6. Remove burrs that result from the drilling. Secure with eight 8-15 x 3/8 inch self tapping pan head screws (Part No. 52720-S8).

7. Reinstall tailgate inside cover and check operation of glass.

NOTE: It may be necessary to drill eight 1/4 inch diameter clearance holes in the inner panel pinch weld flange to clearance for the end of the eight rip attaching screw to facilitate

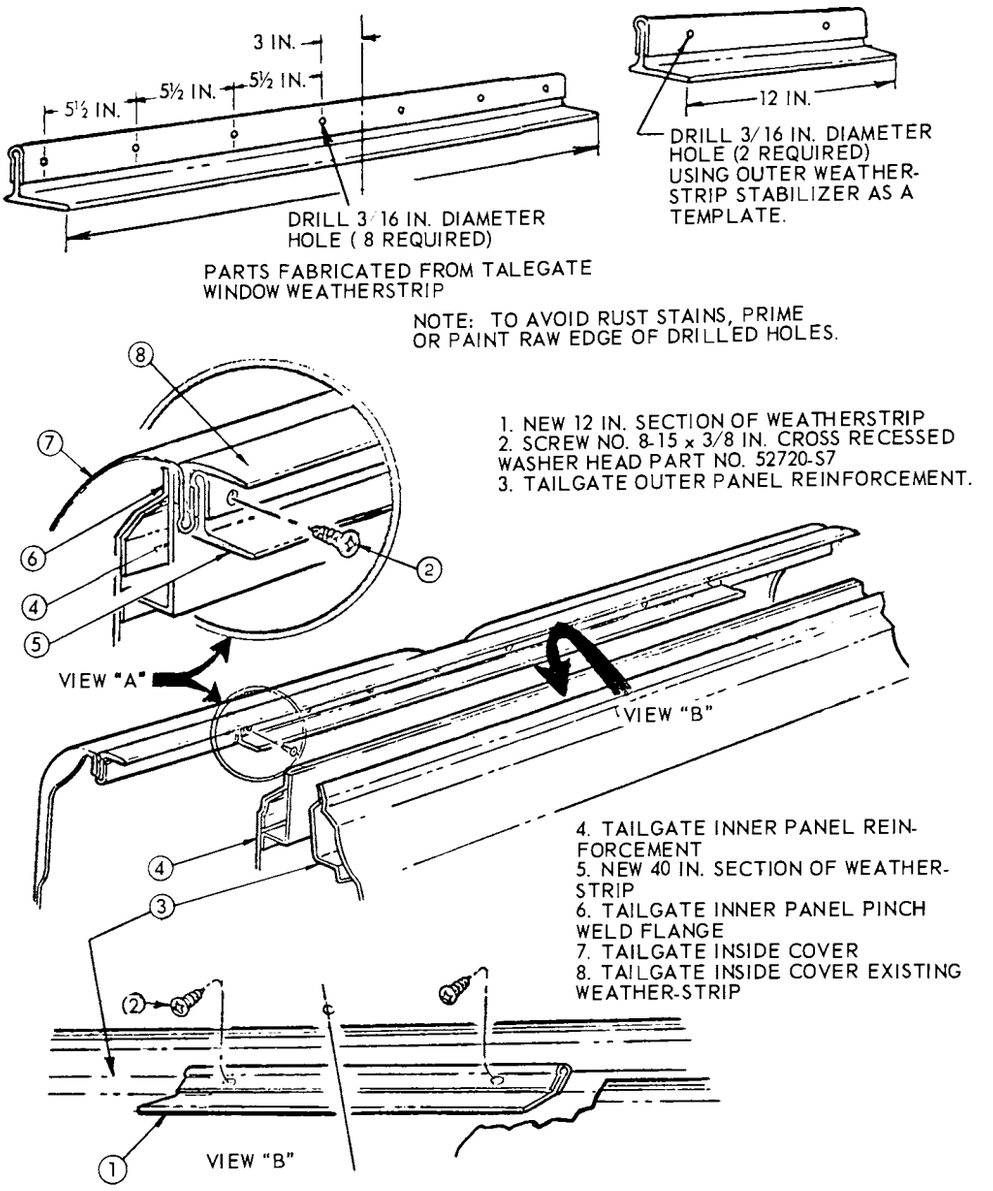

Fig. 6 – Tailgate Window Rattle – 1965 Ford Station Wagon – Model 71 – (Article 240)

241 THERMOSTAT APPLICATION

(All Ford Car Lines)

Recent investigations have disclosed that "butterfly" type thermostats are being used as replacement items in vehicles within the warranty period. Current vehicles are originally equipped with "poppet" type thermostats and it is mandatory that **only** "poppet" type thermostats be used as replacement parts during the warranty period.

The following is a list of thermostat application by car line, model year and engine displacement to be used for replacement under warranty.

242 BACK-UP LAMP SWITCH KIT C5AZ-15A490-C

(1965 Ford With Standard or Overdrive Transmission)

Two parts were omitted from the back-up lamp switch kits produced prior to October 5, 1964. When making a dealer installation of a back-up lamp switch kit that was in dealer stock prior to October 5, 1964, it will be necessary to add one 7/16 – 20 stamped or hex nut and one 7/16 lock tooth washer to the kits to secure the back-up lamp switch to the switch bracket.

THERMOSTAT APPLICATION (ARTICLE 241)

Car Line	Model Year	Engine Displacement (CID)	Part Number
Ford	1963 – 1965	223, 352, 390, 406, 427	C3AZ-8575-B
	1963 – 1965	240, 260 289	C3DZ-8575-A
Fairlane	1963 – 1965	170, 200, 221, 260, 289	C3DZ-8575-A
Mustang	1965	170, 200, 260, 289	C3DZ-8575-A
Thunderbird	1963 – 1965	390	C3AZ-8575-B
Falcon	1963 – 1965	144, 170, 200, 260, 289	C3DZ-8575-A

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243 INTERFERENCE OF WINDSHIELD WIPER LINKAGE TO MAIN WIRING LOOM

(All 1965 Fairlane)

Variations in routing of the main wiring assembly can create interference between the wiring assembly and the windshield wiper linkage. In case of contact between the wiring and linkage, the oscillation of the wiper linkage may damage the wiring insulation and short the circuit causing serious damage to the wiring.

The main wiring was re-routed forward of, and below, the fuse panel to afford clearance to the wiper linkage, effective January 22, 1965.

During normal vehicle servicing of Fairlanes built prior to January 22, 1965, the main wiring should be re-routed at the fuse panel. (See Fig. 7.)

244 STEERING COLUMN GROMMET INTERFERENCE WITH POWER BRAKE PEDAL ON 1965 FORD

(All Models With Power Brakes)

Field complaints have indicated that the steering column grommet in the passenger compartment interferes with the brake pedal on vehicles equipped with power brakes. When the pedal is depressed the grommet can wedge against the pedal.

The cause of this interference has been traced to the grommet located around the steering column not being fully positioned to the carpet after carpet installation. It is important to check this area for the correct installation prior to delivery of the vehicle to the customer.

245 WATER LEAKS AT WINDSHIELD AND BACK WINDOW MOULDING RETAINERS

(1965 Mustang – All Models)

Water leaks at windshield and back window moulding retainers. These leaks are caused by omitted sealer between the retainers and body in the windshield and back window opening, and improper sealing of the moulding retainer screw attachment in the body opening.

To lessen the possibility of water leaks at the moulding retainer screw attachment, effective April 20, 1965, the assembly plants will replace the present retainers (attached with screws) with retainers that are secured with a weld stud.

In the event of a weld stud failure on vehicles built after April 20, 1965, the retainer can be repaired by drilling a 1/8 inch hole in the location of the weld stud and attach the retainer with a 376378-S101 truss head screw #8-18 x 3/8" The reveal mouldings, weatherstrip, and glass must still be removed [illegible] windshield and back window to gain access for replacing

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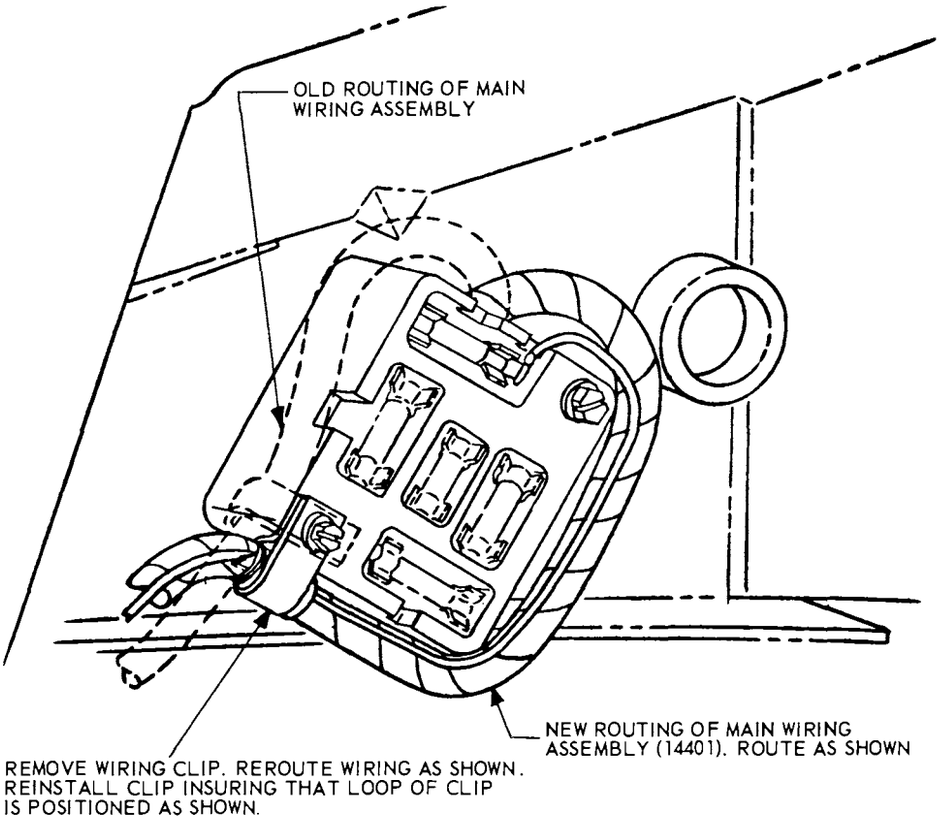

Fig. 7 – Interference of Main Wiring Assembly (14401) With Windshield Wiper Linkage – 1965 Fairlane – All Models – (Article 243)

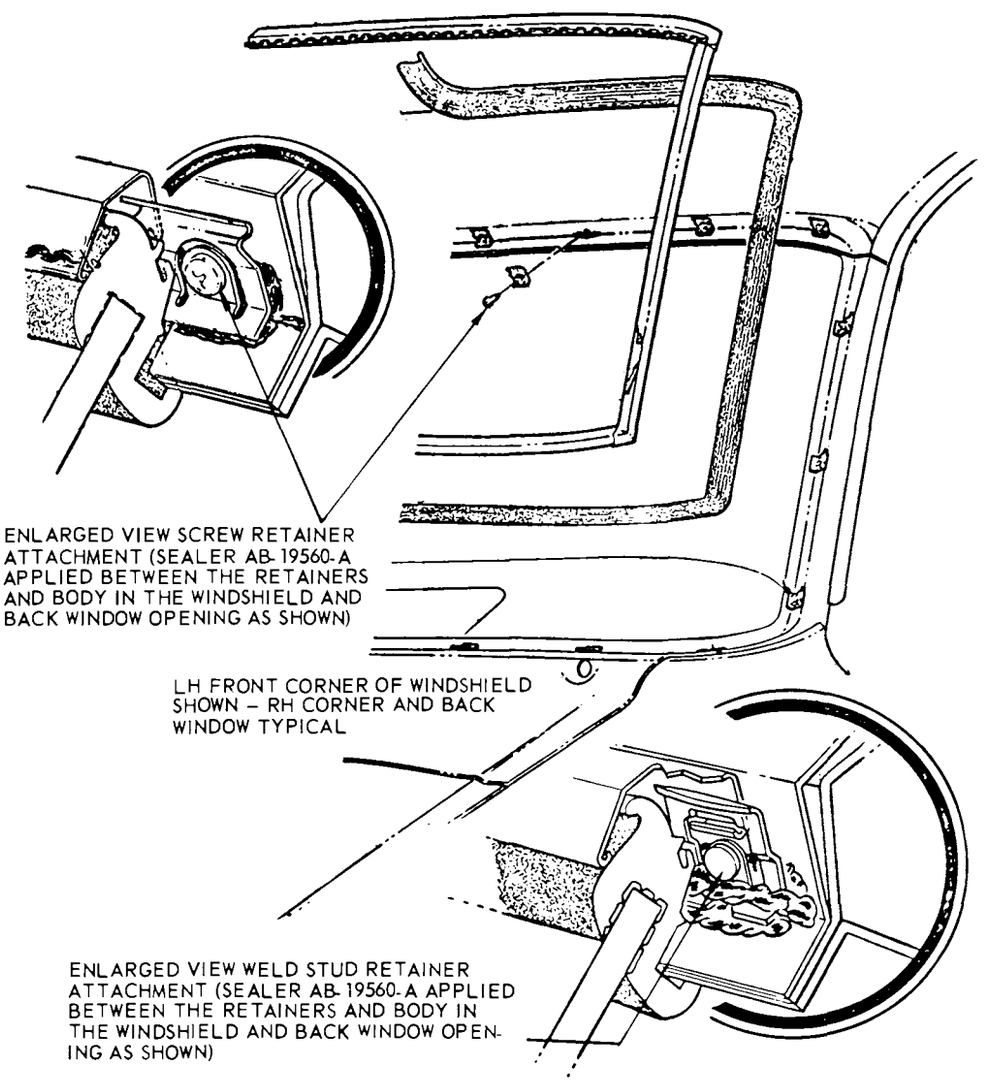

Fig. 8 – Revised Windshield and Back Window Exterior Reveal Moulding Attachment – 1965 Mustang – All Models (Article 245)

246 FUEL GAUGE READS FULL

(All 1965 Mustang)

The connecting strap of the fuel sender is inadvertently grounded at the rheostat housing on some 1965 Mustangs. The strap, when grounded, results in the fuel gauge reading full at all times.

This problem was corrected February 1, 1965, by revising the connecting strap.

Customer complaints of fuel gauge reading full at all times can be satisfied by removing the fuel sender assembly and bending the strap to clear the housing. (See Fig. 9.)

Before installing fuel senders from service stock, check to make sure the strap is not grounded.

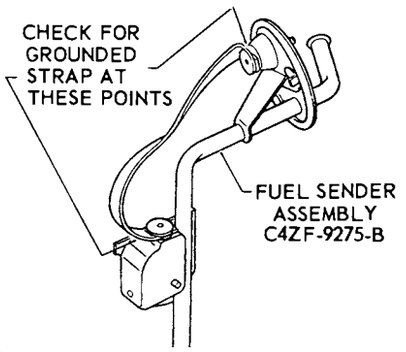

Fig. 9 – Fuel Gauge Sender Assembly – 1965 Mustang – All Models –(Article 246)

247 TUNE-UP SPECIFICATIONS FOR LIQUID PETROLEUM FUELED 330 CID HD ENGINES

(1964-65 D.S.O. Engines)

These are the tune-up specifications for the D.S.O. liquid petroleum gas fueled engines. THESE SPECIFICATIONS ARE FOR FORD INSTALLED UNITS ONLY. For after-market installations refer to the particular conversion kit manufacturer.

INITIAL TIMING –
12° B.T.D.C.

SPARK PLUGS –
Use C3TZ-12405-A gaped to .025 inch.

DISTRIBUTOR CURVE –

RPM	Advance	Inch Hg.	Advance
300	0-½°	5"	0-1°
500	2-3°	11"	2-½-5-½°
700	4-½-5-½°	20"	2-½-5-½°
950	6-7°		
1300	7-½-8-½°		
1600	8-½-9-½°		
2000	9-¼-10-½°		

Other specifications are the same as for gasoline engines.

248 RUSTLING NOISE IN REAR VENT

(1965 Ford – 4-Door Hardtop)

Some complaints have been received concerning objectionable noise in the uniflow ventilation system rear plenum chamber. Investigation has revealed that d[illegible]ves, paper or other foreign matter [illegible]ect in the chamber and create

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all foreign matter toward the drain hoses and then disconnecting the hoses at the drain collar to remove all foreign matter. The drain hoses, located in the luggage compartment, are easily removed by loosening the upper clamp.

249 AIR COMPRESSOR DISCHARGE LINE FAILURES

(1963-65 C-850-1100 Trucks)

When air compressor discharge line failures are encountered on C Series trucks with 401-477 or 534 CID engines, rework the existing line as follows:

1. Tilt the cab and drain the air reservoir.
2. Disconnect air discharge line at the compressor.
3. Disconnect the other end of the line at the connector on the left side of the frame.
4. Remove clamp that retains line to frame.
5. Cut the rubber connection out of the existing line and clean cut ends of line.
6. Install the braided teflon lined line to existing line using fittings as required.
7. Route line along frame and connect at compressor and connection.
8. Install retaining clamps and start engine.
9. Check for leaks.

The braided cable that can be used for this rework is Part No. C3TZ-2917-E.

250 DRIVESHAFT ALIGNMENT ANGLES AND PHASING

(All 1965 Tandem Trucks)

The driveline alignment specifications and driveshaft phasing information contained on Pages 5–7 and 5–8 in the 1965 Truck Shop Manual are replaced by the following, due to design modifications in the 1965 model line. The procedure for realigning drivelines is the same as outlined in the Shop Manual.

The tandem axle angles as shown in Fig. 10 are specified in Chart 1. The angles are to be checked on an empty vehicle with the frame level.

Verified complaints of driveline vibration can be corrected by realignment to the new angles and by checking the coupling shaft phasing where applicable.

Specific coupling shaft phasing is required on vehicles of 194 in., 212 in., and 246 in. wheelbase as shown in Fig. 11. All other wheelbase vehicles have

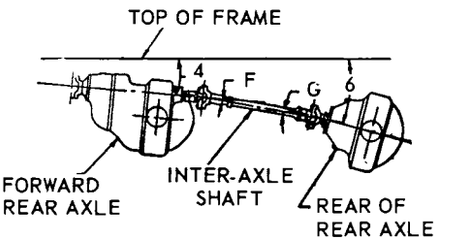

Fig. 10 – (Article 250)

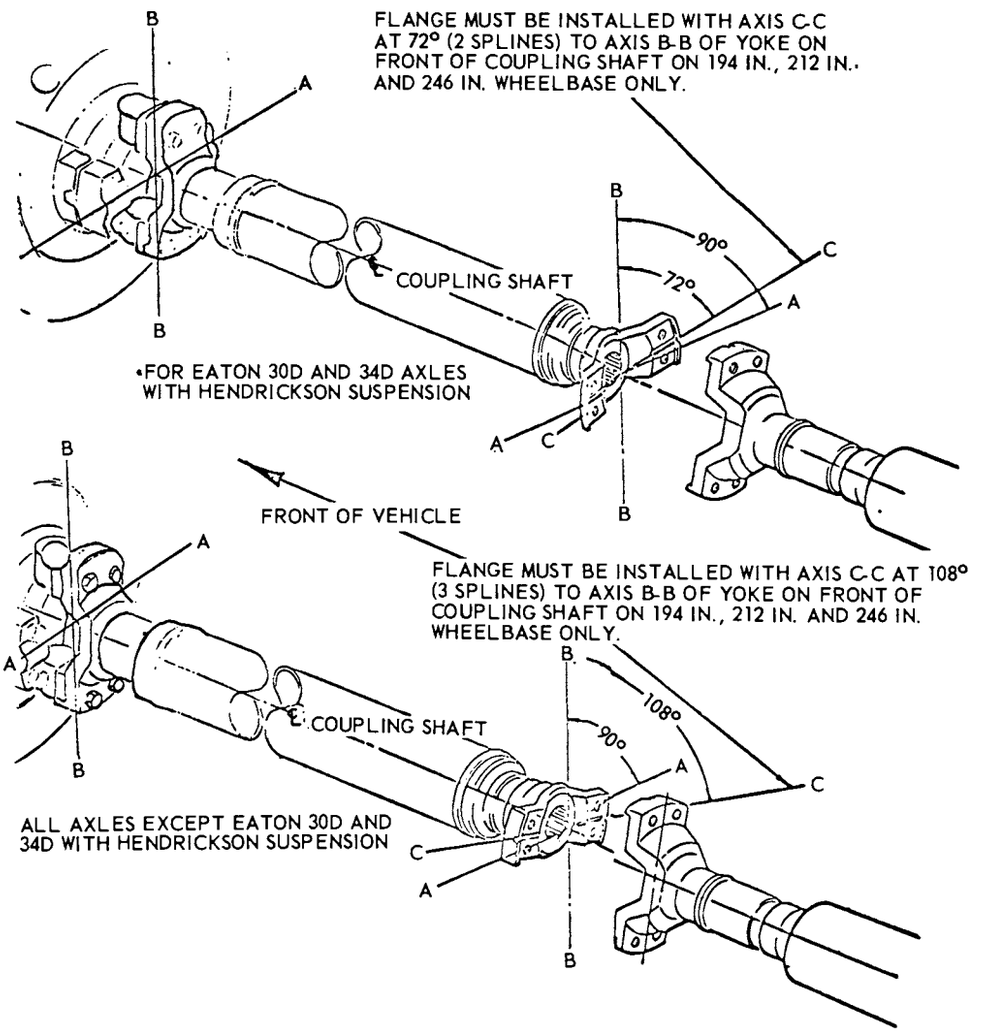

Fig. 11 – (Article 250)

the coupling shaft flanges "in phase".

Tandems which require a specific interaxle driveshaft phasing are factory equipped with a driveshaft which can be assembled in only one way. Therefore, the phasing is built in and does not require any field adjustment. All other interaxle driveshafts which can be assembled in any position, must have the flanges in phase.

251 HEADLIGHT FAILURE – PREVENTION

(All 1965 Fairlanes)

Button plugs for the access holes in the fender apron and radiator support were omitted from 1965 Fairlanes built prior to January 20, 1965. The missing plugs allow wheel splash to enter the holes and cause corrosion of the headlamp electrical connections and ultimate headlamp failure.

During normal vehicle servicing, all 1965 Fairlanes produced prior to January 20, 1965, should be checked for the omitted plugs and the plugs (376329-S) installed where required. (See Fig. 12.)

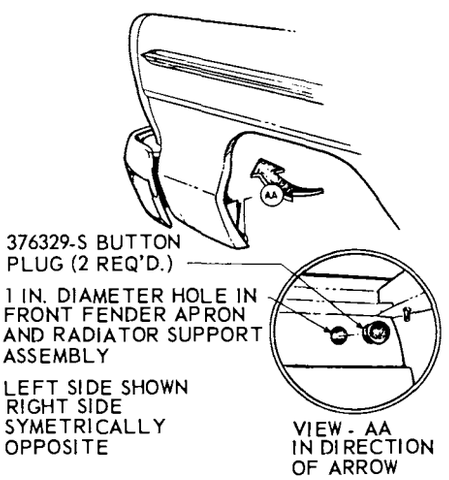

Fig. 12 – Headlamp Failures 1965 Fairlane – All Models – (Article 251)

252 ALTERNATOR BELT RUBS AIR CONDITIONING IDLER PULLEY

(1965 Ford With 240 CID Engine and Air Conditioning)

Some 1965 Ford 6-cylinder vehicles equipped with air conditioning may exhibit interference between the leading edge of the alternator belt and the air conditioning idler pulley. This can result in a failed alternator belt.

This condition was corrected in production, effective November 2, 1964, by using spacer washers on the idler mounting.

The condition can be corrected by a[illegible] two flat washers (376473-S) 1 1/8 [illegible]k between the idler pulley and [illegible] bracket. (See Fig. 13.) [illegible] added in production August 27, 1964.

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CHART 1 – (ARTICLE 250)

Axle	Suspension	Model	Wheelbase	Angle 4	F	G	6
22M	All	All	All	5°15'	Ø	0	–
30D	Hend. Steel	All	All except	6°5'*	–	–	5°20'*
	Hend. Rubber	All	246"	5°0'*	–	–	4°30'*
	All		246"	4°40'	1°25'	3°20'	–
34D	Hend. Steel	All	All except	5°50'*	–	–	5°20'*
	Hend. Rubber		246"	4°50'*	–	–	4°40'*
	All		246"	4°25'	1°45'	3°45'	–
34M	Hend. Steel	All	All	5° 55'	1°25'	2°55'	–
	Hend. Rubber	All	All	4°50'	2°25'	2°40'	–
38D	Hend. Steel	All except T-NT-CT-950	All except	5°50'*	–	–	5°20'*
	Hend. Rubber	and T-NT-CT-950D	246"	4°50'*	–	–	4°40'*
	All		246"	4°25'	1°45'	3°45'	–
38D & 42D	Hend. Steel 38,000 lb.	T-NT-CT-950 and T-NT-CT 950-D	All	5°10'	1°45'	3°45'	–
SLHD	Hend. Steel	All	All except	5°50'	0°55'	3°50'	–
	Hend. Rubber		246"	4°50'	2°25'	3°10'	–
	All		246"	4°25'	2°15'	4°55'	–
SLHD	Timken Lightweight	All	All	5°10'*	–	–	5°5'*
SQHD	Hend. Steel	All except T-NT-CT-950	All except	5°50'	0°55'	3°50'	–
	Hend. Rubber	and T-NT-CT-950-D	246"	4°50'	2°25'	3°10'	–
	All		246"	4°25'	2°15'	4°55'	–
SQHD	Hend. 38,000 lb.	T-NT-CT-950 and T-NT-CT-950-D	All	5°0'	2°15'	4°20'	–
SQHD	Timken Lightweight	All	All	5°15'*	–	–	5°0'*

Ø Not necessary to adjust. Assemble torque arm to frame without shims.
* Parallel pinion axles. All Angles ± 15'.

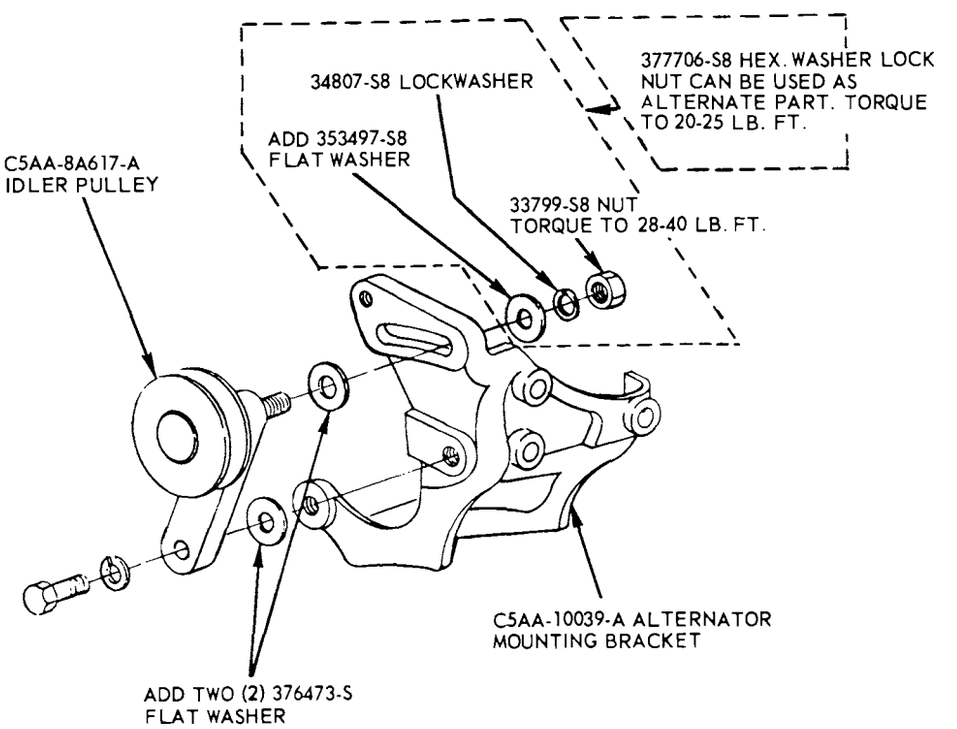


Fig. 13 – Alternator Belt Rubs A C Idler Pulley – (Article 252)

253 HEATER CONTROL ADJUSTMENT

(All 1965 Fairlane)

Some 1965 Fairlane lower heater control levers cannot be moved to the "Off" position due to improperly adjusted heat-defrost cables. This condition results in cold air entry during warm-up and warm air bleed when not required.

The cables are properly adjusted in production subsequent to September 29, 1964.

Customer complaints of the above mentioned conditions should be corrected as follows:

1. Loosen the cable retaining clip at the heat-defrost pivot arm on the plenum chamber. (See View "C", Fig. 14.) Move the lower control lever to the "Off" position.
2. Position the cable housing in the clip as shown in View C with the pivot arm in the maximum counter-clockwise position and tighten screw. Torque to 17–23 lb/in.
3. Actuate the lower control from "OFF" to "DEFROST" and adjust the cable, if necessary, to provide approximately 1/8 inch spring-back at each end of the lever slot. With the lever in the "Heat" detent, the pivot arm on the heat-defrost lever should be in the mid-position between the two visual indicators.

NOTE: Additional cable adjustment may require re-positioning the cable clip on the control head as shown in View "A" and "B"

254 WINDSHIELD WASHER KIT – C5AZ-17A603-A

(1965 Ford – All Models)

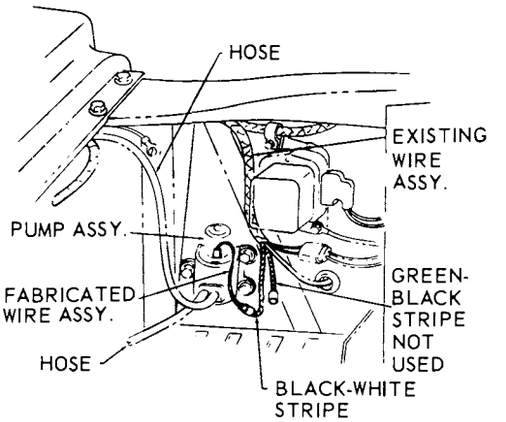
The dealer installed windshield washer kit C5AZ-17A603 A is not adaptable to 1965 Fords built after February 1, 1965. Recent modifications made in the dash panel to headlamp junction wiring harness make it necessary to add a jumper wire to provide a connection from the bullet type terminal of the wiring harness assembly to the flat terminal of the windshield washer pump.

When making a dealer installation of the windshield washer kit on 1965 Ford units built after February 1, 1965, a jumper wire must be used to connect the pump motor lead to the pump. The following procedure should be used when fabricating and installing the jumper wire. (See Fig. 15.)

1. Fabricate a jumper 4 inches long (wire can be fabricated from B6A-14276-C wire). Remove insulation at both ends. Attach a B7A-14294-M at one end and B9A-14294-L at the other end.
2. Connect the jumper wire to the black-white stripe wire in the dash panel to headlamp junction wiring harness and the terminal of the pump.
3. Check the pump for proper operation.

The parts required for this operation are:

Part Number	Part Name	Class	Quantity
B6A-14296-C	Wire	A	As req'd.
B9A-14294-M	Terminal	A	As req'd.
B9A-14294-L	Terminal	A	As req'd.



INSTALLATION INSTRUCTION SUPPLEMENT FOR 1965 FORDS BUILT AFTER FEBRUARY 1, 1965.

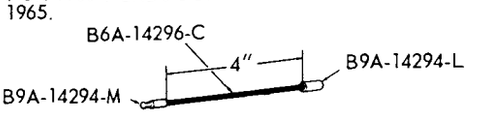


Fig. 15 – Windshield Washer Kit – 1965 Fords Built After February 1, 1965. (Article 254)

255 REAR LAMP EXTENSION WIRING

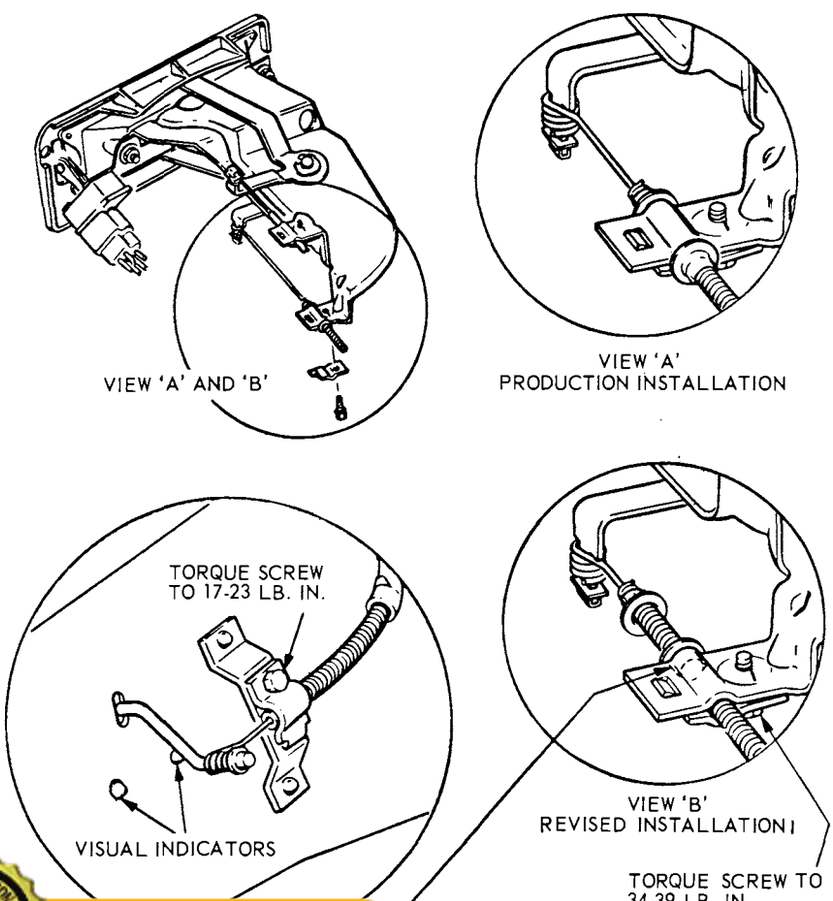
(All 1965 Mustang)

In case of inoperative or intermittent operation of rear lamps, make normal circuit checks to determine cause. An inoperative or intermittent operating rear lamp may be the result of a loose fitting socket which prevents positive electrical contact. This condition can be corrected by squeezing the coaxial contact in the socket with pliers to effect a tighter fit.

In the event that the coaxial socket is defective, a replacement socket should be substituted as follows:

1. With the lighting switch and ignition switch off, cut off the affected socket from the rear lamp wiring assembly.
2. Strip the wire ends and attach B9A-14294-K bullet terminals to the wires. (See Fig. 16.)
3. Connect the service replacement coaxial socket (C4OZ-13A408-A) to the rear lamp wiring with two (2) B7A-14487-A connectors as shown.

Replacement coaxial socket (C4OZ-13A408-A) was recently released for service use to replace defective coaxial sockets rather than replacing the entire rear lamp wiring assembly.



...rol Cable Adjustment – (Article 253)

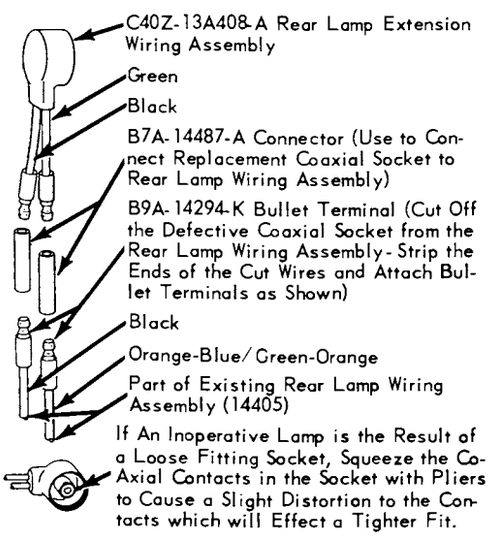


Fig. 16 – Service Rear Lamp Extension Wiring Assembly – 1965 Mustang

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TECHNICAL SERVICE BULLETIN

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Bulletin No. 14 — **April 19, 1965**

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Please note that subscriptions run from the date of your check until May 1, 1966. No provision is made for furnishing back copies, due to the limited printing quantities of these Bulletins.

256 REAR SHOCK ABSORBER NOISE

(1965 Ford)

Recent field reports indicate that rear shock absorber chucking noises are experienced on some 1965 Ford vehicles.

In most cases the chucking noise is caused by the lower shock attaching nut not being torqued to the specified 55-56 foot pounds.

When customer complaints are received of a metallic chucking noise which appears to emanate from the rear suspension of the subject vehicles, the following procedure is recommended:

1. Inspect the rear shock absorber upper and lower mounting insulators, attaching studs and nuts, for any loose or grounding condition that would contribute to noisy operation.

2. Torque the rear shock absorber to frame 3/8-24 nut and lock washer assembly to 15-25 foot pounds.

3. Torque the rear shock absorber to axle assembly 1/2-13 hex lock nut to 55-65 foot pounds.

257 SPARK PLUG CHANGES

(1963-1965 289 V-8 Engines)

Tests on 1963-1965 289 V-8 engines [illegible] high performance engines) show [illegible] spark plug life will result if

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258 REAR SEAT SPEAKER WIRING

(1965 Accessory Kits)

Rear seat speaker accessory kits made prior to October 23, 1964, were produced with an incorrect wiring harness. The incorrect wiring results in the front seat speaker not fading out completely when the fade control is rotated to the full rear speaker position.

The rear seat speaker kits (parts C5AZ-18875-A1, B1, C1, D1, F and C5SZ-18875-B) should be corrected on a customer complaint basis as follows:

1. Disconnect the wiring harness from the radio, the switch bracket and the plug connector and remove the wiring from the vehicle. Refer to Fig. 1 for wire modifications.

2. Place a piece of masking tape on each wire going to plug connector terminals #3 and #4. Label the wires with "a", "b" and "c" as shown in the attached illustration. Place the tape about three (3) inches back from the plug connector.

3. After labeling the wires, cut each of the three (3) wires about two (2) inches behind the plug connector. Place tape on one (1) of the two (2) wires coming from terminal #4.

4. Strip the ends of the remaining five (5) wires. Connect wires "a" and "c" to terminal #3 and tape securely. Connect wire "b" to terminal #4 and tape securely.

5. Check the revised wiring harness against the schematic drawing to be sure they agree. See Fig. 1.

6. Install the wiring harness into the vehicle and check operation. The revised wiring harness will now allow the front speaker to be faded out completely.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-18808-A-65
Time: 0.5 hrs.

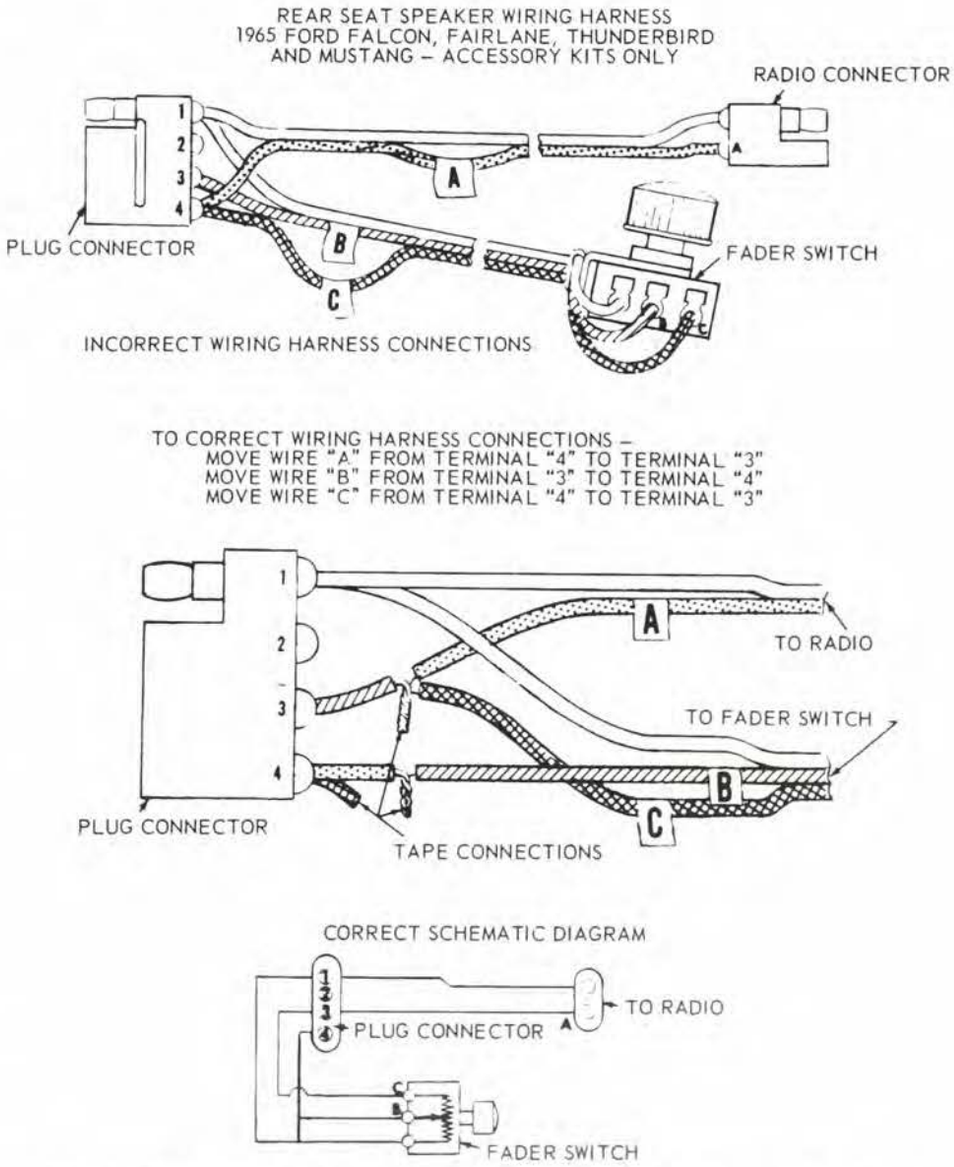

Fig. 1 – Rear Seat Speaker Wiring Harness – 1965 Ford, Falcon, Fairlane, Thunderbird And Mustang – (Article 258)

259 TANDEM EQUALIZER BEAM BUSHING SERVICE

(Trucks With Tandem Axles)

The material used in equalizer beams does not permit bushing removal by burning out the bushings. Heat will cause beam failure.

An efficient and dependable tool has been developed by Owatonna Tool Company (OTC) in conjunction with Hendrickson Company, manufacturer of the tandem axle unit, for servicing the equalizer beam bushings. The tool is backed by proven field service and has been commercially available for the past few years. The OTC part number for this tool is Y-850-A.

Safe and easy end-bushing removal and installation and center-bushing removal and installation without removing the tires or wheels is possible hydraulically. Hours of time and back breaking labor can be eliminated by utilizing this versatile equipment for tandem beam bushing service. The hydraulic unit is detachable and can be utilized in other areas of the shop.

Additional information can be obtained by contacting the local OTC Distributor or requesting OTC Bulletin #EB-62 and supplements from Owatonna Tool Co., Owatonna, Minnesota.

260 SPECIAL SERVICE TOOL – SERVICE PART AND NUMBER CHANGE

Tool Service parts are stocked at N.P.D. for certain Ford line tools. The Ford Special Service Tool Catalog lists the service parts with the tool to which they are applicable.

Some dealers have experienced problems when trying to order these service parts due to the numbering system used at N.P.D. A new tool service parts numbering system has, therefore, been established. All of the existing numbers for **Tool Service Parts Only** are changed as shown in the following list. It is recommended these changed be made to your Ford Tool Catalog Form 7382-65 for future ordering purposes.

Old Tool Service Part No.	New Tool Service Part No.
T56L-400-A6	T56L-400-AF
T53T-1239-A19	T537-1239-AS
TOOL-4209-C14	TOOL-4209-CN
TOOL-4221-C13	TOOL-4221-CM
T55P-4616-A4	T55P-4616-AD
T54T-4625-B1	T54T-4625-BA
T54T-4625-B2	T54T-4625-BB
T64N-5781-A1	T64N-5781-AA
T64N-5781-A4	T64N-5781-AD
T58P-6565-A3	T58P-6565-AC
T58P-6701-A3	T58P-6701-AC
T57T-7003-A5	T57T-7003-AE
T57T-7003-A6	T57T-7003-AF
T57T-7003-A7	T57T-7003-AG
[illegible]-AE4	TOOL-9550-AED
[illegible]	[illegible]
T56L-33610-D8	T56L-33610-DH

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261 WIND NOISE

(1965 Ford – All Models)

Several objectionable wind noise areas may exist on some 1965 Ford units due to improper sealing or sealer omission in vital areas. Many customer complaints of wind noise can be corrected by proper adjustment of doors and windows to obtain flush fits with adjacent sheet metal and adequate weatherstrip compression. If wind noise still exists after proper adjustments are made, the following information will assist in locating possible problem areas and the corrective procedure to be used.

ROOF RAIL WEATHERSTRIP

Problem – 1965 Ford – Models 57-63

Wind whistle along the roof rail weatherstrip.

Repair – Apply a thin bead of sealer along the entire length of the roof side rail and the roof side rail weatherstrip retainer as shown in Fig. 3, View "A".

WINDSHIELD MOULDINGS

Problem – 1965 Ford – All Models Except 76

Large voids exist between the windshield glass and side windshield moulding causing wind noise.

Repair – Apply a bead of AB-19560-A sealer the full length of windshield side moulding between the glass and moulding as shown in Fig. 3, View "B"

VENT AND DOOR GLASS AREA

Problem #1 – 1965 Ford – Models 50-54-62-71

Air flow noise is audible in the area of the door vent window weatherstrip and the door trim panel. The air is entering through a rectangular hole in the vent window weatherstrips.

Repair – The hole exists at the lower front corner of the vent window weatherstrip and is accessible for repair by carefully pulling the front lower portion of the vent window weatherstrip free from the door window frame and adding a piece of butyl seal 3/8" x 3/8" x 1" in length. (See Fig. 3, View "C".)

Problem #2 – 1965 Ford – Model 57-63-76

An objectional wind whistle is sometimes heard when the clearance notch between the vent window casting and door inner panel, at the front face, is too great.

Repair – Apply a 1¼" x 2¼" piece of pressure sensitive tape, part number C1AZ-19627-A to cover the notch at the front end of the door inner panel extension at the belt. (See Fig. 3, View "D".) This problem was corrected on units built after February 18, 1965.

Problem #3 – 1965 Ford – All Models

A wind noise is heard when the clearance between the vent window frame and the door outer panel, at the belt line, is great.

Repair – Apply sealer part number AB-19560-A, between the vent window and door outer panel at the belt line. (See Fig. 3, View "D".) This problem was corrected on units built after January 15, 1965.

Problem #4 – 1965 Ford – All Models

A wind noise sometimes occurs due to the front door weatherstrip at the door hinges not contacting the cowl side panel.

Repair – Cement a ½" x ¾" x 14" piece of closed cell sponge rubber to the forward edge of the front door inner panel extension adjacent and inboard of the existing weatherstrip. The sponge rubber piece should be placed on the door ½" down from the courtesy switch plunger

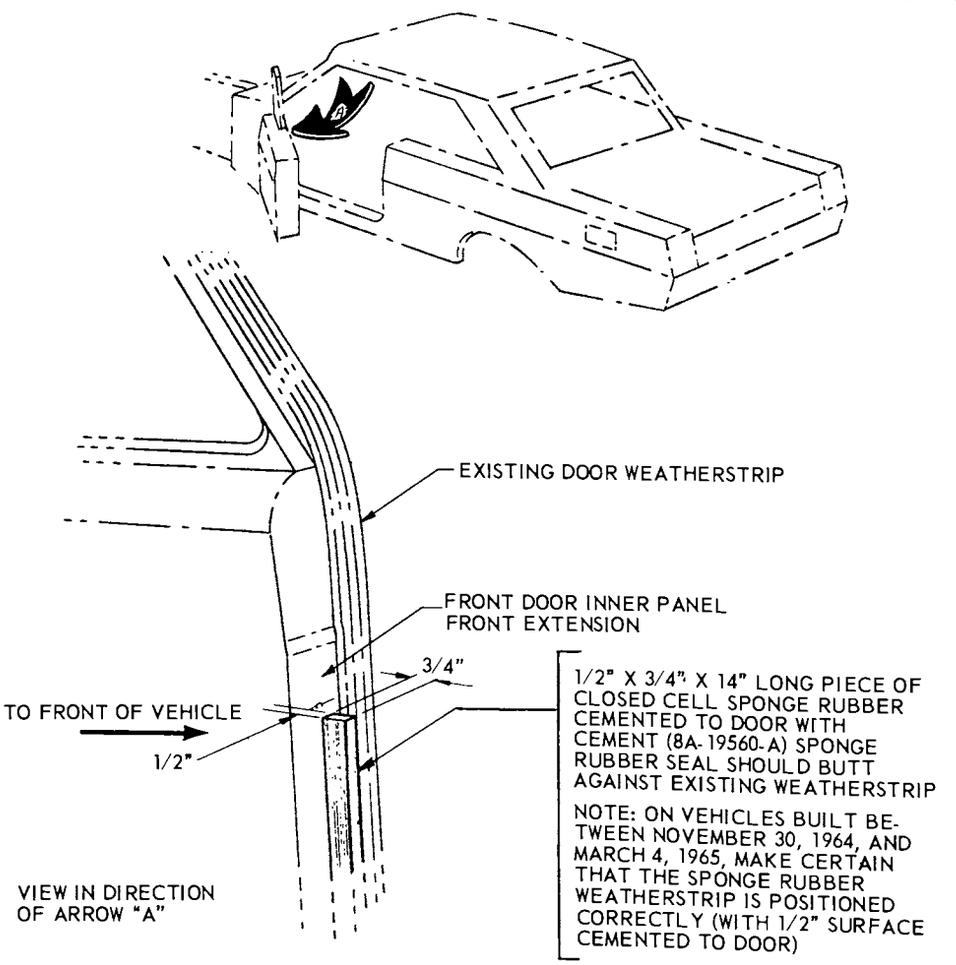
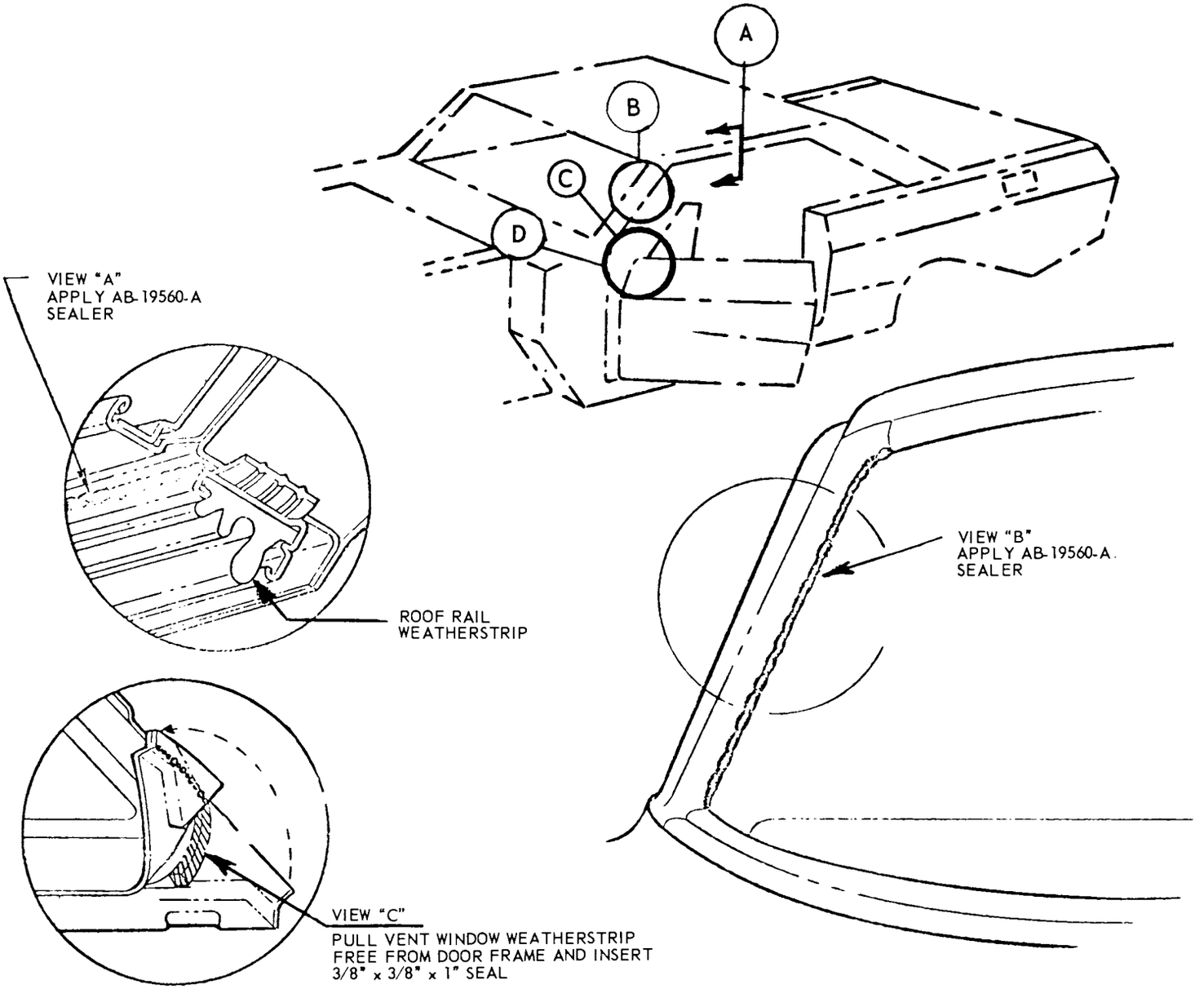


Fig. 2 – Wind Noise – (Article 261)

contact point with the smaller width (½") surface cemented to the door surface. The sponge rubber can be cut from a door weatherstrip and should be attached to the door with 8A-19560-A element. (See Fig. 2.) This problem was corrected on units built after November 30, 1964. On vehicles built between November 30, 1964 and March 4, 1965, make certain that the sponge rubber weatherstrip is positioned correctly (with ½" surface cemented to door). (See Fig. 2.)



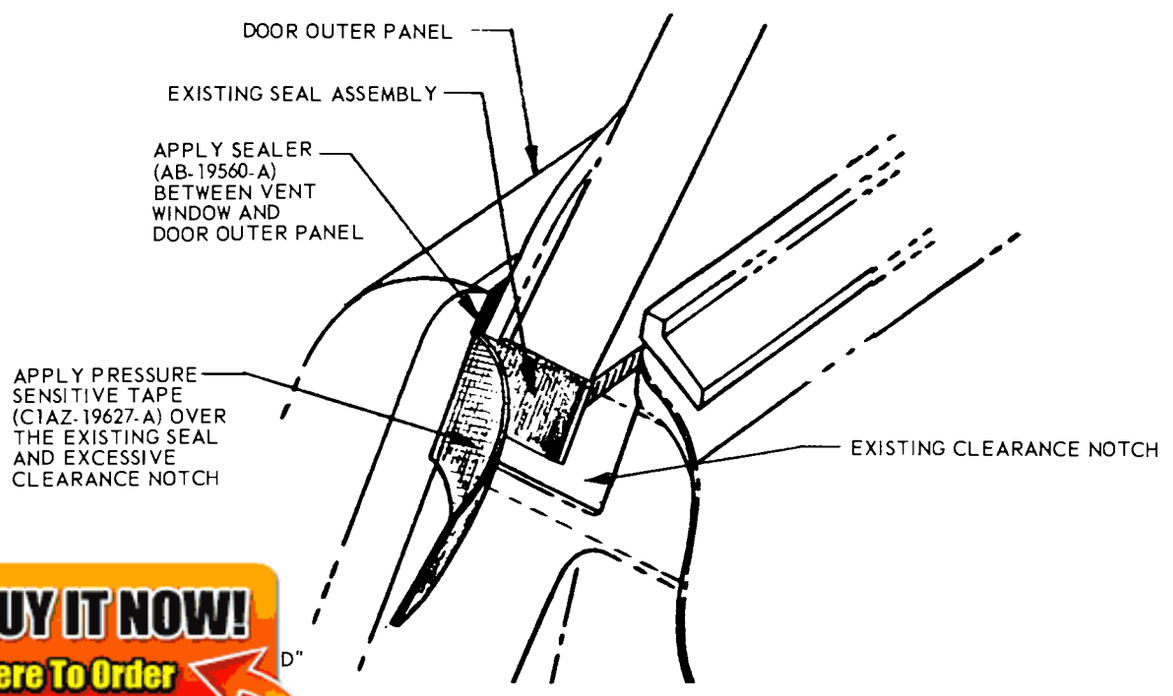


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Fig. 3 – Wind Noise (Article 261)

262 ARTICLE #78 DATED 12/21/64 – CLARIFICATION – FLASHING CHARGE INDICATOR LIGHT AND/OR BUZZING SOUND ORIGINATING FROM AUTOLITE ALTERNATOR REGULATORS

(All 1965 Galaxie, Falcon, Fairlane, Mustang, Econoline and Light Truck With Autolite Alternator Systems)

The part numbers listed in Article #78 (December 21, 1964) are not clear. Original equipment part numbers and service part numbers are as follows:

Original Equipment Part Number	Service Replacement Part Number
C5TF-10316-A	C3SZ-10316-B
C5AF-10316-A	C3SZ-10316-B

The daub of yellow paint placed over the letter "A" or the absence of the line under AUTOLITE on both original equipment and service parts indicates the parts are manufactured to the latest specifications. This identification will be in effect from October 26, 1964 to mid-1965 built parts to facilitate purging of stock.

263 USE OF COARSE THREAD RETAINERS – CURRENT AND PAST MODEL SERVICE PARTS

(All Car Lines)

In general, all tapping plates, caged nuts and assemblies having threaded holes, have been changed from fine thread to coarse thread retainers in 1965 model year production. When a 1965 design service part has been specified for prior year model usage, it is necessary that the threaded areas be inspected for the type of thread and the proper type of retainers required.

264 CONVERTIBLE REAR WINDOW BREAKAGE

(1965 Ford Convertibles)

Rental fleets have encountered a high frequency of glass back window breakage on 1965 Ford convertibles. This is apparently caused by misunderstanding of top operating instructions and mis-use of the back window by transient operators.

A new decal has been designed to more clearly describe correct operation that will be placed at the top hold down latch so that it will not be overlooked. In addition, we are considering changes in the back window area that will eliminate the possibility of breakage.

In order to eliminate breakage on fleet units, a vinyl back window assembly is being released as a normal production feature on fleet vehicles and as a replacement part for field repair of car leasing fleet vehicles only.

The part number is:

C5AZ-7652500-BAB – Black, Class Z
7652500-BAC – White, Class Z

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Time: 1.6 hrs.

265 SEAT TRACK MALFUNCTIONS

(All Car Lines - All Models Except Power Seats)

A review of the seat track assemblies being replaced in the field indicates that approximately 60% of the seat track assemblies with alleged defects have been found to be non-defective. These assemblies could have been corrected by utilizing the adjustment on the seat track release rod assembly.

If complaints of seat track malfunctions are encountered, the seat track release rod assembly should be checked for proper adjustment. If proper adjustment does not correct the problem check the alignment of the seat track assemblies. If problems are still encountered, replace the assemblies are required.

In order that we may ascertain what corrective action is required to correct these problems in production, many replaced assemblies will be recalled to the Warranty Parts Return Center. In such cases it is important that accurate problem definition be included on the Parts Return Tag.

The procedure outlined in the shop manuals should be used to properly adjust the seat track release rod assembly.

266 LUGGAGE AND PASSENGER COMPARTMENT WATER LEAKS

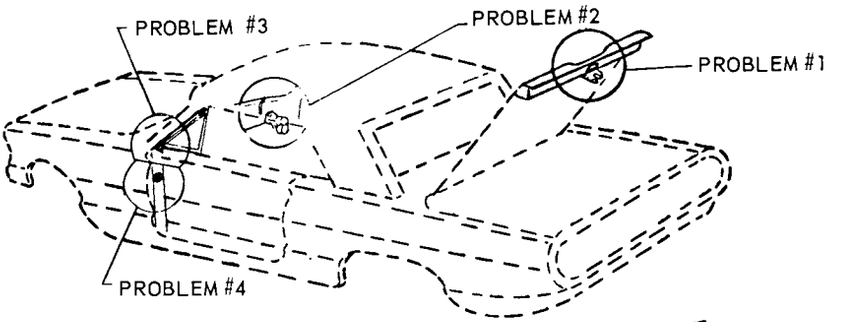
(1965 Thunderbird – All Models)

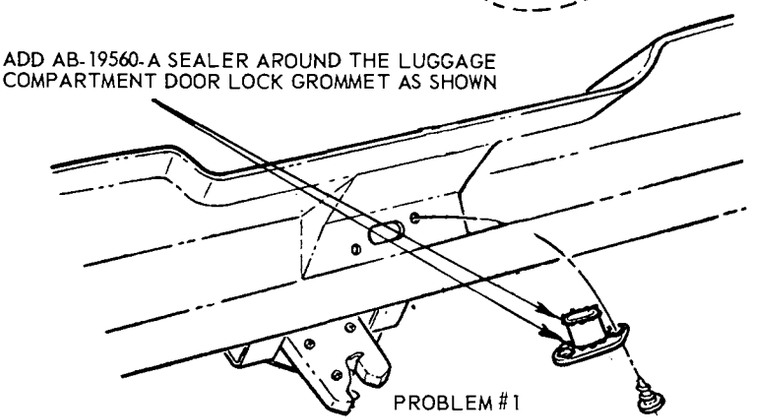
Several areas in the passenger and luggage compartment are susceptible to water leaks. A number of production changes have been incorporated to correct these water leak problem areas. Units built prior to January 3, 1965, may require one or more of these corrections.

The following information should be used as a guide for locating and correcting water leaks in the following area:

Problem 1 – Water leaks in the luggage compartment door lock grommet. Corrected in production on January 3, 1965.
Service Correction – Remove the luggage compartment door lock grommet and apply a bead of AB-19560-A sealer around the grommet. (See Fig. 4, Problem 1.)

Problem 2 – Water leaks into the passenger compartment from under the instrument panel on the passenger side. This leak is caused by an unsealed vacuum door lock control assembly attachment screw which penetrated the plenum chamber. Corrected in production on December 3, 1964.





1. Remove the Left Hand Attaching Screw
2. Loosen the Right Hand Attaching Screw
3. Rotate the Control Assembly to Gain Access to the Left Hand Attaching Screw Hole that Penetrates the Plenum Chamber
4. Pack AB-19560-A Sealer into and Around the Screw Hole
5. Rotate the Control Assembly Back Into Position
6. Reinstall the Left Hand Attaching Screw and Tighten the Right Hand Screw

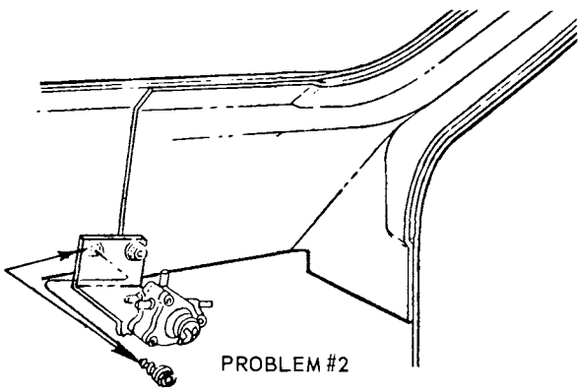


Fig. 4 – Water Leak Corrective Action – 1965 Thunderbird – All Models – (Article 266)

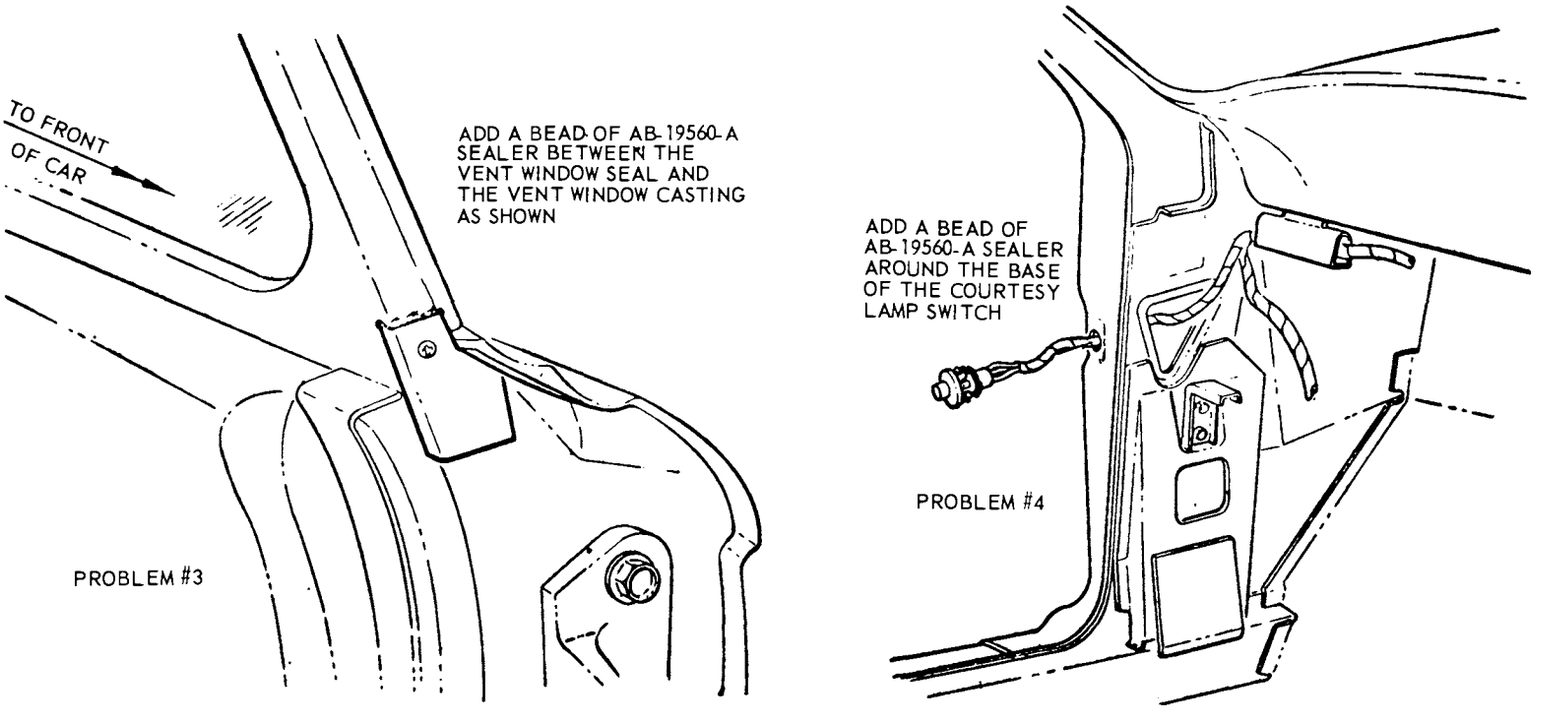


Fig. 5 – Water Leak Corrective Action – 1965 Thunderbird – All Models – (Article 266)

Service Correction – Remove the instrument panel lower finish panel as outlined in the shop manual page 18-5, and follow the procedure outlined in problem 2, Fig. 4.

Problem 3 – Water leak in the passenger compartment from a gap between the door vent window seal and vent window casting. Corrected in production on November 24, 1964.

Service Correction – Add a bead of AB-19560-A sealer between the vent window seal and vent window casting. (See Fig. 5, Problem 3.)

Problem 4 – Water leaks in the passenger compartment around the base of the courtesy lamp switch assembly and travels along the wiring assembly and leaks in at the cowl side panel. Corrected in production December 21, 1964.

Service Correction – Remove the courtesy lamp switch and add a bead of AB-19560-A sealer around the base of the switch. See Problem 4, Fig. 5.

Problem 5 – Water leaks in the passenger compartment due to water swishing into an unsealed joint between the quarter lock pillar and the lock pillar reinforcement. The water travels down the lock pillar and through a relief notch in the pillar assembly. This leak will usually be recognized as a wet rear floor carpet. Corrected in production on November 11, 1964.

Service Correction – Remove the quarter panel belt line dustshield and quarter panel trim panel. Apply AB-19560-A sealer between the quarter lock pillar and lock pillar reinforcement assembly, see Fig. 6, Problem 5. Also, plug the relief notch with sealer. (See Fig. 6, Problem 5.)

P… 6 – Water leaks into the luggage …nt due to an unsealed mating

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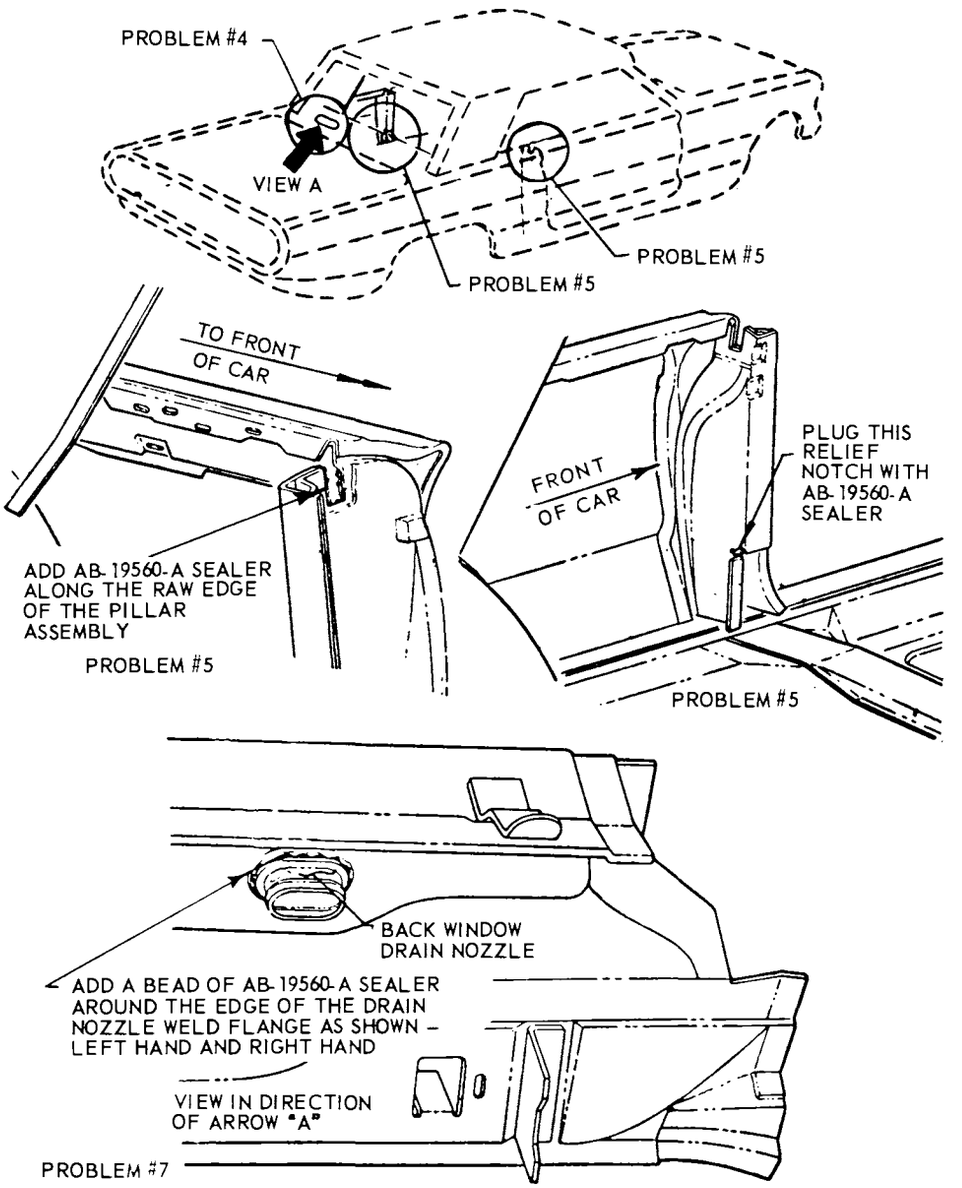

Fig. 6 – Water Leak Corrective Action – 1965 Thunderbird – All Models – (Article 266)

267 CHAFING OF THE MAIN BODY WIRING HARNESS IN THE AREA OF THE BRAKE PEDAL SUPPORT

(1965 Thunderbird – All Models)

On some Thunderbirds, the main body wiring harness (C5SZ-14A005) contacts the lower outboard sharp corner of the brake pedal support. This condition could result in eventual shorts.

For vehicles exhibiting this problem, add a sufficient amount of protective tape to the edge of the brake pedal support. (Fig. 7.) If the wiring shows damage, then the harness should be taped to prevent further damage.

This problem was corrected in production on February 1, 1965.

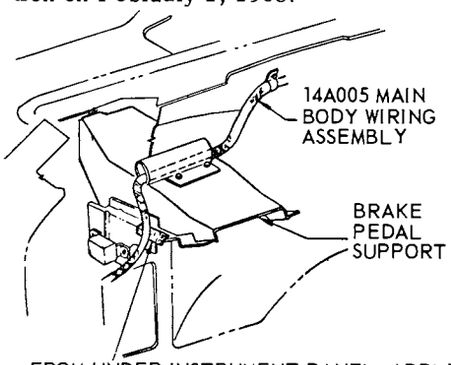

Fig. 7 – Installation of Protective Tape to Brake Pedal Support to Prevent Chafing of the Main Body Wiring Assembly – 1965 Thunderbird – All Models – (Article 267)

268 NEW SPECIAL SERVICE TOOL T56P-77370-A

(Mustang Beginning 1965)

Floor pan configuration in the Mustang will not allow clearance for use of the existing automatic transmission band torque wrench.

A new ratcheting head rear band torque wrench has recently been released for N.P.D. stock. It is similar to the existing band wrench T59P-77370-B except utilizes a shorter socket for clearance between the pan and the adjustment screw.

This tool may be ordered after June 15 from N.P.D. Livonia, Michigan on Form 419-L. The new tool number is T65P-77370-A.

269 ADDITIONAL LEG ROOM OR CLEARANCE BETWEEN STEERING WHEEL & DRIVER'S SEAT

(Mustang – All Models)

Under unusual conditions, additional leg room or additional clearance may be required between the steering wheel and driver's seat when the customer's physical size is in excess of the present design p[illegible]s. Due to the low percentage of [illegible] for additional clearance, no [illegible] be used to move the seat forward. [illegible] move the tracks from the seat.

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2. Disassemble the right hand and left hand track assemblies by removing the seat attaching screws from the upper track and then remove rollers and slides from both ends. This will prevent damage to the nylon slides when welding the extension plate to the lower tracks. (See Fig. 10.)

3. Fabricate (2) 1/8 in. cold rolled steel plate as shown in Fig. 10.

4. Using a 5/16 in. – 18 x 1¼ carriage bolt (Part 23438-S8), grind off the top part of the bolt head until the thickness is 1/16 in. One bolt is required for each track. (See Fig. 8.)

5. Insert the carriage bolt (Part 23438-S8) and 11/16 in. diameter flat washer (Part 44722-S8) between the plate and the lower seat track as shown in Fig. 8. Attach one plate to each lower seat track using the existing bolt and a 5/16 – 18 hexagon nut (Part 33797-S7).

6. Cut off the excess threads on the existing bolt (track to floor pan retaining bolt) to prevent any interference with the carpeting upon installation of the seat and track assemblies.

7. Tack weld (preferably electric weld) both ends and sides of each plate to the lower seat track (See Fig. 9, View A). Care should be taken to prevent any damage to track. Welds should be a minimum of ½ inch.

8. Paint the fabricated plates and miscellaneous unpainted parts with black paint.

9. Re-assemble the track assemblies. Re-lubricate the rollers and insure the assemblies operate freely.

10. Assemble the seat tracks to the seat.

11. Drill new front attaching holes (11/32 in. diameter) through the carpeting and floor pan, 1¼ in. rearward of the existing holes. (See Fig. 9, View B.)

NOTE: It is mandatory that the new retaining holes in the floor pan are in line with the existing holes to prevent the seat track from binding.

12. From beneath the vehicle, drill new 7/8 in. access holes through both sub floors. These holes also are to be located 1¼ in. rearward of the existing access holes.

13. Replace the track and seat assembly, attaching it to the floor as shown in Fig. 9, Views A and B.

NOTE: On some vehicles there will be carpet retainers between the seat track and the carpeting, located at both the front and rear attaching bolts. When located at the front of the track, the retainers should be replaced as part of the track assembly after relocating the seat. However, when located at the rear of the track, the retainers should be removed since the fabricated steel plates will retain the carpeting sufficiently.

14. Test the seat assembly to be sure it is operating correctly.

15. Plug and seal each 7/8 in. diameter access hole with steel plugs (Part 356984-S100) and sealer (Part AB-19560-A). (See Fig. 9, View B.)

Parts required to perform this correction:

Part Number	Part Name	Class	Quantity
23438-S8	bolt	S	1
33797-S7	nut	S	1
356984-S100	steel plug	S	1
44722-S8	flat washer	S	1

WARRANTY STATUS – INFORMATION ONLY

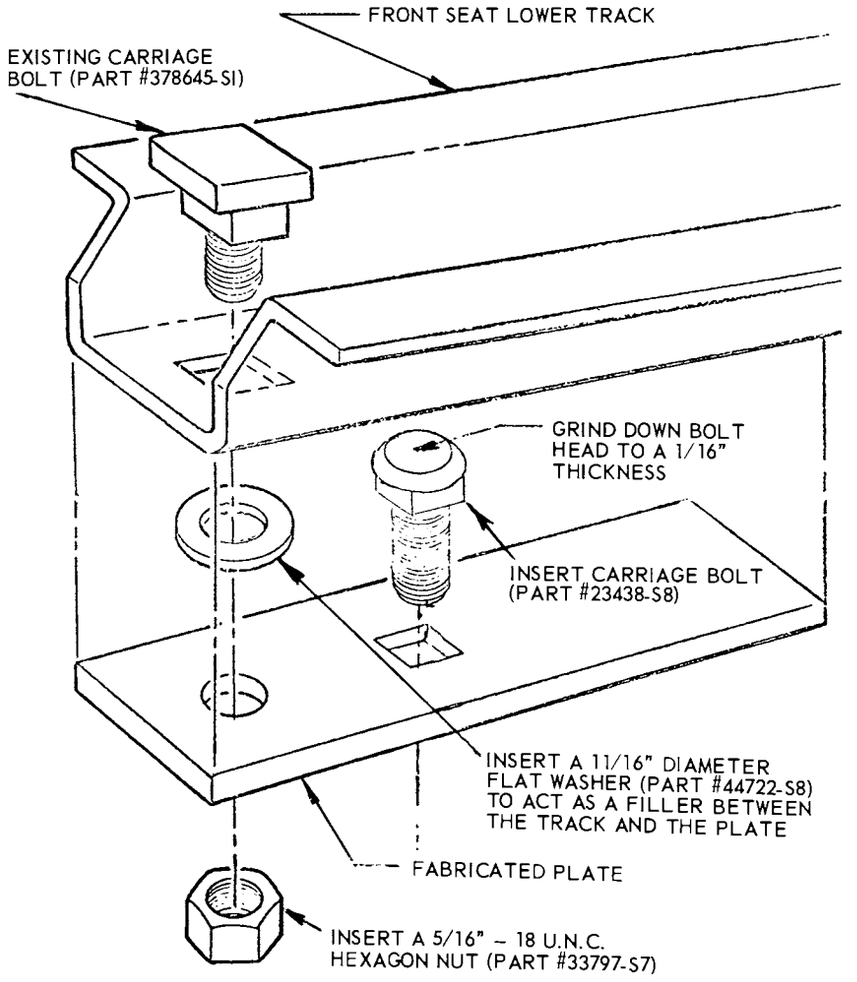


Fig. 8 – Insufficient Clearance Between the Steering Wheel and Driver's Seat – 1964½-65 Mustang – All Models (Article 269)

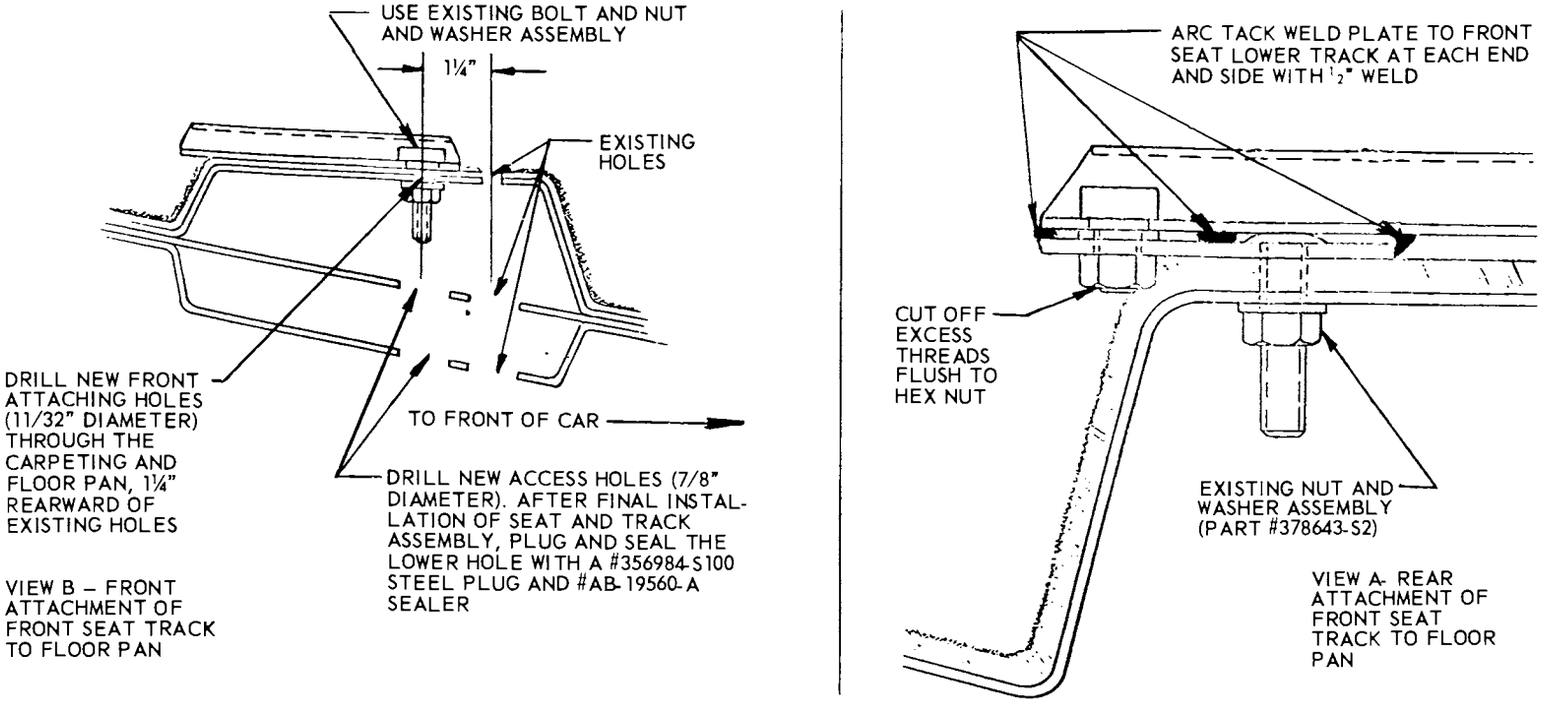
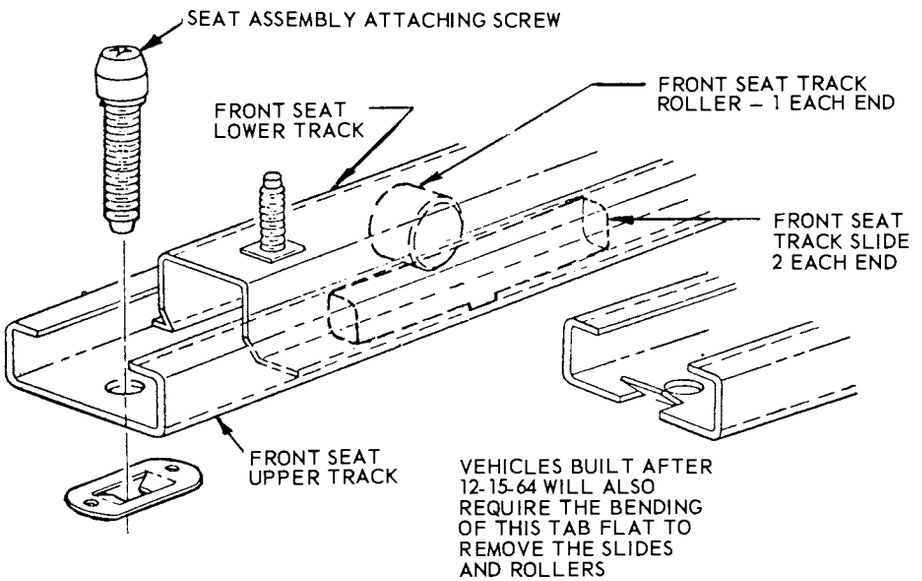
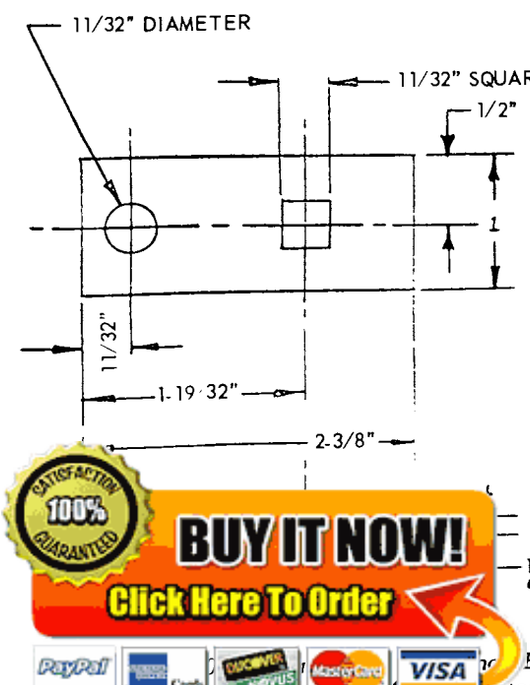


Fig. 9 – Insufficient Clearance Between the Steering Wheel and Driver's Seat – 1964½-65 Mustang – All Models – (Article 269)





NOTE: FABRICATE (1) PLATE FOR EACH OF (2) LOWER TRACKS

PLATES ARE TO BE FABRICATED FROM 1 8" COLD ROLLED STEEL AND PAINTED TO PRECLUDE CORROSION

Between the Steering Wheel and Mustang – All Models – (Article 269)

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270 WATER LEAKS AT WINDSHIELD OR BACKLIGHT ON UNITS WITH SERVICE REPLACEMENT GLASS

(1965 Ford – All Models)

Water leaks may occur at the windshield or backlight on vehicles in which a replacement glass has been installed with polysulfide adhesive. This occurs when the original butyl tape is not completely removed from the window flange prior to installation of the polysulfide adhesive. The butyl tape is chemically unstable when used with polysulfide adhesive and may result in a water leak within a few weeks after installation of the new glass.

When installing a replacement glass with polysulfide adhesive, it is necessary to remove all the old butyl tape from the window flange prior to installation of the polysulfide material.

WARRANTY STATUS - INFORMATION ONLY

271 REAR DOOR LOCK PROBLEMS

(1964-1965 Fairlane)

A survey of Fairlane rear door lock problems undertaken because of an unusual increase in warranty costs indicates that the increased costs are due primarily to **improper diagnosis** and **improper repair procedures.**

The primary causes of Fairlane rear door lock problems are binding door outside handle lock release levers and/or maladjusted rear door lock actuating rods.

The procedure for correcting binding of lock release levers is outlined in TSB #72, dated December 7, 1964. (The Fairlane rear door was mistakenly omitted from reference on that bulletin).

Lock rod adjustment as well as overall diagnosis and repair procedures are outlined on Technical Service Bulletin 20101-55, dated November 21, 1963.

WARRANTY STATUS - INFORMATION ONLY

272 BENCH TYPE FRONT SEAT SAG

(All Models – 1965 Ford)

Front seat sag, pocketing or excessive softness may be encountered on some units equipped with standard or heavy duty type bench seats.

If dealers encounter complaints of front seat sag, helper spring elements may be installed by using the following procedure:

Remove the seat assembly and place the assembly on a clean bench. Position the helper springs, part number C5MY-5463186-A over the existing spring elements and secure each helper spring with three "C" clips as shown in Fig. 11. NOTE: The number of helper springs used will determine the degree of seat firmness desired.

The "C" clip can be procured from local trim shops or fabricated from 20 gauge sheet metal. The "C" clip dimensions are shown in Fig. 11.

The parts required to perform this correction are:

Part Number	Part Name	Class	Qty.
C5MY-5463186-A	Helper Spring	CG	As req.

273 PAINT PEELING OR FLAKING

(All 1965 Mustang)

Some 1965 Mustang vehicles have exhibited poor paint adhesion, primarily on October and November built units. Several colors were found to contribute to this condition, but the greatest number of failures occurred with the "Ivy Green" paint.

Several paint process changes were made at the assembly plant to more effectively control the problem on units built after November.

In the event of customer complaints of paint peeling, the following procedure should be observed for repaint.

1. Panels or parts with indication of the enamel peeling must be mechanically sanded or hand sanded to the degree that all the enamel that is non-adherent is removed. On those areas of the panels or parts where the enamel adhesion is good and responds normally to sanding, it will not be necessary to remove it. However, in any case it is important that a thorough sanding of the original finish be accomplished to insure good adhesion and appearance of the subsequent repair materials. Any damage to the primed surface, such as chips, cut-throughs and other abrasions, must be "feather-edged" as outlined in TSB Article #20004-4 & 5 of 5/13/63. (Page 1, Paragraph "B".)

2. All bare metal areas must be treated with an approved "Metal Prep" before repriming and painting. This is mandatory for galvanized rocker panels and front and rear modesty panels, as outlined in TSB Article #20004-4 & 5 of 5/13/63. (Page 1, Column 1.)

3. Spot prime all bare metal before spraying the area with an approved re-[illegible]er (Dupont Preparakote No. 65-[illegible]equivalent). (Feed application [illegible]lent to the affected area, followed with sufficient coats of acrylic lacquer in matching color to assure proper color match with adjacent panels or parts per TSB Article #20004-4 & 5 of 5/13/63. (Page 1, Column 2.)

5. Polish repaired panels or parts as specified in TSB Article #20004-4 & 5 of 5/13/63. (Page 1, Column 2.)

WARRANTY STATUS - REIMBURSABLE
Oper. Standard Time Schedule

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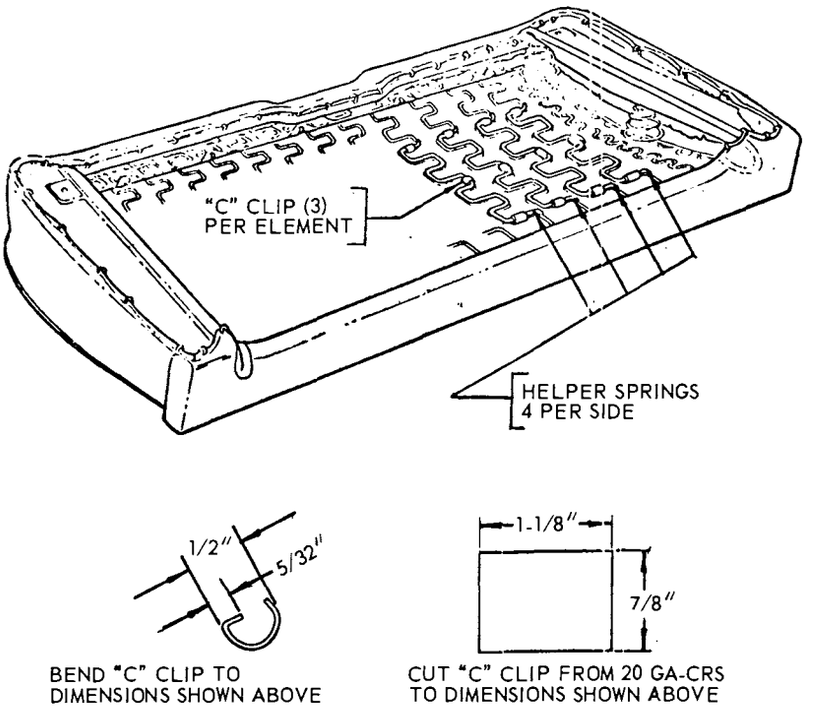


Fig. 11 – Bench Type Front Seat Spring Assembly Service Modification – 1965 Ford – All Models – (Article 272)

274 HEADLINING DISCOLORATION

(1964-65 Falcon – All Models Except Ranchero and Convertible)

Some 1964-65 Falcons can have headlining discoloration in the dome lamp wire area, because of color transfer from the dome lamp wire.

This problem was corrected on units manufactured after November 12, 1964 by re-routing the dome lamp wiring assembly to prevent contact with the headliner.

Should dealers receive complaints of headlining discoloration of this nature, the following corrective action is recommended:

1. Remove the headlining. Refer to Shop Manual Group 18, Pages 2, 3 & 4.
2. Disconnect the dome lamp feed wiring assembly.
3. Peel back rear edge of the front roof sound absorber.
4. Re-route the interior lamp feed wiring assembly underneath the sound absorber and fasten to roof with (3) pieces, 1 x 3 inches, of C1AZ-19627-A Pressure Sensitized Tape as shown on Fig. 12.
5. Re-cement edge of sound absorber to roof using C2AZ-19C525-A adhesive.
6. Procure and install new vinyl headlining. Refer to Shop Manual Group 18, Pages 2, 3 & 4.

WARRANTY STATUS - REIMBURSABLE
Oper.: B-51916-A
Time: Models 59 & 71. . . . . .2.7 hrs.
Model 62. . . . . .3.0 hrs.
Models 54 & 63 . . . . . .3.1 hrs.

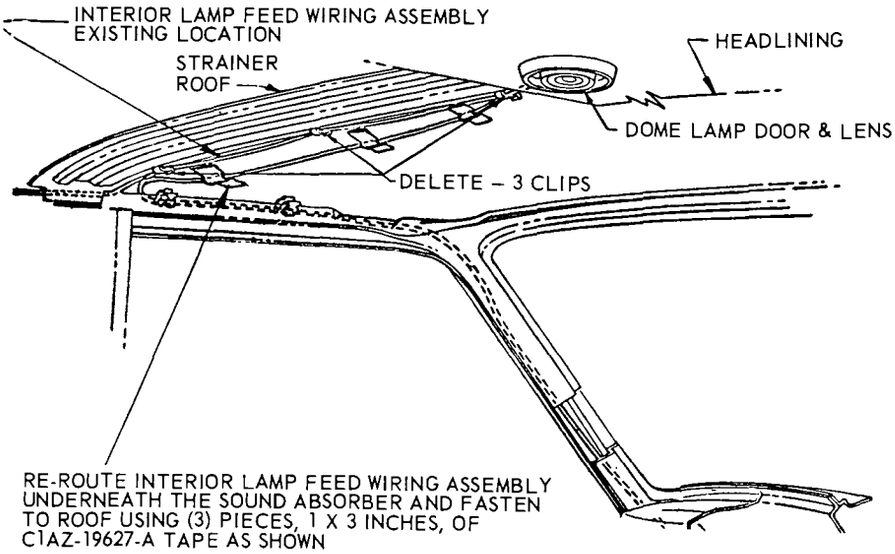


Fig. 12 – Dome Lamp Wire Routing – (Article 274)

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 15

May 10, 1965

268 CORRECTION NEW SPECIAL SERVICE TOOL PART NUMBER

(Mustang Beginning 1965)

The part number in Article 268 of the April 19, 1965 TSB issue should read T65P-77370-A instead of T56P-77370-A.

275 BREAKAGE OF SEAT BELT WARNING LAMP LENS

(1965 Thunderbird – All Models)

1. Remove radio bezel, knobs, and console finish panel. Remove bulb and socket assembly from housing when lifting console finish panel.
2. Remove two nuts securing lamp bezel and housing to console finish panel.
3. Remove damaged lens by bending up two metal attaching tabs on lamp housing.
4. Drill one hole in each end of lamp housing and install two sheet metal tapping screws as shown on Fig. 1.
5. Replace lens C4SZ-10B927-A, secure to housing by bending tabs down. Reassemble lamp, console finish panel, radio bezel, and knobs.

WARRANTY STATUS - NON-REIMBURSABLE

276 MISALIGNMENT OF CYLINDER BLOCK OIL PASSAGE WITH OIL HOLE IN MAIN BEARING UPPER INSERT

(352-390 CID Passenger Car And 330-352 – 361-391 CID Truck Engines)

Reports of misalignment of the cylinder block oil passage with the oil hole in the main bearing upper inserts have been received from field service. This misalignment is not a quality defect, but is designed purposely to facilitate manufacturing. There will be sufficient oil supplied to the main bearings if a rod (or drill shank) of the following diameter can be inserted in the hole, with the bearing installed.

#1 Bearing – 7/64"
#2 Bearing – 9/64"
#3 Bearing – 9/32"
#4 Bearing – 5/32"
#5 Bearing – 9/32"

This condition exists only in the above family of engines.

277 TRANSISTOR IGNITION SYSTEM SCHEMATIC ERROR

(1964-65 Truck 500-800 Series)

The schematic drawing of the ballast resistor incorrectly shows the boss or raised portion, on the ballast resistor, near the bottom or 0.43 ohmic valued terminals. This is incorrect, the boss is nearest the 0.33 ohm terminals as shown in the photograph on page 9-3. We suggest that this article be placed in the appropriate page in the shop manual to preclude misconnection of these four terminals. (1964 Truck Shop Manual, Page 9-2; 1965 Truck Shop Manual, Volume 2, Page 9-2.)

278 SEAT BELT HARDWARE RATTLES

(All 1965 Mustang)

Rattles may occur in the area of the outboard seat belt attachment to the floor side sill due to excessive looseness between the plate and the bolt shoulder.

This was corrected in production, effective January 18, 1965, with the addition of a flat rubber washer (1/2 inch I.D. 9/64 thick) between the seat belt plate and the existing steel washer.

The rattles can be corrected on a customer complaint basis by installing a rubber washer as shown on Fig. 2.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-61136-A-65
Time: 9.2 hrs.

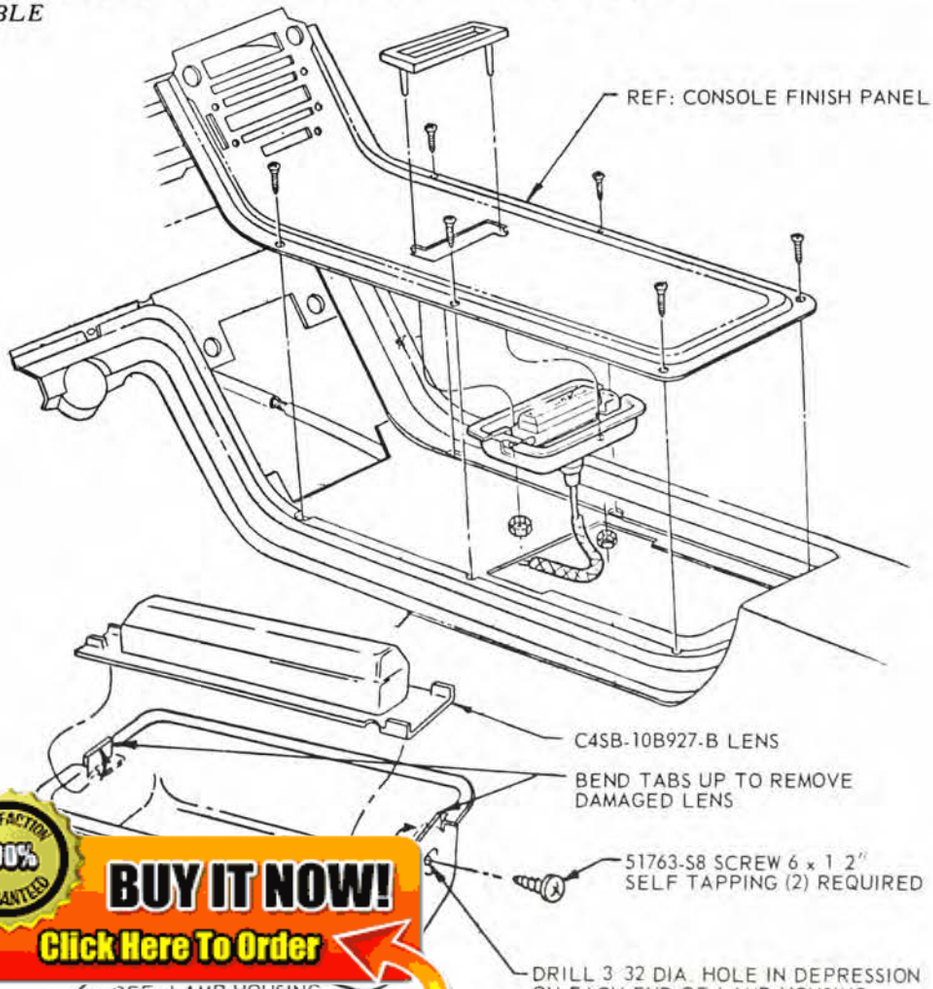
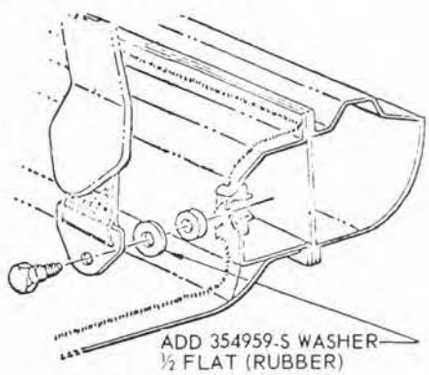
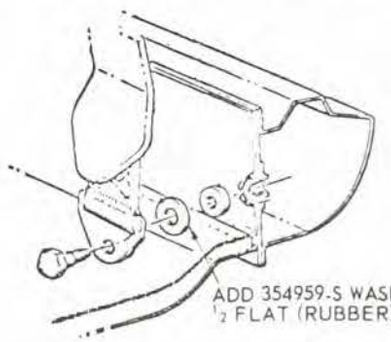


Fig. 1 – Warning Lamp Lens – 1965 Thunderbird – All Models – (Article 275)



SILL ATTACHMENT – MODEL 76



SILL ATTACHMENT – MODEL 63-65

Fig. 2 – Seat Belt Hardware Rattle – Rubber Washer Installation – (Article 278)

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279 POSITIVE CRANKCASE VENTILATION SYSTEM MAINTENANCE

(All Ford Cars and Trucks)

During March 1965, assembly plants will phase out the road draft tube crankcase ventilation system previously installed as standard equipment on some car and truck engines. It will be replaced by a positive crankcase ventilation system with jiggle pin type regulator valve. By early April 1965, therefore, all car and truck engines will incorporate this change.

Some engines are equipped with the open type system, in which the oil filler cap is open directly to atmosphere. Other engines have a closed type system, in which the air enters at the carburetor air cleaner and then passes through a hose to a sealed oil filler cap.

MAINTENANCE SCHEDULES

Service intervals, more frequent than those indicated in the following schedules, will be required if the vehicle is operated in extremely dusty areas, for extended periods of idling, or for short runs which prevent the engine from reaching normal operating temperature.

MAINTENANCE SERVICE PROCEDURES

HOSE – CRANKCASE VENTILATION REGULATOR VALVE-TO-CARBURETOR SPACER OR INTAKE MANIFOLD

Remove the hose and soak in a low volatility petroleum base solvent.

Clean the hose by passing a brush or piece of cloth through the hose with the aid of a rod or wire. Dry with compressed air.

Clean the crankcase ventilation system connection on the carburetor spacer inlet passage or intake manifold fitting by probing with a flexible wire or bottle brush.

HOSE – OIL FILLER CAP-TO-CARBURETOR AIR CLEANER (CLOSED SYSTEM ONLY)

Remove the hose and soak in a low volatility petroleum base solvent. Clean the hose by passing a brush or piece of cloth through the hose with the aid of a rod or wire. Dry with compressed air.

OIL FILLER CAP

Remove the cap and wash it in a low volatility petroleum base solvent. Shake the cap dry. **Do not dry with compressed air as air pressure may damage the filter element inside the cap.**

Passenger Cars, Econoline, P-100, and 100-250 Except 4-Wheel Drive Models	Each 6,000 Miles	Each 1,2000 Miles	Each 36,000 Miles
Clean Carburetor Air Cleaner and Filter Paper Type – open system*	X		
Replace Carburetor Air Cleaner Filter Paper Type – open system*			X
Replace Carburetor Air Cleaner Filter Plastic Type – closed system*		X	
Clean Carburetor Air Cleaner – Oil Bath Type**	X		
Clean Crankcase Breather Filler Cap	X		
Replace Positive Crankcase Ventilation Regulator Valve		X	
Clean Hose – Crankcase Regulator Valve-To-Manifold		X	
Clean Carburetor Spacer or Intake Manifold Fittings		X	
Clean Hose – Oil Filter Cap-To-Air-Cleaner Body (Closed type system only)		X	
Or Monthly Interval Whichever Comes First	6	12	36

* Passenger Cars Only

** Econoline and Trucks Only

F-100-250 Equipped With 4-Wheel Drive, And All 350-800 Series Trucks	Each 4,000 Miles	Each 12,000 Miles
Clean Oil Filler Cap	X	
Clean the Carburetor Air Cleaner	X	
Clean Hose – Crankcase Regulator Valve-To-Manifold		X
Clean Carburetor Spacer or Intake Manifold Fitting		X
Replace Positive Crankcase Ventilation Regulator Valve		X
Or Monthly Interval Whichever Comes First	4	12

850-1100 Series Trucks	Each 4,000 Miles	Each 8,000 Miles	Each 12,000 Miles
Oil Filler Cap(s) – (Closed system only)	X		
	X		
		X	
o-Manifold			X
ing			X
or Valve			X
	4	8	12

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Also, to assure the removal of any accumulated deposits from a cap of the **closed system type**: probe the opening of the hose connection tube; and, from the underside of the cap, probe the 1/16-inch drain hole.

REPLACE CARBURETOR AIR CLEANER FILTER – PAPER AND PLASTIC TYPE – PASSENGER CARS

REMOVAL

1. Remove the wing nuts retaining the air cleaner assembly to the carburetor and the air duct (if equipped with air duct).
2. Remove the air cleaner assembly from the carburetor. **To prevent dirt from entering the carburetor, the filter element must never be removed when the air cleaner body is mounted on the carburetor.**
3. Remove the cover and filter element. Discard the filter element. Discard the air cleaner mounting gasket on the carburetor if it is excessively worn or damaged.

INSTALLATION

1. Install a new air cleaner mounting gasket on the carburetor, if necessary. Install the air cleaner body on the carburetor so that the word "FRONT" faces the front of the car.
2. Place the new element in the air cleaner body. **Make sure the element gasket is properly seated.** Install the cover and connect the air duct to the air cleaner (if equipped with air duct). Tighten the retaining wing nuts.

CLEAN CARBURETOR AIR CLEANER AND FILTER – PAPER TYPE FILTER ONLY – PASSENGER CARS

Remove the filter element as described under "REMOVAL" in the foregoing procedure, but do not discard it.

The filter element must never be cleaned with a solvent or cleaning solution. Also, oil must not be added to the surfaces of the filter element or air cleaner body.

There are two alternate procedures that can be used to clean the air filter element. One method is performed with the use of compressed air. The other is performed by tapping the element on a smooth horizontal surface.

Compressed Air Method. Direct a stream of compressed air through the element in the direction opposite that of the intake air flow, that is from the inside outward. **Extreme care must be exercised to prevent rupture of the element material.**

Tapping Method. Hold the element in a vertical position and tap it lightly against a smooth, horizontal surface to shake the dust and dirt out. **Do not deform the element or damage the gasket surfaces by tapping too hard.** Rotate the filter after each tap until the entire outer surface has been cleaned.

Inspection. Hold the filter in front of a back-up light and carefully inspect it for any splits or cracks. If the filter is split or cracked, replace it.

Clean the air cleaner body and cover with a solvent or compressed air. Wipe the cleaner dry if a solvent is used. Inspect the air cleaner body and cover for distortion or damage at the gasket mating surfaces. Replace the cover or body if they are damaged beyond repair.

Install the element and cover as described under "INSTALLATION" in the foregoing procedure.

CLEAN CARBURETOR AIR CLEANER AND FILTER ELEMENT – OIL BATH TYPE – ECONOLINE AND TRUCKS

1. Remove the wing nut retaining the air cleaner to the carburetor and remove the air cleaner.
2. Remove the cover and drain the oil

from the reservoir. Wash all the air cleaner parts in a suitable cleaning solvent. Dry them with compressed air.

3. Inspect the gasket between the oil reservoir chamber and cleaner body and replace it if necessary.

4. Saturate the filter element with engine oil.

5. Fill the oil reservoir to the full mark with the recommended engine oil.

6. Install the air cleaner on the carburetor.

280 SPECIAL SERVICE TOOL – CROWFOOT WRENCH FOR T. V. VACUUM DIAPHRAM

(Automatic Transmissions beginning 1959)

Since utilization of the vacuum diaphram on Ford automatic transmission a standard crowfoot (FCO-24) manufactured by Snap-On has been recommended for removing and installing the vacuum diaphram. This tool required dealer modification by grinding in order to fit in the limited adjacent space around the diaphram.

Snap-On Tools have now released this crowfoot wrench factory forged to the modified specifications. Their part number is S-8696-A. This special wrench will service all current and past model types of vacuum diaphrams used on Ford transmission of the various style cases released. Although other wrenches for this job are available most do not fit all the transmission and styles or allow access over adjacent obstructions.

This tool may be obtained from any of the National Snap-On jobbers or from Snap-On Tool, Kenosha, Wisconsin. The published list price is $2.32.

281 OBJECTIONABLE PROTRUSION OF THE REAR DOOR TRIM PANEL UPPER RETAINER

(1965 Falcon, 4-Door Models)

The rear door trim panel upper retainer may protrude beyond the rear edge of the door, resulting in possible clothing damage when entering or leaving the vehicle.

This problem was corrected on December 16, 1964 by adding four new attaching holes to the door inner panel. This relocates the door trim panel upper retainer forward and prevents the retainer from extending beyond the trim panel. (See Fig. 3.)

Units in the field can be corrected as follows:

Remove the rear door trim panel. Carefully peel back the water shield. Then remove the upper door trim panel retainer.

Relocate and drill (4) four new retainer attaching holes as shown in Fig. 3.

Revise the existing notch just forward of the third slot on the upper retainer as shown in Fig. 3 to prevent interference with the lock control rod link.

the original (4) holes with tape
ealer AB-19560-A

it
he
he
re.

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Both Sides-0.3 hrs.

282 ERROR IN 1964 TRUCK 100-350 SERIES SHOP MANUAL – PAGE 9-18, FIGURE 2

(All 1964 6-Cylinder With Loadomatic Distributors)

It is recommended that when servicing any truck equipped with a 223 or 262 engine and loadomatic distributor, reference be made to Pages 2-6 and 2-7 in the 1961 Ford Car Shop Manual. These pages clearly illustrate the difference between the manual and automatic transmission distributors and their related calibration procedures.

It is further recommended that this bulletin be placed in the 1964 Truck Shop Manual, Page 9-18 for future reference.

283 NEW SPECIAL SERVICE TOOL T65P-10B960-A

(1965 Mustang)

A new special screw driver for Holt Head tamper proof screws, used for removing or installing the Mustang "Rally-Pac", has been released as a Ford Special Service Tool. The tool number is T65P-10B960-A and is available on from 419-L thru N.P.D.

This tool has been placed in the Ford Tool line as an expedient for the dealer and is not available from the manufacturer as originally announced in TSB dated November 23, 1964, Article No. 45.

284 INSTRUMENT PANEL BULB REPLACEMENT

(All 1965 Car and Light Truck)

Some instrument panel light sockets (part of the 14401 main wiring loom) on vehicles built between November 2, 1964 and November 16, 1964, had mislocated "J" slots which prevented insertion of the specified bulb, #1895. To accomodate this discrepancy, substitute bulbs where used in production; #1445, (B6A-13466-B) Cars, and #1893 (C1VF-18843-A) – Light Trucks.

When instrument panel bulbs on vehicles built between November 9, 1964 and November 16, 1964 are replaced, check the number of the bulb removed and replace with the same number bulb.

In cases of customer complaint of insufficient illumination on cars which have the substitute bulb (#1445), the complete socket may be replaced as follows in conjunction with lamp replacement:

1. Cut off the present socket as close as possible to the socket and add a bullet terminal (B9A-14294-K) to the end of the cut wire.

2. Connect a C4AZ-13621-A (C4SZ-13621-D for Thunderbird) socket and wiring assembly to the bullet terminal with a connector (B7A-14487-A).

3. Add specified bulb #1895 and press the socket into its location hole.

WARRANTY STATUS –

Oper. Use applicable standard lamp replacement time schedule

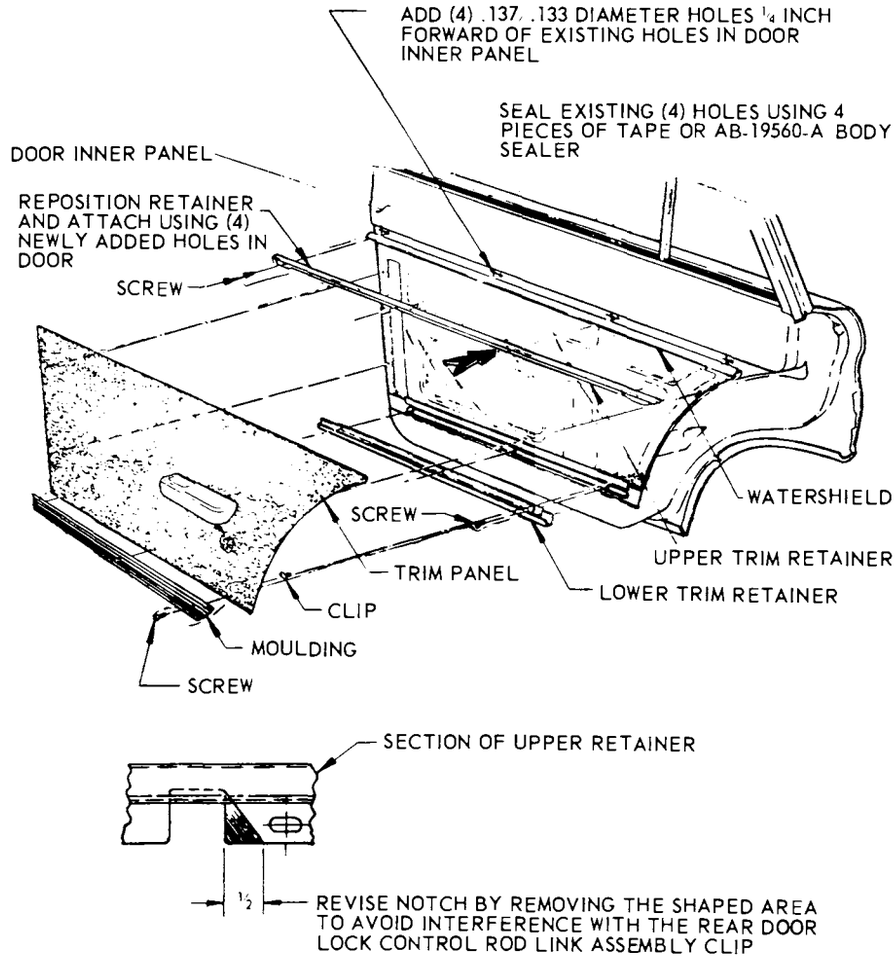


Fig. 3 – Objectionable Protrusion of the Rear Door Trim Panel Upper Retainer – 1965 Falcon – All 4-Door Models – (Article 281)

285 RATTLE BETWEEN FOLDING TOP CONTROL LINK AND FRONT SIDE RAIL

(1965 Thunderbird – Convertible Models)

Convertible top rattles may develop in the top linkage in the area of the folding top control link forward attachment to the front side rail. This condition occurs because of a designed clearance fit between the front side rail to folding top control link pivot pin which has a tendency to become loose and rattle after the vehicle has been in operation for about 6,000 miles.

This problem was corrected in production on February 15, 1965, by incorporating a pivot pin having a nylon insert to eliminate pin looseness and rattles.

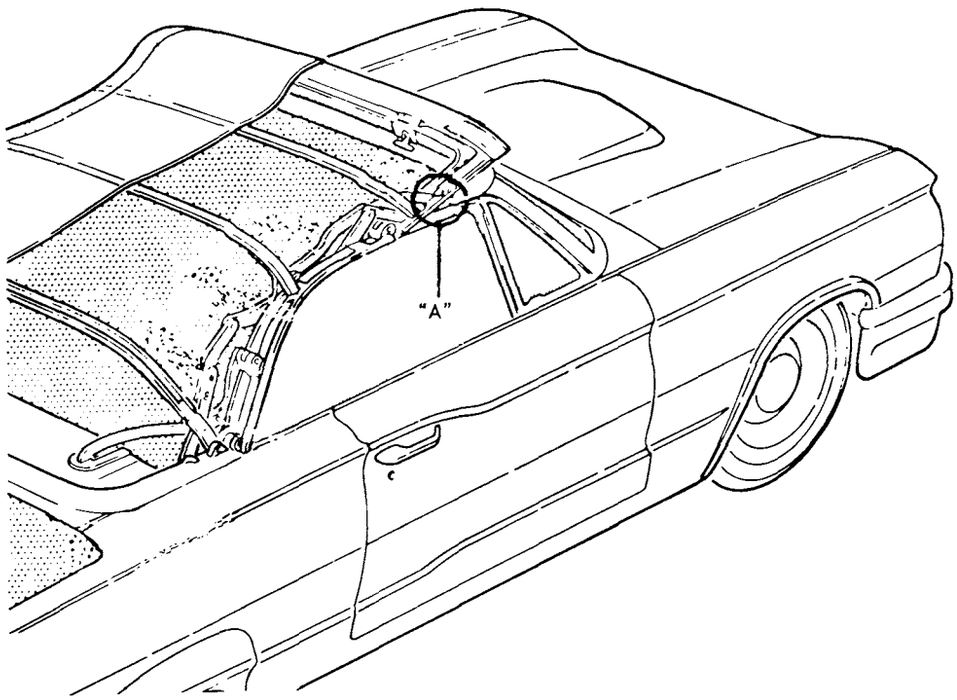
Should the rattle be encountered in the field, it can be corrected by installing a new pivot pin having the nylon insert. The following procedure should be used:

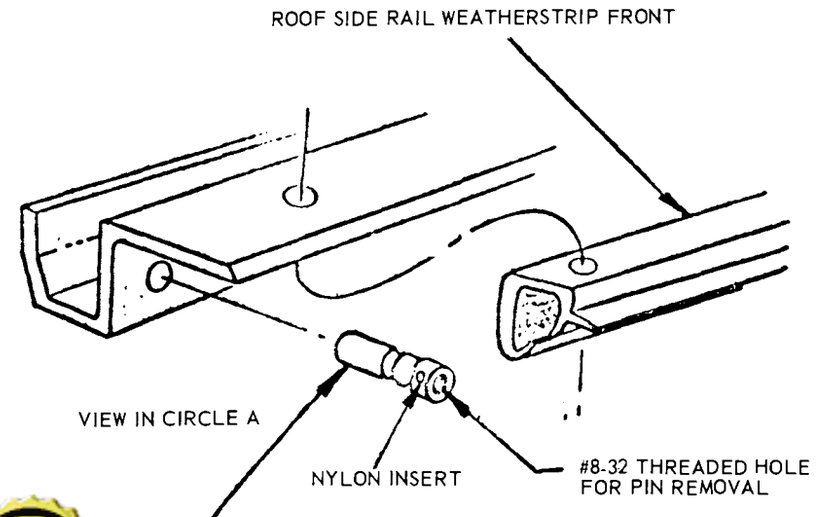
1. Remove the front roof side rail weatherstrip.
2. Using a standard #8-32 bolt threaded into the tapped hole provided in the pin, pull the pin from the side rail and control link.
3. Procure a new pin, part number C3SZ-7650345-A and file a ramp on the edge of the nylon insert to facilitate installation. Install the new pin and replace the front roof rail weatherstrip.

The part required to perform this operation is:

Part Number	Part Name	Class	Quant.
C3SZ-7650345-A	Pin	C	1 each side

WARRANTY STATUS – REIMBURSABLE
Oper. SP-50345-A-65
Time: 0.3 hrs.





Pin Link to Roof Side Rail – Front – 1965 Thunderbird Model 76A – (Article 285)

286 ENGINE GOVERNED RPM SETTINGS

(500 Through 1100 Series Trucks)

Engine Governed Speed – rpm

GASOLINE ENGINES

Manual-Shift Transmissions

240 and 300	Load 3800
	No Load 4000
330 MD	Load 3600
	No Load 3900
330 HD, 361 and 391	Load 3600
	No Load 3800
401	Load 3400
	No Load 2500–3600
477	Load 3200
	No Load 2500–3400
534	Load 3000
	No Load 2500 – 3200

Automatic Transmissions

330 MD	Load 3600
	No Load 3900
330 HD, 361, 391 and 401	Load 3600
	No Load 3800
477	Load 3400
	No Load 3600
534	Load 3200
	No Load 3400

DIESEL ENGINES

Cummins

V6E–195	2500
V8E–235	2400
V8–265	2600
NHE–180	1950
NHE–195	1950
NH–220	2100
NHE–225	1950
NH–250	2100

Ford

330	Load 2500
	No Load 2700

287 DOOR LOCK STRIKER BOLT BREAKAGE

(All Car Lines)

Some vehicles built prior to March 25, 1965, may exhibit door lock striker bolt breakage. This problem was due to a discrepancy in material hardness.

The problem was corrected in production by revising the material specifications and scrapping all of the discrepant stock.

If during normal servicing of a vehicle, a broken door lock striker bolt is encountered, all of the striker bolts should be replaced as a precautionary measure.

The part number of the bolt is 378428-S8.

WARRANTY STATUS – REIMBURSABLE
Oper. 22008-A
Time: 0.3 hrs. first plus
0.1 hr. for each additional

288 ENGINE REAR SUPPORT CROSSMEMBER ATTACHING BOLTS

(1965 F-100–250)

Reports have been received indicating bolts are missing from the engine rear support crossmember. When trucks are received with the crossmember installed with two bolts on each side, **bolts are not** to be added to the other slots. Crossmember loosening or cracking on severe application may result if additional bolts are installed.

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289 PICKUP BOX SPLITTING

(1965 F 100–250 Styleside Pickup)

Reports have been received indicating that failures of the styleside pickup box at the front panel to corner pillar lap joint are being encountered in the field. If you have a customer complaint unit with this type of failure it can be repaired by the following procedure.

1. Remove the eight (8) bolts used to attach the pickup box to the frame.
2. Disconnect the tail lamp wiring at the main harness connector and free the wire from the crossmembers.
3. Slide the pickup box rearward to gain access to the front panel.
4. Drill a 1/8 inch hole at the termination of each crack and gas or arc weld as necessary.
5. Fabricate two (2) 3 in. x 4 in. reinforcement plates out of 15 or 16 gauge steel.
6. Gas or arc weld reinforcements in place as shown in Fig. 5.
7. Grind off excess welds, prime and finish paint repaired area.
8. Reposition the pickup box, install and tighten the retaining bolts, and connect the tail lights wiring.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-00124-A-65
Time: 2.0 hrs.

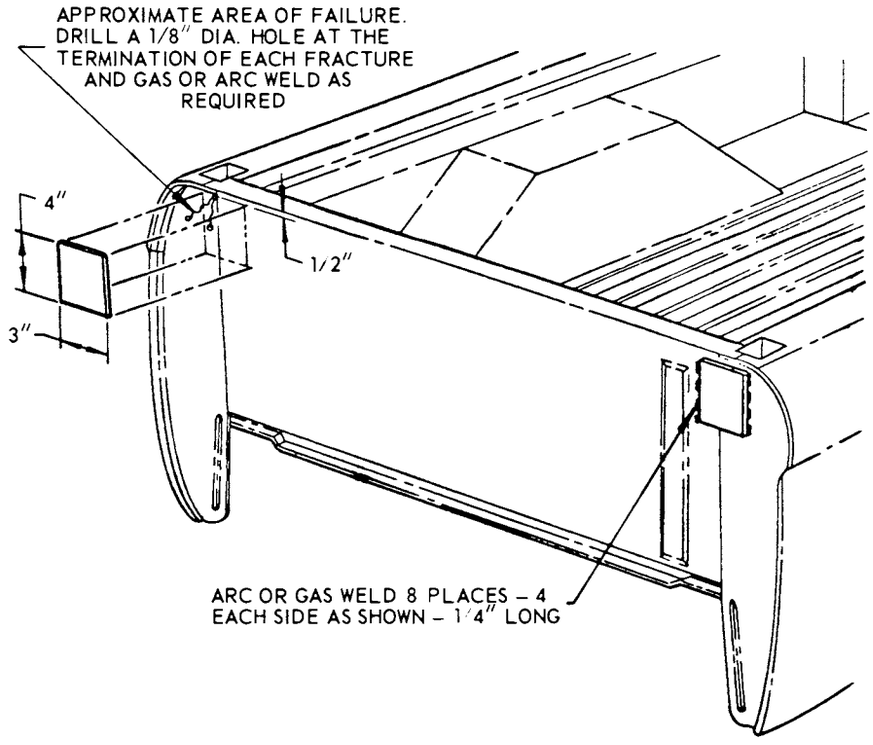

Fig. 5 – 1965 F-100-250 Styleside Pickup Installation of Lap Joint Reinforcements – (Article 289)

290 ELECTRIC WINDSHIELD WIPERS LOCK IN LEFT HAND POSITION

(1964-1965 F, T & N Series Trucks With Electric Wipers)

Reports have been received indicating that electric windshield wipers have been locking in the left hand position. This condition is caused by the improper installation of the wiper linkages at assembly and should not be evident on vehicles produced after January 29, 1965.

If you encounter a vehicle with this problem, examine the wiper linkage. Proper installation is with the silver linkage arm on the left (driver's) side of the vehicle and the black linkage on the right side. If the linkages are improperly installed, reverse them so that the silver linkage is on the left (driver's) side. If the problem persists, loosen wiper motor mounting screws and reposition motor as required.

Regular Suggested Time Schedule Operation 17566-A applies to this work.

WARRANTY STATUS – NOT REIMBURSABLE
Oper. 17566-A
Time: F & T 0.3 hrs.
N 0.4 hrs.

291 FRONT ENGINE SUPPORT CROSSMEMBER FAILING AT MOUNTING HOLE

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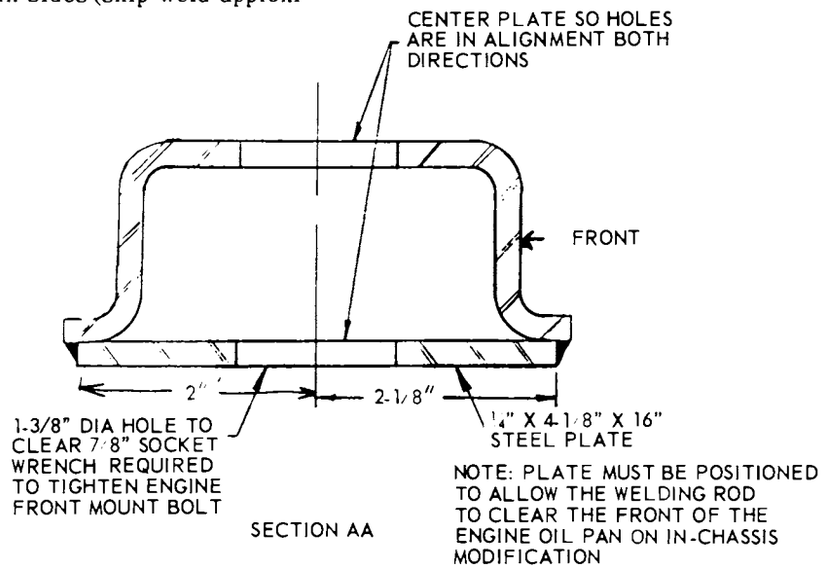
1964-65 B-500 Through B-750

1. Disconnect battery cable.
2. Position reinforcement on front engine support crossmember and secure with "C" clamp being assured correct hole alignment to permit removal of front mount retaining nut.
3. Weld both sides (skip weld approximately 3-inch weld and 2-inch space). Clean weld area of slag.
4. Connect battery cables.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-6030-A-65
Time: 0.9 hrs.



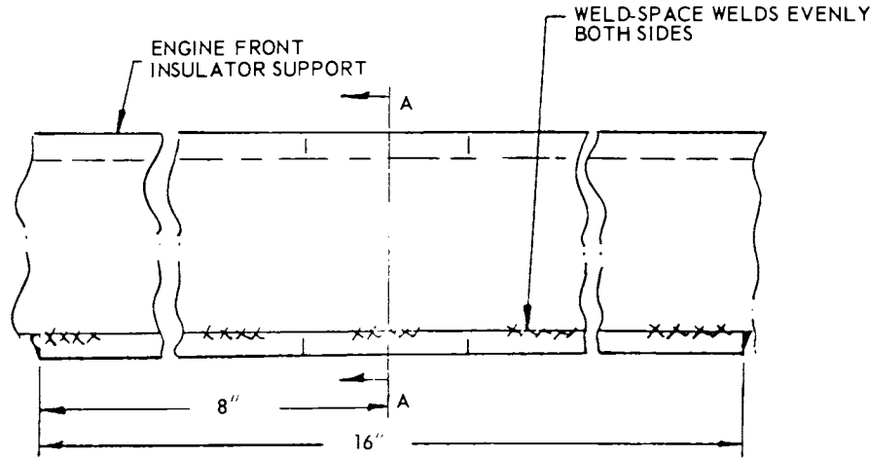


Figure 6 – (Article 291)

mately July 1, 1965. (See Fig. 6.)

292 INTERMITTENT LOSS OF BRAKE PRESSURE

(1963-64 F, B, And N Series Trucks With Dash Mounted Boosters)

Reports have been received that an intermittent loss of brake pedal pressure has been encountered on Medium trucks equipped with the cowl mounted brake booster. Investigation has disclosed that polyurethane air filter can deteriorate allowing dirt and other foreign materials to contaminate the hydraulic system. To correct this problem the polyurethane filter was replaced with a felt filter in August, 1964.

When intermittent loss of brake pedal pressure is encountered on vehicles produced prior to August, 1964, proceed as follows:

1. Remove the master cylinder cap and inspect the brake fluid in the reservoir by inserting finger in the fluid. If fluid is black and appears to have a gummy substance in it, remove the "C" clip from the reservoir cover bolt and inspect the filter which is located under the cover seal.
2. If the filter appears intact but is made of polyurethane, replace the filter with part C3TZ-2A346-A and drain and flush the brake system.
3. If the filter has deteriorated and it appears that an excessive amount of foreign material is present in the bottom of the reservoir bowl, flush the brake system with alcohol and overhaul the brake master cylinder following procedure outlined in the appropriate shop manual.
4. Bleed the air from the brake system following prescribed bleeding instructions outlined in the shop manual.

The master cylinder repair kits required are as follows:

C3TZ-2004-B	1963 Model Booster
C4TZ-2004-A	1964 Model Booster

NOTE: When repairing the above vehicles, the master cylinder diameter should be checked. The 1963 master cylinder bore is 31/32 and should not be installed on 1964 models. The 1964 model and the service replacement master cylinder has a bore of 1 inch.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-2004-A-65, Master Cylinder Air Filter Replacement
Time: 0.4 hrs.
Add 0.7 hrs. if necessary to flush brake system.
Add 0.3 hrs. if necessary to overhaul master cylinder.

293 EMERGENCY WARNING FLASHER SYSTEM OPERATION

(All 1965 Vehicles Equipped With Emergency Warning Flasher Except Thunderbird)

Customers should be instructed that when the emergency warning flasher system is in operation with the turn signal switch lever in the "on" position, certain operations will occur in the

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problems and to eliminate unnecessary concern, customers should be instructed that the turn signal switch on the steering column should be in the "off" (middle) position when the emergency warning flasher system is to be used.

WARRANTY STATUS – NOT REIMBURSABLE

294 HORN REPLACEMENT

(All 1965 Passenger Vehicles)

All 1965 passenger vehicles are equipped with a new low current horn system which does not use a horn relay. Horns used on prior models required a horn relay due to the higher current system.

Under no circumstances should past model horns be used to replace low current horns on 1965 passenger vehicles, as this will result in wiring and horn failure.

295 SEAT BACK COVERS TORN AT SEAT BELT HOLES

(1965 Ford Fordors)

Field complaints have been received of torn front seat back covers at the inboard seat belt routing holes. This problem is due to the seat belt routing over the rear bar of the seat causing pressure on the cover.

The routing was revised in production approximately November 6, 1964, to place the belt under the seat rear bar. Also, shields were added to protect the belt from chafing by the bar or hog rings.

Torn front seat back covers should be replaced on a customer complaint basis. When replacing the cover, the seat belts should be re-routed and the shields and tape installed as shown in Figs. 7, 8, and 9.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-B60136-A1-65 (To be used with Oper. B-60136-A).
Time: 0.2 hrs.

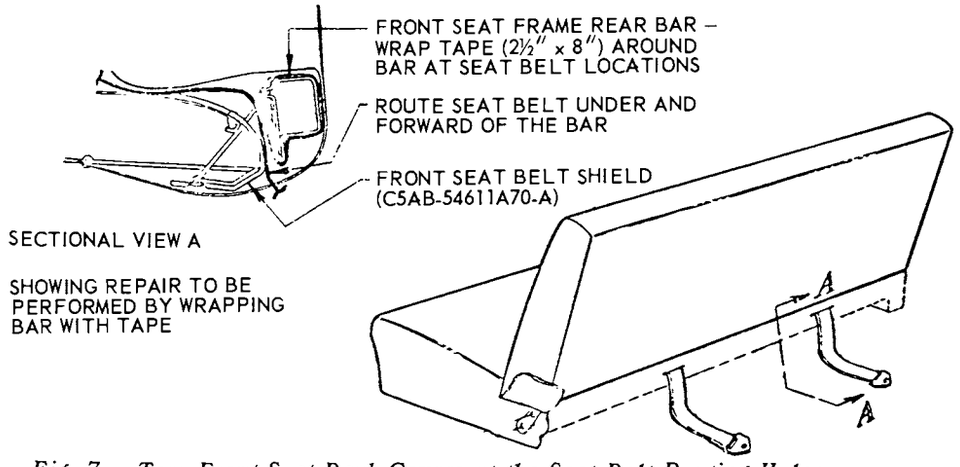

Fig. 7 – Torn Front Seat Back Covers at the Seat Belt Routing Holes – 1965 Ford – (Article 295)

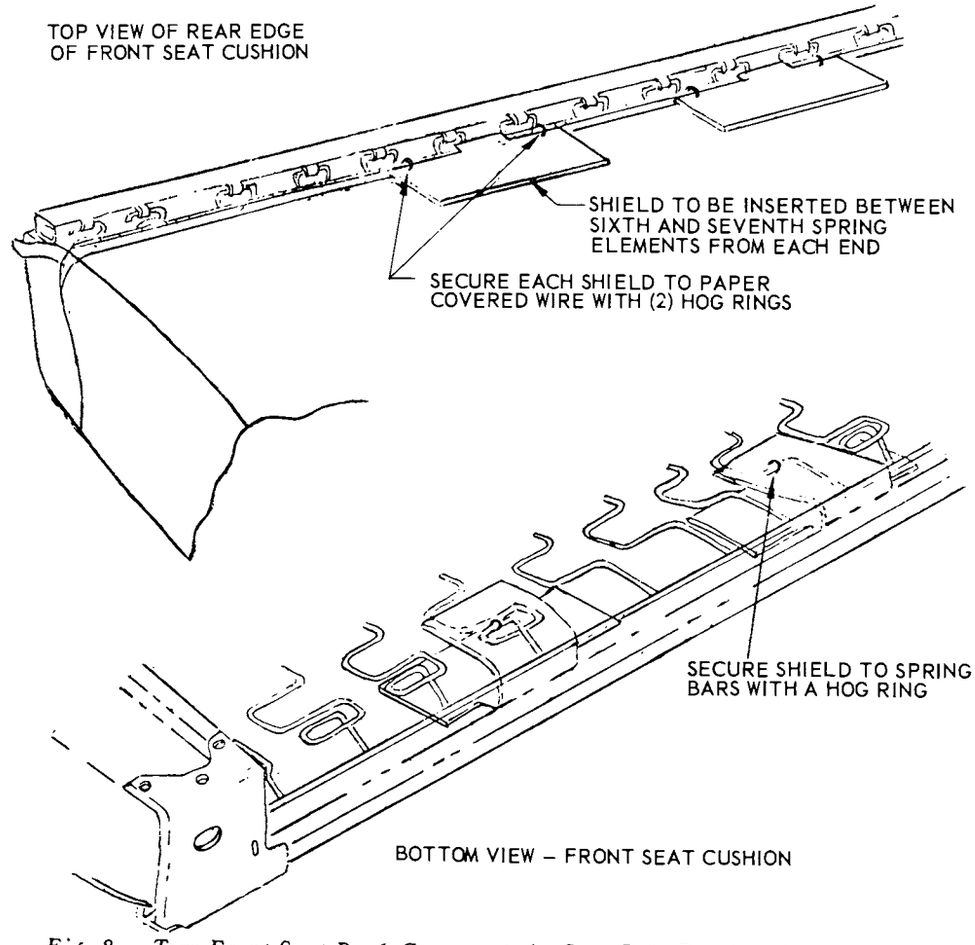

Fig. 8 – Torn Front Seat Back Covers at the Seat Belt Routing Holes – 1965 Ford – (Article 295)

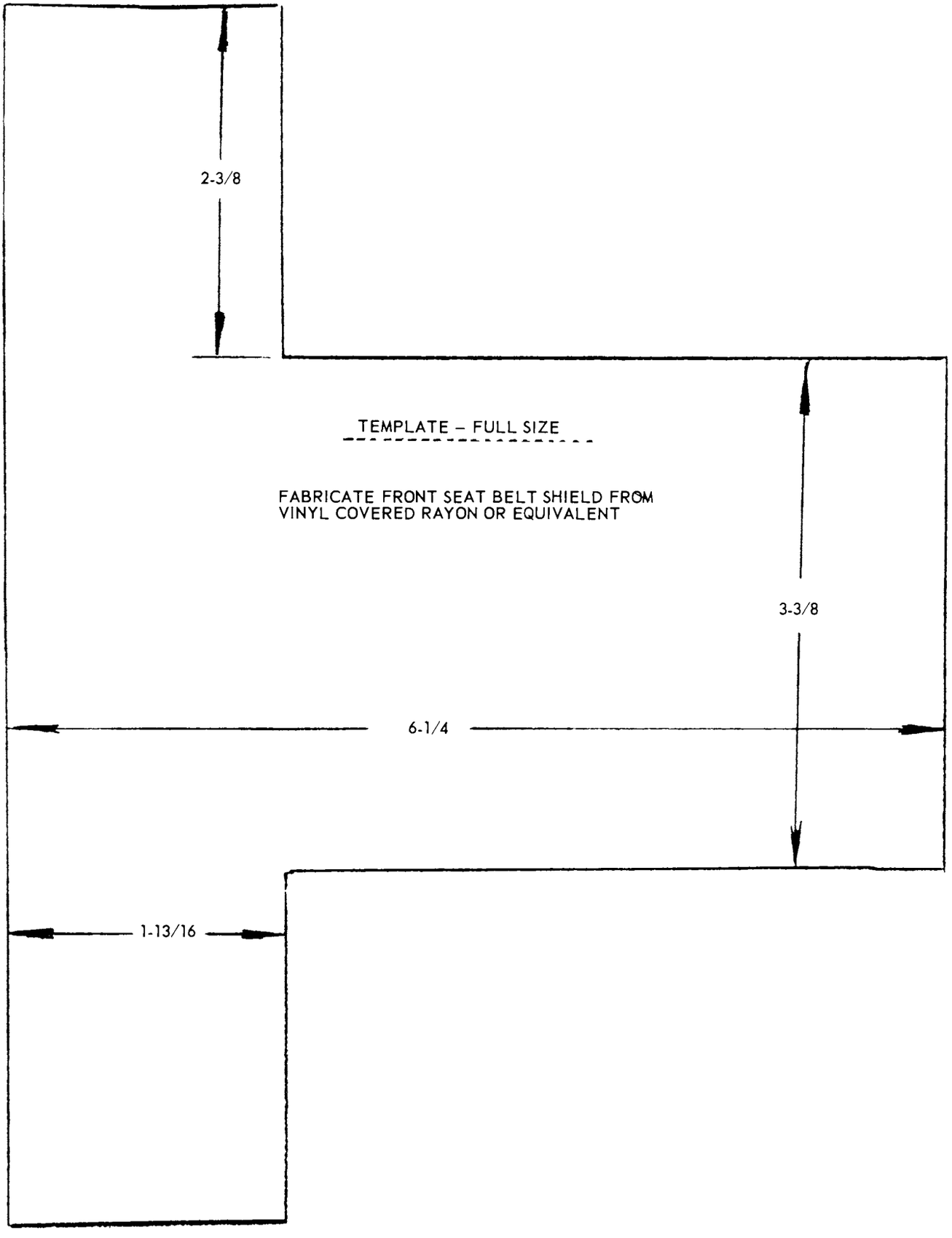

Fig. 9 – Torn Front Seat Back Covers at the Seat Belt Routing Holes – 1965 Ford – (Article 295)

296 TRUCK SPECIAL BODY EQUIPMENT INSTALLATION

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are recommended:

BODY:

1. Any structural member or area of the body, cab or cowl assembly removed must be replaced or included in the body structure of any special body installed.
2. All cuts made into any sheet metal area must be terminated with a drilled or filed radius to prevent sheet metal cracks.
3. When mounting a specialized body or piece of equipment (dump body, cement mixer, etc.) to the truck chassis, hardwood or flat steel sill plates must be installed between truck frame and body frame. When steel is used it is not to be welded to the frame. Sill plates must extend beyond body frame and forward past the rear panel of the cab. Adequate cab to body clearance must be provided (minimum of 3 inches on any dump type body).
4. When special bodies require "U" bolts for attachment to the truck chassis, the "U" bolts must be placed in a reinforced area, such as any crossmember

attachment area, to prevent collapsing of frame side rail flanges. In non-reinforced areas, frame spacers must be installed between the upper and lower frame rail flanges.

5. On unitized body vehicles, drilling is not permitted on bottom sides of structural members.

6. If seat assembly is relocated, floor pan must be reinforced in attaching area.

FRAME:

1. Drilling of frame side rail upper or lower flanges is not permitted.

2. Welding of, or to, the frame side rail upper or lower flanges and web is not permitted.

3. No welding of brackets, outriggers, supports, or the like, will be permitted on any frame assembly.

4. To mount brackets, outriggers, supports, etc., holes may be drilled in the vertical web of the frame side rail only, and then these items may be riveted or bolted to the frame. Holes must be reamed and high tensile bolts must be used.

5. No lengthening or shortening of the frame will be permitted, i.e., cutting and adding or removing a section of side rail except as outlined:

A. Lengthening of the frame rearward of the normal frame length will be permitted where necessary to provide any additional frame lengths. All frame extension members must be riveted or bolted to the frame side rails.

B. Shortening of the frame rearward of the rear spring – rear hangers will be permitted only where necessary to provide clearance for special bodies or equipment not normally extending beyond this point.

ENGINE:

1. Usage of engine coolant to heat other body area heaters (other than standard cab heater) is not recommended. Excessive coolant usage will result in abnormal engine temperatures that will affect economy, engine life, and engine operating efficiency.

2. Engine compartments must be designed to eliminate any restriction to air circulation that would affect the fuel induction and cooling systems. If the engine is operated in an enclosed area (trapped air) it will be necessary to make provision for external venting of the carburetor as a safety precaution.

3. Engines must not be operated in an extremely open-type compartment where excessive air circulation would affect engine fuel induction and cooling operation adversely.

4. Installation of any engine-speed governor is permitted, providing governor design is compatible with each respective carburetor design for individual engine application.

5. Ignition circuit of any engine should not be altered.

6. Alternator circuit wiring loom must not be altered by cutting, soldering, or splicing. Ground wire (black with red tracer) must be connected to regulator mounting bolt, alternator, and to engine block respectively.

The regulator assembly must be in a vertical plane in an area

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axle I-beams is permitted. Special equipment mounting or attaching brackets, requiring attachment to the front axle, may be clamped to axle I-beams only.

2. Front or rear suspension member components cannot be relocated for any reason.

BRAKES:

1. Additional brake assemblies cannot be added to the designed brake system as released for each respective truck model, i.e., as would be required when the installation of additional front or rear axle assembly is made on a standard designed vehicle.

2. No hydraulic brake locking devices will be permitted to be installed to the standard hydraulic brake system.

AUTOMATIC TRANSMISSION:

1. Alteration of shift linkage and/or transmission control rods is permitted providing control geometry is not affected at the kick-down and manual control levers on the transmission.

2. The transmission oil filler tube and dipstick must not be altered by bending, lengthening, or shortening, and must be readily accessible in the engine compartment for checking lubricant level.

3. The installed engine angle must not be altered.

4. Transmission breather tube must not be altered, pinched, collapsed, or the opening restricted or relocated.

5. Adequate tool clearance and suitable access openings for transmission adjustments must be provided. Transmission removal provisions must also be considered.

6. Transmission oil cooler lines should not be kinked, bent or restricted. All oil cooler lines must be properly retained by adequate clipping. The truck-type external oil cooler must not be "boxed-in" so as to prevent adequate air circulation.

7. Vacuum throttle control line must not be bent, kinked or restricted.

NOTE: Vacuum operated accessories must have separate engine vacuum source. Vacuum measurements must be within engine specifications. Vacuum as measured at transmission must be the same as measured at engine.

8. Vacuum diaphragm assembly must have provision for adjusting tool clearance.

9. Transmission service identification tags must not be removed or destroyed. If the transmission is reworked or replaced, tag should be attached to new transmission.

STANDARD TRANSMISSION:

1. The transmission shift rods may be altered providing shift lever geometry is not affected at transmission.

2. Transmission filler plug should not be obstructed, preventing easy checking of lube level of filling.

REAR AXLE:

1. Rear axle vent must not be bent, pinched, or obstructed to prevent normal "breathing" of the rear axle.

2. On all rear axle assemblies, additional bracket bars, or supports must not be welded to the axle housing assembly. Attachment of any equalizing-type trailer hitch must not be attached to the rear axle assembly.

3. Dual rear wheel installations will not be permitted on F-100-250 trucks.

POWER TAKE-OFF INSTALLATION:

1. No power take-off installation is permitted for usage with any **Ford designed** automatic or manual transmission.

2. On transmission mounted power take-off installations, the engine-transmission maximum RPM must not exceed the power take-off manufacturer's recommended PTO maximum RPM rating. Power take-off output RPM must not exceed driveline and/or universal joint manufacturer's recommended maximum RPM and/or driveline angle specifications. It will be the equipment manufacturer and/or installer's responsibility to properly design and install drivelines so the vehicle and component operation and durability is not adversely affected.

3. On crankshaft driven power take-off installations, maximum power take-off RPM must not exceed the engine manufacturer's maximum RPM specifications.

WHEELS:

1. Special wide tread or floation type tires including wide rim wheels are not recommended for F-100-250 trucks.

STEERING:

1. No steering gear, steering shaft, or steering column misalignment to steering gear is permitted. Flexible coupling will not tolerate any misalignment and is not designed to operate as a "universal joint"

2. No steering gear, linkage, or column alteration or relocation will be permitted.

3. Use of turn signals, etc. mounted on the steering column must not affect steering column angles.

4. Steering gear must be readily accessible for making steering gear mesh load and worm bearing preload checks and/or adjustments.

COOLING:

1. Radiators should not be used as a structural part or hold-down for special bodies or equipment.

2. Radiator modification is not permitted.

ELECTRICAL:

1. All wiring looms must be securely clipped. When routing wiring looms through any hole in the body or frame, suitable grommets must be used to prevent cutting or chaffing of the loom.

2. No cutting, splicing or soldering of of wiring looms is permitted.

3. Do not use more than four (4) stoplight bulbs connected to the standard hydraulic brake stoplight switch. If more than four (4) bulbs or stoplights are required, the additional bulbs or lights must be controlled by a suitable relay.

4. Additional lights (clearance, interior body, tractor package, etc.) should not be connected directly to the standard light switch. Suitable relays should be used for these installations.

5. When gauges (oil pressure or ammeter) are substituted for warning lights, wiring must be made according to the manufacturer's recommendations.

6. If horns are relocated, location must be as high as possible with bell mouth of horn pointed downward.

7. If battery location is changed, new location must be adequately ventilated, accessible for servicing, protected from road splash, and incorporate a shockless mounting.

8. If battery location is changed, requiring longer cables, a heavier wire gauge battery cable must be used.

9. If more than one battery is used, or a battery of a larger capacity is used, the battery charging circuit must be checked and revised to carry the additional loads.

INSTRUMENT PANEL:

1. If the instrument panel is relocated, the speedometer cable routing must not be subjected to sharp bends with any bend not to exceed a six (6) inch radius.

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 16 June 1, 1965

278 CORRECTION: SEAT BELT HARDWARE RATTLES

(All 1965 Mustang)

The Suggested Time Schedule Operation SP-61136-A-65 published in TSB No. 15, dated May 10, 1965 is incorrect. It appeared as 9.2 hours; should read 0.2 hours. Please make this correction in subject Bulletin. The Summary Sheet contains the correct time.

296 CORRECTION OF TSB, ARTICLE 296 DATED MAY 10 – TRUCK SPECIAL BODY EQUIPMENT INSTALLATION PRECAUTIONS

(All Trucks)

The corrections are as follows:

BODY SECTION

Item #3 should be corrected to read: sill plates must be extended beyond the (special) body frame, and forward past the rear panel of the cab and should gradually taper to avoid an abrupt section change.

FRAME SECTION

Item #2 should read: no welding should be done on high strength steel siderails (50,000 and 80,000 PSI yield strength).

Item #3 should read: when welding low carbon steel siderails (36,000 PSI yield strength) emphasis should be placed upon weld application techniques to avoid stress raisers that may adversely affect frame operating stresses.

Item #4 should read: to mount bracket, outriggers, supports, etc., to frame siderails holes may be drilled in the siderail vertical web, but must be located at least 1½ inch from the top or bottom flanges, and then these items may be riveted or bolted to the siderail. Holes must be reamed and high tensile bolts must be used.

INSTRUMENT PANEL SECTION

Item #1 should read: if the instrument panel is relocated, the speedometer cable routing must not be subjected to sharp bends. No bend to be less than a six inch radius.

297 POTENTIAL FOG LAMP BULB BREAKAGE

(1965½ Mustang – All Performance Image Option Units Built Prior To May, 1965)

When replacing fog lamp bulbs, the following procedure is recommended to prevent lamp bulb breakage.

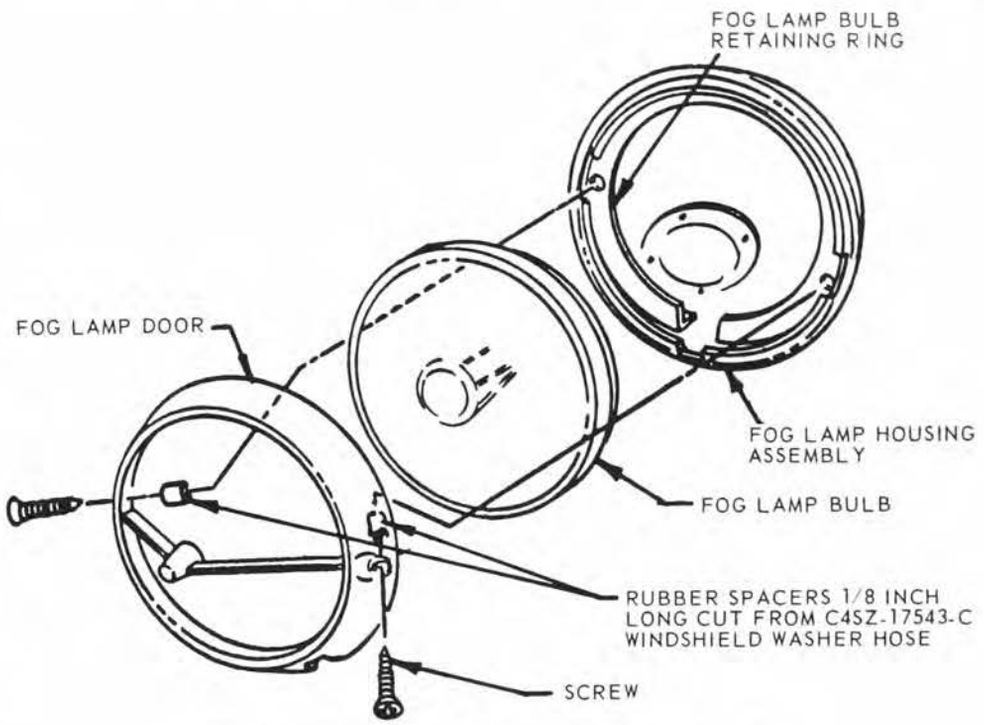

Fig. 1 – Fog Lamp Bulb Breakage (Article 297)

5. Re-install the fog lamp door using the above spacers (see Fig. 1) between the door and retaining ring.

NOTE: Caution should be exercised when tightening the lamp door screws so as not to exceed 12 in. lb. torque.

WARRANTY STATUS - REIMBURSABLE

Oper. Use applicable standard replacement time schedule

298 BROKEN BRUSH HOLDER ATTACHING SCREW

(All 1965 Vehicles Equipped With G.P.D. Alternators)

Recent alternator failures diagnosed as having no output were found to have broken brush holder attaching screws. These screws, (part number 379252-S8B) located inside the slip ring enclosure, break off where they screw into the housing. The broken portion of the screw can become wedged between the slip ring housing or brush holder and the rotating slip rings. Damage to the brush holder, slip rings and housing may result. The broken portion of the screw may "short" the slip rings to the rotor or alternator housing and cause a regulator and wiring failure and battery discharge.

When an alternator output test, as prescribed in the 1965 shop manual, indicates a failed alternator, because of an open field circuit, disassemble the alternator. During disassembly, position alternator with pulley end down on the bench. Lift stator and rear housing off the rotor and front housing. This will prevent metal or plastic chips from falling into the rear bearing. Inspect the alternator rear housing for broken brush holder attaching screws. If a broken screw is found inspect the brushes, brush holder, slip rings, and housing for damage. If the rear housing is damaged or the broken portion of the screw cannot be removed, replace the rear housing. Dents or scratches on the slip rings may be removed by turning down in a lathe. The minimum slip ring diameter should not be less than 1.220 inches after refinishing. Rotor replacement is required when the slip rings cannot be refinished.

An inspection of the voltage regulator must also be made. When the slip rings in the alternator are shorted to the housing this causes a momentary high current flow in the field circuit. **The high current flow may burn the upper contact carrier of the field relay or fuse the upper contacts of the voltage limiter.** The large cross over wire connecting the base of the field relay to the upper contact of the voltage limiter may burn. Damaged voltage regulators require replacement.

Replace the alternator to regulator wiring harness if an inspection indicates burned wires within the harness.

A discharged battery must be recharged prior to delivery of the vehicle to the customer.

299 16802 EATON AXLE DIFFERENTIAL KIT

(F, C, B, N-600, 700, 750 – N, C-6000, 7000 – F-800 Trucks)

A redesigned differential gear set is available for service replacement of failed

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16802 differential gears on complaint basis only. The new differential gears have fewer teeth of larger cross section than the previous gear teeth and consequently will provide increased strength to eliminate impact failures. The previous gear set contained 20 tooth side gear with 11 tooth pinion compared to the redesigned set which has 18 tooth side gear with 10 tooth pinion. This change was effective in production effective March 8, 1965.

The redesigned differential is available only as Kit B9TZ-4237-B, Service Class A and includes 2 side gears, 4 pinions and related washers.

WARRANTY STATUS - REIMBURSABLE

Oper. Regular Suggested Time Schedule 4200-A

300 TORSIONAL VIBRATION

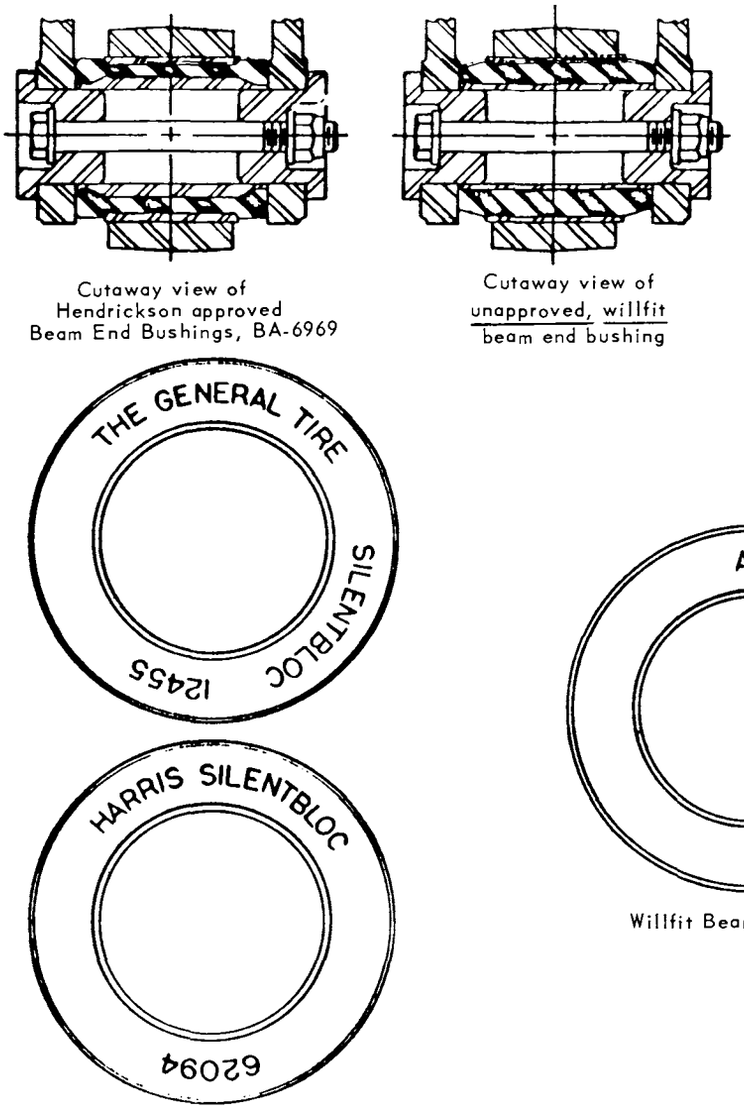
(1964 F-100-250 Trucks With 223-262-292 Engines And 4-Speed Transmissions)

In some instances, it has been found that the presently released service clutch disc C1TZ-7550-B will not entirely correct clutch torsional vibration in 1964 trucks equipped with the 223-262-292 CID engines and the 4-speed transmission.

If clutch torsional vibration still exists after installing the normal service C1TZ-7550-B clutch disc, it is suggested that a low friction lag disc C1TZ-7550-E be installed to correct the problem. This clutch disc is classified as a "CG" item at the National Parts Depot.

WARRANTY STATUS - REIMBURSABLE

Oper. Regular Suggested Time Schedule Operation 7003-A and 7003-A-3



Cutaway view of Hendrickson approved Beam End Bushings, BA-6969

Cutaway view of unapproved, willfit beam end bushing

End view of Hendrickson approved Beam End Bushings, BA-6969

Willfit Beam End Bushing

Fig. 2 – (Article 301)

301 APPROVED HENDRICKSON SUSPENSION WALKING BEAM END BUSHINGS

(All Tandems With Hendrickson Suspension)

Unapproved walking beam end bushings are being installed which are not of the correct design for Hendrickson suspensions, and will not provide satisfactory service life. The Willfit sub-standard parts can be identified by:

1. The number A-1 shown on the end face of the rubber.
2. The plain bright surface of the outer steel sleeve.
3. The body of the rubber tapered at the ends (see Fig. 2).
4. The overflow of rubber at the mold separation line, visible on each end of the rubber.
5. The thin wall inner straight sleeve.

The approved end bushings can be identified by:

1. The Hendrickson part number shown [illegible] face of the rubber. (See Fig.

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302 INOPERATIVE OR ERRATIC HORN OPERATION

(All 1965 Car Lines, Econoline, F-800 thru 1100, T-700 thru 950, All H, N, And C Series And P-100 thru 600)

Inoperative horns have been traced to a washer used in the mounting of the horn which does not bite into the bracket, leaving the horn ungrounded.

If a complaint of "No-Blow" is registered and before extensive investigation into horn ring or other possible trouble areas is launched, check the ground quality at the horn bracket.

Units built since October 14, 1964, have a redesigned washer and should afford an excellent ground.

303 NEW LOW AIR PRESSURE WARNING SWITCH

(All Truck With Air Systems – 1957 thru 1965)

Low air pressure warning switch malfunction, due to moisture in the air system, can now be corrected with a new switch in service stock. The new Bendix Westinghouse switch contacts are isolated from the air supply and do not become contaminated. The Ford Part Number for this switch is C5TZ-2A574-A. It is a Class "A" item and may be installed on a complaint basis in the following manner:

1. Bleed the system of air and remove any existing non used plug on either side of the manifold.
2. Insert a 90° ¼ MP to ¼ FP weatherhead fitting (Standard Number 357962-S) in hole after coating the threads with a lead base sealant.
3. Position the elbow with the opening at the top, coat the threads and insert the low air pressure switch in the elbow.
4. Remove the wire from the old low pressure switch and mount to the new switch with a #8-32 brass screw and star washer.
5. The old switch may remain in the manifold as a plug or be removed and the hole plugged with the removed plug.

WARRANTY STATUS - REIMBURSABLE

Oper. 18737-A – Standard Labor Time Operation applies to this problem correction.

Switch Air Pressure Warning Buzzer. . . . . 0.3 hrs.

304 ALTERNATOR – FRONT ENGINE MOUNT INTERFERENCE

(1965 P-350-500 And N-500-600 Equipped With 6-Cylinder Engine)

On units built prior to October 19, 1964 an interference may exist between the alternator and/or drivebelt and the front

engine mount. This condition can be corrected by removing a portion of the engine mount. See Fig. 3 for area of mount to be removed.

WARRANTY STATUS - REIMBURSABLE
Oper. SP-6028-A-65
Time: 0.7 hrs.

305 HEATER CORE REMOVAL AND INSTALLATION (WITH OR WITHOUT AIR CONDITIONING)

(1964 And 1965 Thunderbird)

1. Drain the cooling system.
2. Disconnect the heater hoses at the heater core.
3. Remove the moulding from the right side lower instrument panel.
4. Remove two screws that retain the moulding on the right side of the console and remove the moulding to gain access to the left bolt retaining the lower panel.
5. Remove the right lower instrument panel secured by three screws and two bolts.
6. Disconnect the resistor plug. Remove seven retaining screws and recirculating air grille.
7. Remove two screws from the front of the heater core to case.
8. Loosen seven nuts from the engine side of the dash securing the heater assembly.
9. Pull the heater assembly away from the dash. Remove four screws, disconnect a cable and position the fresh air duct out of the way to gain access to the core rear screws.
10. Remove two screws from the rear side of the core and remove the core.
11. Position the new heater core and install the two rear screws.
12. Position the air duct. Connect the boot. Install four retaining screws and connect the cable.
13. Install two screws in the front of the core securing the core to case and push the heater back into place.
14. From the engine side, tighten the seven nuts at the dash securing the heater assembly.
15. Connect the heater hoses to the heater core.
16. Fill the cooling system and check.
17. Position the recirculating grille and install seven retaining screws. Connect the resistor plug.
18. Install the right lower instrument panel with three screws and two bolts.
19. Snap the moulding into place.
20. Install the console side moulding and secure with two screws.

306 CAMSHAFT GEAR NOISE

(All 1965 240-300 CID Engines Except F-100-250 And Econoline 240 [illegible]D Engines)

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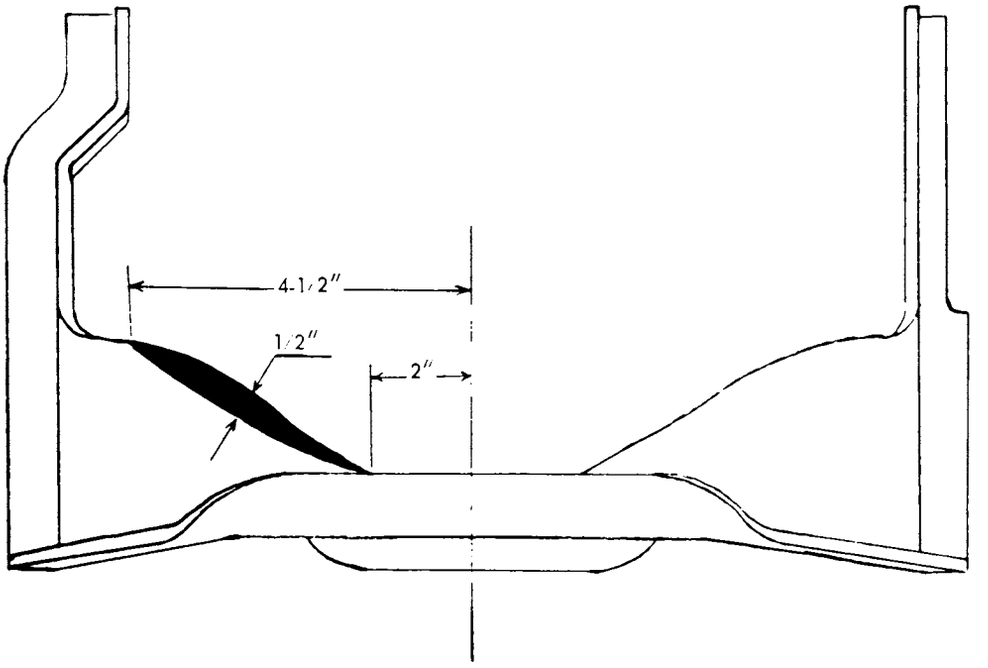

Figure 3 – (Article 304)

307 ROUGH ENGINE IDLE

(All 1965 Mustangs With 289-4V CID Engine And Automatic Transmission)

When customer complaints of rough idle are encountered on the subject vehicles, built prior to May 10, 1965, carburetor rework and a rear engine mount change is recommended. Rough idle complaints on units manufactured from May 10, 1965 through June 18, 1965 require only carburetor rework. The new carburetors can be identified by the letter "C" (C5ZF-F/"C"5) on the carburetor identification tag.

Carburetor Rework – instructions for the improved idle stability are as follows:

1. Run engine until temperature stabilizes, then check and adjust initial timing to 6 degrees B.T.D.C. and make carburetor adjustments to confirm that a rough idle condition exists. If the rough idle still exists proceed with the following steps.
2. Stop engine. Remove the air cleaner, carburetor and spacer gasket. Discard gaskets.
3. Remove air horn assembly and discard the fuel bowl gasket.
4. Modify a new fuel bowl cover gasket (C2SZ-9561-A Class B) as follows. (Refer to Fig. 4.) Cut out the portion of the gasket between the two 3/8 in. dia. vent holes.

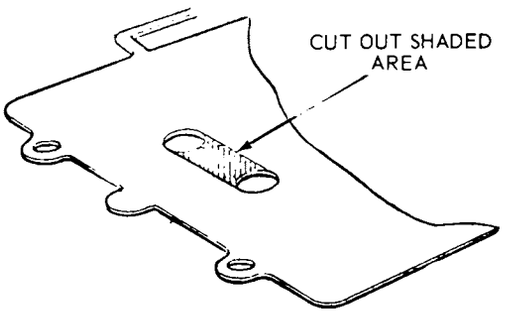

Figure 4 – (Article 307)

5. Remove the secondary booster venturi assembly.
6. Invert the carburetor so that the manifold surface is face up (Refer to Fig. 5.) Insert a 1/8 in. dia. rod, drift or drill bit end into the secondary idle channel cup plug. With a downward prying motion remove the two cup plugs and discard.
7. **IMPORTANT** – For future reference, note the position of the brass idle channel restrictors in the main body (Refer to Fig. 5). Invert the carburetor (Refer to Fig. 6). Insert a 1/16 in. dia. to 3/32 in. dia. rod or drill bit end into the secondary idle channel. Drive the brass restrictors out of the main body.
8. Invert the carburetor again (Refer to Fig. 7). Position a .024 inch restrictor

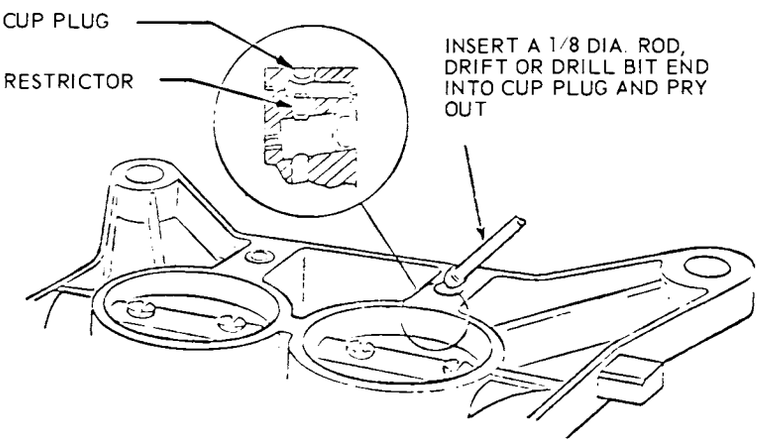

Figure 5 – (Article 307)

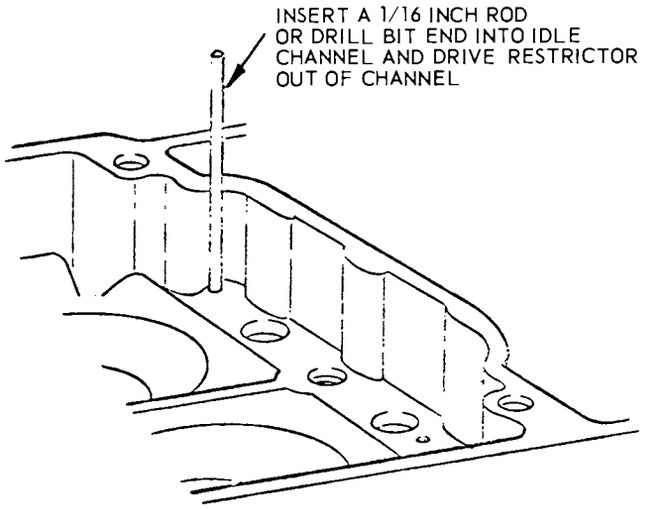

Fig. 6 – (Article 307)

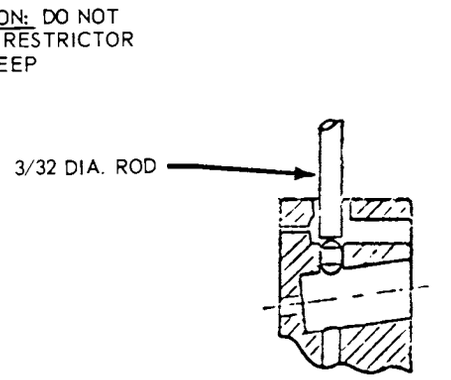

Fig. 7 – (Article 307)

(Kit C5AZ-9A521-A Class CG) into the idle channel. With a 1/8 in. diameter rod or drill bit end, carefully drive the restrictor into the main body. **CAUTION:** Do not drive the restrictor in further than originally installed.

9. Position the cup plugs over the idle channels and gently tap plugs into the channels. Dress up the flange surface with a file if necessary.

10. Invert carburetor and install the secondary booster venturi assembly.

11. Position the modified fuel bowl gasket and air horn on the main body and secure the air horn with the air cleaner retaining stud.

12. Position the carburetor base gasket (C5AZ-9447-A Class A) on the intake manifold and the spacer and install carburetor. Start engine and stabilize engine temperature.

13. Remove air horn and gasket. With engine idling, reset the primary and secondary fuel levels to 15/16 inch.

14. Install the air horn and gasket to the carburetor. Adjust engine idle speed to 525 rpm (in drive and lights on) and adjust idle mixture for best idle.

15. Check for fuel leaks and proper assembly of the choke plate rod in the choke lever. Install air cleaner assembly.

16. Drive vehicle for two miles and readjust engine idle speed to 525 rpm (in drive and lights on). Turn the idle mixture screws inward (clockwise) until the idle rpm just begins to drop (idle lean point). This is a very critical and important setting.

If the customer complains of rough idle on the subject vehicle built prior to May 10, 1965 and if the idle cannot be satisfactorily corrected by the above carburetor rework, then the engine rear mount assembly should be removed and replaced by a C5ZZ-6068-B Class "C" insulator assembly.

Follow the procedure outlined in the Sh... Manual under Group 8, Part 8-3, ...or removal and installation.

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308 ARTICLE #241 DATED 4/5/65 – REVISION – THERMOSTAT APPLICATION

(All Ford Car Lines)

The thermostat application chart shown in Article #241 dated 4/5/65 has been revised to include updated part numbers. The following is the corrected list of thermostat application by car line, model year and engine displacement to be used for replacement under warranty.

THERMOSTAT APPLICATION

Car Line	Model Year	Engine Displacement (CID)	Part Number
Ford	1963 – 1964	223, 352, 390, 406, 427	C3AZ-8575-B
	1963 – 1964	260, 289	C3DZ-8575-A
	1965	240, 289	C5DZ-8575-A
	1965	352, 390, 427	C5AZ-8575-A
Fairlane	1963 – 1964	170, 200, 221, 260, 289	C3DZ-8575-A
	1965	200	C3DZ-8575-A
	1965	289	C5DZ-8575-A
Mustang	1965	170, 200, 260	C3DZ-8575-A
	1965	289 (With Generator)	C3DZ-8575-A
	1965	289 (With Alternator)	C5DZ-8575-A
Thunderbird	1963 – 1964	390	C3AZ-8575-B
	1965	390	C5AZ-8575-A
Falcon	1963 – 1964	144, 170, 200, 260	C3DZ-8575-A
	1965	170, 200	C3DZ-8575-A
	1965	289	C5DZ-8575-A

309 SPEED CONTROL

(1965 Ford)

The following trouble shooting information and a schematic diagram of the Ford Speed Control system supersedes the information contained in the shop manuals, which covers only factory installed units.

The dealer installed units incorporate an added feature, the resume speed bar which when pushed and released above approximately 20 miles per hour will activate the speed control and the car will automatically increase in speed until the selected speed has been reached.

SPEED CONTROL DIAGNOSIS GUIDE

TROUBLE	POSSIBLE CAUSE
Speed Control Make Ready Switch Won't Stay Out, System Is Inoperative	1. Blown Fuse 2. Wire off back of switch or ignition or wiring is defective. 3. Make ready switch burned out.
Speed Control Make Ready Switch Stays Out, But System is Inoperative.	See Speed Control Electrical Check.

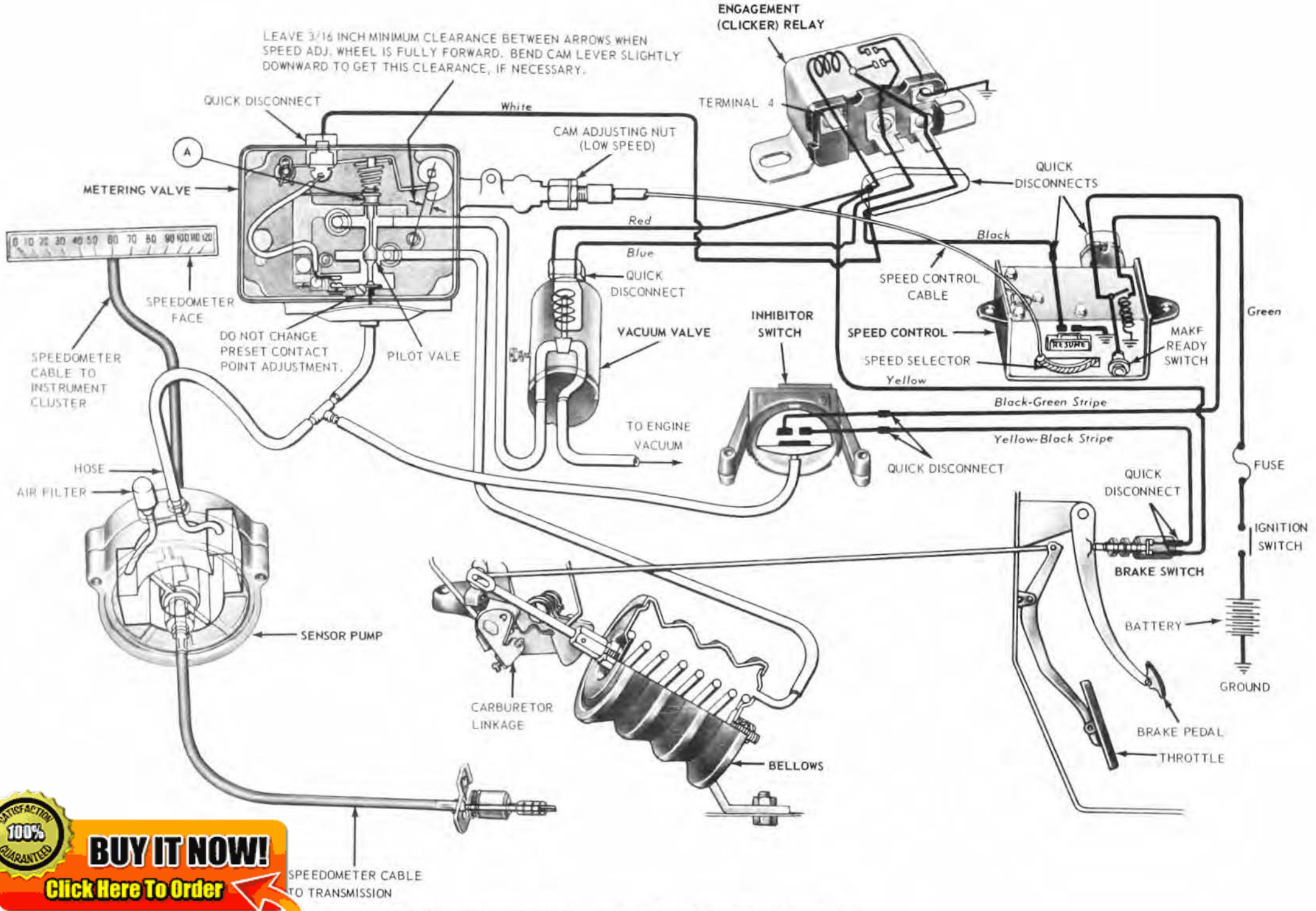

Fig. 8 – Schematic Diagram – Ford Speed Control – (Article 309)

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SPEED CONTROL ELECTRICAL CHECK

The speed control make ready switch stays out, but the system is inoperative.

CHECKING INHIBITOR VALVE

1. Disconnect the inhibitor valve and install an ohm meter across the valve leads.
2. Disconnect the inhibitor valve pressure line at the "T"
3. Apply a slight pressure to the inhibitor valve by blowing into the pressure line. Inhibitor switch contacts should close, which would be indicated by the ohm meter.

CHECKING METERING VALVE, VACUUM VALVE AND ENGAGEMENT (CLICKER) RELAY

1. Install a jumper wire across the inhibitor valve leads at the valve. Current will now by-pass the inhibitor valve so that further checks may be continued.
2. Remove the metering valve unit filter.
3. Raise the pilot valve manually at point A shown in the Speed Control Schematic. Move the valve against the spring. If the vacuum valve **is** actuated, noted by an audible thump, raise the pilot valve again. If no thump is heard the second time, the engagement (clicker) relay could be defective due to closed points that will not open or the relay may not be properly grounded.
4. If the vacuum valve **is not** activated, disconnect the metering valve unit feed wire and touch or ground it to the valve case.
5. If the vacuum valve **is** activated, the metering valve is defective.
6. If the vacuum valve **is not** activated, check the brake switch adjustment. The brake switch should be closed when the brake pedal is released. Check the engagement (clicker) relay by applying current to terminal number 4 (Fig. 8). Check the vacuum valve by applying current to one terminal and grounding the other. The valve should open. Check all wiring connections.
7. Other things that may contribute to a **non-activated** vacuum valve are: low fluid level in the sensor pump, pressure line leak between the sensor pump and metering valve or the inhibitor valve, ruptured bellows, leaking vacuum lines, or a ruptured metering valve diaphragm.

TROUBLE (Cont'd)	POSSIBLE CAUSE (Cont'd)
Speed Control Engages Below Desired Speed.	1. Resume Speed Switch Shorted. 2. Metering Valve points shorted.
Speed Control Will Not Resume When Resume Speed Switch Is Activated.	1. Resume speed switch defective. 2. Switch not properly grounded. 3. Wire off back of switch or defective wiring.
Speed Control Will Not Disengage When Brake Pedal Is Depressed.	1. Brake switch improperly adjusted or defective. 2. Defective resume speed switch.
Speed Control Inoperative And Speedometer Does Not Register.	1. Broken speedometer cable between transmission and sensor pump.
Speed Control Regulates But Speedometer Does Not Register.	1. Broken speedometer cable between sensor pump and speedometer. 2. Inoperative speedometer mechanism.
System Hunts (Speed Continuously Changes Up and Down).	1. Vacuum hose split between manifold and vacuum valve, vacuum valve and metering valve unit or metering valve unit and bellows. 2. Ruptured bellows. 3. Defective metering valve unit. 4. Stickey carburetor or accelerator linkage.
System Sluggish, Will Not Hold Speed On Hills.	1. Linkage between bellows and accelerator not properly adjusted. 2. Defective Sensor Pump. 3. Sticky carburetor or accelerator linkage. 4. Vacuum leak in hoses or bellows.
While Operating, Vehicle Over Speeds The Speed Setting.	1. Hose between sensor pump and metering valve unit leaking. 2. Defective metering valve unit diaphragm. 3. Hoses to metering valve unit reversed.
Slow Response When Adjusting Speed and Speed Drops Excessively On Hills.	1. Linkage between bellows and accelerator, not properly adjusted. 2. Kinked or leading vacuum hoses between manifold and vacuum valve, vacuum valve and metering valve unit or metering valve unit and bellows. 3. Small leak in bellows.

PART NUMBER	PART NAME
C5ZZ-6520000-A	Kit-Triple Accent Stripe-Lower Body (Black)
C5ZZ-6520000-B	Kit-Triple Accent Stripe-Lower Body (White)
C5ZZ-6520000-C	Kit-Triple Accent Stripe-Lower Body (Red)
C5ZZ-6520000-D	Kit-Triple Accent Stripe-Lower Body (Blue)

310 VINYL TAPE ACCENT STRIPE REPLACEMENT

(1965½ Mustang)

Pressure sensitive vinyl tape striping is released for the performance image option 1965½ Mustang. This striping is located at the bottom of the door, fender and quarter panel and is available in [illegible]white, red and blue. Tests have [illegible]that the vinyl tape striping will [illegible]s to facilitate application of the vinyl [illegible], and is serviced in kits as follows:

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Each kit consists of one transfer each for the door, the fender and the quarter panel and an installation instruction sheet. Each transfer consists of an upper, a lower and a center vinyl stripe, a prespacing carrier paper and a protective paper backing.

To replace damaged striping tape or to apply striping tape to replacement panels in service the following procedure is recommended:

1. Room temperature must be 60° or higher.
2. Surface must be free of dirt and grease, and adhesive if old striping is removed. A naptha base cleaner is recommended; however, be sure that all naptha and/or naptha residue is removed and the surface is completely dry before striping is applied.
3. If striping is to be applied to all three panels, begin with the door transfer. Position the transfer stripe tape 1/8 inch above the door lower edge as shown in Section "AA", Fig. 9. If striping is to be applied to one panel only, position the transfer tape in alignment with the existing stripes on the companion panels.
4. Attach transfer tape to the panel with masking tape tabs approximately 1 inch x 2 inches and a masking tape strip approximately 1 inch x 5 inches as shown on Fig. 9. Allow 1/16 inch for wrap around at the trailing edge of the fender, the quarter panel at the door opening and at the front and rear edges of the door panel. Refer to Fig. 11.
5. Remove the forward tab of masking tape and fold the stripe tape backward. Peel the carrier paper from the end to the

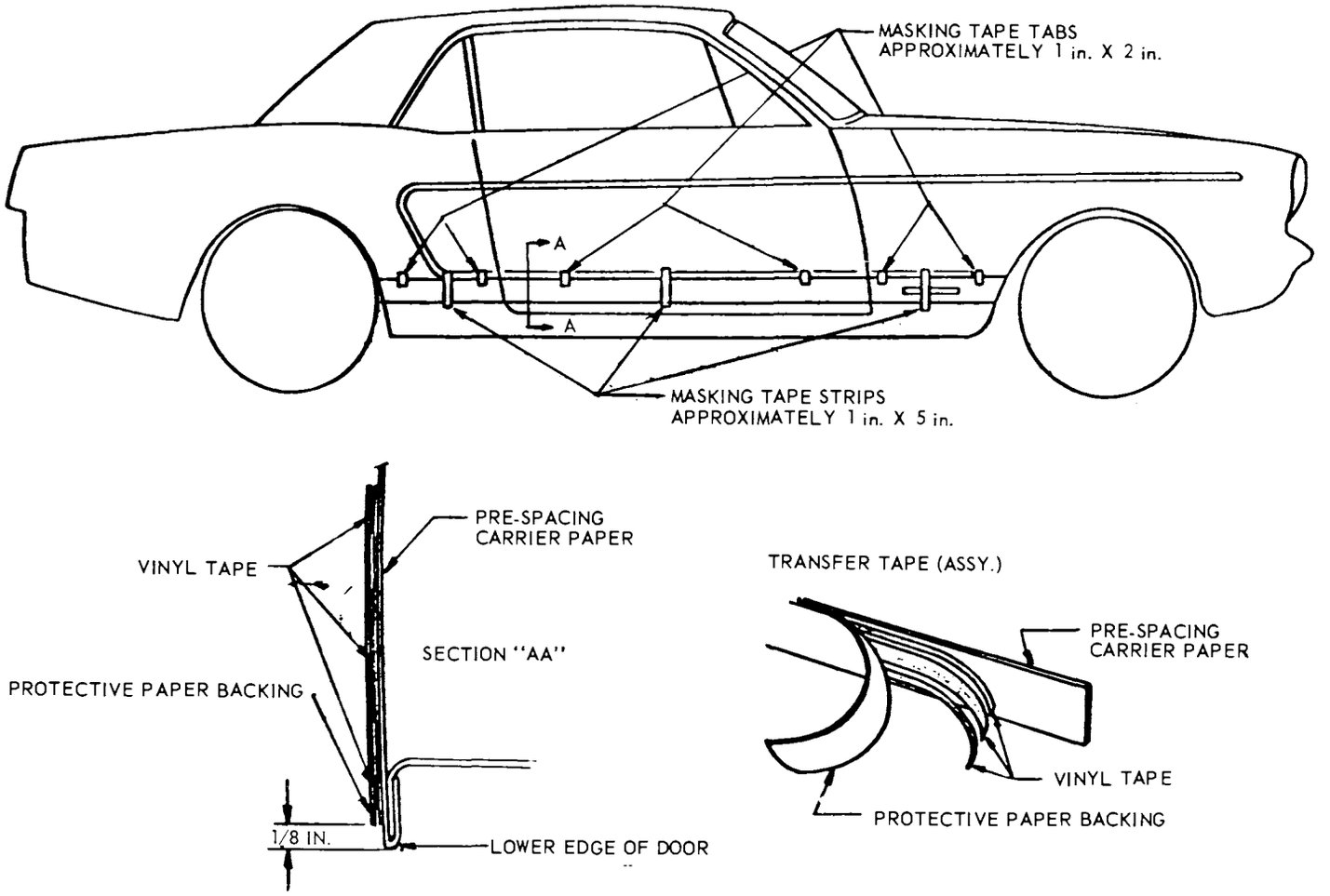

Fig. 9 – Vinyl Tape Accent Stripe (Article 310)

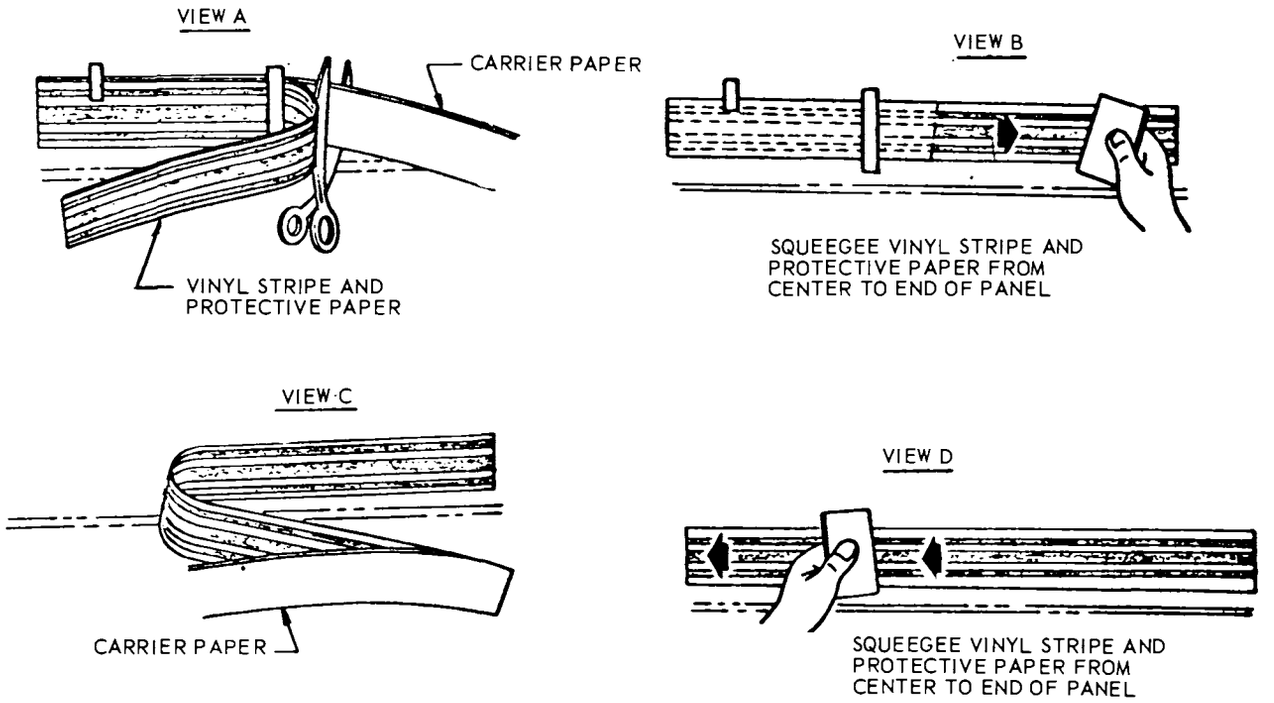

Fig. 10 – Vinyl Tape Accent Stripe Installation (Article 310)

approximate center and cut off the carrier [illegible]th scissors as shown in View [illegible]0.

[illegible] stripe and the rearward masking tape tab and fold the stripe tape forward. Peel off the remaining carrier paper as shown in View "C", Fig. 10 and allow the stripe tape to fold back into aligned position pressing the stripe evenly from the center to the end of the panel. Squeegee the stripe tape from the center to the panel end as shown in View "D", Fig. 10.

When performing Steps 6 and 7 exercise extreme care to assure that the stripe tape is correctly aligned. If it should be inadvertently misaligned, it will be necessary to remove the tape with naptha base cleaner, obtain new tape and start again at Step 3.

8. Trim excess material allowing for wrap around. Refer to Fig. 10. Squeegee wrap around areas.

9. Remove the protective paper from the stripe tape. Refer to Fig. 12.

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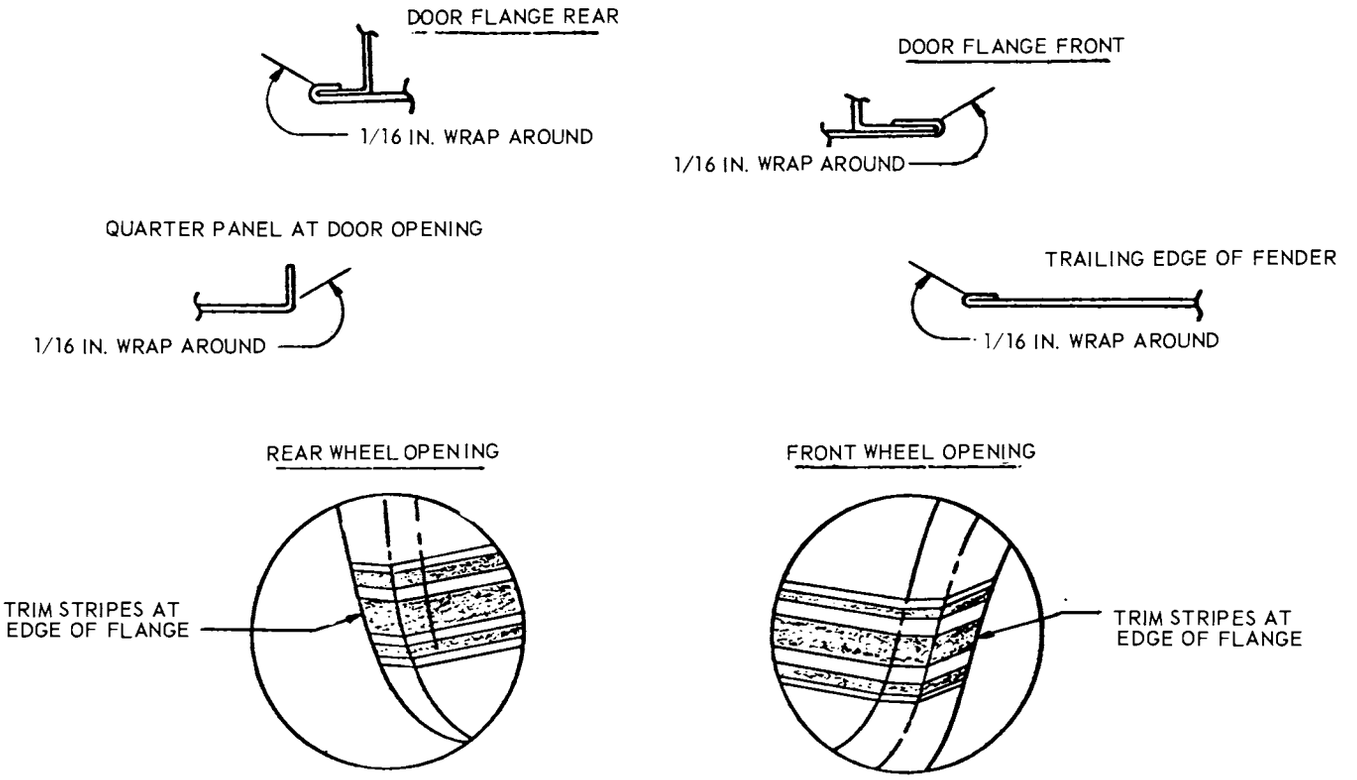
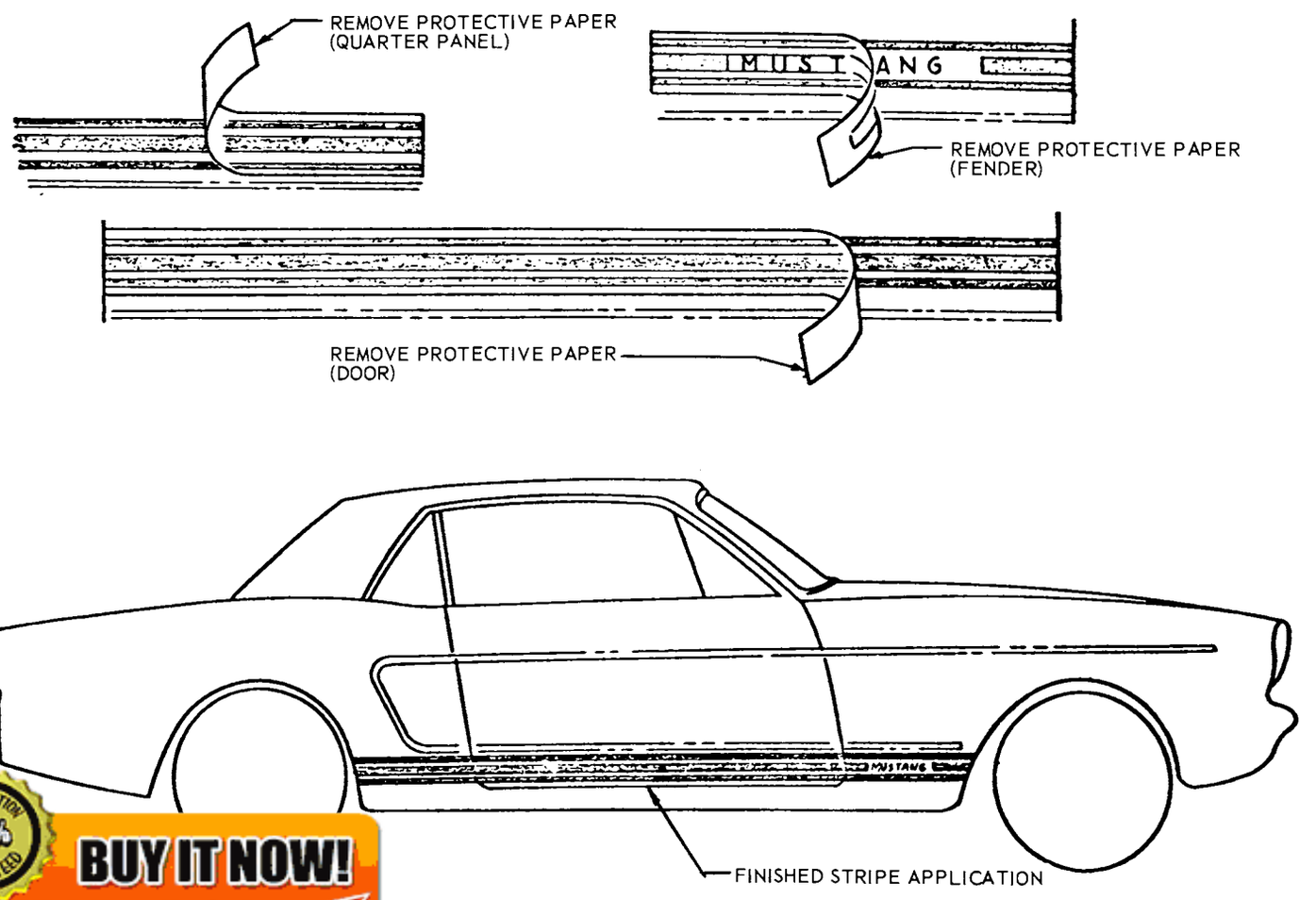


Fig. 11 – Vinyl Tape Accent Stripe Installation (Article 310)



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- Vinyl Tape Accent Stripe Installation (Article 310)

311 FRONT WHEEL BEARING END PLAY ADJUSTMENT ON VEHICLES WITH DISC BRAKES

(All Vehicles with Disc Brakes)

When adjusting front wheel bearing end play on vehicles equipped with disc type brakes, it is necessary to assure that clearance exists between the rotor and brake shoe lining assemblies. This can be accomplished by the following procedure:

1. Remove the wheel and tire assembly from the hub and rotor assembly.
2. Remove the two bolts retaining the caliper splash shield and remove the shield.
3. Push the pistons into the cylinder bores by applying steady pressure for at least a minute on the shoe and lining assembly toward the respective caliper housing on each side of rotor. If difficulty is experienced in retracting the pistons, water pump pliers should be used.
4. After the pistons have been retracted, install the caliper splash shield with the two retaining bolts.
5. Install the wheel and tire assembly on the hub and rotor assembly.
6. Remove the grease cap, adjusting nut cotter pin, and nut lock.
7. While rotating the wheel, hub, and rotor assembly, torque the adjusting nut to 17-25 ft. lbs. to seat the bearing.
8. Locate the nut lock on the adjusting nut and back off both the adjusting nut and the nut lock together until the next castellation on the nut lock aligns with the cotter pin hole. (This will give the necessary specification end play of .0005 to .0065). Install cotter pin, grease cup, and wheel cover.
9. **Important!** After bearing adjusting procedure is completed, **pump the brake pedal several times until a firm pedal is obtained.**

(Also see Article 56, dated December 7, 1964)

WARRANTY STATUS – INFORMATION ONLY

312 HOISTING PRECAUTION

(All Car Lines)

Damage to steering linkage components on all subject vehicles and damage to front suspension struts on custom vehicles may occur if care is not exercised when positioning the hoist adapters of twin post type hoists prior to lifting the vehicles.

On Fairlane, Mustang, Comet and Falcon vehicles the hoist front adapters are placed under the front suspension lower arms. If care is not exercised, the adapters may strike and damage the tie-rod end assemblies possibly causing front wheel toe-in to be out of specification.

On Lincoln, Thunderbird, Mercury and F[illegible]hicles the hoist adapters may be [illegible]er either the front suspension [illegible] should be placed in the hoist channel between the adapters to prevent the adapters from contacting and damaging the front suspension struts.

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313 POWER BRAKE CLUNK NOISE DURING NORMAL TO QUICK BRAKE APPLICATION

(All 1965 Fords with Power Brakes)

Customer complaints of power brake clunk noise during normal to quick brake application have been attributed to the tolerance between the master cylinder and the booster output rod.

Effective January 4, 1965, the noise was reduced considerably by improving the adjustment between the master cylinder and booster output push rod and by adding an "O" ring internally to the booster.

Customer complaints of this nature can be reduced considerably by decreasing the tolerance between the master cylinder and booster output push rod. This adjustment can be accomplished by referring to the 1965 Ford Shop Manual, Part 2-1, Section 2, on Power Brake Master Cylinder Push Rod Adjustment. Care should be exercised to insure that the master cylinder compensating port is open at the completion of the push rod adjustment.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-2005-A-65
Time: 0.5 hrs.

314 PROPER GROUNDING OF BATTERY GROUND CABLE

(All 1965 Ford, Fairlane, Falcon and Mustang with 289 C.I.D. Engine and Automatic Transmission)

A number of 1965 vehicles with 289 C.I.D. engines and automatic transmissions were built in December, January and February with an incorrect attachment sequence of the battery ground cable, the alternator ground lead and the automatic transmission coolant-line clip.

The improper mounting sequence does not afford a suitable ground for the battery and alternator and can result in hard starting, a discharged battery, and high electrical system voltages causing premature failure to electrical system components.

In the event of starting and charging system failures, vehicles built during December, January and February should be checked for the proper ground cable attachment sequence. This check should be made the first time the vehicle returns to the Dealer Service Department for any reason. The recommended attachment sequence and the undesirable sequence are shown in Fig. 13.

Also, all vehicles with battery or repeated starting problems should be checked for proper battery and alternator ground.

WARRANTY STATUS – NOT REIMBURSABLE

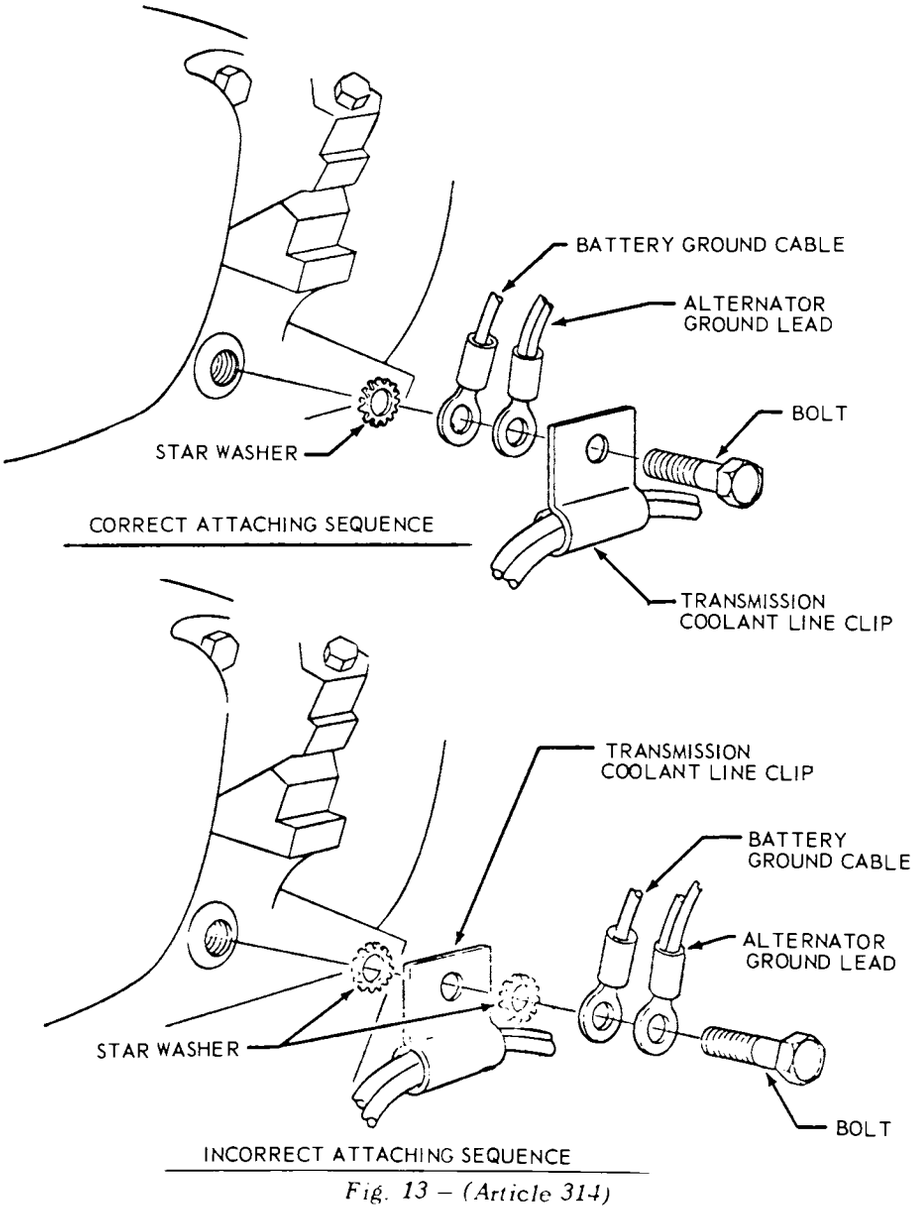

Fig. 13 – (Article 314)

315 HIGH NOISE LEVEL OF "ARVINODE" DUAL EXHAUST SYSTEM 1965 – 1965½ MUSTANGS

(1965 – 1965½ Mustangs Equipped With "Arvinode" Dual Exhaust System)

Reports have been received from the field indicating that the "Arvinode" dual exhaust system installed on subject vehicles, built prior to April 2, 1965 (Metuchen and Dearborn), April 4, 1965 (San Jose), has an objectional noise level. To reduce the noise level a standard muffler may be put into the system to replace each "Arvinode" muffler assembly located beneath the passenger compartment. This can be accomplished by obtaining a kit released for this purpose – C5ZZ-5230-N, Class "BG"

On a customer complaint basis only, of excessive noise with the "Arvinode" dual exhaust system, the following procedure may be used to correct the condition. (See Figures 14 and 15.)

1. Raise the vehicle on a hoist. Loosen the clamps at the "Arvinode" muffler and outlet pipe assembly to the "H" type muffler inlet pipe connections and slide then forward.

2. Remove the nuts attaching the R.H. and L.H. intermediate hanger bracket and insulator assembly to the floor pan.

3. Loosen the clamps attaching the rear hanger bracket to the outlet pipe assembly.

4. Remove the R.H. and L.H. "Arvinode" muffler and outlet pipe assemblies from the "H" type muffler inlet pipe. Remove the rear hanger bracket clamps and remove the "Arvinode" muffler and outlet pipe assemblies from the vehicle. The rear axle will have to be lowered to remove the assemblies.

5. Remove the clamp attaching the intermediate hanger bracket and insulator assembly to the "Arvinode" muffler and outlet pipe assembly and scrap.

6. Place the "Arvinode" muffler and outlet pipe assemblies (one at a time) into a vise and cut the assemblies into two pieces with a hacksaw at the rear weld joint on the muffler. (See Fig. 15.) File any irregularities from the outlet pipe after sawing it off and clean any scale from that part of the pipe that will be placed into the muffler.

NOTE: The pipe must be cut at the indicated location or there will be insufficient length of proper pipe diameter to assure a leak proof joint.

7. Install a new intermediate hanger bracket and insulator part number C5ZZ-5A246-D to the new muffler assembly, part C5ZZ-5230-R right hand and C5ZZ-5230-S left hand, using tap screws part number 40160-S8. Torque screws to 6-9 ft. lbs.

8. Slide the R.H. and L.H. muffler as- onto the "H" type muffler inlet lace the intermediate hanger

10. Coat the inlet end of the outlet pipes with an exhaust leak sealer material to assist in making a leak proof connection. Place the resonator and outlet pipe extension assemblies into the vehicle. Slide the outlet pipes into the muffler nipples as far as they will go. Install the clamps attaching the resonators to the rear hanger brackets. Tighten the clamps snug, but not tight. (See Fig. 14.)

11. Install clamps on the connections between the resonator and outlet pipe extension assembly and the muffler assembly. The clamps are to be located as close to the muffler as possible without riding up on the weld bead. (See Fig. 15.) Install the clamp so it clears the intermediate hanger brackets to prevent any possible grounding conditions and also to clear the rear axle pinion nose bumper bracket. Tighten the clamp snug, but not tight.

NOTE: The outlet pipes must be fully engaged in the muffler, and the clamp located as indicated or a tight connection will not be achieved and an exhaust leak will result. The installation requires greater care because the area that will provide the seal is less than ½ inch wide.

12. Adjust the outlet pipe so there is a one (1) inch clearance at the closest point between the floor pan and the outlet pipe. Running a one (1) inch thick piece of wood between the pipe and the floor pan will give the required clearance. (See Fig. 15.)

13. Check the location of the resonator on the left hand side of the vehicle to be sure there is sufficient clearance between the resonator and the rear spring and the resonator and the fuel tank.

14. Torque the clamps at the rear hanger brackets and the muffler to outlet pipe connections to 13-20 ft. lbs.

15. Start the engine and carefully check the system for exhaust leaks, especially at the muffler to outlet pipe connections.

WARRANTY STATUS - REIMBURSABLE
Oper. : SP-5230-A-65
Time: 1.2 hrs.

316 STEERING COLUMN SHIFT TUBE REPLACEMENT

(1964-65 Fairlane With Standard Steering)

If it is necessary to replace a shift tube on subject models, the following revised procedure should be used.

1. Disconnect the shift linkage from the steering column shift arms.

2. Disconnect the horn and turn signal wires at the steering column connectors.

3. Remove the horn button or ring and spring from the steering wheel.

4. Remove the steering wheel attaching nut and remove the steering wheel with Tool 3600-AA.

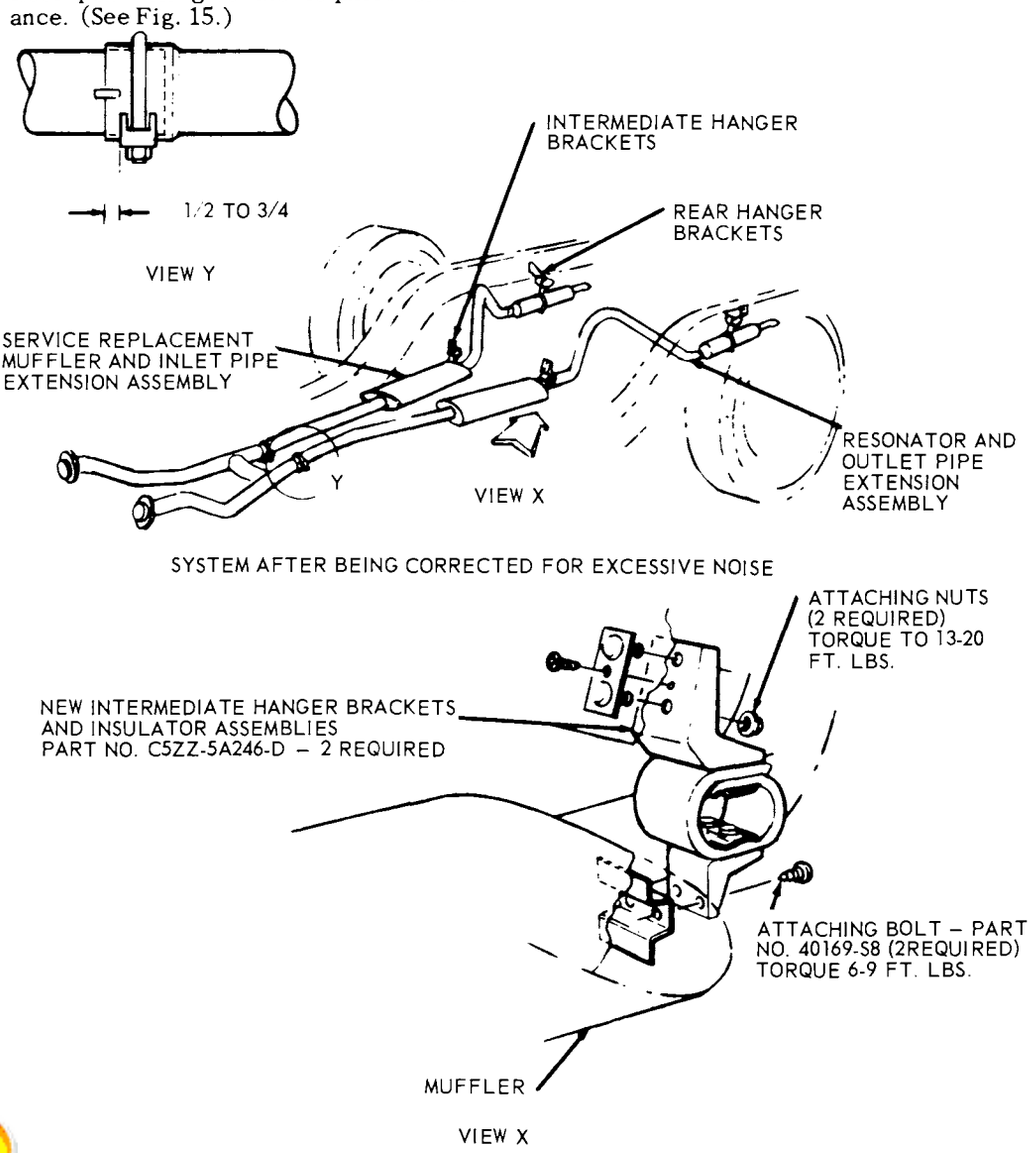

Fig. 14 – 1965 Mustang Exhaust System – (Article 315)

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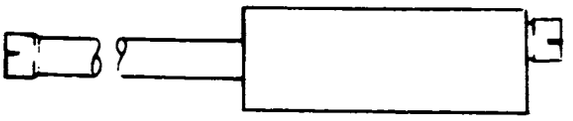
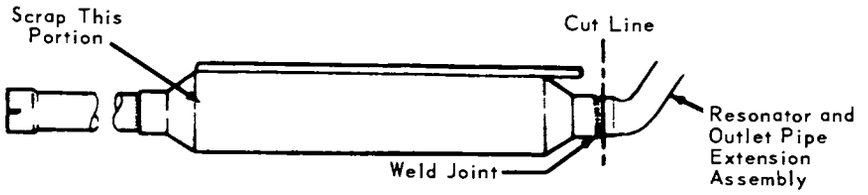
Service Replacement Muffler and Inlet Pipe Extension Assembly

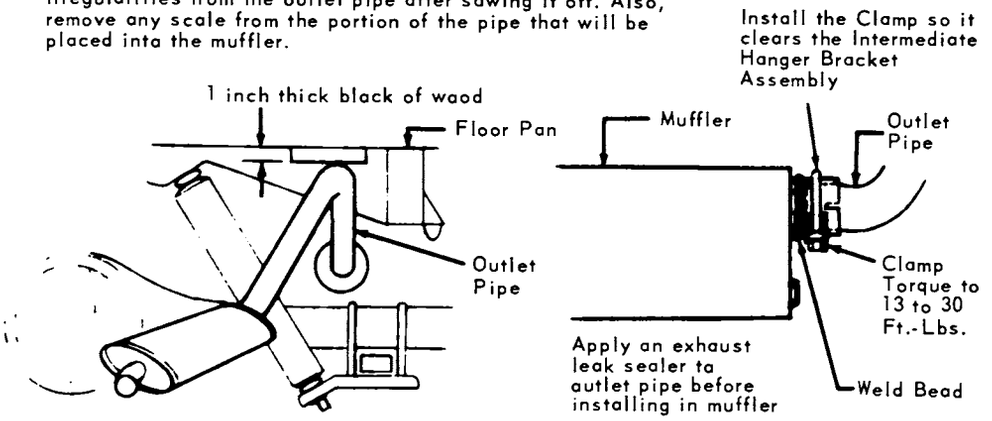


PART NO. C5ZZ-5230-R R.H.
PART NO. C5ZZ-5230-S L.H.

Present "Arvinode" Muffler and Outlet Pipe Assembly



The assembly must be cut apart, using a hacksaw, right at the weld joint. If cut at any other point there will not be sufficient length of correct diameter pipe to provide a leak tight joint. File any irregularities from the outlet pipe after sawing it off. Also, remove any scale from the portion of the pipe that will be placed into the muffler.



Adjust the outlet pipe to a one (1) inch clearance at the closest point to the floor pan. Running a one (1) inch thick block of wood between the floor pan and the outlet pipe will give the required clearance.

Fig. 15 – 1965 Mustang Exhaust System (Article 315)

5. Remove the roll pin retaining the shift lever in the shift lever socket and remove the shift lever.

6. Remove the upper bearing retaining snap ring.

7. Remove the steering column to dash panel seal retainer # attaching screws, and remove the right half of the retainer.

8. Disconnect the clutch pedal equalizer rod from the pedal.

9. Remove 2 steering column clamp to instrument panel attaching bolts. Lower the steering column from the instrument panel and remove the left half of the retainer from the lower end of the column.

10. Remove the steering column from the car. It may be necessary to tap on the end of the steering shaft with a soft hammer while pulling on the column.

11. Remove 3 shift tube to steering column attaching screws from the lower end of the steering column and remove the shift tube from the column.

move the felt washer and the

ft tube.

2. Position the shift tube in the steering column and install the 3 attaching screws.

3. Position the steering column in the car and insert the clutch equalizer rod through the dash panel seal.

4. Insert the clutch equalizer rod through the hole in the left retainer and position the retainer to the dash panel. Install but do not tighten the attaching screws.

5. Install the steering column upper bearing retainer snap ring on the steering shaft.

6. Position the clutch equalizer rod to the clutch pedal and install the retaining clip.

7. Position the right half of the retainer to the dash panel and install the attaching screws. Torque the retainer attaching screws (right and left halves) to 13-20 in.-lbs.

8. Position the shift lever in the shift lever socket and install the roll pin.

9. Position the steering wheel and spring on the steering shaft and install the attaching nut. Torque the nut to 20-30 ft-lbs and apply 2 drops of Loctite sealer (C3AZ-19554-A) to the junction of the steering shaft and nut threads.

10. Adjust the steering column on the steering shaft to obtain a 1/8 inch gap between the flange and the steering wheel. Then, install the 2 steering column clamp to instrument panel attaching bolts. Torque them to 12-16 ft-lbs.

11. Install the horn button or ring and spring on the steering wheel.

12. Connect the horn and turn signal wires at the steering column connectors.

13. Connect the shift linkage to the steering column shift arms and adjust, if necessary.

14. Check the operation of the turn signals, horn and gear shifting mechanism.

WARRANTY STATUS-
Oper. : 7212-A
Time : 0.9 hrs.

317 ROAD SPLASH ENTERING ENGINE COMPARTMENT CAUSING POWER BRAKE BOOSTER PIVOT PIN TO RUST, BIND, POOR MODULATION, AND/OR NOT PERMITTING THE BRAKE PEDAL TO RETURN TO THE FULL RELEASED POSITION – 1965 FORD

(1965 Ford – All Models with Power Brakes)

Field complaints have indicated that the brake pedal binds, hangs up, or appears as a low brake pedal. The cause of this problem in most cases has been traced to booster pivot pins corroding and restricting the travel of the brake pedal. When these conditions exist the brakes will tend to drag and produce noise annoying to the customer, also unnecessary heat and wear to the brakes. Corrective action effective on vehicles built after April 1, 1965, incorporated chrome plated pivot pins which will eliminate booster hang-up due to corrosion.

In the event of a customer complaint of this nature on vehicles built prior to April 1, 1965, the following corrective action should be taken:

1. Power brake booster removal and reinstallation – Remove the brake booster as outlined in the 1965 Ford Shop Manual, Group 2, Part 2-2, Section 3, Pages 2-16.

2. With the booster out of the vehicle proceed to remove the pivot pins. Use penetrating oil if necessary and take care not to bend the brackets. Make sure brackets are properly supported before driving out pins to reduce bracket damage.

3. Remove all dirt, corrosion, and any accumulated contamination from the brackets and bushings.

4. Replace the pivot pins with chrome plated pivot pins part numbers as follows:
1 required – C5AZ-2A020-A – 2.29 inches long (Class C)
2 required – C5AZ-2A020-A – 1.20 inches long (Class C)

Lubricate the pivot pins and bushings with a film of C1AZ-19590-B grease and reinstall pivot pins.

5. Reinstall brake booster in vehicle as outlined in the 1965 Ford Shop Manual Group 2, Part 2-2, Section 3, Pages 2-16 and 2-17.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-2005-B-65
Time: 0.9 hrs.

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318 FUEL PUMP ECCENTRIC BOLT

(1965 – 289 CID Engines)

Complaints of engine stopping from fuel starvation and/or engine damage attributed to a loose fuel pump eccentric bolt have been received from the field. This problem was corrected in production on standard 289 C.I.D. engines during April, 1964, and on high performance 289 C.I.D. engines approximately January, 1965, by installation of a self locking bolt to replace the present bolt and lock washer.

This new fuel pump eccentric bolt (43002-S) which has a self locking type hex head improves torque retention, thus minimizing the possibility of torque loss under actual operating conditions.

When customer complaints of the above nature are encountered it is recommended that the new bolt (43002-S) be used and torqued to the new specification of 40-45 ft. lbs.

The new bolt and torque specification is applicable on past model 1962-1964 221, 260 and 289 C.I.D. engines.

WARRANTY STATUS - REIMBURSABLE
Oper. : Use existing operations 6019-A and 6019-A-2.

319 QUICK REFERENCE CHART – ROTUNDA OILS AND LUBRICANTS

(All Vehicles)

This quick reference chart itemizing all oils and lubricants currently merchandised by the Ford Motor Company is published to notify authorized Ford Motor Company dealers of their availability.

WARRANTY STATUS – INFORMATION ONLY.

ITEM	DESCRIPTION	ROTUNDA PART No.	ROTUNDA SALES No.	FORD SPECIFICATION	SIZES
Engine Crankcase Oil	Rotunda 6,000-Mile Motor Oil (S.A.E. 10W-20W-30)	C5AZ 19579-A	R 10-A	ESE-M2C96-A	Quart
	Rotunda 6,000-Mile Motor Oil (S.A.E. 10W-20W-30)	C5AZ 19579-B	R 10-B		5 Quart
	Rotunda 6,000-Mile Motor Oil (S.A.E. 10W-20W-30)	C5AZ 19579-C	R 10-C		55 Gallons
Engine Crankcase Oil	Rotunda 6,000-Mile Motor Oil (S.A.E. 5W-10W-20)	C5AZ 19579-D	R 10-D	ESE-M2C98-A	Quart
	Rotunda 6,000-Mile Motor Oil (S.A.E. 5W-10W-20)	C5AZ 19579-E	R 10-E		5 Quarts
	Rotunda 6,000-Mile Motor Oil (S.A.E. 5W-10W-20)	C5AZ 19579-F	R 10-F		55 Gallons
Engine Crankcase Oil	Rotunda 6,000-Mile Motor Oil (S.A.E. 20W-30-40)	C5AZ 19579-G	R 10-G	ESE-M2C100-A	Quart
	Rotunda 6,000-Mile Motor Oil (S.A.E. 20W-30-40)	C5AZ 19579-H	R 10-H		5 Quarts
	Rotunda 6,000-Mile Motor Oil (S.A.E. 20W-30-40)	C5AZ 19579-J	R 10-J		55 Gallons
Truck Transmissions	Rotunda Motor Oil (S.A.E. 50, Truck Standard Transmissions 5-speed and up.)	Part No. to be announced			Quart
Engine Crankcase Oil	Oil Conditioner	C2AZ 19579-A	R 107-A	MM7897	16 oz.
Front Suspension Ball Joints and Steering Linkage	Ball Joint and Multi-Purpose Lubricant	C1AZ 19590-B	R 156-A	ESA-M1C75-A	14½ oz.
	Ball Joint and Multi-Purpose Lubricant	Part No. to be announced			120 lb.
Transmission (Manual Shift)	Standard Transmission Fluid	C3RZ 19C547-B	R 139-B	ESW-M2C83-A	5 Gallons
Transmission (Automatic)	Automatic Transmission Fluid	C1AZ 19582-A	R 106-A	M2C33-D	Quart
Steering – Power (Pump Reservoir) Convertible Top Reservoir	Automatic Transmission Fluid	C1AZ 19582-C	R 106-B		One Gallon
	Automatic Transmission Fluid	C1AZ 19582-D	R 106-C		55 Gallons
Transmission Seals	Automatic Transmission Sealer	C2RZ 19C548-A	R 141-A		8 oz.
Rear Axle	Hypoid Gear Lubricant (S.A.E. 90 Pass. & Truck)	C1AZ 19580-E	R 154-G	ESW-M2C50-A	One Gallon
	Hypoid Gear Lubricant (S.A.E. 90 Pass. & Truck)	C1AZ 19580-F	R 154-F		110-lb. Keg
On Limited Slip Axles DO NOT use C2AZ-19580-D Lube	Hypoid Gear Lubricant (S.A.E. 90 Truck)	C2AZ 19580-A	R 154-E	M2C28-B	110-lb. Keg
Use C1AZ-19580-E Lube, plus one ounce of C1AA-19B546-A additive per pint of C1AZ-19580-E used	Hypoid Gear Lubricant (S.A.E. 80 Truck)	C2AZ 19580-B	R 154-D	M2C28-A	5 Gallons
	Hypoid Gear Lubricant (S.A.E. 90 Pass., Hi-Perf.)	C2AZ 19580-D	R 154-C	ESW-M2C57-A	One Gallon
Limited Slip Differential	Locking Differential Additive	C1AA 19B546-A	R 163-A	ESW-M2C58-A	4 oz.
Brake Master Cylinder	Hydraulic Brake & Clutch Fluid	B7A 19542-B	R 103-B	M6C13-A	One Gallon
	Hydraulic Brake & Clutch Fluid	B7A 19542-C	R 103-C		5 Gallons
	Hydraulic Brake & Clutch Fluid	B7AZ 19542-A	R 103-A		12 oz.
*Front Wheel Bearings	Wheel Bearing Grease	C2AZ 19585-A	R 152-A	ESA-M1C60-A	25 lb.
*Universal Joints	U-Joint Lubricant	C1AZ 19586-B	R 153-B	ESA-M1C57-A	14½ oz.
Steering Gear Housing (Manual)	Steering Gear Lubricant	C3AZ 195 8-A	R 157-A	ESW-M1C87-A	14½ oz.
Speedometer Cable	Speedometer Cable Lubricant	B5A 19581-A	R 136-A	M1C18	1 lb.
Rubber Lubricant	RuGlyde Rubber Lubricant	B6A 19583-A	R 137-A	M1B6	One Gallon
Hood Latch & Hinge Pivots, etc.	Lubriplate	C0AZ 19584-A	R 138-A	ESB-M1C45-A	1¾ oz.
Lock Cylinders	Lock Lubricant	B4A 19587-A	R 117-A	ESB-M2C20-A	4 oz.
Rubber Parts	Silicone Lubricant	C0AZ 19553-A	R 113-A	M99C40A	8 oz. Tube
	Silicone Lubricant	C0AZ 19553-C	R 113-C	M99C40B	16 oz. Can
Exhaust Control Valve	Solvent and Penetrating Fluid	C0AZ 19A501-A	R 149-A	ESR-M99C56R	8 oz.
	Solvent and Penetrating Fluid	C4AZ 19A501-A	R 149-B		12 oz. (Aerosol)
T... Radiator Shutter	Radiator Shutter Fluid	C0TZ 19591-A	R 162-A	M99C22	One Gallon
	Radiator Shutter Fluid	C0TZ 19591-B	R 162-B		One Quart
	Polyethylene Grease	C4AZ 19584-A	R 138-B	ESB-M1C93-A	8 oz. Tube
	...e Grease	C4AZ 19584-B	R 138-C	ESB-M1C105-A	16 oz. (Aerosol can)
	...Cam Lubricant	C4AZ 19D530-A	R 150-A	ESF-M1C66A	1½ oz.

*...(2-A)

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 17 June 14, 1965

138 FAILED SHUTTERSTAT BY-PASS CORRECTION OF ARTICLE #138

(All 1964-65 Vehicles Equipped With Air Operated Shutters)

Article #138 dated February 1, 1965 listed a bleed valve as a Weatherhead Part Number 279390. This should have been Bendix-Westinghouse Part Number 279390. Please correct article #138 accordingly.

320 CONNECTING RODS

(1965 240 and 300 Six Engines – Car and Truck)

The connecting rod assembly has been revised by removing the oil squirt hole (groove) from the connecting rod cap. This change was made to facilitate manufacturing, and it has no effect on the function of the connecting rod or piston, since the oil squirt hole (90° to rod centerline) did not lubricate the cylinder walls. This will not affect service part numbers of the connecting rods and bearings, as existing stock may be used until depleted.

321 POOR DEFROST PATTERN

(1965 Fairlane, All Models)

Inadequate defroster pattern on the driver's side of the windshield can usually be corrected or improved by the following:

1. Making the proper heater control and bowden cable adjustments.
2. Checking to be certain the defroster hoses are properly installed.
3. Confirming that the engine coolant thermostat is operating properly.
4. Assure that the heater motor output is within specifications. (See Fig. 1 for checking the blower motor)

When these adjustments and checks have been made and the defroster pattern is still not acceptable, the problem is due to a missing gasket between the defroster outlet nozzle and the defroster outlet grill. This condition allows air spillover into the speaker enclosure and results in loss of air velocity through the defroster grill. These gaskets are not serviced at this time, but they have been requested to be made available. For complaints in which the customer will not wait for the correct Service Part, the following modification is suggested:

1. Remove the radio speaker grille. Loosen the lower windshield garnish moulding at the center to enable the grille to be pulled out.
2. Check and tighten the defroster nozzle mounting screws.
3. Obtain a piece of closed cell sponge rubber, a round or square section about ½ inch thick and 35 inches long and fabricate an air dam beneath the grille around the defroster nozzle openings. Make a "D" shaped one on the driver's side. In the event this sealing rubber is not readily available, use polyurethane or a fine grain household sponge. Cut to the required size. If light colored material is used, darken it with shoe polish or black paint to provide a suitable appearance.
4. Cement the dam in place with 8A-19552-B rubber cement as shown in Fig. 2, slightly outboard of the left grille mounting screw hole. If necessary, move the rubber puck located at the forward edge of the grille, inboard toward the speaker opening and cement it in place.
5. On units not equipped with a radio, the speaker opening is covered with black cardboard. If this cover is not installed, cut a piece of cardboard large enough to cover the speaker opening, Cover the visible side with black cloth tape while taping it in place over the opening.
6. Install the speaker grille. If necessary, bend the mounting tabs slightly to insure a flush mounting to the instrument panel surface.

This condition has been corrected in the 1965 models February 15, 1965 by a "C" and "D" rubber seal which is installed between the radio speaker grille and the instrument panel at the defroster outlets. Dealers will be advised when service parts are available.

WARRANTY - REIMBURSABLE
Oper. SP-18490-A-65
Time: 0.3 hrs.

Blower Motor Current Draw at 12 Volts	Heater
High Speed	6-8 Amps
Medium Speed	4-6 Amps
Low Speed	2-4 Amps

Test (Article 321)

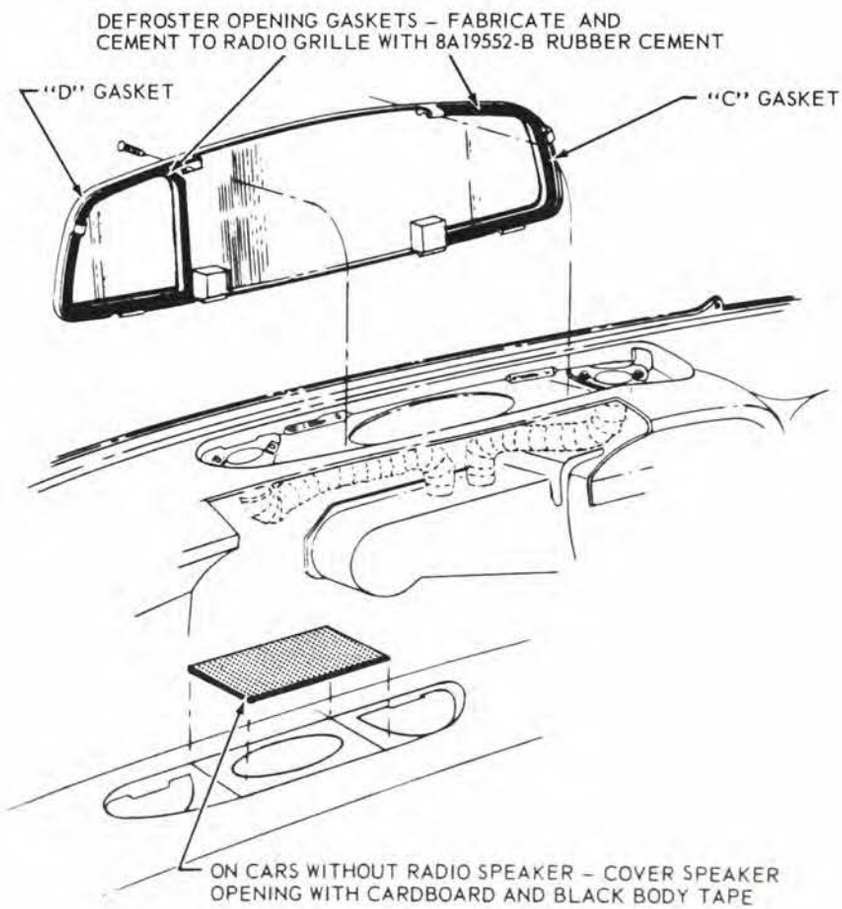

Fig. 2 – 1965 Fairlane Defroster Correction (Article 321)

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322 EXHAUST CONTROL VALVE ASSEMBLY REPLACEMENT

(1965 240 CID Engines)

Refer to Fig. 3 for the location of parts.

1. Remove and separate the intake and exhaust manifolds. Refer to Section 2 of Part 8-2 (1965 Ford-Mercury Shop Manual) or Section 2 of Part 8-3 (1965 Econoline or Truck Shop Manuals).
2. Remove the valve tension spring and the thermostatic spring from the exhaust control valve shaft.
3. Remove the stop pin spring from the manifold.
4. Using an acetylene torch inside the manifold, cut the shaft on both sides of the valve plate.
5. Remove the valve plate, shaft and flat washer.
6. Remove the expansion plug from the control valve shaft bushing bore.
7. Remove the exhaust control valve bushings from the manifold.
8. Install the new control valve bushings. **The inner end of the smaller bushing should be 0.010 – 0.015 inch below the inner surface of the exhaust manifold. The inner end of the larger bushing should be 0.020 inch above the inner surface of the exhaust manifold.**
9. Ream the bushings to 0.251 – 0.253 inch ID.
10. Slide the new shaft into the bushings, flat washer and valve plate. The flat washer must be between the valve plate and the large bushing.
11. Install a new stop pin spring.
12. Position the exhaust control valve at an 84° angle with the top surface of the manifold. (See Fig. 4.)
13. Rotate the counterweight and shaft assembly clockwise until the counterweight contacts the stop pin spring. Place a 0.030" gauge between the counterweight and manifold to maintain the specified clearance while welding. (See Fig. 4.)
14. With the plate and counterweight in position (steps 12 and 13), use stainless steel welding rod to tack weld the valve plate to the shaft.
15. Move the assembly back and forth to check for a binding condition. If there is no binding condition, securely weld the valve plate to the shaft. Stainless steel welding rod must be used for this.
16. Install the expansion plug in the manifold bushing bore.
17. Position the new thermostatic spring on the shaft and counterweight assembly so that it will be necessary to wind the spring approximately ½ turn in the clockwise direction in order to hook the open end over the stop pin. Use a 5/[illegible] ID piece of tubing to slide the [illegible]ic spring on the shaft and [illegible]

[illegible] Assemble and install the manifold [illegible] referenced in step 1.

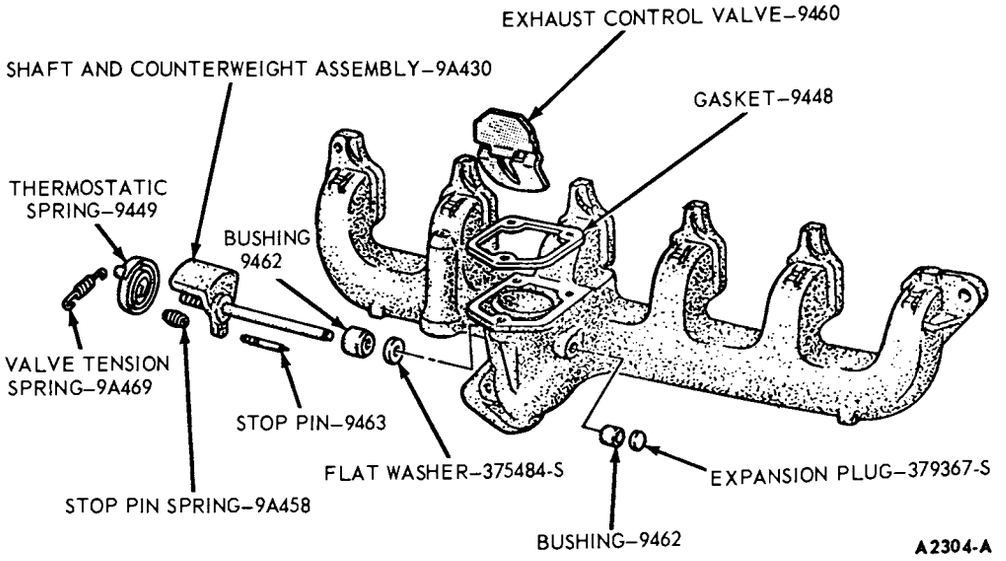

Fig. 3 – Exhaust Control Valve Assembly (Article 322)

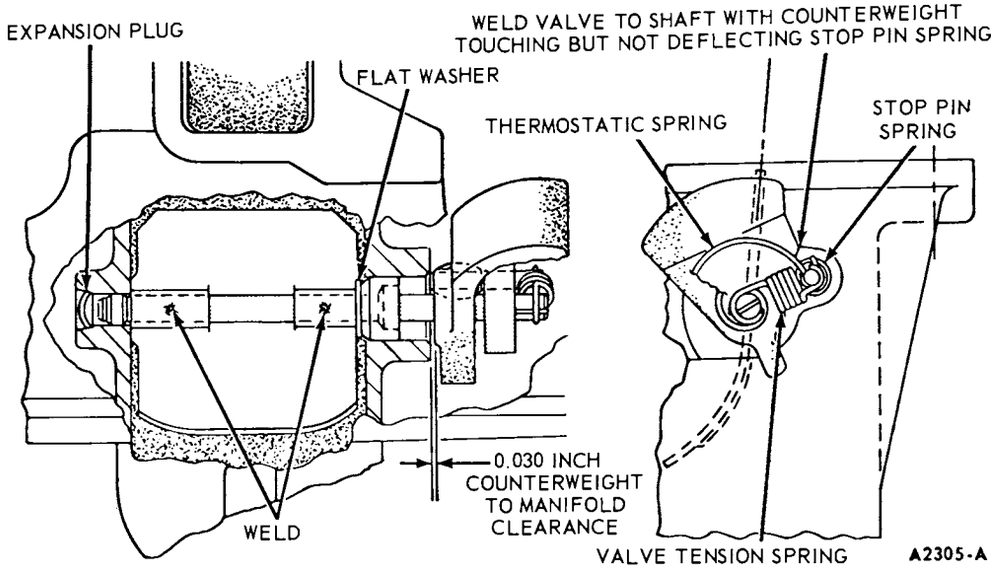

Fig. 4 – Valve Plate and Counterweight Installation (Article 322)

323 HYDRAULIC VALVE LIFTER TEST

(All 1965 Car And Truck Engines With Hydraulic Valve Lifters)

The hydraulic valve lifter test procedure in Part 8-1 of all 1965 Shop Manuals has been revised; thus, follow the proper procedure in the following paragraphs. The leak-down rate and plunger travel values supersedes the values published in the 1965 Shop Manuals.

HYDRAULIC VALVE LIFTER TEST

Dirt, deposits of gum and varnish and air bubbles in the lubricating oil can cause hydraulic valve lifter failure or malfunction.

Dirt, gum and varnish can keep a check valve from seating and caused a loss of hydraulic pressure. An open valve disc will cause the plunger to force oil back into the valve lifter reservoir during the time the push rod is being lifted to force the valve from its seat.

Air bubbles in the lubricating system can be caused by too much oil in the system or too low an oil level. Air may also be drawn into the lubricating system through an opening in a damaged oil pick-up tube. **Air in the hydraulic system can cause a loss of hydraulic pressure in the valve lifter.**

Assembled valve lifters can be tested with tool 6500-E to check the leak down rate. The leak-down rate specification is the time in seconds for the plunger to move the length of its travel while under a 50 lb. load. Test the valve lifters as follows:

1. **Disassemble and clean the lifter to remove all traces of engine oil.** Lifters cannot be checked with engine oil in them. Only the testing fluid can be used.
2. Place the valve lifter in the tester, with the plunger facing upward. Pour hydraulic tester fluid into the cup to a level that will cover the valve lifter assembly. **The fluid can be purchased from the manufacturer of the tester. Do not use kerosene, for it will not provide an accurate test.**
3. Place a 5/16-inch steel ball in the plunger cup.

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4. Adjust the length of the ram so that the pointer is approximately 1/16 inch below the **starting mark** when the ram contacts the valve lifter plunger to facilitate timing as the pointer passes the start timing mark.. Use the center mark on the pointer scale as the stop timing point instead of the stop timing mark at the top of the scale. Thus, all lifters will be checked at 0.0625 inch plunger travel.

5. Work the valve lifter plunger up and down until the lifter fills with fluid and all traces of air bubbles have disappeared.

6. Allow the ram and weight to force the valve lifter plunger downward. Measure the exact time it takes for the pointer to travel from the "Start Timing" to the "Stop Timing" marks of the tester.

7. A valve lifter that is satisfactory must have a leak-down rate from 5 to 50 seconds.

8. If the valve lifter is not within specifications, replace it with a new lifter. **Always test a new lifter before installing it in the engine.** It is not necessary to disassemble and clean new valve lifters before testing, because the oil contained in new lifters is test fluid.

9. Remove the fluid from the cup and bleed the fluid from the lifter by depressing the plunger up and down. **This step will aid in depressing the lifter plungers when checking the valve clearance.**

324 DIAGNOSIS OF OBSCURE ALTERNATOR SYSTEM MALFUNCTIONS

(All 1965 Vehicles)

ITEM NO. 1

SYMPTOM:

Charge indicator light flashes on at times and/or regulator field relay buzzes.

CAUSE:

An open negative diode in the alternator will reduce the voltage at the STA terminal on the alternator, and at the regulator S terminal, resulting in less than 6 volts applied to the relay coil. Replace the rectifier.

A disconnected or loose connection at STA terminal, inside the alternator, or at the S terminal at the regulator plug, can cause the same complaint, or complete loss of field relay operation. Repair the connection.

ITEM NO. 2

SYMPTOM:

Repeated regulator failures due to the connector wire between the field relay and voltage limiter burning in two. Regulator replacement cures the complaint for a period of time, but the car returns with the same defect. Wiring harness between alternator and regulator has been inspected for a cut, pinch, or other damage to the white wire. System output will be reduced to about 10 amperes connector wire burns out, and

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or by accidentally grounding the alternator field terminal while the system is operating.

An obscure cause can be a "flying short" that causes the rotor coil to become grounded to one of the rotor fingers. It may be difficult to detect except with a high-voltage leakage tester commonly used to test ignition system condensers for insulator leakage (about 500 volts is required). Be sure that the terminal area of the slip ring is clean before making the test. The coil ground occurs at the sides of the coil where the coil wires can touch the thickest part of the fingers. Replace the rotor and regulator when this defect is found.

ITEM NO. 3

SYMPTOM:

Trouble indications range from complete loss of charging current to headlight flare and ammeter fluctuations. Headlights and interior lights will flare-up each time that the ammeter pointer fluctuates up-scale for several seconds (toward the C mark) and then drops back.

CAUSE:

A loose or broken connection (or splice) in the wire (usually yellow) that connects the regulator A terminal to the battery terminal on the starter relay, will cause the complaint. This wire, called the regulator sensing wire, supplies field current to the regulator and alternator, and at the same time, provides the voltage limiter coil with continuous monitoring of the battery voltage. When the connection is loose, lights will flare and the ammeter pointer will fluctuate upscale. When the wire is broken or disconnected, complete loss of charging action results. On cars not equipped with an ammeter, light flares lasting one second to several seconds, may be the first clue to the failure. Repair the faulty connection in the wiring harness.

NOTE: Headlight flare could also be caused by a poor regulator ground connection or possibly a loose connection in the ammeter circuit.

ITEM NO. 4

SYMPTOM:

The Ford car ALT light has a dim glow when the ignition switch is in the accessory position. This is a completely normal operation condition for the Ford car.

CAUSE:

The circuit is arranged with the 15-ohm resistor connected to the accessory terminal, and the ALT light connected to the ignition terminal of the ignition switch. When the switch is in the accessory position, feedback through the 15-ohm resistor and the ALT light causes the light to glow. The ALT light receives a ground connection from the indicator circuits connected to the ignition terminal of the switch (oil light, hot and cold lights, and the fuel gauge). The glow is brightest when the engine stops with the distributor points closed (because of the lower resistance to ground at the ignition terminal of the ignition switch).

Other cars and trucks have both the 15-ohm resistor and the ALT light connected to the accessory terminal of the ignition switch resulting in bright indicator light operation in the accessory position.

ITEM NO. 5

SYMPTOM:

ALT light comes on, or ammeter indicates discharge, when driving through deep puddles causing excessive road splash into engine compartment.

CAUSE:

Great quantities of water will cause the fan belt to lose friction with the pulleys resulting in momentary inoperation of the charging system. Belts dry very rapidly so the interruption in battery charging is measured in seconds after the severe splash condition has stopped. In areas experiencing heavy rains or floods, the belt tension should be maintained at the high limit of the specification. Even when dry, loose belts will result in a severe loss of charging system capacity.

Belts must be maintained within specified tension to preclude loss of battery specific gravity.

ITEM NO. 6

SYMPTOM:

ALT light comes on and accessories (heater, radio, turn signals, and gauges) operate intermittently. When accessories comes on, the ALT light goes out.

CAUSE:

The accessory feed from the ignition switch is being interrupted by a loose connection at the accessory stud on the ignition switch, or by a failure of the switch itself. Tighten the nut or nuts on the accessory stud or replace the switch, as required.

325 NEW PISTON AND PIN ASSEMBLY

(1965 – 240 And 289 CID Engines)

New piston and pin assemblies with cast reliefs (eyebrows) are being intermixed in production with the present flat top pistons in the 240 and 289 engines.

These new pistons have no adverse affect on engine operation and should **not** be removed when the engine is disassembled for service work.

WARRANTY STATUS – FOR INFORMATION ONLY

326 MALFUNCTIONING AMMETER

(1965½ Mustang – All Models With Gauges)

Ammeters showing discharge when the engine is running may be caused by the wrong alternator wiring assembly being installed in the vehicle. The correct wiring assembly has six wiring terminations and can be identified by part number C5GB-14305-A or C (shown on the harness). If the incorrect harness, having eight wiring terminations and identified by part number C5DB-14305-A or C, has been installed, it should be replaced by the correct wiring assembly. If the harness is not available from your stock, order a C5GY-14305-B alternator harness.

Closer surveillance for this error was initiated at the assembly plants on April 26, 1965.

WARRANTY STATUS –
Oper. 14305-A
Time: 0.7 hrs.

327 BRAKE ADJUSTMENT PROCEDURE WITH NEW METAL KNOCK OUT PLUGS IN BRAKE BACKING PLATE –

(All 1965 Model Vehicles Except Thunderbird)

Current production models use a new front and rear brake backing plate which omits the adjusting slot for manual brake adjustment. The backing plates have a partially stamped knockout slot for use ONLY when the brake drums cannot be removed in a normal manner. The open slot then is covered with a rubber plug as used in the past, (Part Number 8A-2092) to prevent contamination of the brakes.

When servicing customer complaints requiring brake adjustment, the metal knockout plugs **should not be removed,** but rather the drum assemblies should be removed and the brakes inspected for for a malfunction. Although the brakes are self-adjusting an initial adjustment will be necessary after brake repair, such as relining or replacement. The initial adjustment can be obtained by a new brake adjustment procedure outlined as follows:

1. Use the Rotunda HRE 8650 brake shoe adjustment gauge to obtain the drum inside diameter. Tighten the adjusting knob on the gauge to hold this setting.
2. Use the opposite side of the gauge to set the cage diameter of the lining. Adjust the shoes by turning the adjuster screws manually until contact is made with the Rotunda gauge. This method will automatically set the brakes to specification.
3. Install the brake drum and wheels as outlined in Ford, Mustang, Fairlane and Falcon Shop Manuals.
4. Final brake adjustment is made by making several forward and reverse stops for maximum pedal height.

WARRANTY STATUS - Information only.

328 DUAL EXHAUST SYSTEM

(1965½ Mustang – 289 4-V High Performance Engine)

1965½ Mustangs, with a dual exhaust system, were built with the Arvinode mufflers. In April, 1965, a production change replaced the Arvinode mufflers with standard oval mufflers. Procedures and alignment specifications are included for both exhaust systems.

OUTLET PIPE EXTENSION(S)

Removal

1. Loosen the outlet pipe extension to muffler clamp and slide it forward.(Figs. 5 and 6.)
2. Loosen the outlet pipe extension to support bracket clamp and slide it forward.
3. Remove the outlet pipe extension f… muffler.
…ce any damaged or defective
e…
t…
s…

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3. Align the outlet pipe extension(Figs. 5 and 6.) and tighten the clamps snug. Adjust the exhaust system and torque the clamps to specifications.
4. Start the engine and check the exhaust system for leaks.

"H" PIPE (MUFFLER INLET PIPE)

Removal

1. Loosen the "H" pipe (muffler inlet pipe) to muffler assembly clamps (Figs. 5 and 6) and slide the clamps rearward onto the inlet pipe extensions. On convertible models, remove the front floor lower crossmember plate.
2. Support the outlet pipe extension with soft wire. Loosen both outlet pipe extension to support bracket clamps. Slide the clamps forward onto the outlet pipe extensions. **On models with the outlet pipe extension protruding through the modesty panel, be sure the pipe is properly supported to avoid damage to the chrome bell and bezel.**
3. Remove the bolts or clamps attaching the mufflers to the intermediate support brackets. Support the muffler assemblies with soft wire.
4. Remove the retaining nuts securing the "H" pipe to the exhaust manifolds.
5. Separate the "H" pipe from the muffler assemblies and remove the "H" pipe from the car. Temporarily support the inlet pipe extensions with soft wire.
6. Clean the gasket surfaces of the "H" pipe and exhaust manifolds. Discard the gaskets. Replace any damaged or defective parts.

Installation

1. Install new gaskets on the "H" pipe flanges and install the "H" pipe in the car. (Figs. 5 and 6.) With the "H" pipe held in position, tighten the retaining nuts snug, but not tight.
2. Slide the muffler assemblies onto the "H" pipe. Position the clamps and tighten them snug, but not tight.
3. Install the bolts or clamps attaching the mufflers to the intermediate support brackets. Tighten the bolts or clamps snug, but not tight.
4. Position the outlet pipe extension clamps and tighten them snug, but not tight. Adjust the exhaust system components to conform to the clearance specifications. (Figs. 5 and 6.) Working from the front of the car towards the rear, progressively torque the bolts and clamps to specifications. Remove the temporary support wires.

On convertible models, install the front floor lower crossmember plate.

5. Start the engine and check the exhaust system for leaks.

MUFFLER ASSEMBLY(IES)

Removal

1. Remove the outlet pipe extension(s), following step 1 through 3 under Outlet Pipe Extension(s) – Removal. Support the muffler outlet pipe(s) with soft wire.
2. Loosen the "H" pipe (muffler inlet pipe) clamp(s) at the muffler inlet pipe extension(s). (Figs. 5 and 6.) Slide the clamp(s) forward onto the "H" pipe. Support the "H" pipe with soft wire.

On convertible models, remove the front floor lower crossmember plate.

3. Remove the bolts or clamps attaching the muffler(s) to the intermediate support bracket(s).
4. Remove the muffler assembly(ies) from the "H" pipe and remove the muffler assembly(ies) from the car.
5. Replace all damaged or defective parts.

Installation

1. Position the muffler assembly(ies) in the vehicle. Support the muffler outlet pipe(s) with soft wire.
2. Slide the muffler assembly(ies) into the "H" pipe. Position the "H" pipe clamp(s) (Figs. 5 and 6) and tighten it snug, but not tight. **To prevent exhaust leaks, be sure the clamp(s) does not contact the locating tab on the "H" pipe.**
3. Install, but do not tighten, the muffler to intermediate support bracket bolts or clamps.
4. Install the outlet pipe extension(s), following steps 1 through 3 under Outlet Pipe Extension(s) – Installation.
5. Adjust the exhaust system components to conform to the clearance specifications and torque all clamps and bolts to specifications. Remove the temporary support wire.

On convertible models, install the front floor lower crossmember plate.

6. Start the engine and check the exhaust system for leaks.

289 4-V HIGH PERFORMANCE DUAL EXHAUST SYSTEM TORQUE SPECIFICATIONS

ARVINODE MUFFLERS	TORQUE – LB.-FT.
Inlet and outlet pipe clamps	14 – 22
Intermediate support bracket to frame nuts	14 – 22
Outlet pipe extension support bracket to frame nuts	18 – 22
Inlet pipe to exhaust manifolds	25 – 35
STANDARD MUFFLERS	
Inlet and outlet pipe clamps	13 – 20
Intermediate support bracket to frame and muffler nuts and bolts	13 – 20
Outlet pipe extension support bracket to frame nuts	
Inlet pipe to exhaust manifolds	25 – 35

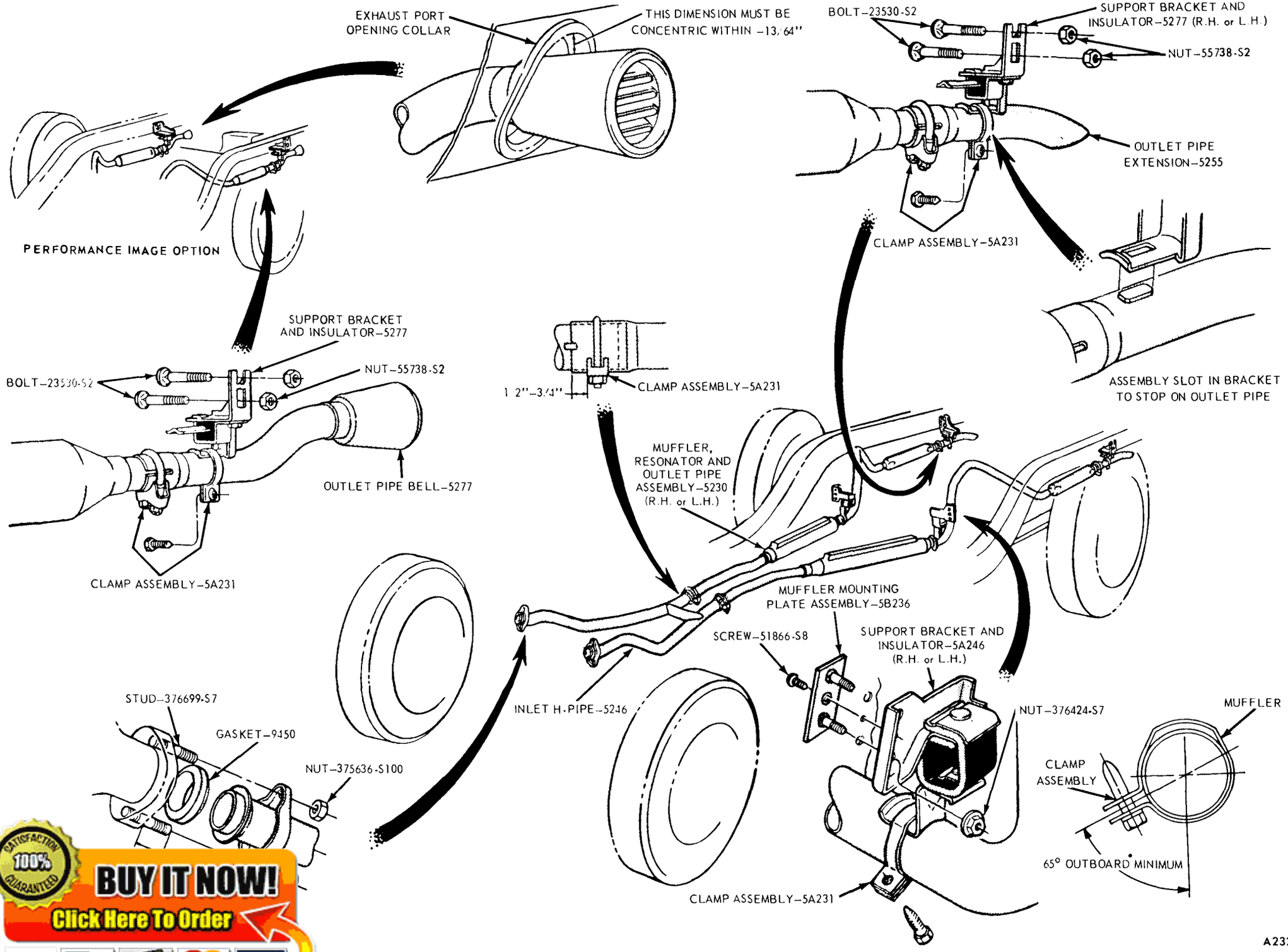

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Fig. 5 – 1965½ Mustang – Arvinode Dual Exhaust System – (Article 328)

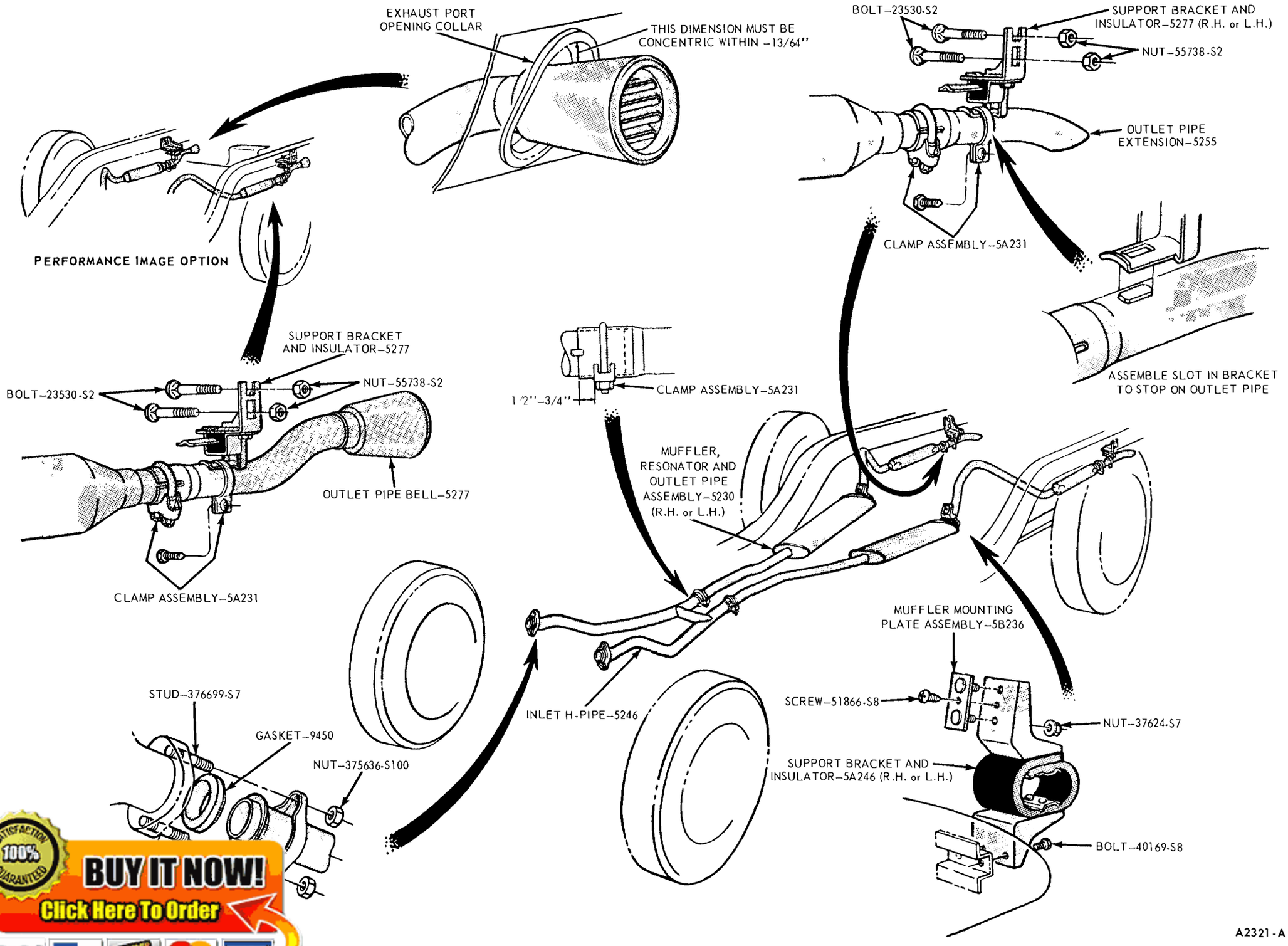

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Fig. 6 – 1965½ Mustang With 289 High Performance V-8 – Dual Exhaust System – (Article 328)

329 PACKAGE TRAY AREA SQUEAKS

(1964-65 Thunderbird Convertible)

Squeaks in the package tray area are caused by interference between the rear seat back upper support and the screws which attach the package tray balance leak seal retainer. This interference exists with the top in the "up" position and can be verified by paint damage marks at the point of contact on the upper surface of the seat back support with the top in the "stowed" position.

This problem was corrected in production on November 23, 1964, by applying tape over the heads of the retainer attaching screws.

Should dealers encounter squeaks in this area, black cloth tape should be applied over the package tray balance leak seal retainer screws as shown in Fig. 7.

WARRANTY STATUS - NON-REIMBURSABLE

330 SERVICE PAINT COLOR MATCH

(All Cars)

There have been field complaints in the past concerning the difficulty of obtaining an acceptable color match with Service repair paints, especially when metallic colors are involved.

The Service paint supplier has improved the basic formulation of acrylic colors to provide a paint that will match the required color with less operator care. The improved Service paints have been integrated into the Parts Depot system and are being shipped to fill all AE-60 orders at this time.

The improved paint is identified by a new label that also includes revised application instructions. Due to the critical effect that application has on color, it is important that the new instructions be followed completely.

WARRANTY STATUS – INFORMATION

331 PARKING LAMP ASSEMBLY – WATER ENTRY AND CORROSION

(1965 Ford – All Models)

To eliminate water entry into the parking lamp the following corrective action should be taken:

1. Loosen the parking lamp lens and drain any existing water from the lamp housing. The lens attaching screws are accessible through the louvers in the radiator grille.

2. Insert a small amount of liquid butyl sealer in the wire end of the sleeve to seal openings existing between the sleeve and the wires. This sealant may be purchased by its commercial name "Durribbon", part number PPG-4040-40, from Pittsburgh Plate Glass warehouses and b[illegible] offices.

[illegible]ove the lamp socket assembly [illegible] is seated securely.

6. Tighten the lamp lens screws, refer to the attached sketch for additional information.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-13200-A-65
Time: 0.3 hr.

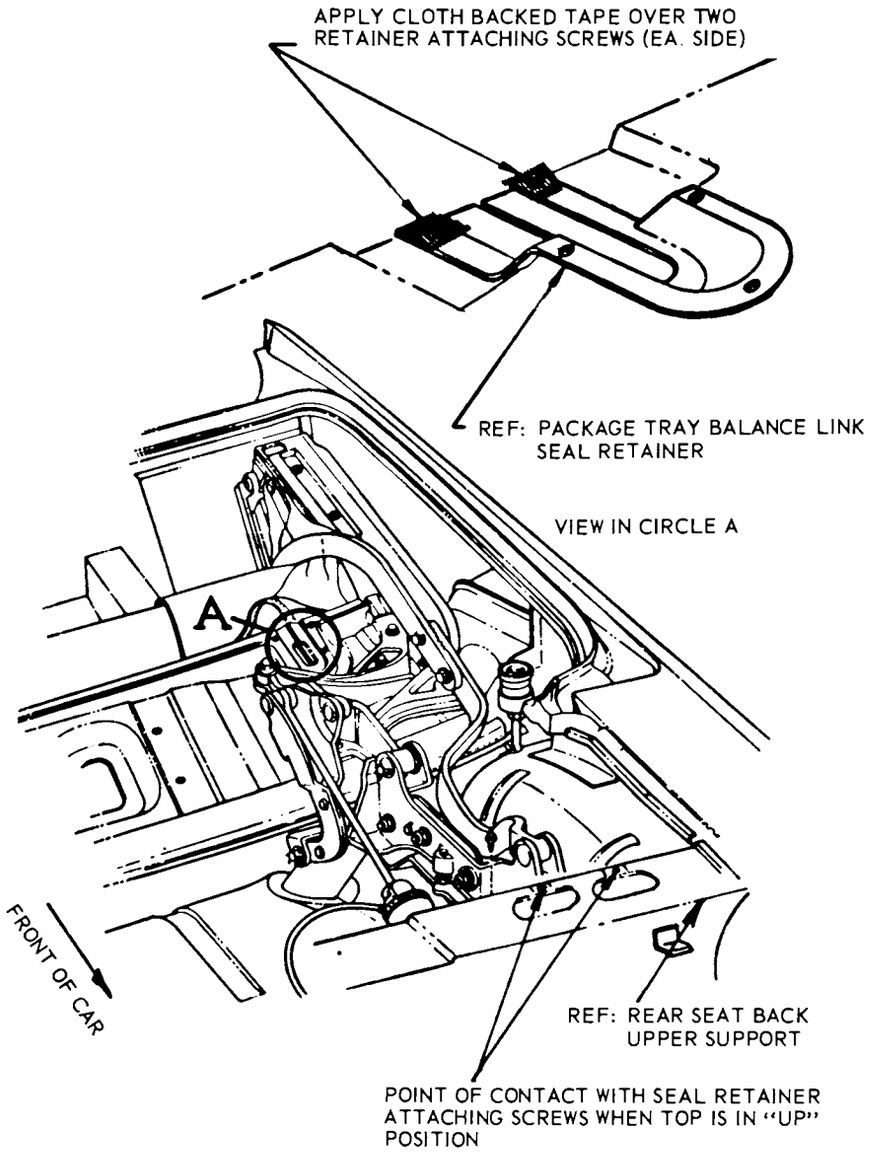

Fig. 7 – Squeaks Emanating from Package Tray Area – 1964-65 Thunderbird Convertible – (Article 329)

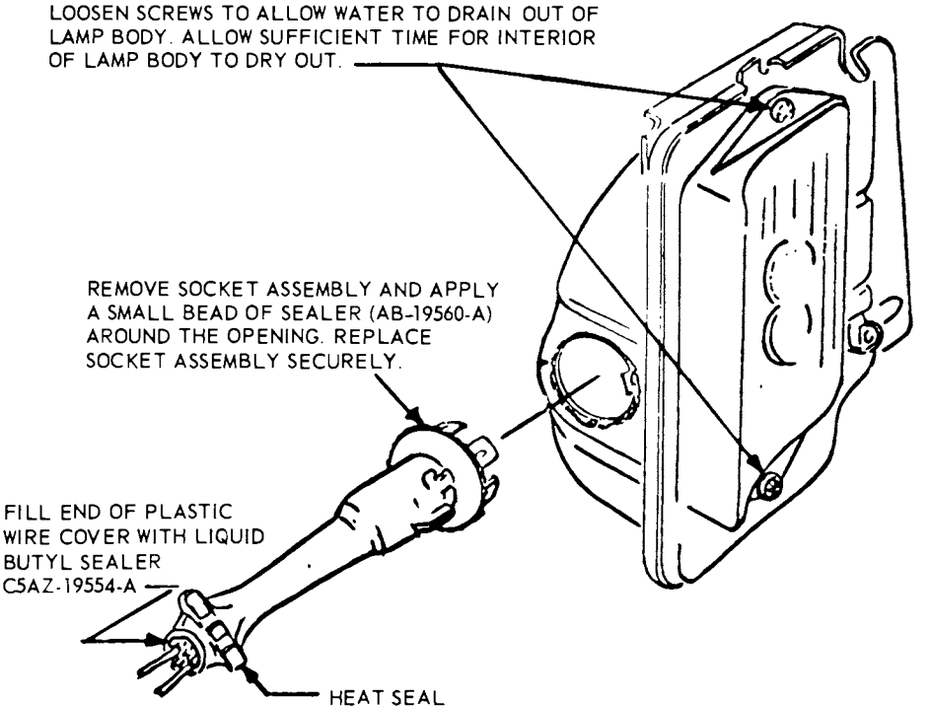

Fig. 8 – Water Entry and Corrosion in the Parking Lamp Assembly – (Article 331)

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332 WINDSHIELD UPPER MOULDING ATTACHMENT – REVISION

(1965 Ford Sedans and Wagons)

Some 1965 Ford sedans built after June 14, 1965, will incorporate a new windshield outside top moulding retaining clip and new upper and lower glass spacers. This attachment allows a continuous contact of butyl tape to windshield flange thus precluding some sealing problems.

In the event of weld stud failures on the new attachment, a pan head #8-18 x 3/8 in. screw can be used as a replacement using existing parts. (See Fig. 9.)

WARRANTY STATUS - Information

333 BALLOONING OF FRONT SEAT COVER

(1965 Ford With Bench Type Seats)

Front seat cushion covers may develop excessive looseness or ballooning which can generate customer complaints. This ballooning is caused by the pad support assembly tearing loose from the spring elements allowing the cotton pad to shift out of position creating a mound or uneven surface in the urethane pad.

Corrective measures were taken on March 29, 1965 to prevent the pad from shifting by securing the pad support assembly to the spring elements at eight (8) locations across the rear of the seat as shown in Fig. 10.

Complaints of this nature can be corrected in the field as follows:

1. Remove the front seat attaching bolts and tilt the seat assembly rearward to permit access to the underside of the seat assembly.
2. Remove the hog rings that attach the back lower cover to the seat spring elements (fordor models only).
3. Then work the pad support assembly rearward sufficiently to hog ring the second wire of the pad support to the intermediate spring elements forward of the fish mouth (four per side). See Fig. 10, View A-A.
4. Reinstall seat back lower cover to seat spring elements (fordor models only) and reinstall the front seat assembly.

WARRANTY STATUS - REIMBURSABLE
Oper. SP-60050-D-65
Time: 0.5 hrs.

334 TORSIONAL VIBRATION

(1965 F-100-250 (4 x 2) Trucks With 352 CID Engine and 3 or 4 Speed Transmission)

An objectionable noise or vibration has been encountered in 1965 F-100-250 trucks equipped with the 352 CID engine. When diagnosing a torsional vibration (20-60 MPH) complaint on the above model trucks, it is suggested that the following areas be inspected and, if necessary, corrected to specifications:

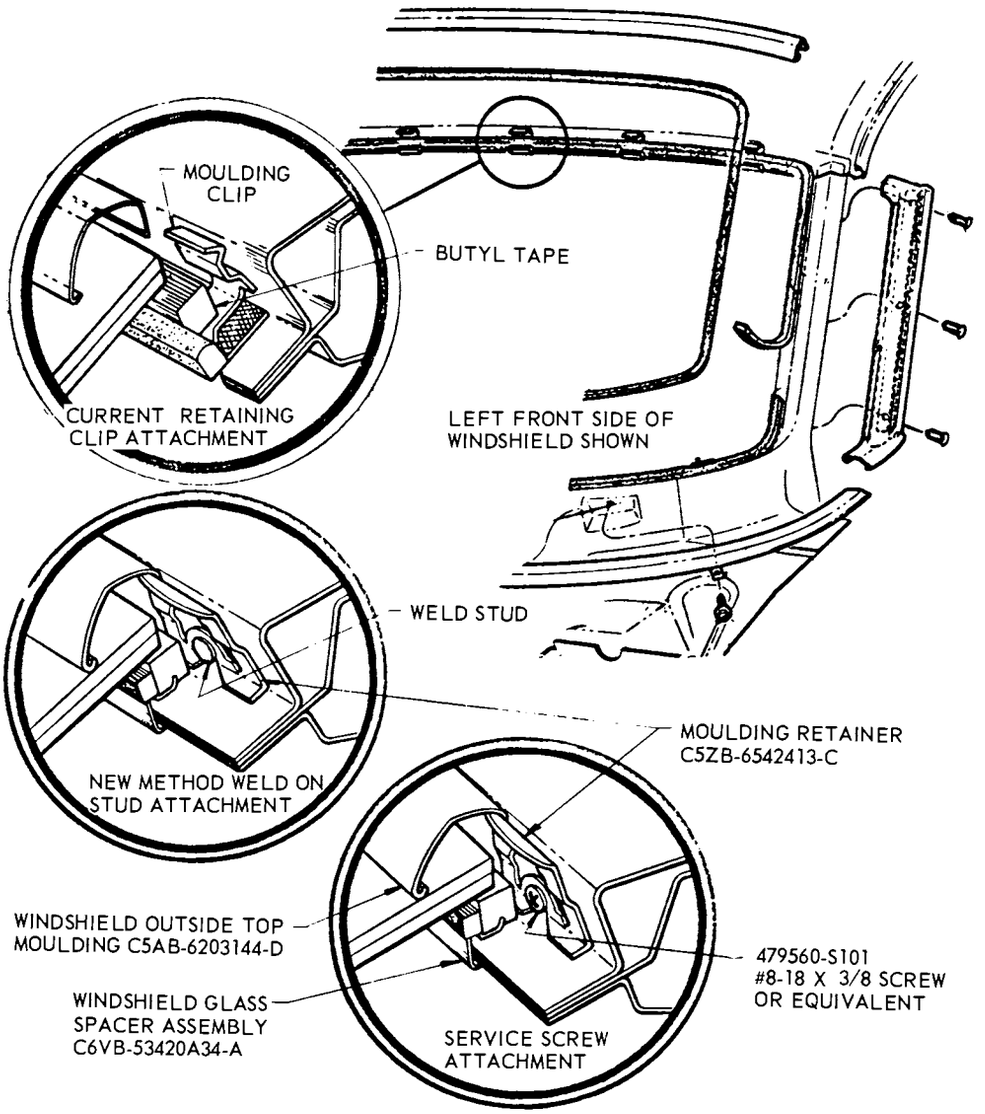

Fig. 9 – Revised Windshield Exterior Top Moulding and Attachment – 1965 Ford – (Article 331)

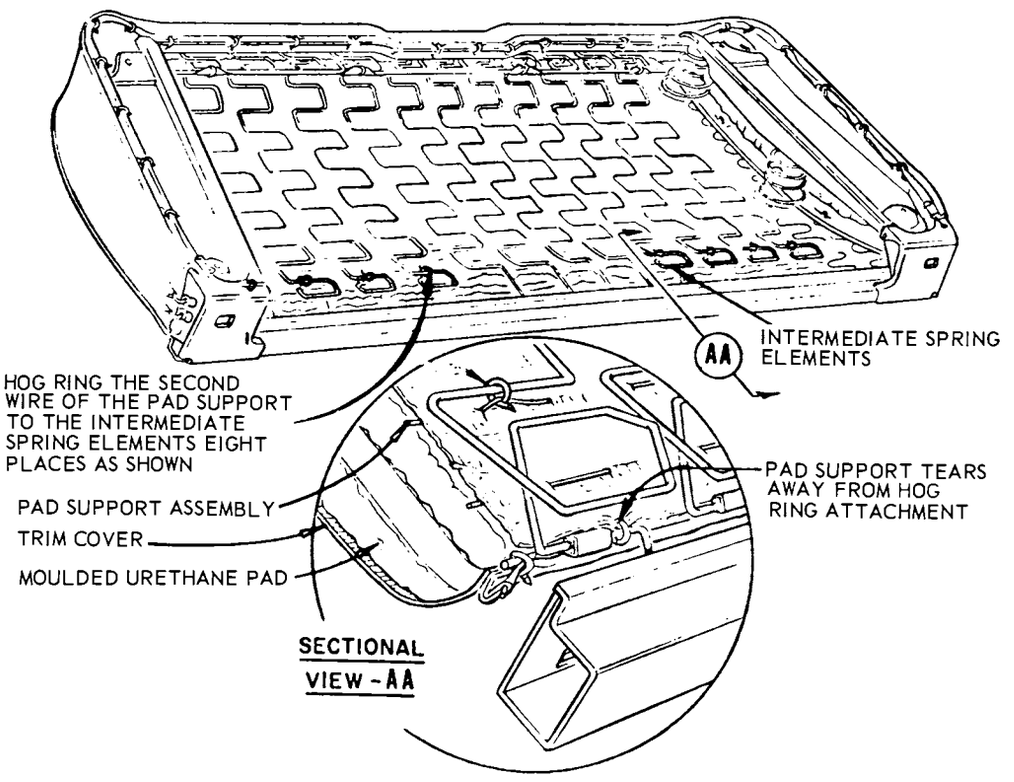

Fig. 10 – Ballooning of Front Seat Cushion Trim Cover on Bench Seats – 1965 Ford – (Article 333)

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istics and six double gray springs has been released to correct torsional vibration. If the noise or vibration still exists after making the above inspections and/or corrections, install the new clutch disc shown below.

Part No.	Size	Application	Class
C5TZ-7550-F	11In.	352 3-4 Speed	V

The suggested time for this operation is listed under Operation 7003-A-3

WARRANTY STATUS - REIMBURSABLE
Oper. 7003-A-3
Time. 0.8 hrs.

335 MUD – SNOW SPLASH PAN

(1965 F100-250 Trucks)

To correct field complaints of excessive mud and/or snow accumulation in the engine stalling, a splash pan may be fabricated and installed as outlined below:

1. Obtain a piece of .020 to .028 inch sheet metal and trim to 23 x 33½ inches.
2. Make the 3 inch 90° bend as shown in Fig. 11 and trim to fit front of #1 crossmember.
3. Cut (2) 2" x 2" holes (3 sides only) as located in Fig. 1. Bend tab down 1 inch.
4. Cut a piece of 1" x 1" x 1/8" angle iron to a length of 33½"
5. Position angle iron to front of splash pan as shown in Figure, drill three holes through angle iron and sheet metal, and fasten the two pieces together with self tapping screws.
6. Position splash pan assembly to bottom side of frame with 3 inch flange against the #1 crossmember and the angle iron reinforcement just behind the bumper.
7. Drill sufficient holes in the splash pan, frame side rail lower flanges and the #1 crossmember to fasten splash pan in position with self-tapping screws or equivalent.

WARRANTY STATUS - NOT REIMBURSABLE

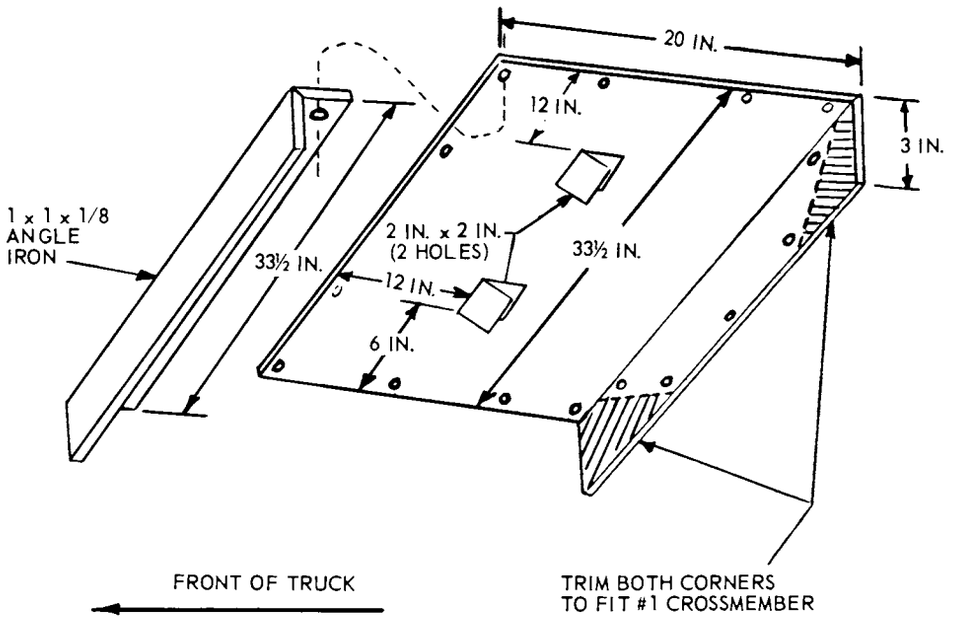

Fig. 11 – Mud/Snow Splash Pan – 1965 F-100–250 – (Article 335)

336 SQUEAKS AND RATTLES EMANATING FROM THE INSTRUMENT PANEL

(1964-65 Falcon and Fairlane, All Models)

Squeaks and rattles in the instrument panel area may be caused by loosely installed radio speaker grille and/or the omission of one or both of the grille bumpers or supports, and on Fairlane, squeaks may result from contact of the instrument panel retaining top moulding with the grille or omission of tape on the grille mounting pads.

A closer surveillance of these operations is being maintained to preclude re- ce of the problem.

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missing on the Fairlane grille, fabricate a new support from sponge rubber 1 x 1 x 5/8 inches and secure in place with COAZ-19552-A adhesive. (See Fig. 12.)

2. On Fairlanes, apply C1AZ-19627-A tape or AB-19560-A body sealer, if omitted, on grille mounting pads and along the underneath side of pad moulding where it contacts the grille.
3. If the attaching screws appear stripped, replace screws and reinstall instrument panel radio grille.

WARRANTY STATUS - REIMBURSABLE
Oper. SP-18490-C-65
Time: 0.3

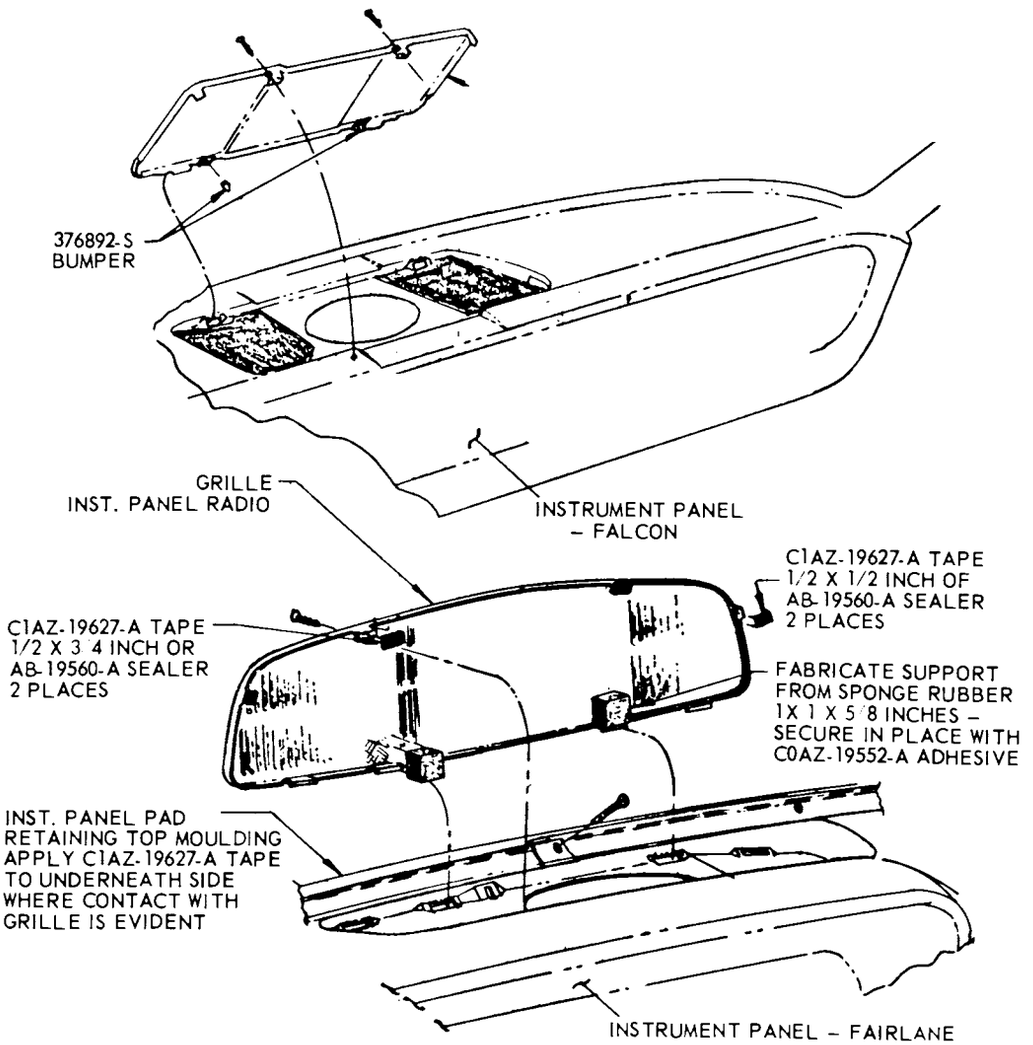

Fig. 12 – Procedure to Correct Rattles Emanating from the Instrument Panel – 1964-65 Falcon–Fairlane – (Article 336)

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337 POTENTIAL TAILGATE GLASS BREAKAGE

(1964 – 1965 Falcon Wagon)

In some instances, tailgate glass breakage may occur when the glass is raised to the full-up position. This results when there is an interference between the top edge of the glass and the exposed leads of the header run securing screws.

This problem was corrected in production on February 1, 1965 installing the screws directly to the moulding, under the flocked run. (See Fig. 13.)

Should dealers encounter complaints of tailgate glass breakage due to interference between the glass and screw heads, the screws should be repositioned using the following procedure.

1. Lower the tailgate glass and remove the screws and the header run.

2. Reinstall the screws directly to the moulding and retainer assembly and reinstall the flocked run.

WARRANTY STATUS – NOT REIMBURSABLE

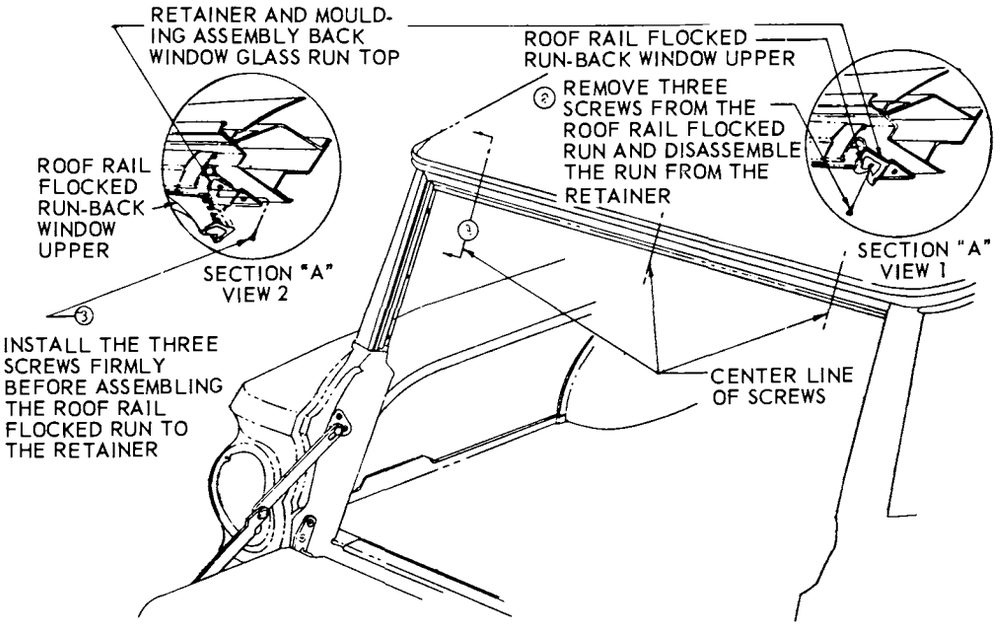


Fig. 13 – Tailgate Glass Breaks in the "Up" Position 1964 and 1965 Falcon – (Article 337)

338 QUARTER PANEL WHEEL OPENING COVER MISALIGNMENT

(All 1964 – 65 Thunderbird)

Customer complaints have been received of rattles and poor fit of the wheel opening covers. The problem results from improper installation of the covers, loose guide pins, and excessive clearance between the guide pin and the quarter panel mounting hole.

The retention of the cover will be corrected in production approximately August, 1965, by adding a taper to the guide pin, extending the threads on the guide pins, and revising the forward lower slot in the cover to a 1/4" diameter hole.

Customer complaints of wheel cover rattles or poor alignment should be corrected by revising the guide pin installation as follows:
(See Fig. 14)

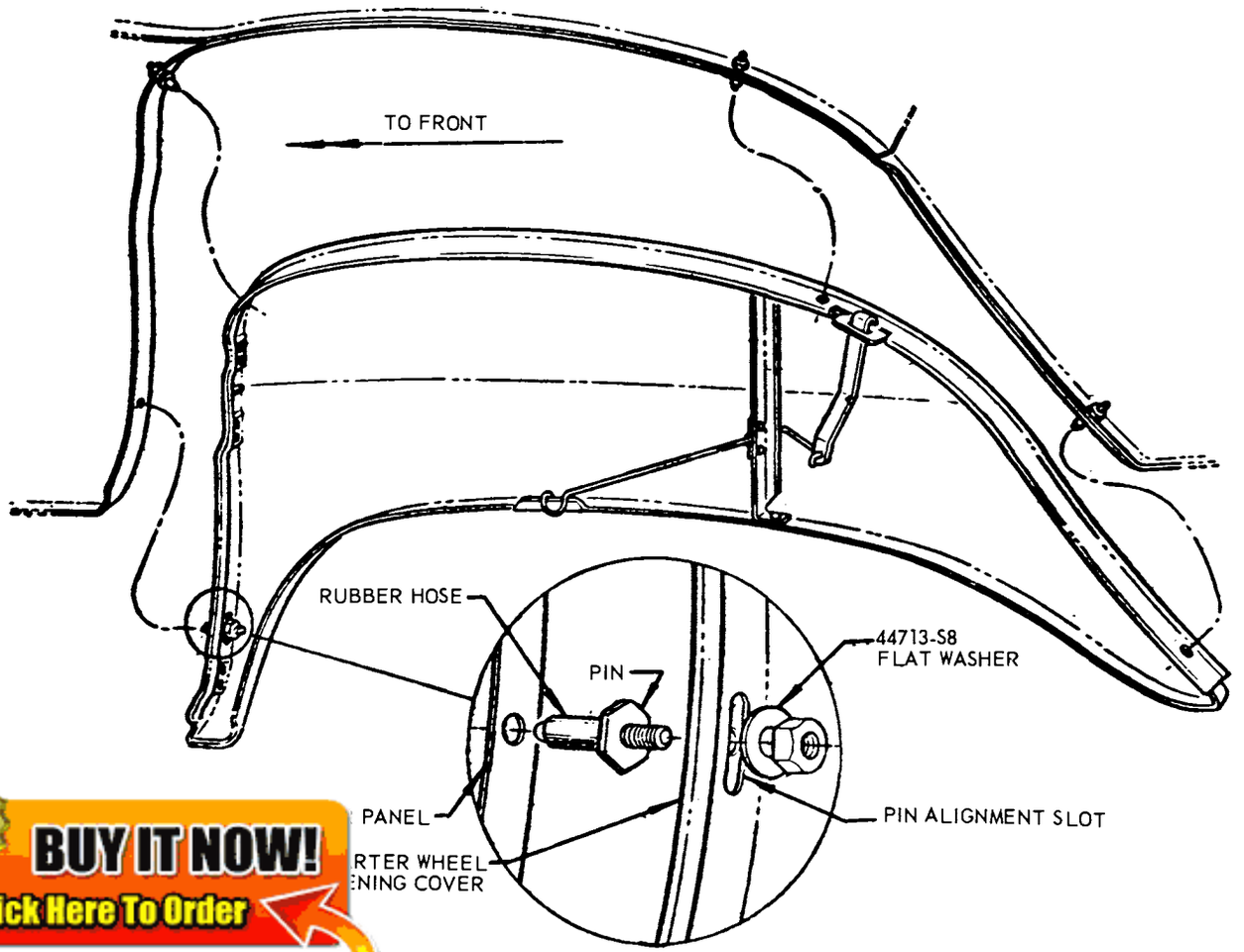
1. Remove the cover and front lower positioning pin attached to the cover.

2. Slip a 1/2 inch length of 3/16 inside diameter 1/4 inch outside diameter rubber hose over the non-threaded end of the pin.

3. Reinstall the pin to the cover adding a 44713-S8 flat washer (#10-1/2 inch outside diameter) between the cover and pin retaining nut. (Do not tighten the nut).

4. Reinstall the wheel opening cover to be in good alignment with the adjacent opening in the 1/4 panel and then tighten the revised front lower retaining pin nut.

WARRANTY STATUS - REIMBURSABLE
Oper. SP-27964-A-65
Time: 0.3 hrs.



...nment of Quarter Wheel Opening Covers – 1964-65 Thunderbird ... Models – (Article 338)

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339 FRONT AXLE SPINDLE LOOSENESS

(F-100-250 All Except 1965, P-100-350 All, E-100 1961-1965 Econoline, F-350 All)

A new front axle I-beam is available to alleviate durability and/or shimmy problems on a complaint basis. This new I-beam has revised tolerance specifications to improve the spindle pin fit in the bore, axle knuckle parallelism, and the spindle pin bolt engagement in the spindle pin. The new I-beam part numbers and model application are listed below:

Model	Part Number	Service Class
F-100-250	C3TZ-3010-J	A
F-350	C5TZ-3010-C	B
P-100	C3TZ-3010-J	A
P-350	C3TZ-3010-D	C
E-100 (Econoline)	C5UZ-3010-A	B

Refer to the Master Parts Catalog for the required spindle bolt and bushing kit. The new I-beam was incorporated into production effective March 1, 1965.

WARRANTY STATUS - REIMBURSABLE
Oper. Standard Schedule 3010-M

340 PINION GEAR & HUB FAILURES ON LOCKER AXLE ASSEMBLIES (REMOVABLE CARRIER)

(All Passenger Cars Except Falcons and Mustangs with Six Cylinder Engine)

Conditions of locking differential failures have been encountered in the field when a (4880) locking differential service kit is installed in a vehicle to replace a standard assembly, or where pinion gears are replaced in a locking differential assembly. Investigation of these failures showed that differential pinion gears (C1AW-4215-B low thrust surface shoulder) from a standard axle had been installed along with the (4880) kit. The noise characteristic of this combination is a very audible scraping noise, not usually related to a locker noise such as ratcheting on turns. When the C1AW-4215-B pinion gears (low thrust surface shoulder) are used with the locking differential, the clutch hub does not seat properly on the differential side gear due to the clutch hub striking the differential pinion gear teeth, See Fig. 15.

Therefore, in the event a locker differential failure is encountered wherein the differential pinion gears failed or a (4880) locking differential service kit is installed to replace a standard axle assembly, the proper pinion gears (C1AW-4215-C- high thrust surface shoulder) must be installed. See Fig. 16.

341 MALFUNCTIONING TAILGATE MANUAL WINDOW REGULATOR HANDLE

(1965 Ford Station Wagon)

Slippage of the manual tailgate window regulator handle, when raising or lowering the tailgate glass may occur because of excessive tailgate outer panel overcrown which results in marginal engagement between the regulator stem socket and the regulator stem and handle assembly.

This problem was corrected in production on December 21, 1965, by using a longer back window regulator stem socket and a new conical coil spring to provide positive engagement between the regulator stem socket and regulator stem and handle assembly.

Should dealers encounter complaints of slipping manual tailgate window regulator handles, the regulator stem socket and socket retaining spring should be replaced using the following procedure:

1. Remove the tailgate inside cover and water shield.

2. If the window regulator can be operated, have a helper hold the tailgate open in a vertical position and crank the window up until the two holes

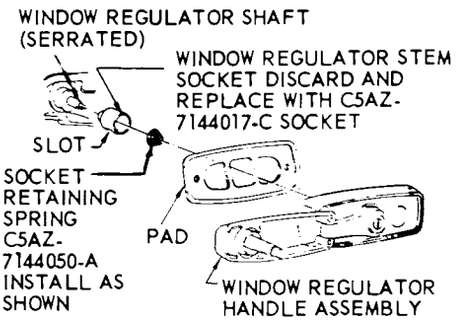

Fig. 17 – Malfunctioning Tailgate Manual Window Regulator Handle 1965 Ford Wagon – (Article 341)

in the regulator gears are aligned with the regulator handle attaching nuts. Working from inside the vehicle, remove the two handle attaching nuts and remove the handle assembly, pad, and regulator socket.

NOTE: Note the position of the slot in the regulator socket for reassembly purposes and discard the socket.

If the window regulator cannot be operated, it will be necessary to remove both the glass and the regulator assembly to gain access to the window regulator handle attaching nuts.

3. Align and insert the new window regulator socket on the regulator serrated shaft and insert the socket retaining spring in the regulator socket (large end first). See Fig. 17.

4. Reinstall window regulator handle, regulator, and window if removed. Operate window to insure proper installation, and install trim cover.

Parts required for this operation are:

Part Number	Part Name	Class	Qty.
C5AZ-7144017-C	Regulator Stem Socket	"B"	1
C5AZ-7144050-H	Socket Retaining Spring	"C"	1

WARRANTY STATUS - REIMBURSABLE
Oper.: Regular Suggested Operation 44009-A

Low Thrust Surface Shoulder Pinion Gears (Article 340)

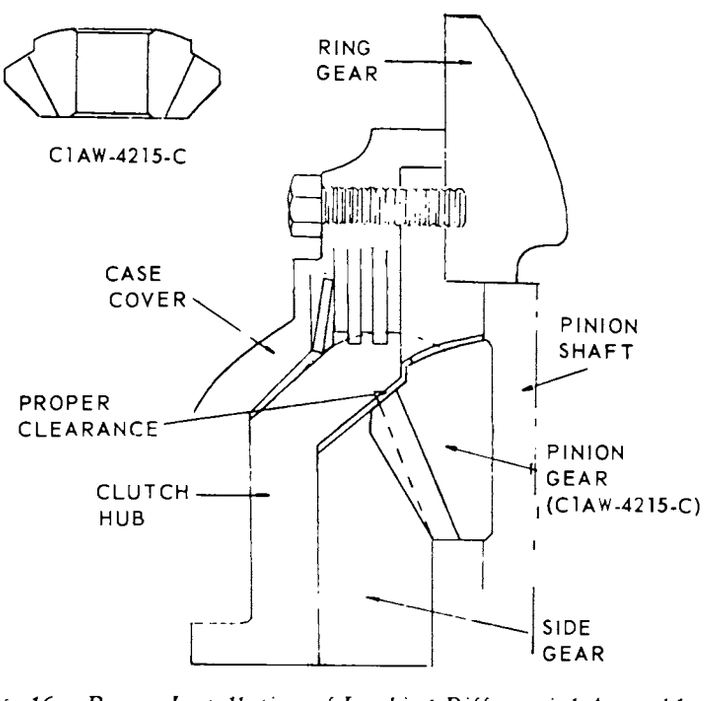

Fig. 16 – Proper Installation of Locking Differential Assembly Using High Thrust Surface Shoulder Pinion Gears (Article 340)

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342 INSUFFICIENT REAR VISION ON REMOTE CONTROL MIRROR

(All 1965 Ford)

Some complaints have been received of insufficient rearward outboard vision on the currently released optional remote control mirror. This was caused by the interior control knob contacting the control bezel prohibiting full adjustment of the mirror. Also, the rear attachment of the mirror assembly was located too far inboard.

The mirror adjusting knob will be reduced in diameter in production approximately September, 1965, to permit full adjustment. Also, additional care will be taken to properly position the mirror in production, effective February 22, 1965.

Increased rearward outboard vision can be provided on a customer complaint basis by re-positioning the rear of the mirror outboard as follows:

1. Remove the mirror and retaining plate. Discard the plastic insert from the rear hole but do not remove the insert from the forward hole.
2. Elongate the cable control hole in the door 1/8 inch outboard and rearward (See Fig. 18). Cover the existing rear attaching hole in the door with pressure sensitive type (Part No. C1AZ-19627-A) and reinstall the gasket and retaining plate to the door using only the front attaching screw.
3. Pivot the rear of the retaining plate approximately 3/8 inch outboard from the original position making certain that the taped over hole is completely covered by the gasket and plate. Then using the retainer as a template mark and drill a 1/8 inch hole and install the rear attaching screw.
4. Apply sealer (C3AZ-19560-A) to any gaps between the gasket and door panel and install mirror.

NOTE: Before performing any filing or drilling operations, masking tape should be applied over the door and fender mouldings to prevent metal filings from lodging between the mouldings and paint causing rust.

WARRANTY STATUS - NON-REIMBURSABLE

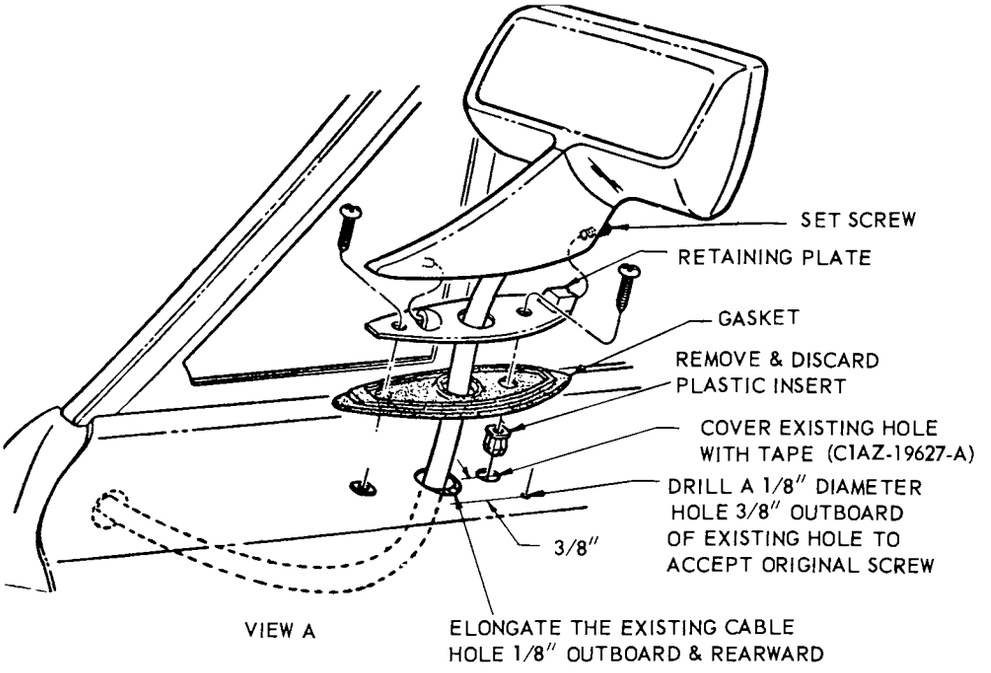

Fig. 18 – Remote Control Mirror Insufficient Outboard Vision 1965 Ford – All Models (Article 342)

343 PAINT PEELING FROM MOULDINGS

(All 1965 Ford Except Squire Wagons)

The paint stripe on the rustless steel moulding at the Ford rocker or lower quarter may exhibit paint peeling.

The paint failures are attributed to improper cleaning and handling of the mouldings prior to paint. Increased surveillance of this area has been made by the supplier subsequent to January 1, 1965.

The painted section should be repaired on a customer complaint basis by using a r… sensitive black vinyl tape (Part …-19627-A, 1/7" wide) as fol-

1. Remove all remaining paint from the mouldings with paint remover using care to prevent contact of paint remover with painted body panels. Since the mouldings are manufactured in right and left hand sets, both sides should be repaired to avoid further customer inconvenience that would occur if the opposite side should fail.
2. Wipe the area to be repaired with lacquer to clean, and rewipe with a clean cloth.
3. Apply a strip of black vinyl pressure sensitive tape to moulding, removing the protective backing simultaneously as the tape is being applied. Caution should be taken to avoid pulling or stretching the tape during application to preclude an uneven width appearance.
4. Firmly press the tape to assure satisfactory adhesion.

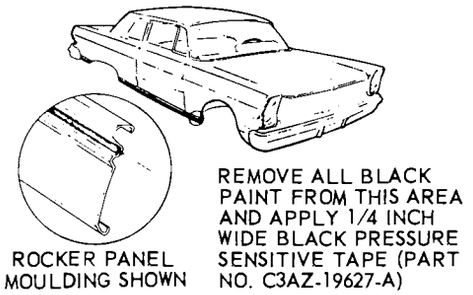

Fig. 19 – Paint Failures on Rustless Steel mouldings – 1965 Ford (Article 343)

WARRANTY STATUS - REIMBURSABLE
Oper. SP-10176-A-65
Time: 1.1 hrs.

344 SEAT BELTS – SHORT

(All 1965 Ford with Retractable Seat Belts)

Some owners report difficulty with the seat belt being too short with the seat in a forward position.

This problem occurs only on a limited basis because it depends on driver size and seat location. However, action is being taken to revise the belts for 1966 models.

The problem should be corrected on a customer complaint basis by replacing the 36 inch inboard belt and buckle assembly with the appropriate 42 inch belt and buckle assembly listed below:

WARRANTY STATUS - REIMBURSABLE

Color	Part Number	Class
Black	C5VY-5361202 - AAB	MC
Medium Blue	C5VY-5361202 - AAC	MC
Medium Turquoise	C5VY-5361202 - AAD	MC
Red	C5VY-5361202 - AAE	MC
Beige	C5VY-5361202 - AAF	MC
Medium Palomino	C5VY-5361202 - AAG	MC
Ivy Gold	C5VY-5361202 - AAH	MC
Burgundy	C5VY-5361202 - AAJ	MC
Silver Mink	C5VY-5361202 - AAK	MC
Dark Green	C5VY-5361202 - AAL	MC

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 18 July 2, 1965

275 TSB NO. 15 – ARTICLE 275 – BREAKAGE OF SEAT BELT WARNING LAMP LENS

(1965 Thunderbird – All Models)

The warranty comment on TSB No. 15, Article 275, Breakage of Seat Belt Warning Lamp Lens, erroneously stated that the field correction was "Non-Reimbursable".

The correct warranty status should read:

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-13466-A65
Time: 0.5 hrs.

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327 BRAKE ADJUSTMENT – REVISED PROCEDURE

(All Current Ford Cars And Light Trucks)

This Article Is A Supplement To Article 327, Dated June 14, 1965.

A brake adjusting procedure using Rotunda HRE 8650 Sure-Set adjustment gauge has been developed and released for service. This procedure may be used on all current Ford cars and light trucks when the brakes have been relined, replaced or whenever the length of the adjusting screw has been changed.

Although brakes are self-adjusting, it is advisable to make an initial manual adjustment whenever the original adjustment has been disturbed for any reason. A quick accurate initial brake adjustment may be accomplished through the use of the Rotunda HRE 8650 Sure-Set brake shoe adjustment gauge. (See Fig. 1.)

The following information is to familiarize service personnel with this new procedure.

1. Position the brake shoe adjustment gauge to the inside diameter of the brake drum. Determine the inside diameter of the drum by opening gauge to maximum diameter of drum while rotating gauge along the inside perimeter. Tighten the adjusting knob to lock the gauge. (See Fig. 2.)

2. After locking gauge in position, place the inside surface of gauge over brake shoe linings. (See Fig. 3.)

3. Adjust the brake shoes by turning the adjuster screw until linings just make c… with inside surface of gauge. … gauge along the outside m…

F… c… a… forward and reverse stops.

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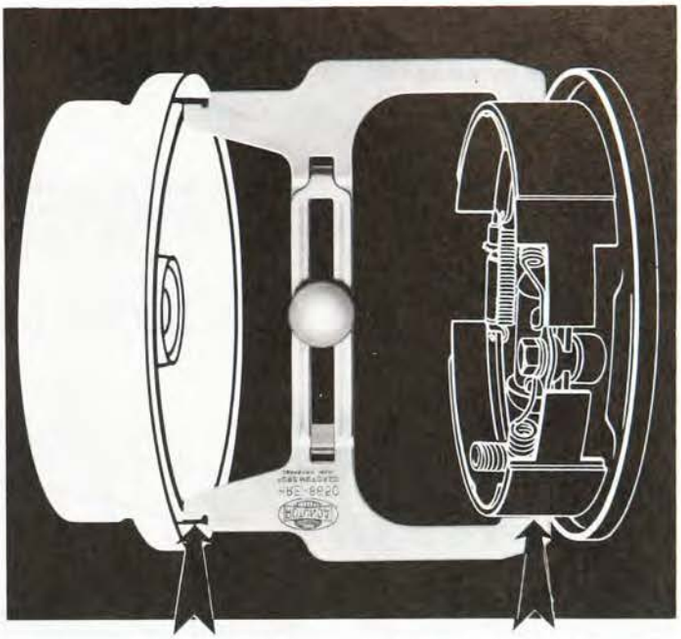

Fig. 1 – The Rotunda Sure-Set brake shoe adjustment gauge is a calibrated inside and outside diameter brake adjustment caliper. – (Article No. 327)

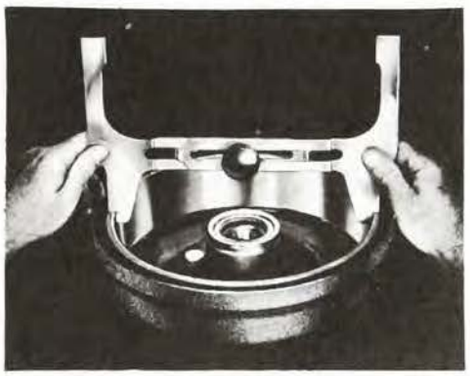

Fig. 2 – The inside diameter caliper of gauge is adjusted to the inside diameter of brake drum. – (Article No. 327)

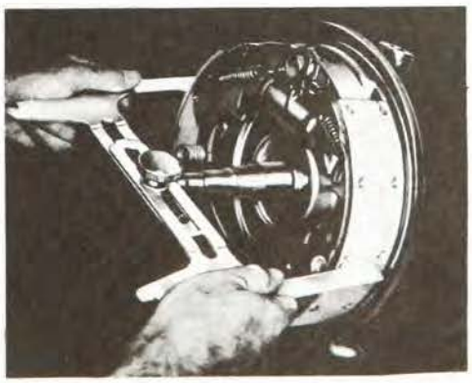

Figure 3 – (Article No. 327)

345 WHEEL COVER MEDALLION RATTLE 1964 – 1965 FORD

(All Models)

Complaints of medallion insert rattles have been received on some of the subject vehicles equipped with full wheel covers.

Complaints of this nature can be corrected by removing the wheel covers and bending down the medallion retaining tabs with a large screw driver and applying weatherstrip sealer over tabs.

WARRANTY STATUS – NON-REIMBURSABLE
Oper.. SP-1130-A-63
Time: 1 Cover - 0.2 hrs. 2 Covers - 0.2 hrs. 3 Covers - 0.3 hrs. 4 Covers - 0.3 hrs.

346 SQUEAL NOISE ON LIGHT BRAKE PEDAL APPLICATION – 1965 THUNDERBIRD

(All Models)

Field complaints have indicated a squeal noise coming from the front disc brakes when the brake pedal is applied to stop the vehicle. (Not to be confused with the creep-groan condition outlined in TSB Article No. 105 dated 1-18-65.)

In the event of a customer complaint of this nature on a vehicle built prior to 5/24/65, the squeal can be eliminated by replacing the four (4) bonded shoe and lining assemblies with four (4) riveted shoe and lining assemblies packaged in a kit, Part No. C5VY-2001-A, Class A.

WARRANTY STATUS REIMBURSABLE
Oper. 2001-A
Time: 0.8 hrs.

347 BREAKAGE OF FENDERS, FENDER APRONS & FENDER BRACKETS

(All 1963-64-65 N Series Trucks – N-500 – 1100)

Shown in Fig. 4 are known areas of sheet metal failures on "N" Series truck fenders and fender aprons. If any of these failures are noted through customer complaints, the fender and apron may be repaired and reinforced to preclude subsequent breakage by using the procedure detailed in this article. In cases of extreme breakage, the entire fender and/or apron should be replaced using the reinforcements and brackets as shown in this article. Parts required for the repairs are listed in Table 1.

1. Remove the front fender and fender apron as an assembly. (10 Bolts)

2. Drill a 1/8 inch hole at the termination of each crack and arc or gas weld as required.

3. Fabricate from .090 inch steel, the reinforcement as shown in Figs. 5, 5A, 6 and 7.

4. Prime fabricated parts.

5. Install upper apron reinforcement and center apron reinforcement (Figs. 5 and 5A) as shown in Fig. 7).

6. Install rear lower apron reinforcement (Fig. 6) as shown in Fig. 8, using existing hole in fender as a template to locate and drill a ½ inch hole in the outboard end of the reinforcement bracket. Use the existing holes in the reinforcement bracket to locate and drill (2) ½ inch holes in the fender apron.

7. Clean, prime and finish coat welded areas on fender and fender apron.

8. Position fender-apron assembly to truck and install and tighten apron to chassis bolts. Insert and tighten the (3) bolts fastening fender to existing rear fender bracket.

9. Completely remove existing front fender bracket from the vehicle.

10. Position the 16C198 front bracket and the 16C096 reinforcement to the fender as shown in Fig. 9. Insert and tighten the (3) bolts to securely attach to fender.

11. Using the existing hole in the bracket as a template, locate and drill a ½ inch hole in the bumper.

12. Using (2) pieces of 1¾ x 1¾ tire carcass as insulators, fasten the front bracket to the bumper as shown in Fig. 9.

13. Remove the existing rear front fender bracket from the vehicle.

14. Position the 16C078-9 rear bracket to the fender as shown in Fig. 10. Insert and loosely fasten the (3) bolts to secure bracket to fender.

15. Align the 5B104 fender support bracket to the (3) existing correspond- holes in the frame as shown in Insert and tighten the (3) bolts.

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N-850-1100 units) as shown in Fig. 10.

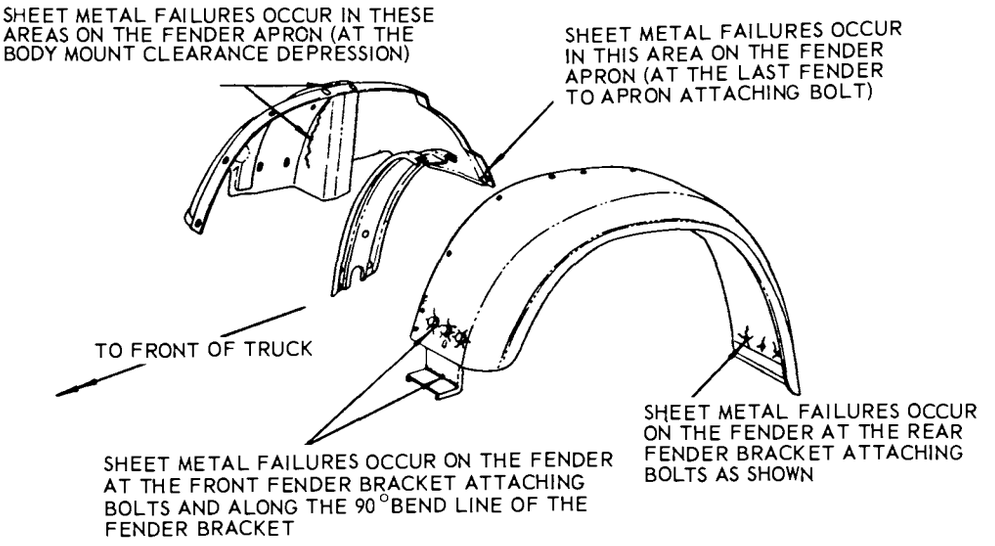
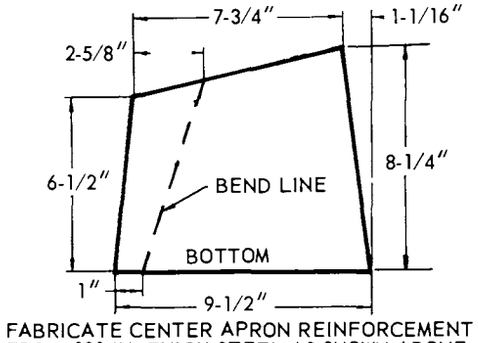


Fig. 4 – Location of known Sheet Metal Failures on the Fender and Apron Assembly – 1963-65 N-Series Truck – Models 500-1100 – (Article No. 347)



FABRICATE CENTER APRON REINFORCEMENT FROM .090 IN. THICK STEEL AS SHOWN ABOVE. SCRIBE THE BEND LINE ON THE BLANK PARTS AS SHOWN AND REFER TO FIG. 5A TO FORM THE REINFORCEMENTS

Fig. 5 – Blank Fabrication of Center Apron Reinforcements – 1963-65 N-Series Truck – Models 500-1100 – (Article No. 347)

FORM THE CENTER REINFORCEMENT AS SHOWN AND INSTALL AS ILLUSTRATED ON FIG. 7

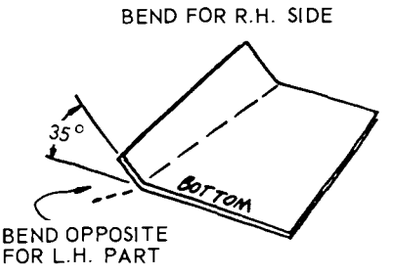
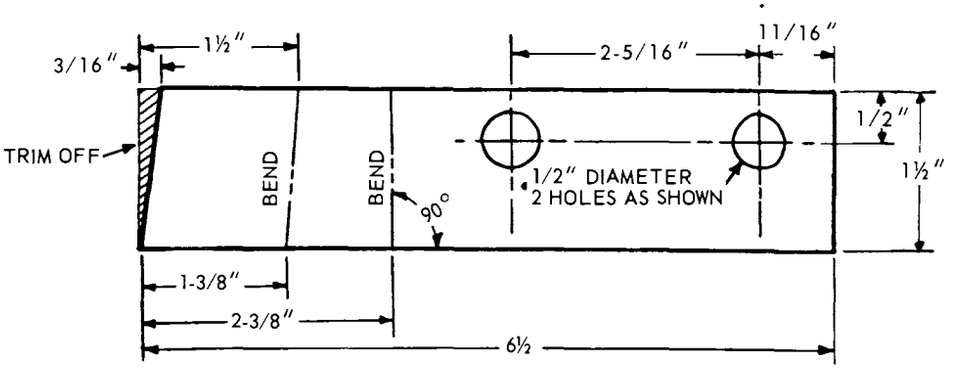
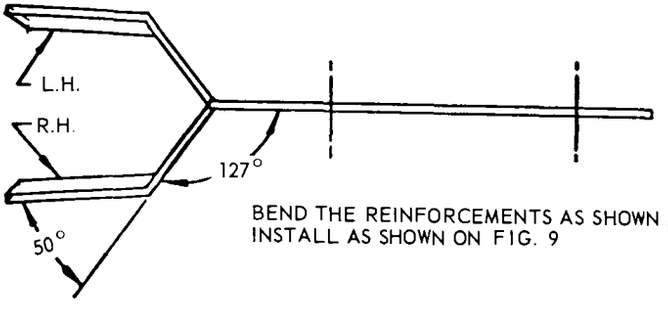


Fig. 5A – Formation of Center Apron Reinforcements – 1963-65 N-Series Truck – Model 500-1100 (Article No. 347)



USING THE ABOVE DRAWING, FABRICATE TWO REAR LOWER APRON REINFORCEMENTS FROM .090 IN. THICK STEEL AS SHOWN. SCRIBE THE BEND LINE ON EACH PART AND BEND AS INDICATED BELOW



BEND THE REINFORCEMENTS AS SHOWN ABOVE AND INSTALL AS SHOWN ON FIG. 9

Fig. 6 – Fabrication and Formation of the Rear Lower Apron Reinforcement – 1963-65 N-Series Truck – Models 500-1100 (Article No. 347)

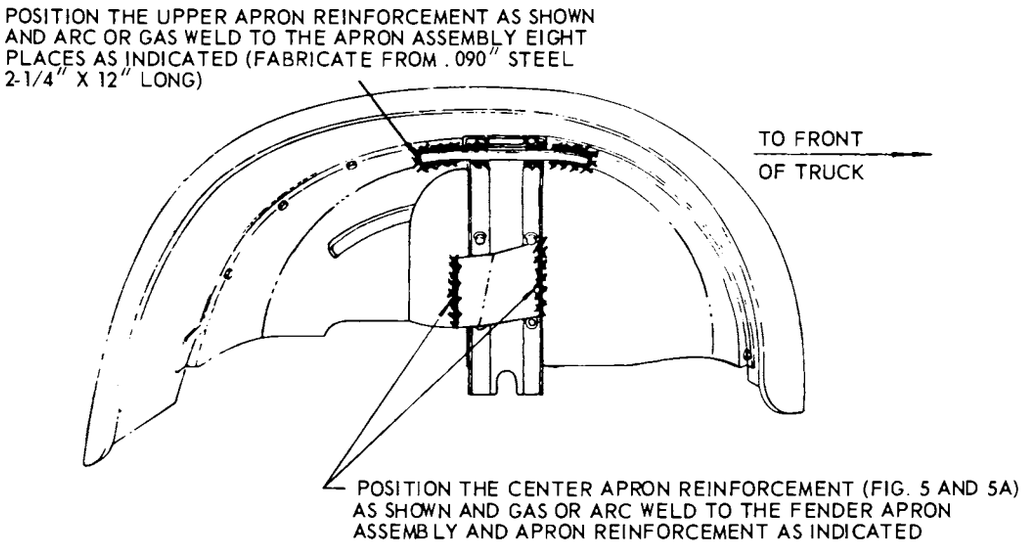


Fig. 7 – Installation of the Upper and Center Apron Reinforcements – 1963-65 N-Series Truck – Models 500-1100 – (Article No. 347)

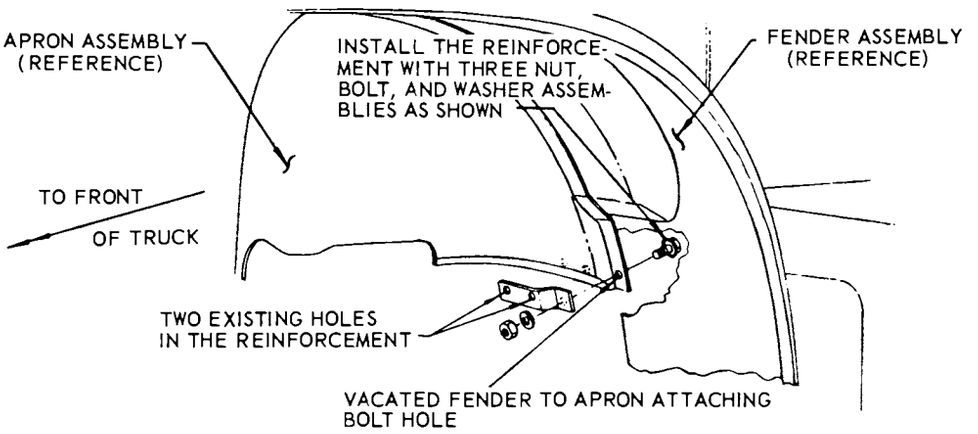
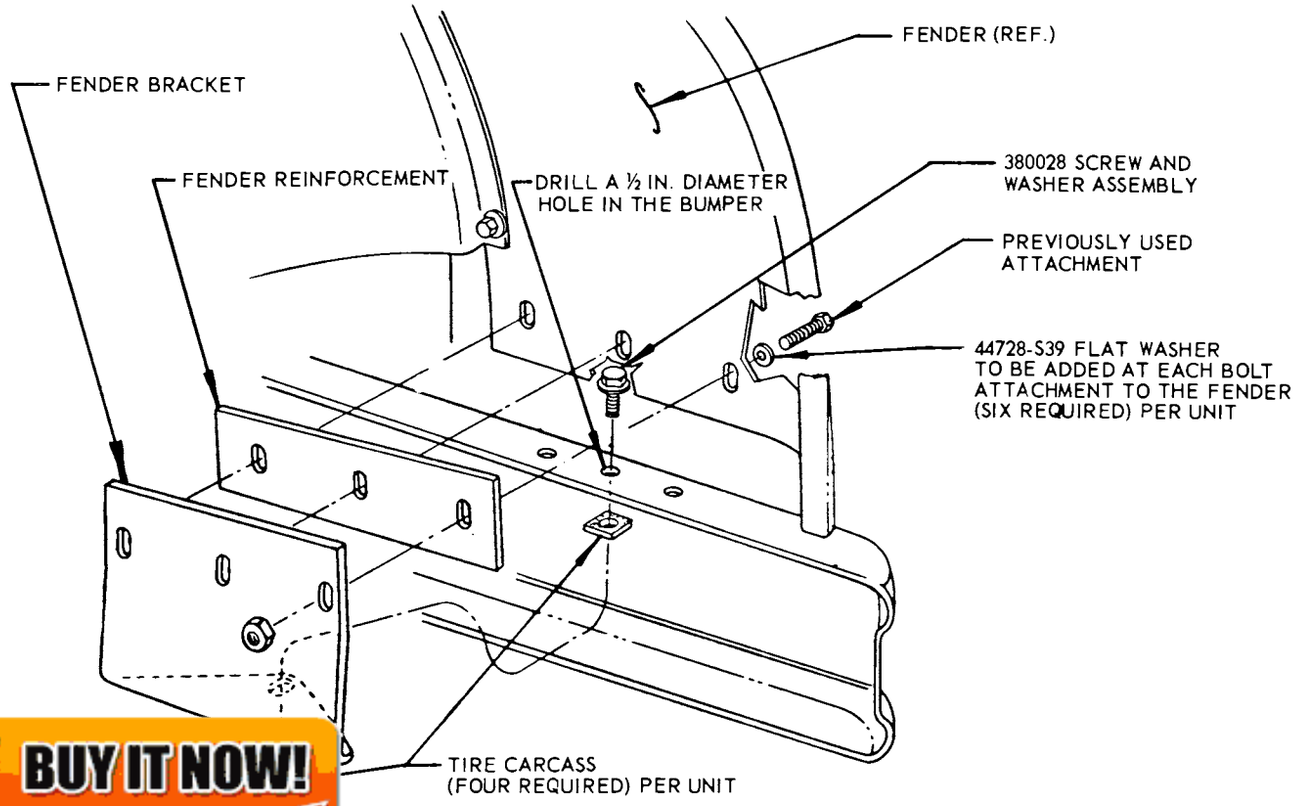


Fig. 8 – Installation of the Rear Lower Apron Reinforcement – 1963-65 N-Series Truck – Models 500-1100 – (Article No. 347)



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...on of Fender Bracket and Reinforcement – 1963-65 N-Series Truck – Model 500-1100 – (Article No. 347)

17. Insert and tighten the (2) bolts fastening support assembly to the rear bracket. Tighten (3) bolts retaining rear bracket to fender.

18. Insert and tighten bolt in support assembly bracket (or spring hanger) as shown in Fig. 10.

The following steps apply only to N-500-750 units exhibiting running board or running board apron failures.

1. Remove running board and running board apron. Repair and refinish as necessary.

2. Drill out (4) square holes in running board to ½ inch diameter.

3. Replace running board using flat washers under the (4) bolt heads.

4. Fabricate running board apron reinforcements (2 each side) as shown in Fig. 11 or use comparable commercial channel iron.

5. Replace running board apron using apron reinforcements as shown in Fig. 11.

The following Suggested Time Schedule Operation applies to this work.

SP-16005-A-65

Reinforce fender and fender aprons. Includes time to refinish fenders.

1963-65 N Series. . *6.2 hrs. ea. side

* Add 0.7 hrs., each side, for reinforcement of running board (N500-750 only).

WARRANTY STATUS - REIMBURSABLE
Oper. : SP-16005-A-65
Time : 6.2 hrs. each side.

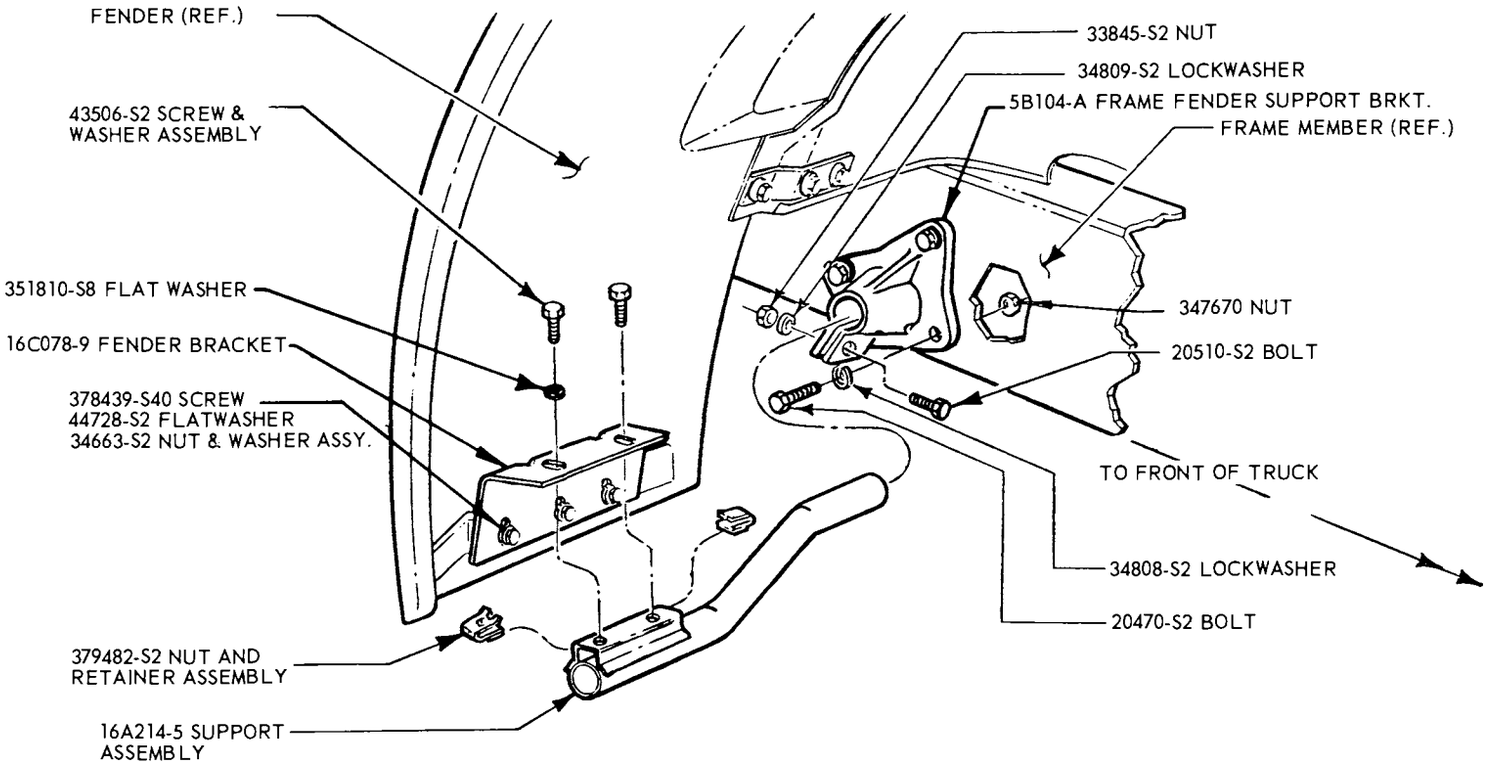
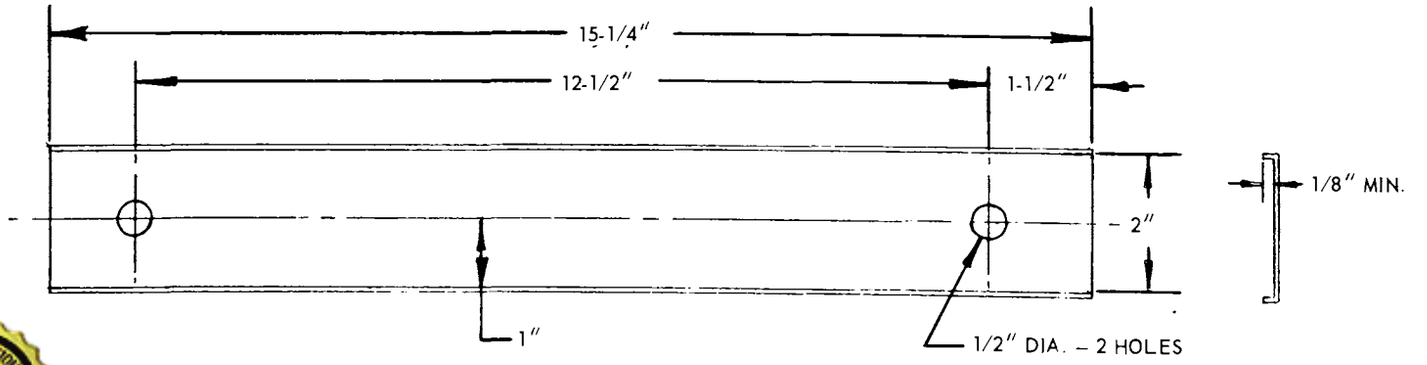


Fig. 10 – Installation of the Fender Rear Support – 1963-65 N-Series Truck – Model 500-1100 (Typical) – (Article No. 347)



NG BOARD APRON REINFORCEMENTS FROM .060 IN.
L AS SHOWN ON FIG. 12

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of Running Board Apron Reinforcements – 1963-65 N-Series Medium Truck – Model 500-750 Only – (Article No. 347)

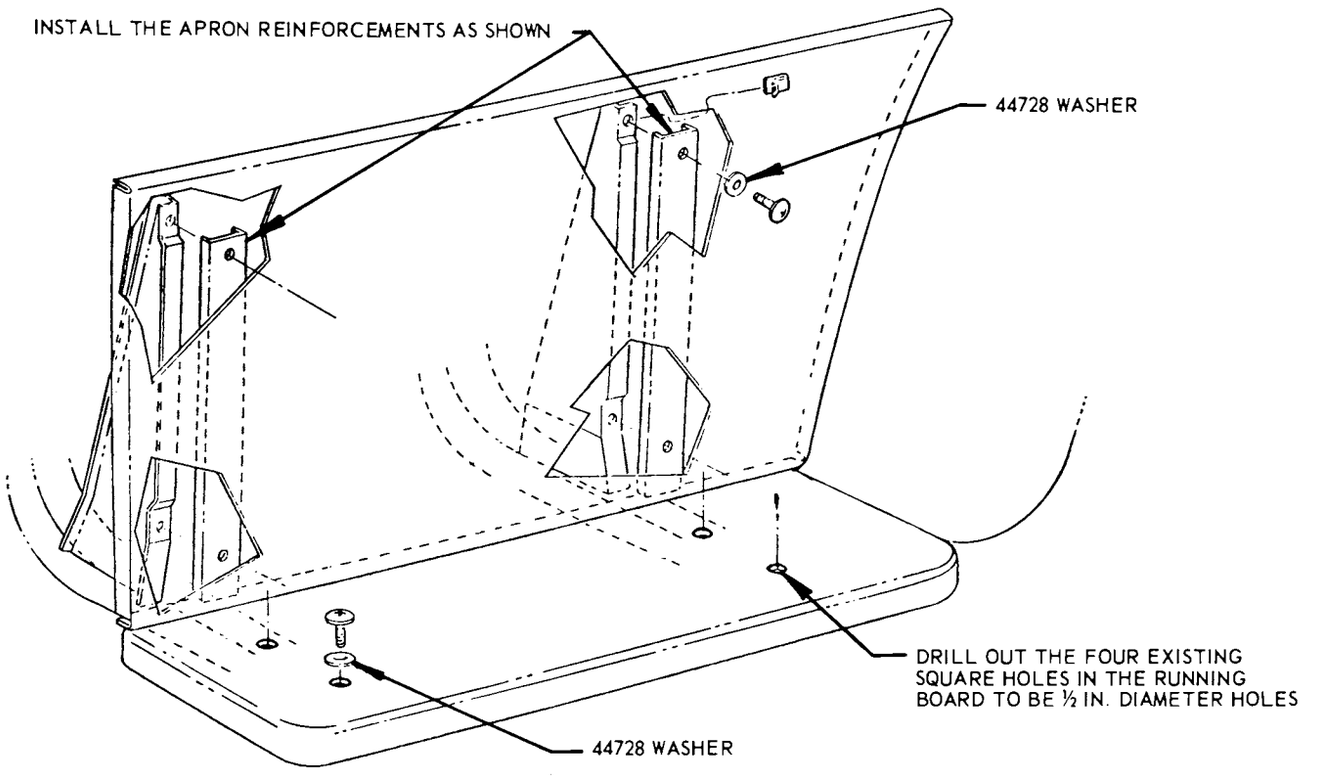

Fig. 12 – Installation of the Apron Reinforcements and 44728 Flat Washers – 1963-65 N-Series Medium Truck – Model 500-750 only. (Article No. 347)

TABLE 1 – PARTS REQUIRED FOR REPAIR OF N SERIES FENDERS AND FENDER APRONS

PARTS REQUIRED	PART NUMBER	CLASS	QUANTITY FENDER
N-500–750			
Bracket – Fender Mounting Front	C5TZ-16C198-A L.H. or R.H.	C	1
Bracket – Fender Mounting Rear	C5TZ-16C078-A R.H.	C	1
	C5TZ-16C079-A L.H.	C	1
Reinforcement – Fender Mounting Front	C3TZ-16C096-A L.H. or R.H.	C	1
Support Assembly – Front Fender	C5TZ-16A214-B R.H.	C	1
	C5TZ-16A215-B L.H.	C	1
Bracket – Front Fender Support	C5TZ-5B104-A L.H. or R.H.	C	1
N-850–1100			
Bracket – Fender Mounting Front	C5TZ-16C198-B L.H. or R.H.	C	1
Bracket – Fender Mounting Rear	C5TZ-16C078-A R.H.	C	1
	C5TZ-16C079-A L.H.	C	1
[illegible]er Mounting	C3TZ-16C096-A L.H. or R.H.	C	1
[illegible]ont Fender	C5TZ-16A214-A R.H.	C	1
	C5TZ-16A215-A L.H.	C	1

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348 SEAT BELT RETRACTOR BREAKAGE

(1965 Falcon with Bucket Seats)

Seat belt retractor breakage may occur on some 1965 Falcon vehicles equipped with bucket seats. The breakage results from interference between the retractor and seat back pivot arm when the seat belt boot is rotated to the full forward position and the seat is actuated forward for entrance to the rear seat.

The problem will be corrected on 1966 vehicles with the initial release of a new enclosed retractor design.

The interference condition should be corrected on a customer complaint basis by adding a stop to the forward rotation of the seat belt boot as follows:

Add a 9/16 hole in the door sill 2-9/16 inches ahead of and 15/32 inches above the seat belt attaching bolt, and add a rubber bumper (#358939-S) to act as a boot stop. (See Fig. 13.)

WARRANTY STATUS REIMBURSABLE
Oper. SP-61200-A-65
Time: 0.3 hrs.

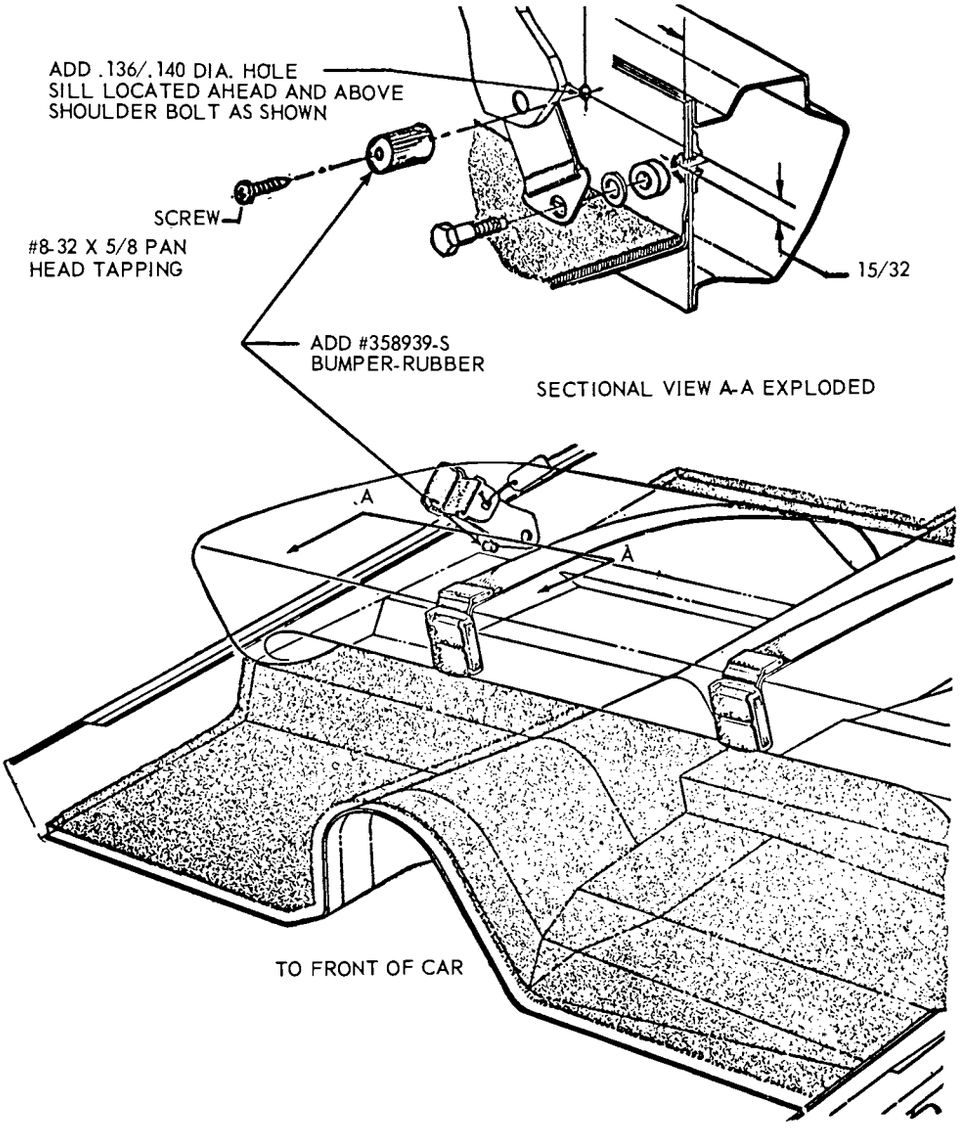

Fig. 13 – Seat Belt Retractor Breakage – 1965 Falcon – All With Bucket Seats (Article 348)

349 ELIMINATION OF SHIPPING COVERS

(All Mustang Vinyl Roof and Thunderbird Black and Brown Vinyl Roof Vehicles)

Effective May 4, 1965 all Mustang units with vinyl top covers and Thunderbird units with black and brown vinyl top covers will be protected during shipment by the same wax coating now used on painted vehicles. This wax is readily removable by a normal detergent car wash during pre-delivery. A soft brush used with the wash may be used for stubborn areas.

Thunderbird units with vinyl top covers of other colors will continue to be protected by the protective covers previously used. Convertible tops will also continue to be protected by the removable covers.

WARRANTY STATUS INFORMATION ONLY

350 REAR BRAKE DRAG AND/OR EARLY LINING WEAR – 1965 FORDS

(All 1965 Fords)

Field complaints indicate rear brake drag and/or early brake lining wear on some 1965 Ford vehicles built before May 1, 1965. The cause of this problem was found to be two-fold.

1. The brake lining was positioned too high on the brake shoe resulting in constant contact with the drum.

2. The inability of the primary re- spring to pull the shoe assembly the drum causes shoe hang up.

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station wagon and police interceptor models plus the use of a 60# red in color primary retracting spring, part number C3SZ-2035-A, Class A.

On a customer complaint basis only, of rear brake drag and/or early lining wear, the following procedure may be used to correct the condition on units built before May 1, 1965.

1. Remove the rear wheels, drums, brake shoes, and adjusting screws as outlined in the 1965 Ford Shop Manual, Part 2-2, Section 2, Pages 2-11 and 2-12.

2. Clear rear backing plates of all contamination and reinstall shoe and lining assemblies provided in kit and all new springs as outlined in the 1965 Ford Shop Manual, Part 2-2, Section 2, Page 2-12 with the following exception the new 60# red primary spring C3SZ-2035-A, must be installed on the anchor pin after the secondary spring installation. (This is just the reverse of the procedure used in the past).

3. Install drums and wheels as outlined in the 1965 Ford Shop Manual, Part 2-2, Section, Page 2-11.

WARRANTY STATUS – REIMBURSABLE
Oper. 2001-A
Time: 1.4 hrs.

351 REVISED HYDRAULIC TAPPET VALVE CLEARANCE ADJUSTMENT PROCEDURE

(1962 – 1965 Cars and Trucks with 221, 240, 260, 289 and 300 CID Engines)

Numerous reports of noisy valve tappets and/or rough engine operation, attributed to improper valve clearance adjustment, have been received from the field.

To minimize the possibility of tappet noise and/or valve burning, it is **mandatory** that the following hydraulic tappet adjustment procedure be applied to the subject engines:

"When the push rod to rocker arm clearance has been eliminated tighten the rocker arm stud an additional 3/4 turn". (The previous procedure was 1-1/2 additional turns).

The balance of the valve adjustment procedure remains the same as previously published in the respective shop manual.

This revised hydraulic tappet valve adjustment procedure applies to both production and service installed tappets.

WARRANTY STATUS FOR INFORMATION ONLY

352 HARD STEERING

(1963-64 N And NT 850-1100 Trucks With Manual Steering And Super Duty or Diesel Engines)

To improve steering effort on 1965 N and NT trucks with super duty or diesel engines, the following changes were incorporated in production approximately September 21, 1964:

1. Relocation of steering column through use of new column to dash bracket.
2. A larger diameter steering wheel.
3. The idler arm bracket has been changed to accommodate a new idler arm shaft and needle bearings.

The new parts released for 1965 can be installed on prior model vehicles when serious complaints of hard steering are encountered.

Installation instructions are as follows:

New Idler Arm Support Bracket

1. Remove bolt retaining idler to idler arm shaft.
2. Remove bolt retaining Pitman arm to steering gear sector shaft.
3. Remove idler arm and Pitman arm from their respective shafts as assembly and wire to left front wheel.
4. Remove steering gear from idler bracket and wire to radiator support.
5. Remove bolts retaining idler arm bracket to frame and remove idler arm bracket.
6. Remove steering stops, and grease fitting from old idler arm bracket and install on new bracket.
7. Install nut and cotter pin on new shaft and install in new idler arm bracket.
8. Install new idler arm bracket on frame.
9. Install steering gear.
10. Install Pitman arm and idler arm on their shafts.
11. Adjust steering stops to specifications.
12. Grease idler arm shaft and bearings.

The labor operation for this portion of the modification is:

Operation SP-3693-A-65

Replace Idler Arm Bracket. .1.3 hrs.

New Steering Column Support

1. Remove existing support bracket.
2. Install new bracket.

NOTE: If switches were attached to old bracket, they should be transferred to new bracket.

The labor operation for this portion of modification is:

Operation SP-3693A-1-65

Replace Steering Column Support Bracket . . . . . .0.4 hrs.

New Steering Wheel

1. Remove existing 20" wheel and transfer horn contact retainer to new

ll new 22" steering wheel.

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3600-F) were made available through the National Parts Depot as a Class CG Item.

After supply of kits has been exhausted, kits will not be replaced and loose parts must be ordered. These parts are:

Part Number	Part Name	Class
C3TZ-3C693-C	Idler Arm Bracket & Shaft	CQ
C5TZ-3678-C	Steering Column Bracket	CQ
C5TZ-3600-A	Steering Wheel (White)	CQ
C5TZ-3600-B	Steering Wheel (Black)	CQ

It has also been found that in some cases a further improvement in steering effort and driver comfort can be obtained through the use of a four-way adjustable seat such as the Unison "675".

The up and down adjustment on these seats allows shorter drivers to position themselves to provide more comfort and steering leverage.

If a four-way adjustable seat is desired, the Unison "675" may be obtained on a special order basis from P & A under Part Number C3TS-81610012-A. All costs associated with the installation of this seat will be customer responsibility.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-3693-A, A1, and A2 – Steering Effort Improvement
A - Idler Arm Brkt. – 1.3 hrs.
A1 - Steering Column Brkt. – 0.4 hrs.
A2 - Steering Wheel – 0.1 hrs.

353 SINGLE EXHAUST SYSTEM NOISE

(1965 Mustang Equipped with 289 C.I.D.-4V Engine (Except High Performance))

Driving evaluations has disclosed that the single exhaust systems with 289 C.I.D.-4V premium fuel engines, results in a high noise level and creates a high back pressure condition.

The exhaust noise was corrected in production on October 15, 1964, by replacing the inlet pipe extension with a resonator and inlet pipe extension assembly part number C5ZZ-5A212-G (Class B) and a muffler assembly C5ZZ-5230-D (Class B).

The recommended procedure to correct exhaust system noise on a customer complaint basis on models built prior to October 15, 1964 is as follows:

REMOVAL

1. Remove the clamps and U bolts from the inlet pipe extension ("Y" Pipe) and at muffler assembly connection, also the clamp at the right hand exhaust system hanger.
2. Remove the two (2) tapping screws which attaches the muffler assembly to the left hand exhaust system hanger.
3. Disassemble the muffler assembly from the inlet pipe extension and then the inlet pipe extension from the inlet pipe ("Y" pipe).

INSTALLATION

1. Fully assemble the resonator and inlet pipe extension assembly into the inlet pipe assembly ("Y" pipe) and the muffler assembly, making sure that the locating tab lines up with the matching slot.
2. Attach the muffler assembly to the left hand exhaust system hanger with (2) two tapping screws.
3. Properly position the U bolts and clamps at the connection at the resonator and inlet pipe extension assembly and the clamp at the right hand exhaust system hanger.
4. Adjust and neutralize the exhaust.
5. Torque the U bolt and clamp to 15-20 ft. lbs. and the tapping screws to 5-9 ft. lbs.
6. Start the engine and check the exhaust system for leaks.

WARRANTY STATUS REIMBURSABLE
Oper. SP-5212-A-65
Time: 0.6 hrs.

354 BRAKE SWERVE, PULL OR FADE

(1965 F-250 Trucks)

Brake swerve, pull and fade has been reported on some 1965 F-250 trucks. Investigation has disclosed that the secondary lining material was not made to correct specifications, which caused premature resin boil-out and subsequent glazing of lining surfaces. To correct problems, the secondary lining material was revised. This change became effective in production approximately April 5, 1965 and vehicles produced subsequent to this date incorporate latest linings. The correct lining may be identified as follows:

Primary lining front and rear – color code – yellow/blue stripe.

Secondary lining front and rear – color code – two yellow/one green stripe.

If investigation of problem vehicle discloses that secondary lining does not have two yellow stripes on the edge of the lining, the lining should be replaced.

The revised lining is available from all Parts Depots under the following part numbers:

C5TZ-2001-A C5TZ-2007-A

WARRANTY STATUS –
Oper.: 2001-A
Time: 2.5 hrs.

355 REAR BRAKE CARRIER PLATE ATTACHING BOLTS

(F,B,C,N,P-500-700 And T-700 With Hydraulic Brakes)

Some reports of rear brake carrier plate attaching bolt failures have been received. To resolve this problem, new bolts became effective in production approximately May 4, 1964 on all of the above vehicles. The new bolts incorporate revised steel and torque specifications have been changed. The new torque specification is 90-110 foot pounds, and only the new parts should be used when servicing current and past model vehicles.

The new parts are available as follows:

Part Number	Description	Class
B3TZ-2216-A	Bolt (4 req. per brake)	B
A8TZ-2248-A	Bolt (2 req. per brake)	B

WARRANTY STATUS –
INFORMATION ONLY

356 HEADLAMP SWITCH FAILURE

(1965 Thunderbird – All Models)

For complaints of headlamp flicker or intermittent operation, particularly under conditions of full load which occurs when the headlamps are switched to the high beam position, replace the headlamp switch, C5SZ-11654-A, with the new revised switch, C5SZ-11654-B. The new switch has a revised specification whereby the 18 ampere headlamp circuit breaker is to open within 15 to 30 seconds at 200% of its rated current instead of 8 – 30 seconds as originally specified for the original switch. Corrective action has been initiated in production on February 22, 1965.

The headlamp switch replacement procedure is outlined in the Thunderbird Shop Manual on page 15–9. It is important that the battery ground cable be disconnected before switch removal.

WARRANTY STATUS - REIMBURSABLE
Oper.: Regular Suggested Time Schedule Operation 11654-A
Time: 0.3 hrs.

357 REAR SPEAKER STUDIO-SONIC BOOM OR "BONGO" NOISE

(1965 Fords Equipped with Cleveland Electronic Reverberator)

A loud boom or "bongo" noise on 1965 Fords equipped with a Cleveland Electronics Reverberator is caused by a poor quality suspension spring within the reverberator.

This problem was corrected by the supplier by revising the suspension spring to assure proper reverberator performance. The corrected reverberators can be identified by the date code 433-44-4 or later stamped on the reverberator chassis (44-4 represents the 44th week of 1964).

In the event of customer complaints of studiosonic boom or "bongo" noise, the reverberators should be removed from the vehicle and sent to any authorized Bendix service station for repair.

WARRANTY STATUS
NOT REIMBURSABLE

358 EATON 1910, 1911, 19502 REAR AXLES

(1964 and Prior – All Medium and Heavy Trucks)

The pinion bearing cage in the subject axle has been subject to failure in 1964 and prior models due to a combination of high mileage and excessive loads. The pinion bearing cage originally supplied was a grey iron casting. However, due to the creation of a new higher capacity axle, a malleable iron pinion bearing cage is available as a service replacement for the original and will provide increased strength due to its greater ductility.

The part number for the pinion bearing cage of either material is B8QH4614-G, Service Class CQ. The principle means of identification between the two types is the Eaton part number which appears only on the part. When replacing a failed pinion bearing cage be certain to note that the Eaton #62038 appears on the part as this is the malleable bearing cage. The original grey iron cage is identified by the Eaton #27235.

Stock ordered from National Parts Depot will be of the increased strength material.

WARRANTY STATUS
Oper. 4200-A-3

359 FINISH SANDING OF ACRYLIC PAINT

(All Ford Car Lines Using Acrylic Paint)

When finish sanding acrylic paint or primer prior to refinishing, a nylon abrasive pad can be used effectively in place of 500 or 600 grit sandpaper. The nylon pads have been found to have long life, retain moisture well, and are easily used in irregular areas around door edges and pillar posts. They do not plug up easily and any accumulation can be washed out. In areas to be scuffed around chrome or mouldings the pads will not scratch the chrome or mouldings when used properly. The pads have also been found to effectively remove dust or other fall out before final paint and to remove overspray from the final paint when care is exercised.

A typical example of such a nylon pad is the Scotch Brite Surfa-Skuf Pad, Part No. 7001, manufactured by Minnesota Mining and Manufacturing Company. Additional information can be obtained by contacting the local 3M distributor in your area.

360 HIGH STEERING EFFORTS

(1965 Ford with Power Steering)

Recent investigation has disclosed that installing the wrong Ford power steering system or high steering efforts.

The correct combination of Ford pump and Saginaw or Ford power steering gear must be used.

A pump having a higher output than required will be noisy and a pump having too low an output will result in high steering efforts.

The following combination of power steering gear and pump must be used:

Ford Pump HBA-AH must be used with a Ford gear identified by 2 bolts retaining the sector shaft cover.

Ford Pump HBA-AJ must be used with a Saginaw gear identified by 4 bolts retaining the sector shaft cover.

The Ford pump code letters are found on the pump Service Tag and should be verified when diagnosing power steering problems or when ordering a replacement pump.

WARRANTY STATUS INFORMATION ONLY

361 FRONT WHEEL SPINDLE PIN BUSHINGS

(All Medium, Heavy and Extra Heavy Trucks)

Dealers and major fleets have requested that the Ford Motor Company release for service, steel back bronze spindle pin bushings to be used to replace the Delrin bushings installed as original equipment.

The bushings are now available as loose items with application shown in the table below.

Parts are classified as "C" items and must be used in conjunction with the regular spindle bushing kits.

NOTE: The steel back bronze bushings must be line reamed to required size after installation in spindles, as outlined in Part No. 9 of the 1960 Truck Shop Manual.

WARRANTY STATUS - NOT REIMBURSABLE

Part Number	Front Axle Application	Model Years	Pcs. Required
A8TZ-3110-A	6000#	1948/	4
B3TZ-3110-A	7000#	1953/	4
TGAA-3110-A	9000#	1950/	4
B5TZ-3110-A	11000#	1955/	4
B8TZ-3110-A	12-15000#	1958/	4

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 19 July 26, 1965

317 ARTICLE #317 DATED 6/1/65 CORRECTION – ROAD SPLASH ENTERING ENGINE COMPARTMENT CAUSING POWER BRAKE BOOSTER PIVOT PIN TO RUST, BIND POOR MODULATION, AND/OR NOT PERMITTING THE BRAKE PEDAL TO RETURN TO THE FULL RELEASED POSITION – 1965 FORD

(1965 Ford – All Models With Power Brakes)

In Article #317, dated 6/1/65, the part number for the 1.20 inch long chrome pivot pin should read C5AZ-2A020-B rather than C5AZ-2A020-A as published in the article.

WARRANTY STATUS – INFORMATION ONLY

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362 ROAD SPLASH ENTERING ENGINE COMPARTMENT CAUSING POWER BRAKE BOOSTER PIVOT PIN TO RUST, BIND, POOR MODULATION, AND/OR NOT PERMIT THE BRAKE PEDAL TO RETURN TO THE FULL RELEASED POSITION – 1965 FORD

(1965 Ford – All Models With Power Brakes)

Field complaints have indicated that the brake pedal binds, hangs up, or appears as a low pedal. The cause of this problem in most cases has been traced to booster pivot pins corroding and restricting the travel of the brake pedal. Further investigations have shown the road splash will enter the engine compartment due to improperly installed rubber splash guards which can speed up the corrosion of the booster pivot pins. When these conditions exist, the brakes will tend to drag and produce noises annoying to the customer, also unnecessary heat and wear to the brakes. Corrective action effective on vehicles built after April 1, 1965 incorporated chrome plated pivot pins which will ...inate booster hang up due to corrosion. ...e event of a customer complaint ... to ...ive ...And ...16.

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2. With the booster out of the vehicle proceed to remove the pivot pins. Use penetrating oil if necessary and take care not to bend the brackets. Make sure brackets are properly supported before driving out pins to reduce the chances of bracket damage.

3. At this point if the pins come out, TSB Article No. 317 dated 6/1/65 should be followed on replacing the pins with chrome plated pins. In the event the linkage pins cannot be removed it will be necessary to install C5AZ-2A248-A Class C mounting bracket assembly (consisting of the brackets and chrome plated pins).

4. Reinstall brake booster in vehicle as outlined in the 1965 Ford Shop Manual Group 2, Part 2-2, Section 3, Page 2-16 and 2-17.

II. **Installation Of The Rubber Splash Shield**

1. Fabricate rubber splash shield from masticated tire casing (80-0-durometer) or its equivalent per full size template (template enclosed with this TSB issue.)

2. Remove left front wheel and tire assembly as outlined in 1965 Ford Shop Manual Group 3, Part 3-6, Section 3, Page 3-53.

3. Install the rubber splash shield using the existing fender apron attaching bolt washers in line with the two (2) ¾ diameter holes of the rubber splash shield (Fig. 1.) Line up the bottom edge of the rubber splash shield so that it is a minimum of ½ inch below the frame torque box and siderail and contacting the fender apron and the frame siderail. (See Fig. 1.)

4. Drill three (3) 3/32 diameter holes through the fender apron and one (1) 1 8 hole through the frame siderail as per hole locations on rubber splash shield.

5. Retain the rubber splash shield with four (4) screw washers, Part No. 357903-S, as shown on Fig. 1.

6. Reinstall left front wheel and tire assembly as outlined in 1965 Ford Shop Manual, Group 3, Part 3-6, Section 3, Page 3-53.

WARRANTY STATUS–REIMBURSABLE
Oper. : SP-2020-A-65
Time : 1.2 hrs.

363 AIR CONDITIONER VIBRATION AND/OR MOAN CONDITION (30-38 MPH)

(1965 Falcon, Fairlane, Mustang – 6-Cylinder Engines Equipped With A/C)

Field service experience reveals that at 30-38 MPH the subject vehicles equipped with A/C may exhibit a vibration and/or moan condition. When normal torquing of mounting bracket bolts and belt tensioning have not corrected the condition, an additional brace at the bottom of the A/C compressor mounting bracket will reduce or eliminate the vibration and/or moan condition.

The use of the additional brace is recommended on a customer complaint

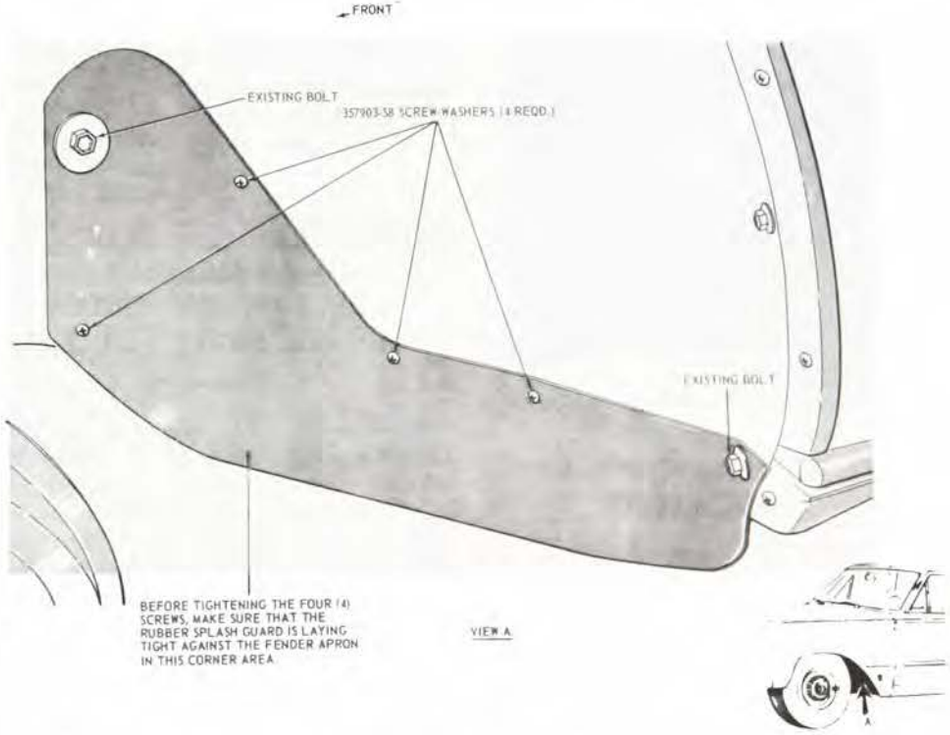

Fig. 1 – Road Splash Entering the Engine Compartment – (Article 362)

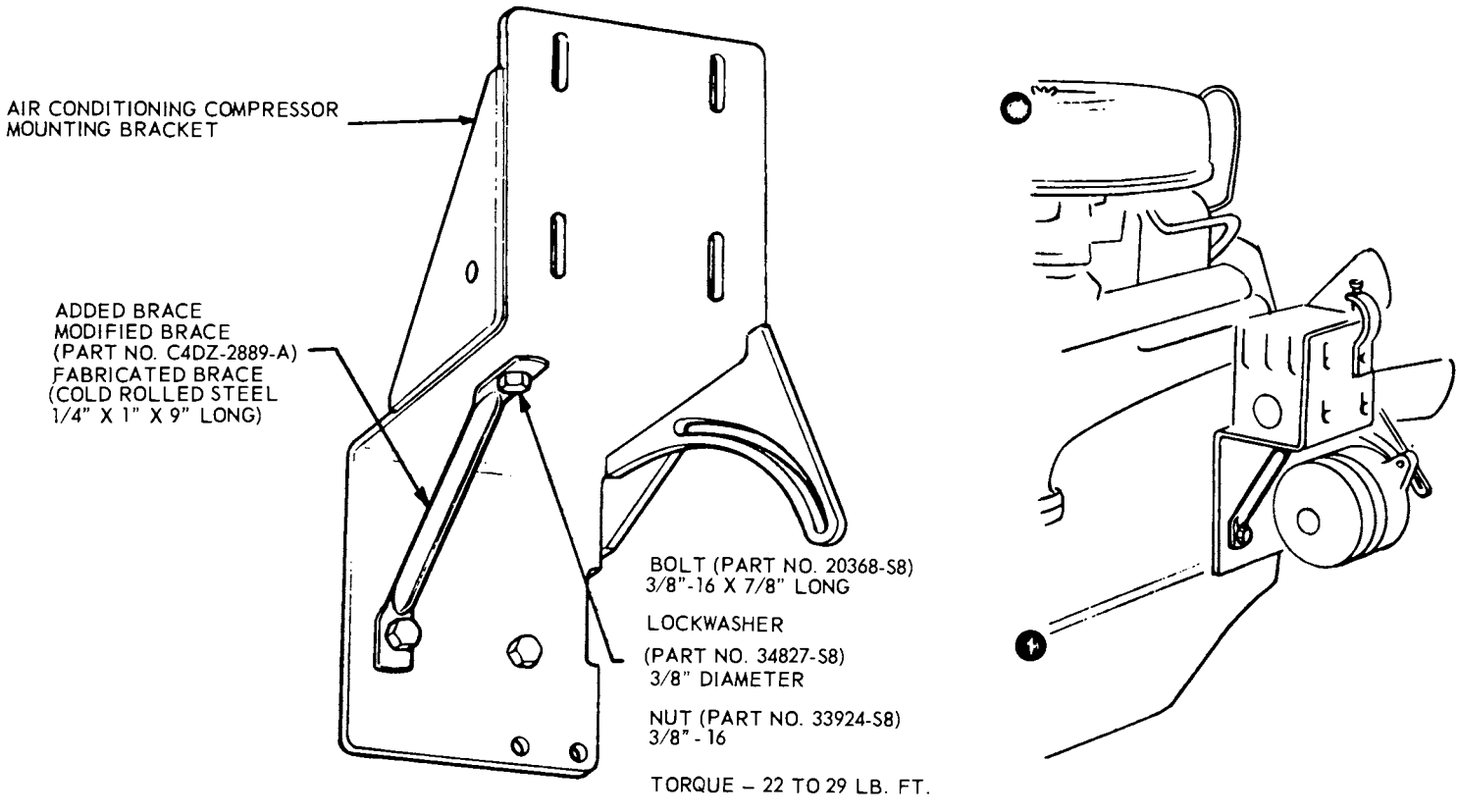

Fig. 2 – 6-Cylinder With Air Conditioning Moan And Vibration Periods Due To Insufficient Compressor Support. – (Article 363)

basis only. The fabrication and installation procedures are as follows:

1. The added brace is to fit between the lower rearward A/C compressor bracket mounting bolt and run diagonally up to the rear outer bottom of the bracket. The brace may be made by modifying a current Falcon compressor lower brace, Part No. C4DZ-2889-A, or fabricating it from a piece of cold rolled steel, ¼ x 1 x 9 inches long (See Fig. 2).

2. Disconnect one of the leads to the battery and raise the vehicle on a hoist. Install the new brace under the lower rearward A/C compressor bracket mounting bolt. Tighten the bolt snug, but not tight. Position the other end of the brace flat against the bottom of the A/C bracket; now tighten the bolt to specifications (45 to 47 lb.-ft.)

3. Using a ¼ in. drill motor, drill a 13/32 in. diameter hole in the A/C bracket through the hole in the brace from beneath the vehicle. Install bolt, Part No. 20368-S8, 3/8 x 7/8 in. long into the hole and use lockwasher, Part No. 34827-S8, 3/8 in. diameter and nut, Part No. 33924-S8, 3/8–16. Torque to 25-29 lb.-ft.

WARRANTY-STATUS-REIMBURSABLE
Oper. SP-2882-A-65
Time: 0.7 hrs.

364 CONVERTIBLE TOP BACK WINDOW ASSEMBLIES

(1965 Ford)

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bers regardless of unit build date.

Glass Back Window Assemblies
C5AZ-7652500 – AAB Black
C5AZ-7652500 – AAC White
C5AZ-7652500 – AAD Tan
C5AZ-7652500 – AAE Blue

Vinyl Back Window Assemblies
C5AZ-7652500 – BAB Black
C5AZ-7652500 – BAC White
C5AZ-7652500 – BAD Tan
C5AZ-7652500 – BAE Blue

The Parts Catalog will be corrected in the August revision sheets. In the interim, all responsible personnel are to be advised to avoid any confusion when ordering replacement parts.

WARRANTY STATUS – INFORMATION ONLY

365 SERVICING THE BRAKE BOOSTER ASSEMBLY LESS MASTER CYLINDER ON DISC BRAKE VEHICLES

(All 1965 Thunderbird)

Whenever a booster assembly on a 1965 Thunderbird is in need of repair the booster assembly must be replaced as a unit. This requirement is necessary because of the complexity of the new disc brake booster design. Any attempt to repair the booster internally may result in producing other brake problems. Therefore, it is mandatory to replace any defective booster with a new booster C5SZ-2005-C, Class B, less master cylinder.

NOTE: After assembly of the master cylinder to the power booster the piston cup in the hydraulic cylinder should just clear the compensating port hole when the unit is in the fully released position.

WARRANTY STATUS – INFORMATION ONLY

366 POTENTIAL RATTLES EMANATING FROM RADIATOR GRILLE ASSEMBLY

(1965 Mustang – All Models)

Rattles emanating from the radiator grille assembly are caused by inadequate rivet retention of the radiator grille reinforcement to the grille.

This problem was corrected in production on June 1, 1965 by adding additional rivet attachment of the radiator grille reinforcement to the grille.

This problem can be corrected in the field by removing the loose rivets and installing #8-32 x 3/8 in. screw and washer assembly. The following recommended procedure should be used.

1. Inspect the grille and determine the number of loose rivets at both the reinforcement and brackets to grille assembly.

2. Clamp the loose parts securely to the grille and drill out loose rivets using a 3/16 in. diameter drill. See Fig. 3.

NOTE: Use a 7 or 8 inch length drill for lower reinforcement rivet accessibility if rivet removal is required.

3. Replace the drilled out rivet with a black painted #8-32 x 3/8 inch round, fillister or hex head screw with a #8-32 hex nut and lockwasher and tighten securely.

NOTE: It is not necessary to remove grille from vehicle to accomplish the above rework.

WARRANTY STATUS - REIMBURSABLE
Oper: SP-8200A-65
Time: One Side – 0.3 Both Sides – 0.4

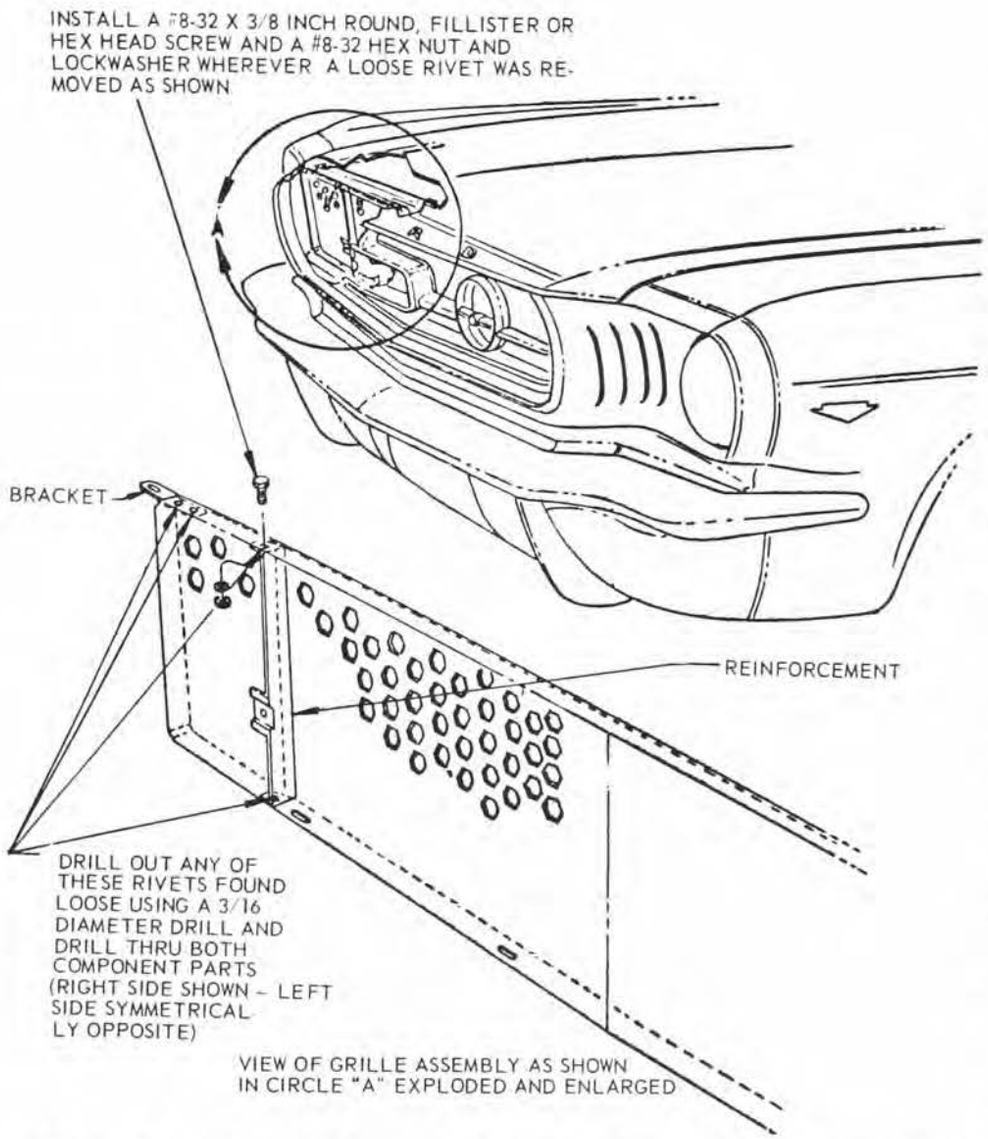

Fig. 3 – Potential Rattles Emanating From The Grille Assembly – 1965 Mustang (Article 366)

367 REAR ENGINE OIL SEAL 240-300 CID ENGINE – CAR AND TRUCK

(1965 Ford Car And Truck)

The new 240-300 CID 6-cylinder engine introduced in 1965 Ford cars and trucks contains a rear main bearing oil seal of a one piece design. (Fig. 4.)

Procedure for replacement of the one piece seal differs from that of the two piece seal used prior to 1965 on 6-cylinder engines. The most desirable procedure for replacing the new seal is removing the transmission (standard or automatic), clutch, and flywheel (or flex plate) instead of removing the engine assembly from the vehicle.

Due to the numerous requests that have been received from our dealer organization asking why the suggested labor time is less for this seal replacement [illegible] the Transmission – Remove and [illegible]nd Flywheel – Replace, which [illegible] mission.

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VEHICLES WITH AUTOMATIC TRANSMISSION

1. Time element for removing the transmission from the jack (Fig. 5) and reinstalling transmission on the jack.

(NOTE: Transmission still on jack and moved only far enough away to gain accessibility.)

2. Time element for adjusting transmission linkage.

(NOTE: Linkage is disconnected at transmission levers. No internal repair has been made to the transmission that would affect a linkage adjustment when transmission is reinstalled.)

3. Time element for complete drain and refill of transmission.

(NOTE: Only a partial drain is required due to removal of the dipstick tube.)

VEHICLES WITH STANDARD TRANSMISSION

1. Time element for removing transmission from jack. (Same as automatic transmission above. Transmission moved only far enough to gain access.)

2. Time element for adjusting transmission linkage. (No internal repair affecting transmission linkage adjustment.)

After access has been gained to the rear of the engine the oil seal is removed by using two large metal screws and screwing them into the seal for prying anchor points. The seal is then pryed outward using two large screw drivers. (Fig. 6.)

After checking the bore area for burrs and cleaning the seal contact surfaces, install the seal using Tool Number T65L-6701-A. (Fig. 7.)

Reinstall flywheel or flex plate, clutch, and standard or automatic transmission.

WARRANTY STATUS – N A
Oper.: N A
Time: N A

Figure 4 – (Article 367)

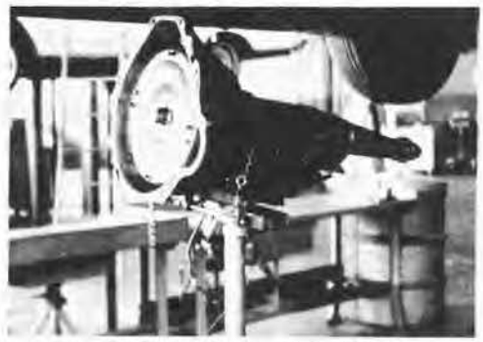

Figure 5 – (Article 367)

Figure 6 – (Article 367)

Figure 7 – (Article 367)

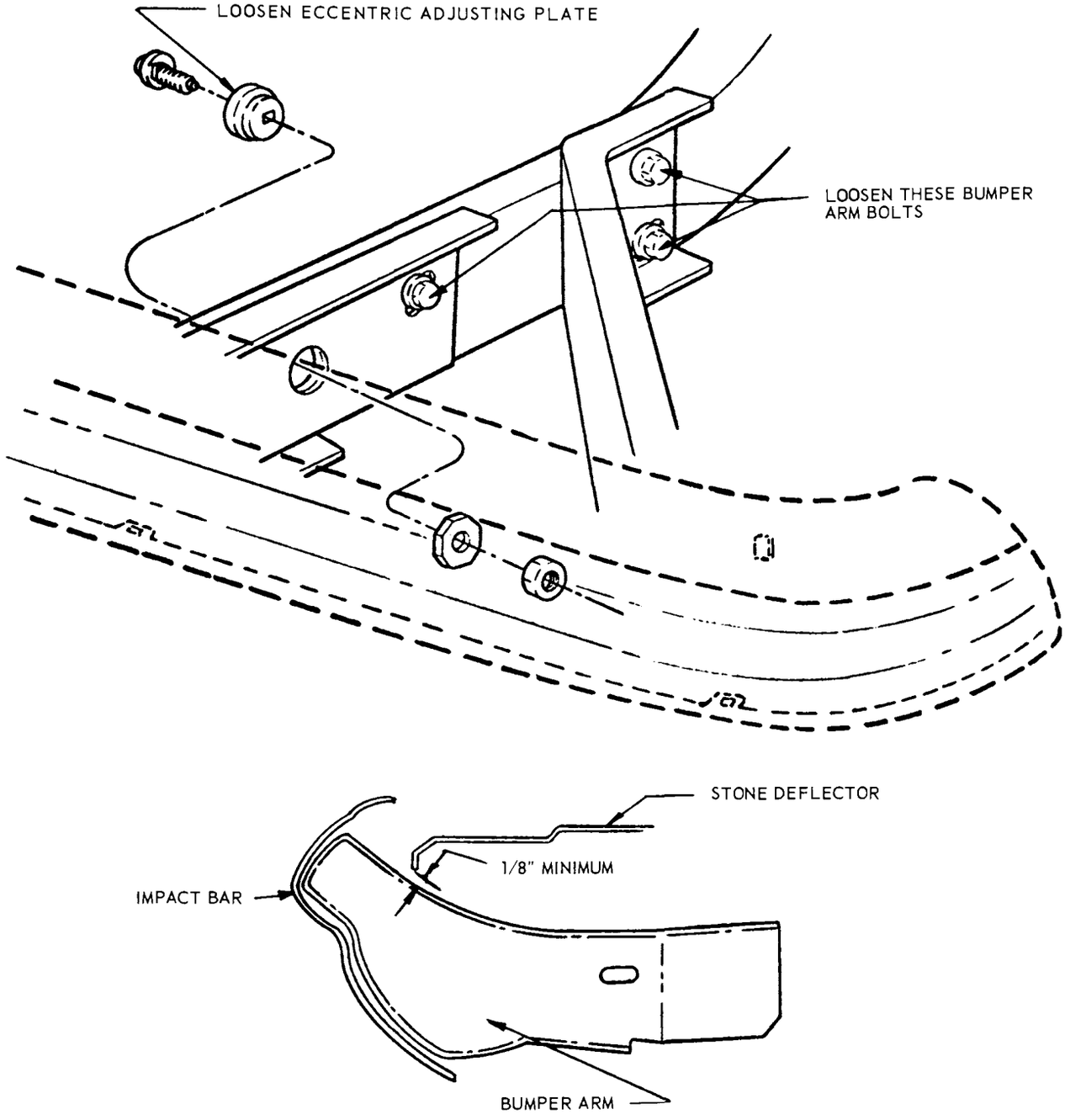

Fig. 8 – Front and Rear Bumper Rattles 1965 Ford – All Models – (Article 369)

368 NEW REAR CRANKSHAFT OIL SEAL

(All 240 and 300 CID Passenger Car and Truck Engines)

Numerous complaints of engine oil leakage past the rear crankshaft oil seal on the 240 and 300 CID engines have been received from the field.

This problem is attributed to the quality of seal material and was corrected in [illegible]tion approximately March 15, 1965, [illegible] incorporation of a new rear oil [illegible]n [illegible]d [illegible]e [illegible] C5AZ-6701-B be insta[illegible] the respective Shop Manual.

The new seal is identified by the part number C5AE-6701-B or C5AE-6701 (no suffix) molded on the face of the seal.

The first vendor shipments of new service parts were packaged in containers bearing the old seal part number C5AE-6701-A, therefore it is imperative that the contents of each package be checked for proper identification prior to installation.

WARRANTY STATUS - REIMBURSABLE
Oper: 6701-A
Time: Standard Allowance.

369 FRONT AND REAR BUMPER RATTLES

(1965 Ford – All Models)

The front and rear bumper arms may ground against the stone deflectors, or on the station wagon models, against the down flange of the lower back panel, causing objectional squeaks or rattles. These problems occur when the bumper arms are adjusted too high.

Squeaks and rattles caused by bumper arms contacting the stone deflectors can be corrected in the field by readjusting the bumpers to insure adequate clearance.

The following procedure should be used:

Front Bumper – All Models

1. Loosen the outer bumper arm attaching nuts (2), the inner bumper arm rear nut at each side of the bumper, and the eccentric adjusting plate in each inner bumper arm. (See Fig. 8.)

2. Turn the eccentric plate to obtain vertical clearance between the stone deflector and the bumper arm. A minimum clearance of 1/8 inch is required between the bumper arms and the vertical flange of the front bumper stone deflector to eliminate rattles. (See Fig. 8.) Design

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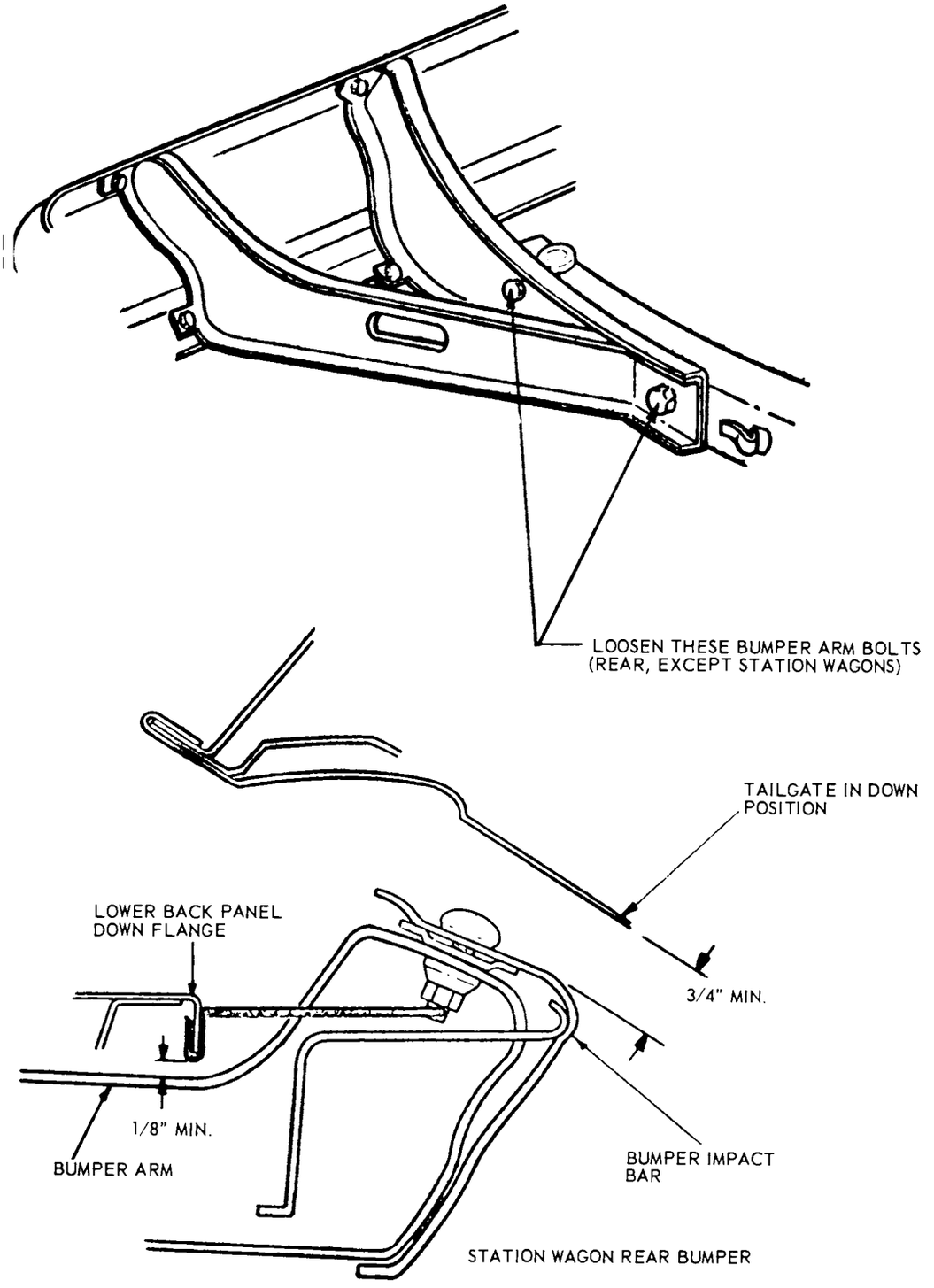

Fig. 9 – Front and Rear Bumper Rattles – 1965 Ford – All Models (Article 369)

clearance in the nominal position is 5/8 inch.

3. Tighten the eccentric and bumper arm nuts.

Rear Bumper – All Except Station Wagon

1. Loosen the bumper arm attaching nuts on each side of the bumper. (See Fig. 9.)

2. Pull the bumper as far back and down as possible. A minimum clearance of 1/8 inch should then exist between the stone deflector and the bumper arms. [illegible]n clearance in the nominal position [illegible]nch

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then clear the tailgate (in the down position) by a minimum of 3/4 inch. (See Fig. 9.) Design clearance in nominal position is 5/8 inch between the bumper arm and the lower back panel down flange.

WARRANTY STATUS – NON-REIMBURSABLE

370 CARBURETOR FLOODING CAUSED BY NEEDLE COCKING

(All 2V And 4V Ford Carburetors 1965 Units Built Before 6-15-65

Carburetor flooding caused by needle cocking or hang-up occurs during the extreme needle travel when the fuel bowl is refilled after fuel leak down.

Carburetor flooding complaints can be corrected by installing the proper new floats having a revised float hanger tab which limits float travel and needle cocking.

The new float part requirements are:

- **Primary Float:**
  Mustang – Fairlane 289-4V C.I.D.
  Thunderbird 390-4V C.I.D.
  C1AZ-9550-A (Class "A")
  All 1965 2V Ford Carburetors
  C3AZ-9550-D (Class "A")
- **Secondary Float:**
  All 4V Carburetors **except**
  Mustang – Fairlane 289-4V C.I.D.
  Thunderbird 390-4V C.I.D.
  C1AZ-9550-B (Class "A")

Following carburetor float installation procedure as described in the shop manual, however, set the float level to the following **Wet Setting:**

* 29/32" for all 2V carburetors
* 29/32" for the primary side on all 4V, except Mustang
* 15/16" for the primary side on all 4V Mustangs
  1" for the secondary side on all 4V – (New Specification)
* Minimum dimension of current specification.

WARRANTY STATUS - REIMBURSABLE
Oper. : 9564-A
Time : Standard Allowance

371 SPARK PLUG USAGE (THIS ARTICLE SUPERSEDES ARTICLES #257 DATED APRIL 19, 1965 AND #125 DATED JANUARY 25, 1965

(1963 1965 240 And 289 Engines)

When spark plugs are being replaced on 1963-1965 vehicles equipped with 240 or 289 engines, it is recommended that the following spark plugs be used:

Spark Plug	Part Number	Class	Usage
BF42	B8A-12405-A	A	240-289 engines (normal passenger use)
BTF42	C5TZ-12405-A	A	240-289 engines – Passenger cars pulling trailers or other heavy duty use. Light trucks Econoline
BF32	C0AZ-12405-A	A	289 High-Performance engines
BTF6	B7A-12405-A	A	240 engine – Police & Taxi use.

The BF42 spark plug will be production installed in 1966 model 289 CID engines and will result in improved idle speed characteristics.

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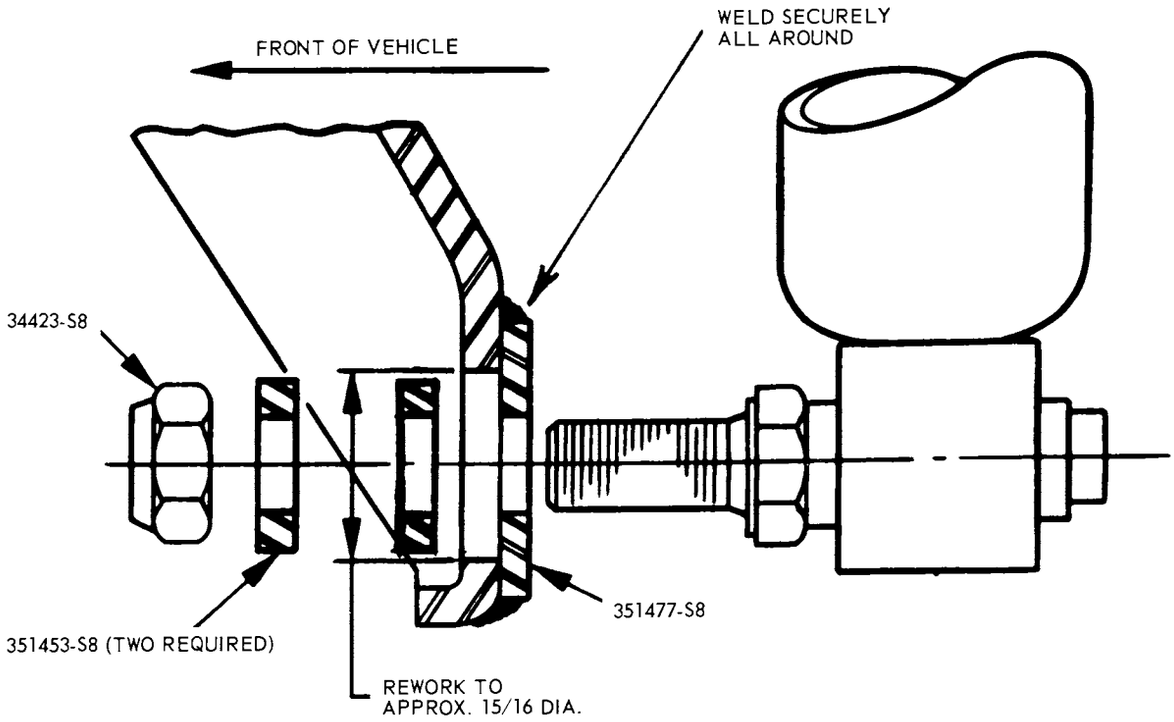

Fig. 10 – Loose Rear Shock Lower Attachment – 1965 Ford – All Models (Article 372)

372 LOOSE REAR SHOCK LOWER ATTACHMENT

(1965 Ford All Models)

Chucking noise caused by a loose lower rear shock attaching stud has been experienced on some 1965 Fords.

When a complaint of this nature occurs the lower attaching stud should be examined for looseness and the mounting hole should be inspected for wear.

If the hole is not worn, re-torque to 65 foot pounds for correction. If the hole is is elongated the following service procedure is recommended:

1. Remove the rear shock absorber lower stud attaching nut and disconnect the stud from the bracket.

2. Inspect the lower mounting stud for indications of excessive wear. If wear exists replace shock assembly. If shock absorber and stud replacement is not required, collapse the shock to provide more working area.

3. To repair the lower mounting bracket elongated hole, hoist the vehicle and place adjustable floor stands under the frame side rails at the rear bumper arm attachments, then proceed as follows:

Lower the rear axle to full extended travel and remove the rear wheel and tire assemblies. Rework the lower mounting bracket elongated holes to approximately 15/16 inches in diameter, using a

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Install two flat washers, Part No. 351453-S8 loose in the reworked bracket hole and flat washer, Part No. 351477-S8 on the rear side of the lower mounting bracket, using a bolt of similar size as the shock absorber stud to retain correct hole alignment. (See Fig. 10.)

4. Arc weld washer, Part No. 315477-S8 securely to the rear side of the lower mounting bracket. Clean away any weld flash, remove the bolt and nut and touch up the repair with black paint.

5. Reinstall the shock absorber lower stud into the mounting bracket. Install new attaching nut, Part No. 34423-S8 and torque to the specified 65 foot pounds. NOTE: Do not replace shock stud and attaching nut until the welded area has cooled so that the rubber bushings are not damaged due to heat.

WARRANTY STATUS - REIMBURSABLE
Oper. : SP-18193-B-65
Time : One side – 0.6 hrs.
Both sides – 1.0 hrs.

373 INCORRECT BRAKE SHOE AND LINING ASSEMBLIES IN BRAKE LINING SERVICE KITS

(1965 Ford Station Wagons)

Field investigations have indicated that dealer service stock of brake shoe and lining kits for the station wagon contain sedan rear linings and obsolete front linings. The use of these kits will result in instability, improper brake balance, and reduced lining life and should not be used.

It is mandatory that all the existing station wagon repair kits in dealer stock be inspected for proper shoe and lining assemblies and replaced with the following correct kits if required.

REAR KIT – C5AZ-2200-D (Class A) consisting of Primary 11 X 2¼ lining – identified with yellow and black colors

Secondary 11 X 2¼ lining – identified with blue and blue colors.

FRONT KIT – C5AZ-2001-C (Class A) consisting of Primary – 11 X 3 lining – identified with yellow and black colors

Secondary – 11 X 3 lining – identified with blue and blue colors.

WARRANTY STATUS – INFORMATION ONLY

374 PINCHED SECONDARY WIRING

(1965 Ford With 352 or 390 CID Engines)

The secondary ignition harness (driver side) may be pinched between the coil and air cleaner on vehicles with 352 or 390 C.I.D. engines. This condition is caused by improper routing which results in chafing of the wiring insulation with eventual grounding of the wire and loss of ignition at the spark plugs.

To reduce ignition failures, visual inspection should be made on all subject vehicles for the pinched condition when the customer returns to the dealership for scheduled maintenance. Vehicles with an improperly routed ignition harness can be corrected by removing the air cleaner and repositioning the wires as shown on Fig. 11.

WARRANTY STATUS – INFORMATION ONLY

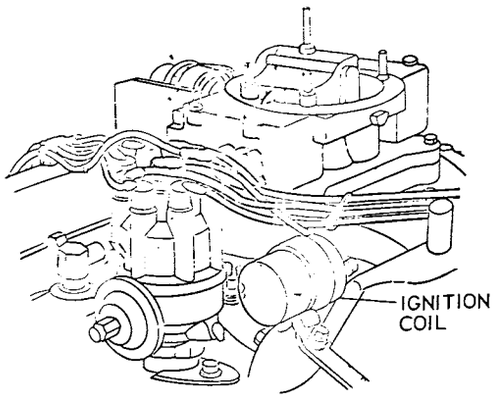

Figure 11 – (Article 374)

375 WINDSHIELD WASHER PUMP

(1965 Ford)

A new design windshield washer pump was released as a running change in January for 1965 Fords with two-speed windshield wipers.

This pump differs from the earlier pump in that it is coordinated with the wiper motor to eject four "spurts" of washer solvent with each wiper cycle.

It does not operate continuously nor will it operate without the wipers operating.

When diagnosing inoperative washers, it will be necessary to check for circuit continuity from the washer pump to the wiper motor as well as at the washer pump. The wire connecting to the wiper motor is green with a black stripe and is part of the engine compartment wiring harness. (See Fig. 12.)

The new design pump should never be connected directly to an electrical power supply as the pump will be severely damaged.

WARRANTY STATUS – INFORMATION ONLY

376 SPEEDOMETER SYSTEM COMPLAINTS

(All Cars)

This article is intended as a Speedometer System diagnosis aid. It is to help determine the specific defect prior to attempting any repairs and avoid unnecessary disassembly of speedometer system components.

The first step is to verify the specific customer complaint before attempting any diagnosis and/or repair. This can best be done during a road test of the vehicle. Running the vehicle on stationary stands will not always duplicate the problem and in the case of noise complaints can lead to an erroneous diagnosis.

Speedometer system defects usually fall under one of the basic headings in the following "Diagnosis Guide"

1. INOPERATIVE

A. Broken Cable Core

1. Replace speedometer core and repair the speedometer system binding or cable routing which caused the core to break.

2. Routing of the cable housing is particularly important as the cable leaves the speedometer head. The optimum routing would provide that the cable and housing take virtually a straight path for at least a length of 8 inches from the speedometer head.

3. Proper lubrication of the cable core is accomplished by a light application of B5A-19581-A lubricant after the cable has been wiped clean. **A light film is all that is required.**

B. Defective Speedometer Head

Before removing a speedometer head, disconnect the cable at the head and insert a short section of cable in the head. Rotate the section of core to check for the inoperative speedometer head.

C. Defective Drive and Driven Gears

1. A scored, nicked or gouged driven gear could indicate a defective drive gear. On those vehicles that have the drive gear integral with the transmission output shaft, the output shaft should be carefully inspected for imperfections and replaced if necessary.

2. Whenever a drive gear is replaced, a new driven gear should also be installed.

2. SLIGHT NEEDLE FLUCTUATION (No Noise)

A. Loose Speedometer Head Cable Attaching Nuts

1. Cable nuts should be tightened with pliers to approximately 18 to 25 in. lbs. (finger tight plus ¼ turn.)

2. Cable nuts should start and run up freely by hand for at least three to four turns.

3. A loose cable nut can cause a bent cable core. Tightening will not always correct problem.

B. Defective Speedometer Head

Before removing a speedometer head, disconnect the cable at the head and insert a short section of cable core in the head. Rotate the section of core to check for any dragging. The speedometer shaft should turn freely and evenly.

3. SEVERE NEEDLE FLUCTATION (No Noise)

A. Loose Speedometer Head Cable Attaching Nuts

1. Cable nuts should be tightened with pliers to approximately 18 to 25 in. lbs. (finger tight plus ¼ turn.)

2. Cable nuts should start and run up freely by hand for at least three to four turns.

3. A loose cable nut can cause a bent cable core. Tightening will not always correct problem.

B. Defective Speedometer Head

Before removing a speedometer head, disconnect the cable at the head and insert a short section of cable core in the head. Rotate the section of core to check for any dragging. The speedometer shaft should turn freely and evenly.

C. Defective Cable Core and Housing

1. To check for a kinked cable core remove the core and wipe it dry. Lay the core out straight on a flat surface and roll it back and forth. Any kinks or damage will be seen. Then take an end in each hand, allowing core to bend in approximately a 9 inch loop. Rotate both ends to be sure core turns evenly.

2. Routing of the cable housing is particularly important as the cable leaves the speedometer head. The optimum routing would provide that the cable and housing take virtually a straight path for at least a length of 8 inches from the speedometer head.

3. Proper lubrication of the cable core is accomplished by a light application of B5A-19581-A lubricant after the cable has been wiped clean. A light film is all that is required.

D. Excessive Lubricant in the Speedometer Head

1. Clean excessive lubricant out of instrument cluster.

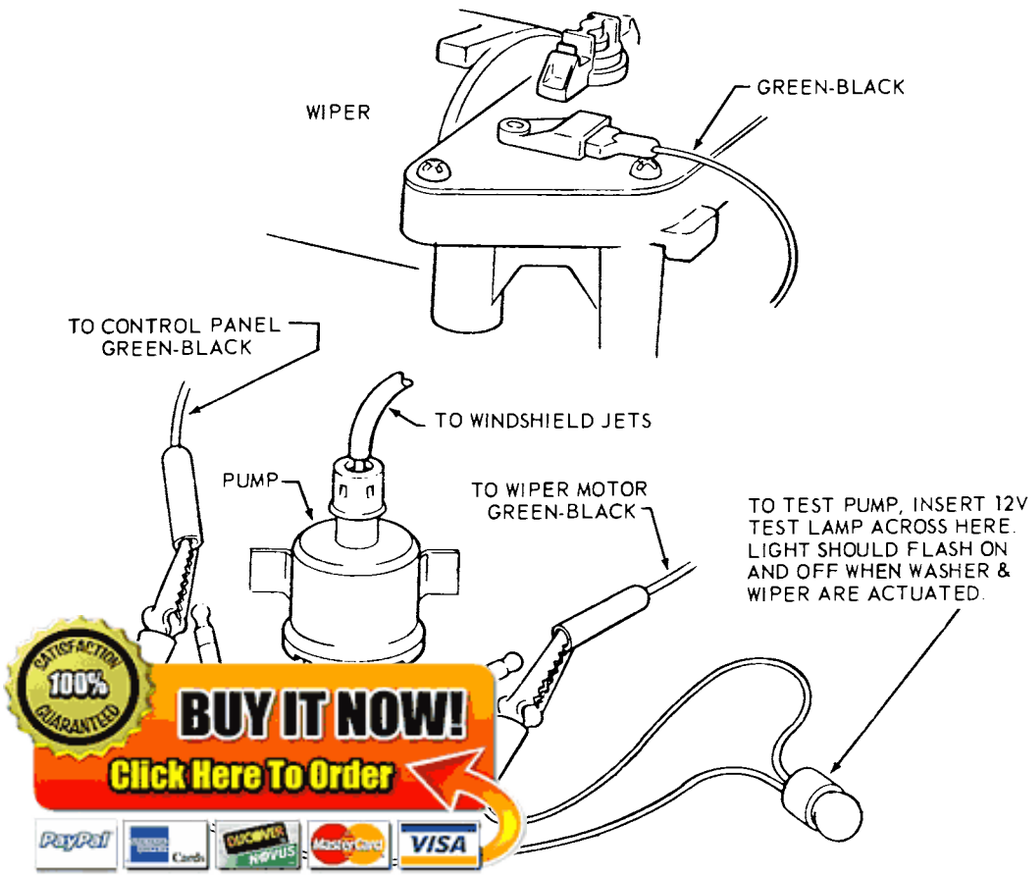

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Fig. 12 – Windshield Washer Pump – (Article 375)

2. If "right spiral" speedometer core is causing transmission lubricant to be pumped into the speedometer head, replace it with the "left spiral" speedometer core B9AZ-17262-A (Class "A" depot item).

4. **CLICKING OR TICKING NOISE**
(With Needle Waver)

A. Loose Speedometer Head Cable Attaching Nuts

1. Cable nuts should be tightened with pliers to approximately 18 to 25 in. lbs. (finger tight – plus ¼ turn.)

2. Cable nuts should start and run up freely by hand for at least three to four turns.

3. A loose cable nut can cause a bent cable core. Tightening will not always correct problem.

B. Defective Drive and Driven Gears

1. A scored, nicked or gouged driven gear could indicate a defective drive gear integral with the transmission output shaft; the output shaft should be carefully inspected for imperfections and replaced if necessary.

2. A driven gear with two or three adjoining teeth badly scored indicates improper assembly procedure. The driven gear should be inserted in the transmission while simultaneously hand rotating the drive shaft. This will insure initial gear engagement and prevent gear damage. Force should never be used.

3. Whenever a drive gear is replaced, a new driven gear should also be installed.

C. Defective Speedometer Head

Before removing a speedometer head, disconnect the cable at the head and insert a short section of cable core in the head. Rotate the section of core to check for any dragging or noise. The speedometer shaft should turn freely and evenly.

D. Incorrect Driven Gear Retaining Clip Installation

Interference between the driven gear and retaining clip is possible if the clip is installed improperly. With the clip installed, the semicircular shoulder of the clip should be on the speedometer side of the tangs. This position gives the greatest clearance between the clip and gear teeth.

5. **GRINDING NOISE**

A. Speedometer Cable Lubrication

Proper lubrication of the cable core is accomplished by a light application of B5A-19581-A lubricant after the cable has been wiped clean. **A light film is all that is required.**

B. Defective Drive and Driven Gears

1. A scored, nicked or gouged driven gear could indicate a defective drive gear. On those vehicles that have the drive gear integral with the transmission output shaft, the output shaft should be carefully inspected for imperfections and replaced if necessary.

2. A driven gear with two or three adjoining teeth badly scored indicates improper assembly procedure. The driven gear should be inserted in the transmission while simultaneously hand rotating the drive shaft. This will insure initial gear engagement and prevent gear damage. Force should never be used.

3. Whenever a drive gear is replaced, a new driven gear should also be installed.

6. **RINGING NOISE**

A. Defective Speedometer Head

Before removing a speedometer head, disconnect the cable at the head and insert a short section of cable core in the head. Rotate the section of core to check for any dragging or ringing noise. The speedometer shaft should turn freely and evenly.

---

377 FUEL ODOR IN LUGGAGE COMPARTMENT

(1965 Ford – All Models Except Station Wagon)

In the event of customer complaints of fuel odor in 1965 Ford luggage compartments, it is important to check the fuel filler drain tube to see that it is unobstructed and properly routed. (See Fig. 14.) In those cases where fuel odors are present in the luggage compartment and the drain tube is clear and properly routed, check the fuel filler housing sheet metal joints for weld cracks and/or sealer skips. Visual checks at this point are difficult due to the small enclosed area. A more effective check is to pinch off the drain tube with a clothes pin and fill the fuel filler housing with water. Check for leaks as in a conventional water test. (Make sure that the fuel filler cap is tightly sealed to keep water out of the fuel tank while making this test.) Where weld seam leaks are found to occur, the following procedure should be followed to correct: (See Fig. 13.)

1. Sand the leaky seam to bare metal.

2. Paint the sanded area with an air-drying primer.

3. After primer has dried, the joint should be resealed with silicone rubber sealer C3AZ-19562-A (white) or C3AZ-19562-B (black).

Gasoline should not come in contact with these silicone rubber sealers until [illegible] after application. This will in[illegible]ed
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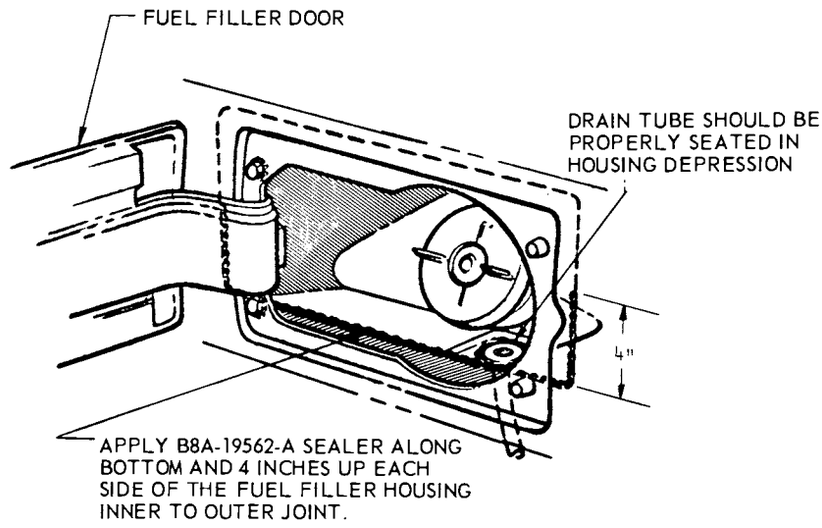


Figure 13 – (Article 377)

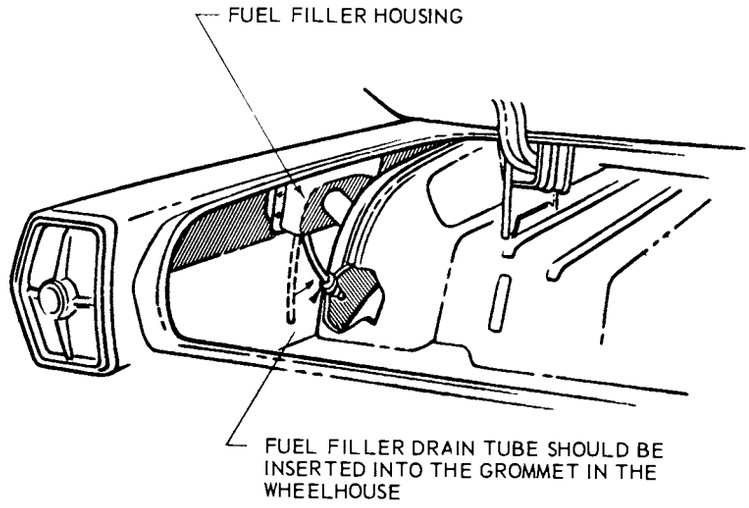


Figure 14 – (Article 377)

Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 20 August 20, 1965

95 CORRECTION AND ADDITION TO ARTICLE 95, DATED 1-18-65 EATON AXLE COVER OIL LEAKS

(Eaton 23,000# Model 1910, 1911, 1918, 1919, 19800 Single and Two Speed Rear Axles)

The cover gasket part number in Article #95 is incorrect and the correct number is listed below. In addition, the bolt specified in Article #95 has been replaced by a "Lamloc" cap screw. This has a plastic coated thread in order to seal the bolt to housing thread clearance as this has been determined as the leakage source. The "Lamloc" cap screw part number is listed below. Bolt torque is 35 to 50 ft. lbs. The axle housing cover and lockwasher part number were correct in Article 95 and are repeated in this listing only for convenience:

Units reworked in accordance with Article #95 which are still subject to leakage complaints can be corrected by installing the new "Lamloc" bolt and replacing the cover gasket. Subsequent leakage complaint units are to be corrected by application of the parts listed in this article.

WARRANTY STATUS – REIMBURSABLE
Oper: 4033A

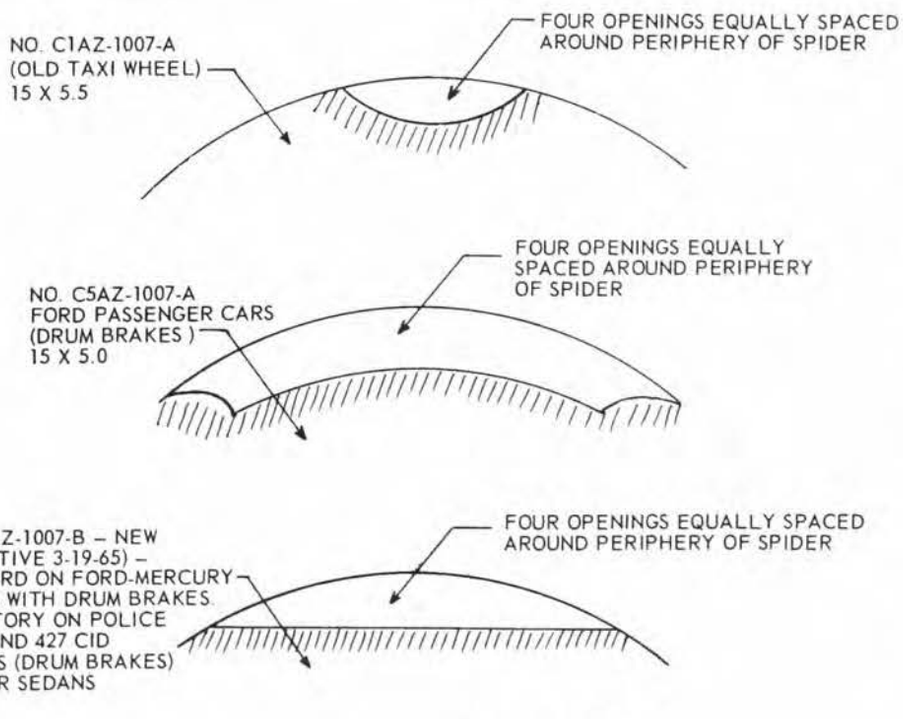
Part Number	Part	Service Class
B8QH-4036-B	Cover gasket	BQ
C5TZ-4323-A	7/16" "Lamloc" cap screw 14 x 1"	A
B8TZ-4033-A	Axle Housing Cover	CQ
34808-S8	Lockwasher 7/16"	S

357 REAR SPEAKER STUDIOSONIC BOOM OR "BANG" NOISE

(1965 Fords Equipped With Cleveland Electronic Reverberator)

Article #357 dated July 2, 1965 listed the Warranty Status as Not Reimbursable. This article should read

WARRANTY STATUS – REIMBURSABLE
Oper. SP-18875-A65
Time: 0.3 hrs.



1965-1966 Ford – Wheel Spiders (Article 378)

378 WHEEL IDENTIFICATION

(All 1965 – 1966 Fords)

Due to an engineering change effective March 19, 1965 on 15" x 6" wheel assemblies, TSB Articles 156 and 188 on wheel identification are in error. The following sketches will aid in visual identification of 1965 – 1966 Ford wheel assemblies. (See Fig. 1.)

WARRANTY STATUS – Information only

379 SPEEDOMETER POINTER HANG-UP

(1965 F-100-250 Custom Cab (Except 4x4))

Hang-up of the speedometer pointer above the zero mark or failure to register above 20 MPH may be caused by pointer interference with the tape used to retain the high beam jewel behind the face of the speedometer. On a complaint of this nature the following procedures should be applied.

1. Remove the cluster and place on the bench.
2. Remove the (7) screws retaining the bezel to the cluster assembly and separate.
3. Remove and reposition tape on jewel so that the end of the tape is out of the line of pointer sweep.
4. Reassemble and reinstall cluster to vehicle.

WARRANTY STATUS – REIMBURSABLE
Oper.: SP-17255-A-65
Time: 0.7 hrs.

380 OVERHEATING

(All 1965 Passenger Cars)

Reports of boiling and/or overheating are being reported by the field. It has been brought to our attention that assembly plant methods during initial radiator fill can cause distortion of the filler neck.

When complaints of engine overheating or loss of coolant are encountered, it is recommended that the two (2) cam lock ramps on the radiator filler neck flange be examined. A distorted flange can be repaired without removal of the radiator from the complaint vehicle by bending the tabs down with a pair of pliers or other suitable tool until maximum vertical distance from the top of the filler neck surface to the bottom edge of the cam lock flange is obtained. This will permit the cap to hold the pressure necessary for the system to function properly.

The importance of having the cooling system operate under 12-15 lbs. of pressure cannot be stressed enough. The boiling point of water is 212°F at sea level. By operating the cooling system under 12-15 lbs. of pressure it permits

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the coolant to reach 240°F at sea level before the boiling point is reached.

To test the radiator neck sealing and the cap seating with the radiator in the car it is necessary to pressurize the the system from some other point in the cooling system. One point can be from a heater hose by disconnecting the hose and blocking one end and attaching the pressure tester to the other. Another point that can be used is the temperature sender unit hole, a B9AA-9288-A fuel pump inlet hose will attach to most pressure testers; the other end can be modified for a pipe fitting that will thread into the sender hole. If the system will not hold 13-15 lbs. recheck the cap, radiator filler neck, hose connections, and other areas for leakage.

381 ROAD SPLASH ENTERING ENGINE COMPARTMENT CONTAMINATES AND CORRODES POWER BRAKE BOOSTER (BENDIX DESIGN) PIVOT PIN RESULTING IN BRAKE PEDAL BIND, POOR MODULATION AND HANG UP – 1965 Thunderbird Vehicles

(All Models Built Prior to 5/25/65)

Field complaints have indicated that the brake pedal binds, hangs up, or appears as a low pedal. The cause of this problem in most cases has been traced to booster pivot pins corroding and restricting the travel of the brake pedal. Further investigations have shown the road splash will enter the engine compartment and speed up the corrosion of the booster pivot pins.

In the event of a customer complaint of this nature the following corrective action should be taken:

Power brake booster removal and reinstallation

1. Remove the brake booster as outlined in the 1965 Thunderbird Shop Manual Group 2, Part 2-2, Section 3, Pages 2-18 and 2-19.

2. With the booster out of the vehicle proceed to remove the pivot pins. Use penetrating oil if necessary and take care not to bend the brackets. Make sure brackets are properly supported before driving out pins.

3. Remove all dirt, corrosion, and any accumulated contamination from brackets, bushings, and pins.

4. Lubricate the pivot pins and bushings with a film of C1AZ-19590-B and reinstall pivot pins.

5. Reinstall brake booster in the vehicle as outlined in the 1965 Thunderbird Shop Manual Group 22, Part 2-2, Section. Page 2-19.

[illegible] of the rubber splash shield

[illegible]

[illegible]

2. Remove left front wheel and tire assembly as outlined in 1965 Thunderbird Shop Manual Group 3, Section 3, Page 3-32.

3. Remove the existing fuel line screw 39883-S8 and place the splash shield in position. Align the left side of the shield up against the steering gear attaching bolt washers.

4. Install the fuel line screw through the splash shield. (Place the fuel line clip 35466-S8 under the splash shield when installing the screw.)

5. Position the splash shield up against the fender apron so that the shield fits the contour of the fender apron. Drill two (2) 5/32 diameter holes in frame side rail and two (2) 3/32 diameter holes in the fender apron as per hole location indicated on template.

6. Retain the splash shield with four (4) screw washers part number 357903-S as per Fig. 2.

7. Reinstall left front wheel and tire assembly as outlined in 1965 Thunderbird Shop Manual Group 3, Section 3, Page 3-32.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-2005-B-65
Time: 1.2 hrs.

382 HARD SHIFTING, TRANSMISSION SHIFT FORK NOISE, TRANSMISSION NOISE (GEAR RATTLE) – FOUR SPEED NEW PROCESS

(1965 F-100-350, P-350-500)

This article contains the procedures for correcting customer complaints of transmission noise diagnosed as gear rattle, hard shifting and shift fork noise. Before proceeding with any corrective action, be sure to check the manufacturing date of the transmission that is stamped on a metal tag bolted to the transmission case.

Transmission Noise (Gear Rattle)

Gear rattle is caused by the radial clearance between the low sliding gear

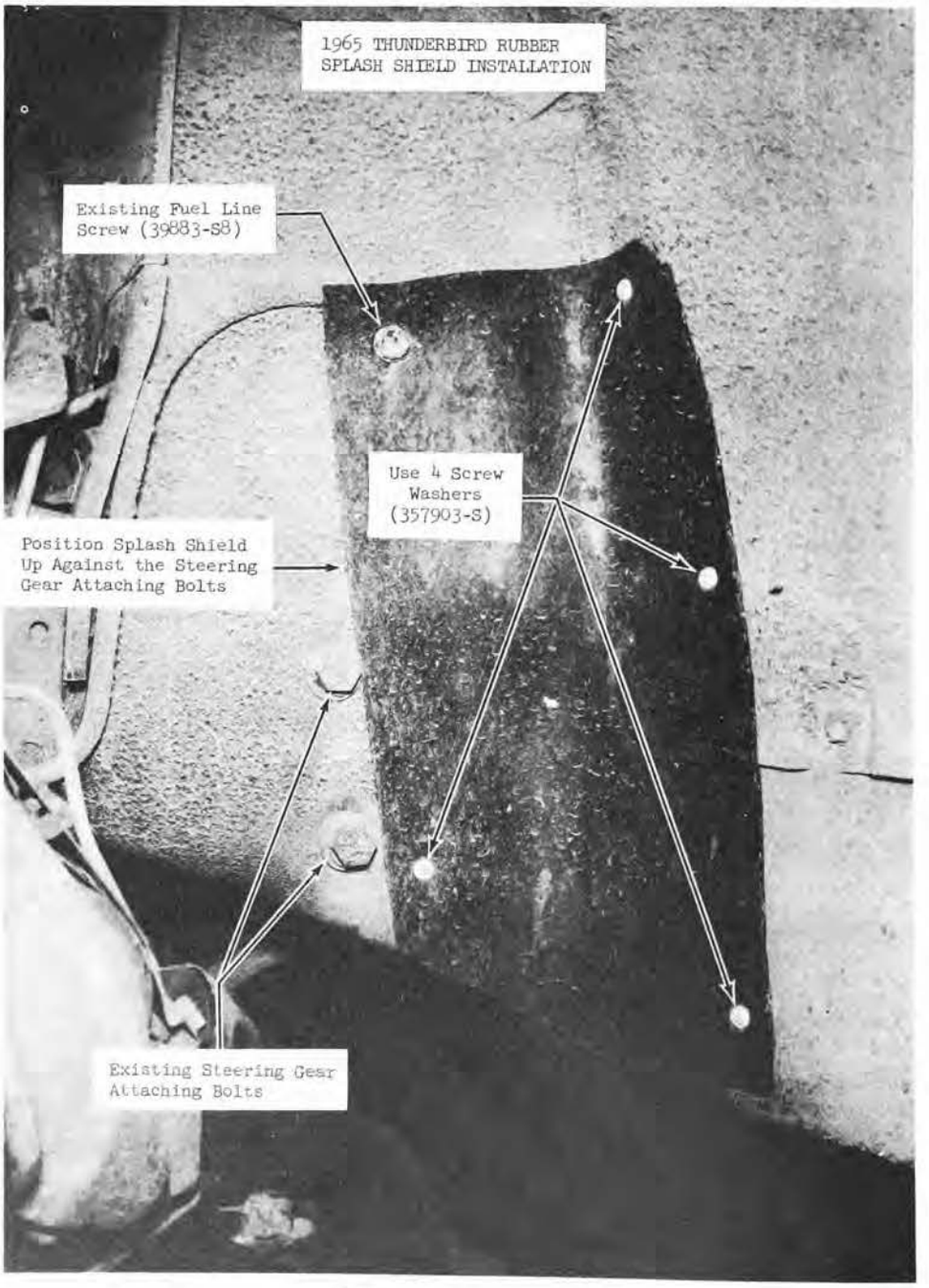

Fig. 2 – (Article 381)

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and the mainshaft. All transmissions built on or after 5-6-65 have improvements incorporated by the vendor to correct excessive transmission noise. The installation of a service kit consisting of a new slider gear and two new spline springs will correct complaints of noisy transmissions. The installation procedure is as follows:

1. Remove the transmission from the vehicle.
2. Remove the sliding first speed gear and output shaft from the transmission. For reference see Figure 5, Page 6-55 in the 1965 Ford Truck Service Manual, Volume I. Remove the gear from the shaft.
3. Position the spline springs on the coast side of the spline teeth of the new slider gear. See Fig. 3. To facilitate assembly, use a daub of grease to retain the springs on the sides of the spline teeth. NOTE: Two notches have been machined on the hub of the slider gear to identify the location of the relieved splines.
4. Place the new slider gear assembly in its position on the output shaft and reassemble the transmission.
5. Install the transmission in the vehicle and refill the transmission with the recommended lubricant.
6. Road test the vehicle.

The part number of the service kit is: C4TZ-7100-K and it is a Class "A" item.

Hard Shifting

This procedure applies only to New Process transmissions built before 12-14-64. Transmissions built on and after 12-14-64 have improvements incorporated by the vendor to eliminate hard shift complaints.

For transmissions that exhibit hard shifting when engaging or disengaging first or second gear, a lapping procedure is recommended. This procedure will "lap in" the sliding first speed gear with the splines of the output shaft in order to remove any rough spots which may be preventing a smooth shift. Care should be exercised not to "lap in" excessively, since this could add enough clearance between the gear and shaft splines to cause gear rattle noise. The procedure is as follows:

1. Remove the transmission from the vehicle.
2. Prior to any disassembly, the sliding first speed gear and output shaft should be marked so that they are lapped in and reinstalled in the same mating position as found.
3. Remove the sliding first speed gear and output shaft from the transmission. For reference see Fig. 5, Page 6-55 in the 1965 Ford Truck Service Manual, Volume 1.
4. With the output shaft held securely in a vise, apply valve grinding compound to the sliding gear splines on the output shaft.
5. Place the sliding gear in its in- sition on the output shaft. Move

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position.

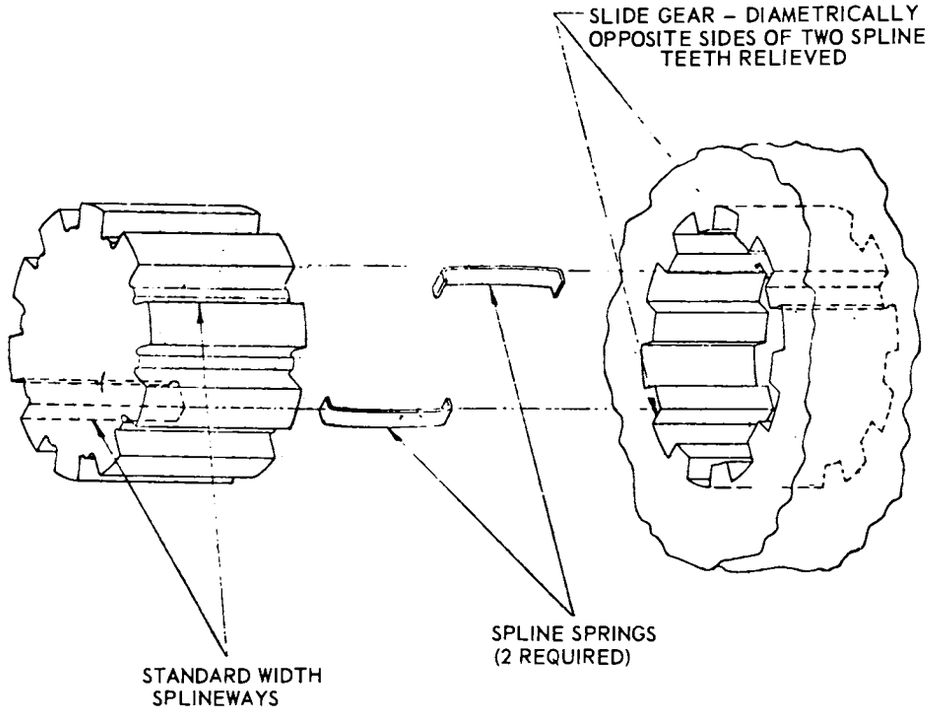

Fig. 3 – Installation of Spline Springs in Slider Gear (Article 382)

7. Install the transmission in the vehicle and refill the transmission with the recommended lubricant. NOTE: Use of the specified lubricants with the temperatures listed below will provide minimum shift effort in all ranges:

Temperature below +10 degrees F – SAE 30 engine oil.

Temperature above +10 degrees F – SAE 50 engine oil.

8. Road test vehicle.

Shift Fork Noise

Shift fork scrapping noise is attributed to the tips of the low and second gear rubbing on the first gear. All transmissions produced at New Process Gear on and after 3-3-65 contain a new nylon tipped shift fork.

To correct vehicles on a customer complaint basis only, replace the noisy shift fork with the new nylon tipped shift fork. The part number of the new shift fork is C4TZ-7289-D and it is a Class "C" item.

WARRANTY STATUS –

Oper.: Transmission Noise (Gear Rattle) SP-7100-C-65
Time: 4.0 hrs.

Oper.: Hard Shifting – SP-7100-B-65
Time: 4.0 hrs.

Oper.: Shift Fork Noise – SP-7222-A-1-65
Time: 1.0 hrs.

383 CONVERSION OF AUTOMATIC ADJUSTING BRAKES TO MANUAL ADJUSTING BRAKES

(1965 Ford Police Vehicles Only)

Field complaints indicate that police vehicles with maximum fade resistance brake lining having (RPO) self adjusting brakes may experience erratic adjustor operation and premature lining wear. Replacing the self adjusting mechanism with manual adjustors will correct this problem.

The following conversion table will assist when converting from automatic to manual adjustors.

In conjunction with the above, the backing plate knock out plug must be removed and the hole covered with rubber cover 8A-2092.

NOTE: The C3SZ-2035 Primary shoe retracting spring will be found on vehicles built after 5/1/65.

WARRANTY STATUS – REIMBURSABLE
Oper: 2001-A
Time: 2.0 hrs.

Add	Delete	Component	Brake Front	Brake Rear
C3SZ-2035-A	B5A-2035-A	Spring-Pri. Shoe Retracting		x
C3SZ-2035-A	B5A-2035-A	Spring-Pri. Shoe Retracting	x	
C3SZ-2035-A	COMM-2035-A	Spring-Sec. Shoe Retracting	x	x
B7A-2041-A	C1AZ-2041-B LH C1VV-2041-A RH	Screw Brake Adjusting	x	x
C2AZ-2047-C	C1AZ-2047-A LH C1VV-2047-A RH	Nut Brake Adjusting Screw	x	x
No Change	No Change	Socket-Brake Adj. Screw	x	x
–	373496-S43	Washer-Brake Adj. Screw	x	x
–	COLL-2A177-A	Lever-Shoe Adj. L.H.	x	x
–	COLL-2A176-A	Lever-Shoe Adj. R.H.	x	x
–	C1SS-2A178-A	Cable Assy.-Shoe Adjusting	x	x
–	C1SS-2A179-A	Guide Shoe Adj. Cable	x	x
H-2049	C1SS-2049-A	Spring-Adj. Screw	x	x
8A-2092	–	Cover-Brake Adj. Hole	x	x

384 EVAPORATOR CONDENSATE LEAK INTO PASSENGER COMPARTMENT

(1965 Ford with Integral Air Conditioning)

On complaints of water leaks, on units with Selectaire Air Conditioning, the following water test and repair procedure may be used. It will add a positive seal within the evaporator case and around the edge of the evaporator case and plenum chamber. This test should be made PRIOR to carpet installation or after the carpet is removed from the vehicle.

A. Water Test

Water test the A/C unit by inserting a 3/16 inch I.D. hose 3 to 4 inches into the right hand floor bleed tube and run water into the chamber for 30 seconds at city water pressure. (The bleed tube is a plastic elbow, approximately 3/4 inch in diameter with a movable deflector on it.) Inspect visually for water in the heater air discharge plenum by shining a light through the heater air outlets.

B. Repair Procedure

1. If water leaks down adjacent to the dash panel, apply sealer along the bottom of the plenum chamber and the evaporator case so that the case to back plate as well as the back plate to dash panel is sealed. Continue the seal up the left side of the plenum chamber at least 6 inches and seal all the mounting bolts. It is necessary to lift up the rubber pad attached to the lower edge of the plenum to apply the sealer to the plenum case (inside the car).

2. If either case is cracked, remove and install a new case assembly. Install 44719-S8 flat washers to each evaporator case mounting screw to prevent cracking the case at the screw bosses.

3. If the seal applied in Step 1 does not hold during the second water test, remove the evaporator core and seal from the inside.

C. To Remove the Evaporator Core

1. Remove the A/C thermostat cover (3 screws).

2. Disconnect the vacuum motor link from the A/C heat door.

3. Remove the vacuum hoses from the evaporator core case cover and disconnect the Bowden cable from the A/C switch.

4. Remove the thermostat and capillary tube retaining clip and carefully pull the tube from its location in the evaporator access cover and set aside.

5. Remove two screws that mount the core tube support bracket to the case, four screws that retain the evaporator core in the case, all the case cover mounting screws and remove the cover.

6. Remove the evaporator core from the case, swing it to one side and lay it on cardboard for support. It is not necessary to discharge the refrigerant if adequate care is taken in handling the evaporator.

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beneath the metal plate and seal along the opening in the dash panel.

b) Seal both sides of the opening at the dash panel and each corner of the metal trough as shown. Household caulking compound is recommended for this application for its ability to seal while remaining pliable underneath as it hardens on the outer surface. Wipe off any surplus caulking on the edge of the metal trough to insure proper drain through the drain tubes.

c) Check for leaks by covering the two drains and filling the cavity with water up to the air inlet opening level.

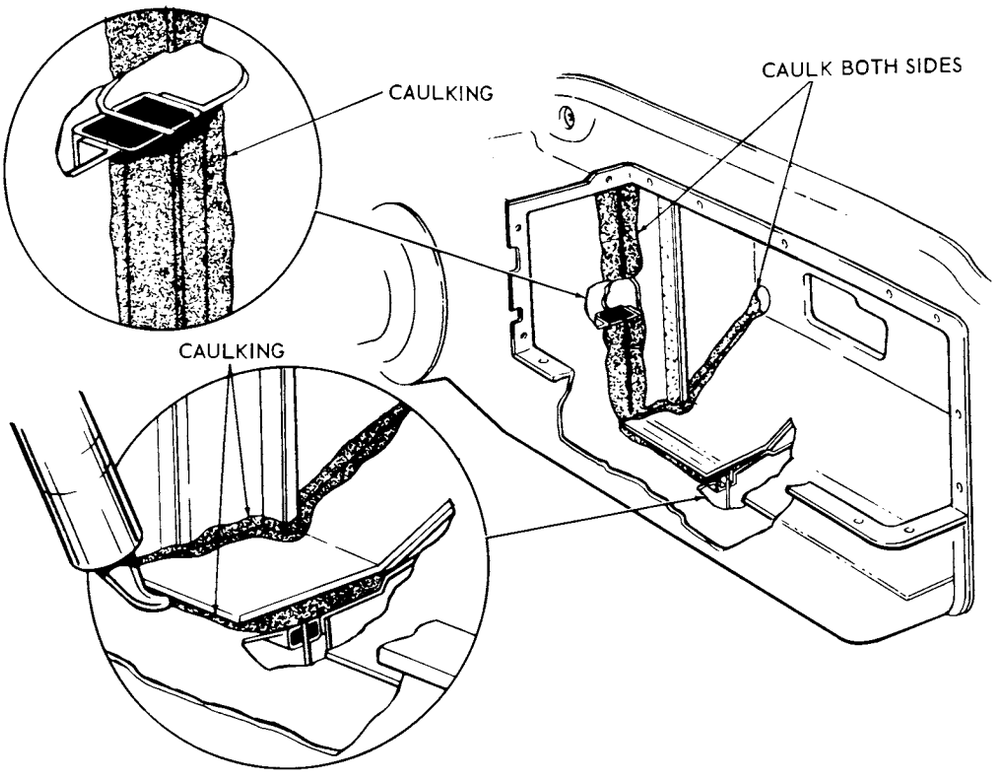

Fig. 4 – 1965 Ford Evaporator Case Sealing Integral A/C-Heater System (Article 384)

E. Re-Assembly

1. Reverse the procedure in Section C and perform the following steps during assembly.

a) Check the core to assure that the evaporator fins have not been damaged or bent. Straighten the fins if necessary.

b) Re-seal the case cover flange.

c) The thermostat capillary tube must be inserted vertically and carefully into the evaporator fins as far as it will go after the retaining clip has been installed in its original position.

d) The vacuum motor should be preloaded to the notch on the shaft.

e) Readjust the Bowden cable after the link has been installed and adjusted.

f) Check the color coding on all vacuum lines that were detached for proper installation.

g) Check for refrigerant leaks.

h) Check system function.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-19860-A-65 – Add sealer to evaporator case and plenum chamber
Time: 2.0 hrs.

385 CLUTCH – HIGH PEDAL EFFORTS OR SCRUBBY PEDAL CONDITION

(1965 Ford, Fairlane, Falcon and Mustang)

Customer complaints of high pedal efforts or a scrubby pedal condition are caused by improper clutch adjustment, inadequate transmission front bearing retainer lubrication, or a poor quality clutch release lever. This condition also places excessive stress on the clutch linkage and causes premature wear or failure of linkage components. This condition can be corrected by the following procedure:

1. Check clutch total travel, over-center assist and free travel adjustments in that order on all units where applicable to be sure this is not the problem cause.

If adjustments are proper and the problem still exists, continue as follows:

2. Remove the transmission assembly. (**Warning** – do not attempt to lubricate the transmission front bearing retainer by any external means.)

3. Thoroughly clean the transmission front bearing retainer external surface.

4. Remove the release bearing hub and examine to be sure the spring clips are not distorted and release contact points have not worn to any depth in the hub surface. Replace if necessary.

5. Replace the clutch release lever with the applicable lever received from depot stock after the July 1, 1965 certified quality date. (No change in part number.)

6. Replace the bearing hub if necessary from previous inspection, or thoroughly clean the internal surface of the bearing hub to be reinstalled.

7. Lubricate the following areas with ESA-M1C75-A Molylube (part number C3VY-19586-A):

A. Apply a light film to the outer diameter of the transmission front bearing retainer. (**Warning**- be sure there is no lubricant on the input shaft spline.)
B. Apply lube to the radial groove **only** in the bearing hub bore.
C. Apply a light film of lubricant to the points on the release lever that contact the bearing hub and spring clip and also the release lever fulcrum.

8. Install the bearing hub and transmission assembly.

9. Ford units only – If not equipped, install a revised release lever to bell housing window boot which covers the end of the release lever (part number C5AZ-7513-A).

10. Examine the clutch linkage for excessive wear at bearing locations and lubricate these areas with ESA-M1C75-A Molylube.

11. Properly adjust clutch total travel, over-center assist and free travel adjustments, in that order, on units where applicable according to maintenance manual specifications to complete the repair.

For further assistance in clutch problem diagnosis and repair procedures refer to Section 5 of the appropriate maintenance manual.

WARRANTY STATUS – REIMBURSABLE
Oper. Standard

386 PAINT CHIPPING NEAR BUMPER ENDS

(All 1965 Ford Except Wagons)

Some complaints have been received regarding quarter panel paint chipping at the lower rear corners. The chipping is caused by stones that are thrown against the bumpers by the wheels and are deflected onto the quarter panel.

This problem will be corrected approximately the beginning of 1966 by the use of revised stone shields.

Customer complaints of quarter panel paint damage due to this condition should be corrected by fabricating and installing an auxiliary stone deflector as follows:

1. Disconnect the license plate light wire at the connector located inside of the luggage compartment and remove the wire from the lower back panel.

2. Remove the rear bumper arm to frame rear attaching bolt (one each side) and loosen each front attaching bolt. Lower the bumper assembly a sufficient distance to permit access to the underside of the existing stone shield.

3. Repair paint damage as necessary to restore original finish.

4. From a piece of masticated rubber 3/32 inch thick, fabricate two stone deflectors using the attached template.

5. Position the template on the quarter panel and center punch and drill the 1/8 in[illegible]ter hole in the quarter panel [illegible]

the [illegible]
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Fig[illegible]

7. Reinstall the bumper, fold the top

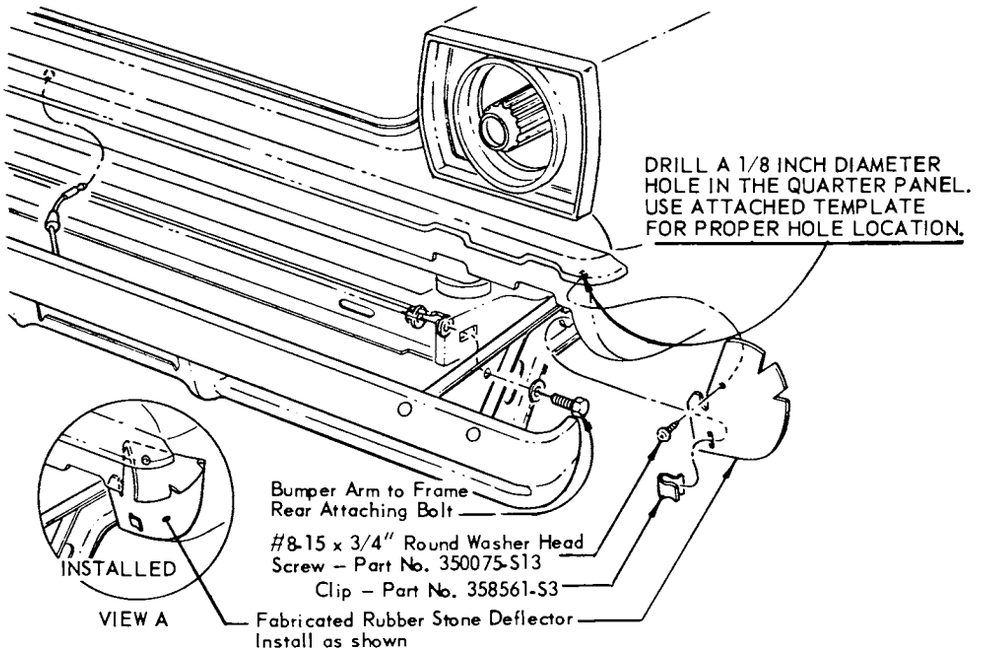

Fig. 5 – Quarter Panel Paint – Stone Damage – 1965 Ford – All Models Except Station Wagon (Article 386)

of the stone deflector downward and tuck below the upper bumper flange (See Fig. 5), and reconnect the license plate wire making sure that the lower back panel grommet is properly installed and sealed.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-29003-A-65
Time: 0.5 hrs. plus standard time for paint

387 COLLAPSED HEADLININGS

(1965 Ford 2-Door Hardtop (Fastback))

Under certain driving conditions the headlining bows may deflect downward or reverse themselves causing the headlining to sag. This condition is aggravated when driving with the deck lid partially open.

Corrective measures were taken at assembly plants on June 25, 1965, by adding a flat washer to each end of the #1, 2, and 3 bows to increase the bow tension against the roof panel and also relocating the #2 bow 3/4" forward so as to swing and allow this bow to be positioned vertically as specified. Units in the field can be corrected in a similar manner as follows:

1. Remove headlining from windshield header back to the #3 bow (refer to 1965 Ford-Mercury Shop Manual, Part 18 – Page 2).

2. Drill a 1/4 inch diameter hole 3/4 inch forward of existing upper #2 bow attaching hole on each side of the vehicle. Refer to Fig. 6.

3. Install two #44713-S2 washers or equivalent (approximately 7/32 I.D. by 1/2 O.D. by 1/16 thick) at each end of the #1, #2, and #3 bows.

4. Install the #3 bow in the usual manner.

5. Install the #2 bow in the newly drilled holes.

6. Install the #1 bow in the upper hole on both sides.

7. Complete the installation of the headlining in the normal manner.

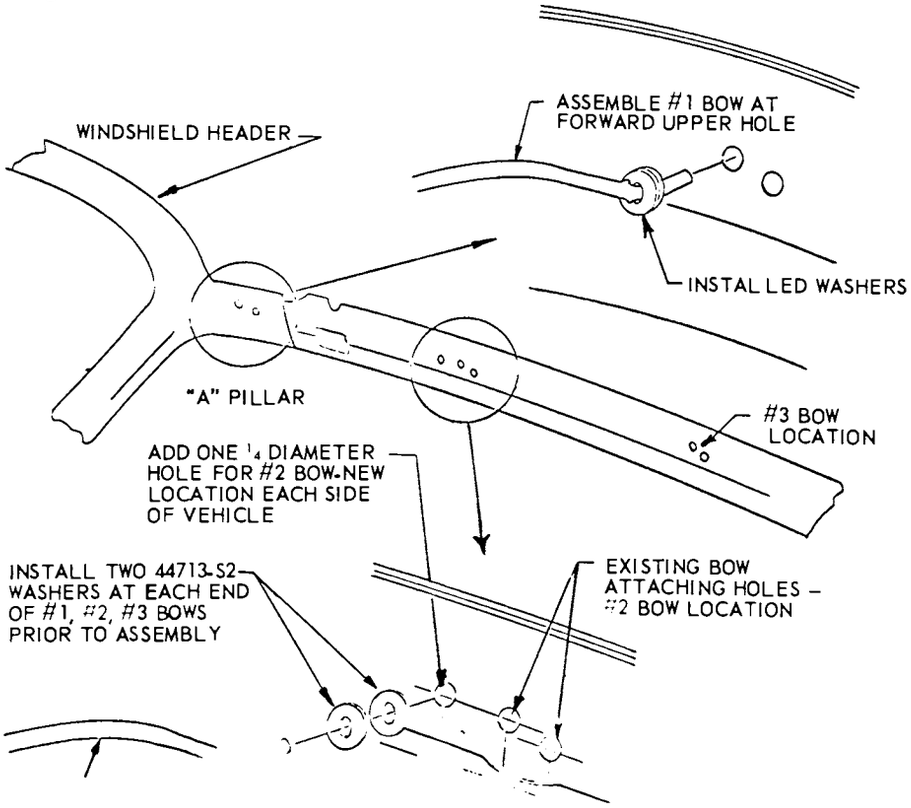

Fig. 6 – Headlining Modification (Article 387)

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388 FRONT SEAT CUSHION AND BACK SPRING SQUEAKS

(Mustang – All Models)

Front seat back and cushion assembly squeak when compressed by the weight of the driver or passenger. These squeaks originate from the ends of the spring element in the frame capsule area due to insufficient lubrication in the capsule area.

This problem was corrected in production on June 1, 1965, by adding a new lubricant to the capsule area to insure sufficient lubrication.

These seat squeaks can be corrected in the field by applying polyethylene grease (C4AZ-19584-A) into each end of the spring element retainers as shown in Fig. 7.

389 ROTUNDA AUTO RADIO TEST TOOL – T65P-18805-A

(All)

In order to aid in the diagnosis of radio system problems, it is recommended that the "Rotunda Radio Test Tool" be used. This radio test tool can reasonably be expected to correctly diagnose complaints of noise, erratic operation, or a completely inoperative system, by isolating the trouble to the antenna, speaker or radio chassis. The simple testing procedure is clearly printed on the back of the tester.

The diagnosis should be made before any of the radio components are removed. Checks for improper antenna grounding and loose connections should also be made before replacing any radio component.

Approximately 25% of the antennas and speakers returned are found to be non-defective! With approximately 4,800 testers now in dealerships we expect dealers to use this tool and thereby help eliminate the return of non-defective radio system components.

390 POSSIBLE DOOR RATTLES AND DAMAGE TO DOOR COURTESY LAMP WIRING ASSEMBLY

(1965 Mustang – All "GT" Models)

Door rattles and/or damage to the door courtesy lamp wiring clips become dislodged from the door reinforcement. This can occur if the wiring retainer clips are improperly installed. This permits the wiring harness and clips to vibrate against the inner door panel and could possibly result in the wiring becoming entangled with the window up stop (part of the window assembly) or window regulator actuating arm, during window functioning.

This problem was corrected in production on May 6, 1965, by revising the

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installation.

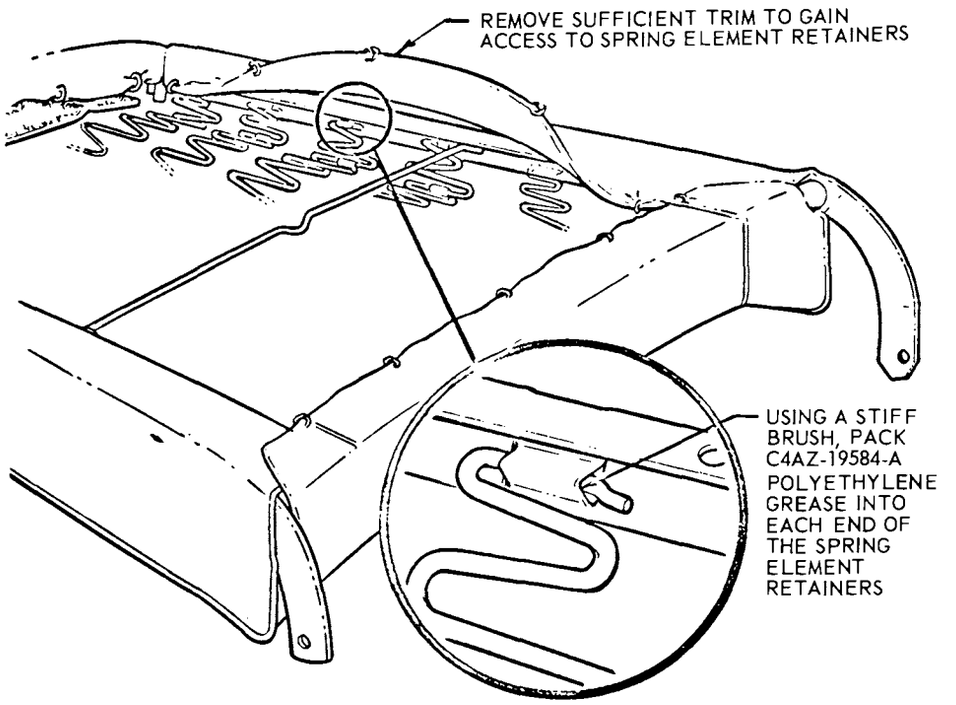

Fig. 7 – Front Seat Cushion & Back Spring Squeaks – Mustang – All Models With Bucket Seats (Article 388)

391 13802 EATON AXLE DIFFERENTIAL KIT

(F, B, C, N-500-600 – C, N-6000 B-700)

A redesigned differential gear set is available for service replacement of 13802 differential gears on complaint basis only. The new differential gears have fewer teeth of larger cross-section than the previously used gears and consequently will provide increased strength to eliminate impact failures. The previous gear set contained 22 tooth side gear with 12 tooth pinion (22/12) compared to the improved set which has 18 tooth side gear with 10 tooth pinion (18/10). This change was effective in production approximately July 1, 1965.

The redesigned differential is available only as Kit B4TZ-4237-B, service class "A", and includes 2 side gears, 4 side pinions and related washers.

WARRANTY STATUS – REIMBURSABLE
Oper.: 4200-A and A-1
Time: 7.6 hrs.

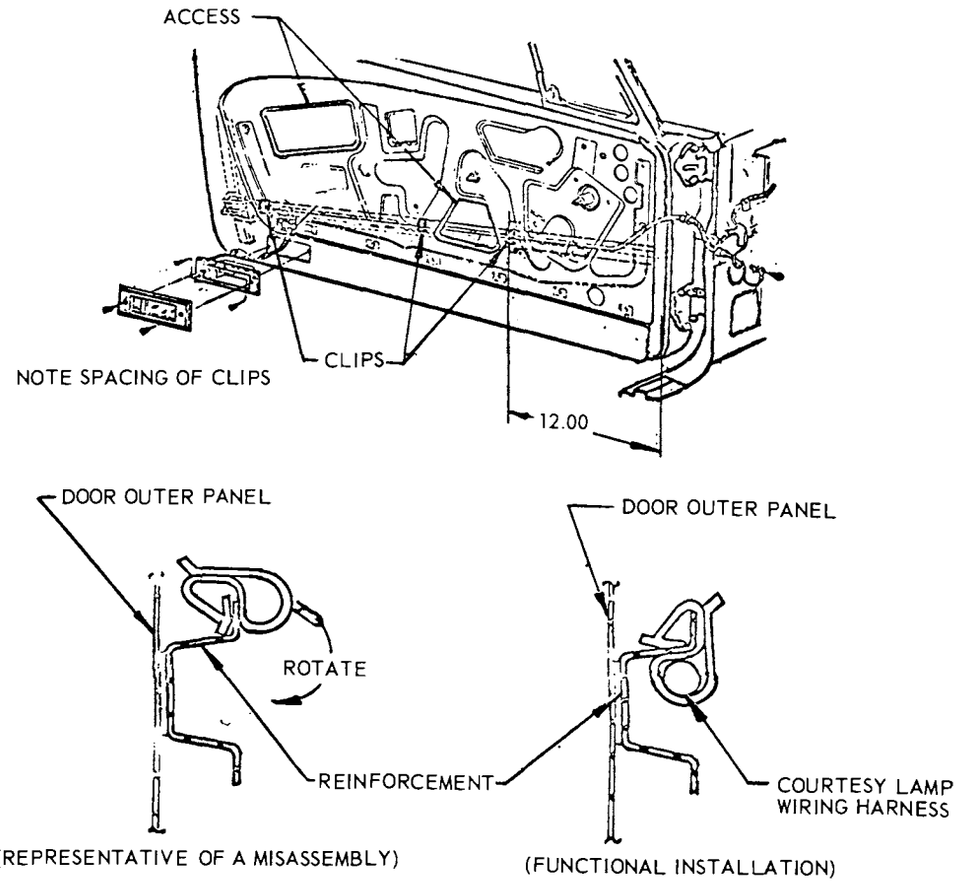

Fig. 8 – Possible Damage to the Front Door Courtesy Lamp Wiring 1965 Mustang – All "GT" Models (Article 390)

392 WINDSHIELD WIPER PARK SWITCH ADJUSTMENT

(1965 Single Speed Wiper Motor)

Improper or erratic parking of the windshield wiper blades or wipers that will not shut off can be caused by a maladjusted park switch.

A. WIPER MOTOR PARK SWITCH TEST (MOTOR IN VEHICLE)

- Should either of these conditions be encountered, the park switch test shown on Fig. 9 should be performed.
- With the motor connected per Fig. 9 it should move to the park position. If it does, the motor is all right and the fault lies in the panel switch or wiring.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-17508-A-65
Time: 0.3 hrs.

If the motor does not park, proceed with the following park switch adjustment.

B. WIPER MOTOR PARK SWITCH ADJUSTMENT

1965 Ford and Mustang (Motor in Vehicle)

1. Remove wiper motor through bolts and remove cup and armature.
2. Rotate output shaft until park switch lower contacts are firmly closed. (See Fig. 10).
3. Rotate adjusting screw clockwise until park switch lower contacts just open.
4. Rotate adjusting screw counterclockwise one full turn.
5. Check bridge (See Fig. 10) to assure that legs are contacting the brush card when the lower contacts are closed. If not, carefully bend the upper blade for proper contact.
6. Install armature, motor cup and through bolts.
7. Check operation of wiper motor.

Oper. SP-17508-A1-65
Time: 0.2 hrs.

1965 Fairlane (Remove motor from vehicle)

1. Remove air cleaner.
2. Disconnect link from wiper motor.
3. Remove wiper motor and mounting plate from the vehicle.
4. Remove wiper motor through bolts and remove motor cup and armature.
5. Rotate output shaft until park switch lower contacts are firmly closed (See Fig. 10).
6. Rotate adjusting screw clockwise until the park switch lower contacts just open.
7. Rotate adjusting screw counterclockwise one full turn.
8. Check bridge (See Fig. 10) to assure that legs are contacting the brush card when lower contacts are closed. If not, carefully bend the upper blade for proper

ll armature motor cup and

e
k

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PARK SWITCH TEST

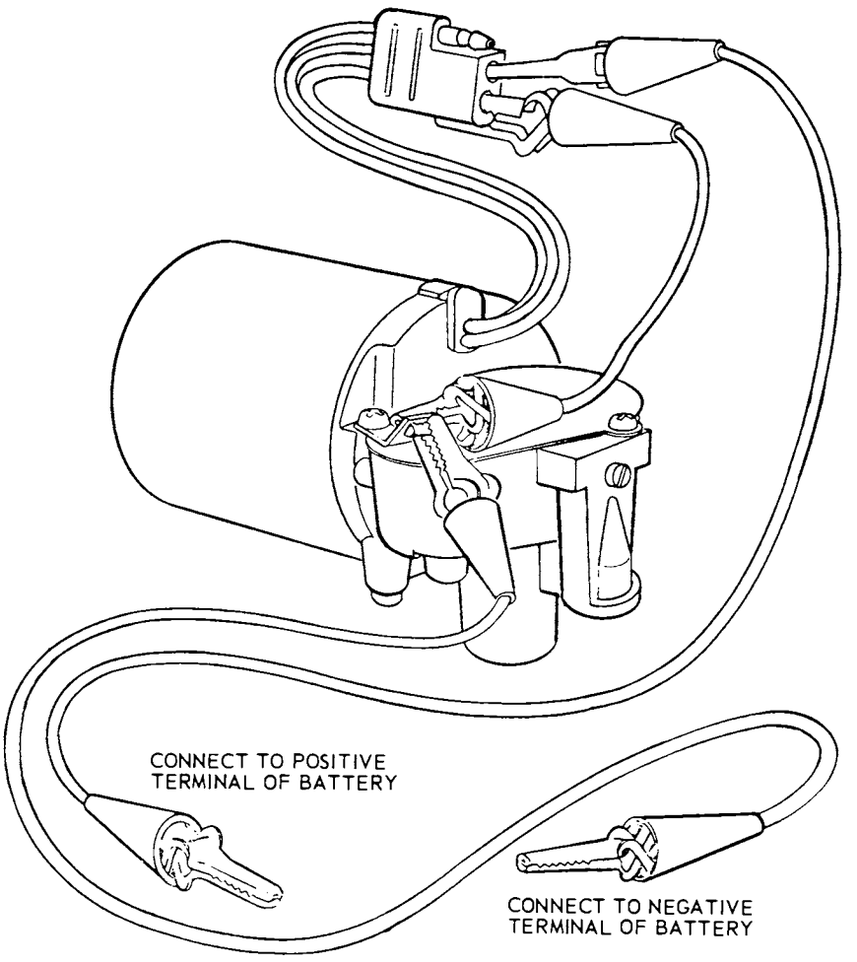


Fig. 9 – (Article 392)

PARK SWITCH ADJUSTMENT

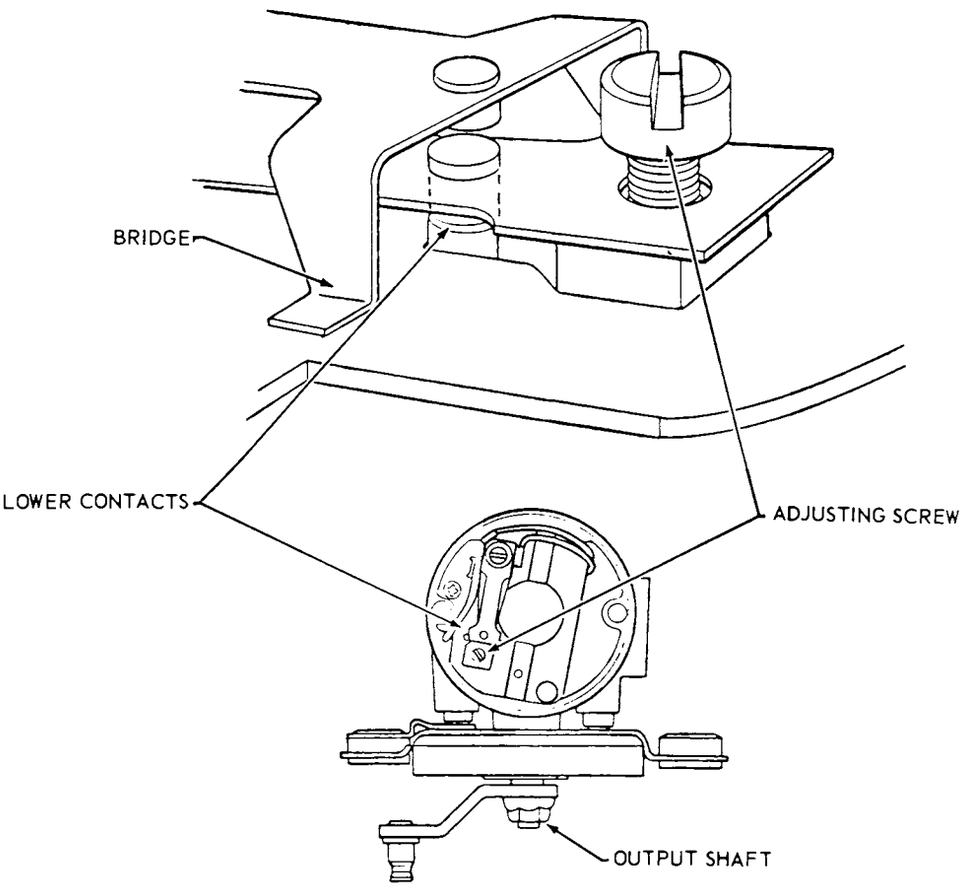


Fig. 10 – (Article 392)

1965 Falcon (Remove motor from vehicle)

1. Remove bolts, wiper motor, and bracket to dash panel. Lower and disconnect wiper links and remove motor and bracket from the vehicle.
2. Remove motor through bolts and remove motor cup and armature.
3. Rotate output shaft until park switch lower contacts are firmly closed. (See Fig. 9.)
4. Rotate adjusting screw clockwise until the park switch lower contacts just open.
5. Rotate adjusting screw counter-clockwise one full turn.
6. Check bridge (See Fig. 10) to assure that legs are contacting the brush card when lower contacts are closed. If not, carefully bend the upper blade for proper contact.
7. Install armature , motor cup and through bolts.
8. Install the motor and bracket assembly to dash panel, connect links and wires.
9. Check operation of wiper motor.

Oper. SP-17508-A1-65
Time: 0.3 hrs.

Should this fail to correct the condition, proceed with instructions in appropriate Shop Manuals.

393 FRONT SEAT TRACK LATCH TIE ROD INTERFERENCE AND RATTLE

(1965 Mustang – All Models)

Rattles emanating from the front seat assembly when in the rearmost seating position are caused by interference between the seat track latch tie rod and seat track assist spring.

This problem was corrected in production on March 9, 1965, by bending the seat track assist spring bracket downward.

If complaints of rattles in the seat assembly are encountered in the field, the tie rod clearance to assist spring should be checked. If interference exists, the assist spring bracket should be bent down 1/4" each as shown in Fig. 11.

WARRANTY STATUS – NOT REIMBURSABLE

394 PAINT ADHESION ON FIBERGLASS INTERIOR PANELS

(1965 Mustang Fastback)

Some difficulty has been reported with regard to obtaining good paint adhesion on the textured fiberglass quarter and back window trim panels when they require service repair.

The problem developed because the fiberglass panels are serviced with a white interior **enamel** finish which does not afford a good base for application of a **lacquer** finish coat which is used in most dealerships. The **lacquer** will not adhere well to the **enamel** base without thorough sanding which is not permissible on the textured surface.

Good adhesion can be obtained by lightly scuffing the surface and using an **enamel** finish coat which will adhere with a minimum of surface scuff.

The need for thorough sanding prior to paint application should not be de-emphasized but heavy sanding cannot be accomplished on textured panels.

Use the following procedure on replacement fiberglass panels:

1. Remove all wax, polish or grease with a good silicone remover such as DL-60-3721-A and lightly scuff the entire panel (#400 grit paper) without destroying the textured effect.
2. Wipe off the panel surface with a naphtha dampened cloth, blow off with clean air and wipe with a clean tack cloth.
3. Apply a good quality air dry enamel repair paint.

NOTE: This procedure is also applicable to paint repair of the textured door inner panels used on all Mustang units.

The following components are fiberglass trim panels with textured surfaces that are serviced in white body color:

Model 63 Only

a. C5ZZ-63310A06-7-A – Panel Assembly – Quarter Trim Upper Front.
b. C5ZZ-6331486-7-A – Panel Assembly – Quarter Trim Lower Front.
c. C5ZZ-6331112-3-A – Panel – Quarter Trim Upper Rear.
d. C5ZZ-6331222-3-A – Panel – Quarter Trim Lower Rear.
e. C5ZZ-63424A68-A – Panel – Back Window Lower Front Trim.

395 AIR COMPRESSOR TO GOVERNOR TUBE FAILURES

(1963-65 N-H-1000 D and NT 850-950 D)

Reports have been received that the air compressor to governor tube fails on some of the above vehicles due to vibration.

Investigation has disclosed that the assembly plant was using the incorrect fitting at the governor connection. The fitting released for this application is a flex type fitting, and this condition was corrected at the assembly plant on April 14, 1965.

If governor tube failures have been encountered in service or during normal vehicle maintenance and it is noted that the governor connection fitting is of the compression type, replace the compression fitting with the flex type fitting part 378670-S.

This fitting is available from National Parts Depot as an "S" class item.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-2385-A-65 – Replace air compressor to governor tube fitting
Time: 0.5 hrs.
Add: 0.1 hrs. for fabrication of new tube if required

396 NEW INTAKE MANIFOLD TO CYLINDER HEAD GASKETS AND END SEALS

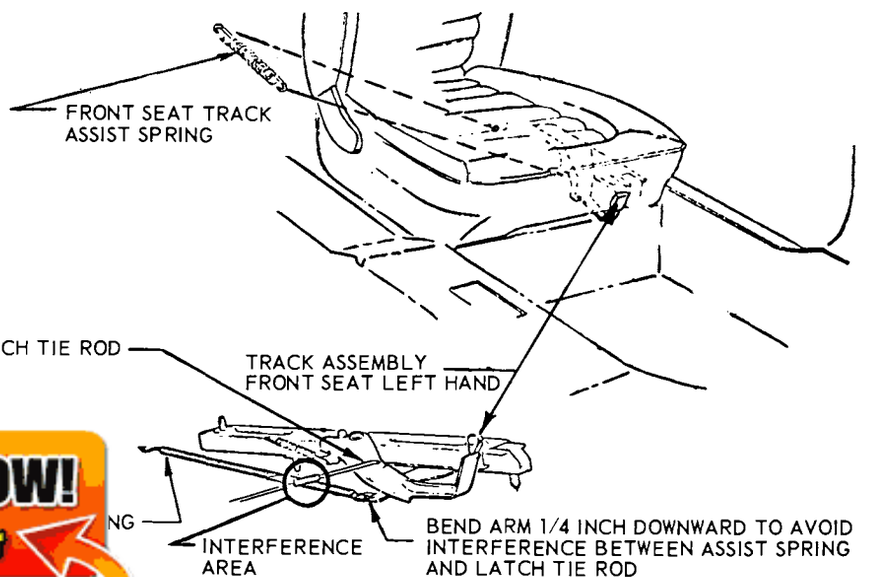
(All 289 C.I.D. Engines)

Complaints of oil and/or vacuum leakage past the intake manifold gaskets and end seals on 289 C.I.D. engines have been received from the field.

Improved new cork Neoprene impregnated intake manifold to cylinder block and seals with improved sealing characteristics, have now been made available. This gasket has changed contours, port openings and thickness. The part number is C3AZ-9433-C, Class A.

Refer to shop manual, Section 8-57 for the removal and installation procedure. The torque specification has been raised to 20-22 ft. lbs. and the torque sequence shown should be followed to insure a good seal.

The bolt torque specifications, new seals and gaskets can be used on past model 1962-1965 221, 260 and 289 series engines.



Seat Track Latch Tie Rod Interference and Rattle – 1965 Mustang – All Models (Article 393)

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TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 21 September 3, 1965

397 DUAL-ACTION TAILGATE ADJUSTMENT – STATION WAGONS

(1966 Station Wagons)

This tailgate assembly requires adjustment at four points to obtain correct fit and smooth operation. Best success will be obtained if these adjustments are carried out in the following order:

1. Lower Left Hinge

The pillar half of this hinge is adjustable up and down, by means of enlarged holes in the hinge and pillar. This provides for crease line alignment at the left side of the tailgate.

The door half of this hinge is adjustable in and out and from side to side by slotted, enlarged holes in the tailgate. This provides for panel surface alignment and margin (gap) adjustment at the lower left side of the tailgate (Fig. 1).

2. Upper Left Hinge and Latch

The pillar portion of this upper hinge and latch is adjustable in and out, up and down through a moveable tapping plate in the pillar. This provides for panel surface alignment at the upper left portion of the tailgate and for proper functional alignment to the two halves of the combination hinge-latch. There are also shims between this half of the hinge-latch and the pillar. These are to provide for margin (gap) adjustment at the upper left portion of the tailgate and, with the lower hinge, provide for control of sag when the tailgate is opened as a door.

3. Upper and Lower Striker Plates – Right Side

These striker plates adjust like those in conventional doors. They provide for panel surface alignment at the right side of the tailgate. **Because the upper and lower latches are linked mechanically, it is important to get proper in and out adjustment of these striker plates relative to each other in order to have the latches operate smoothly.** Best procedure is to set the lower striker plate to give correct panel surface alignment and then set the upper striker plate to give smooth latch operation.

TOOLS REQUIRED

No special tools are normally required, but if trouble is encountered in loosening the flat-head screws holding hinges or striker plates, a hammer-type "Impak-driver" #6M (H.K. Porter Co., Boston 45, Mass.) may be helpful. This is used with [illegible] socket and posidrive tool bit #T64P-[illegible].

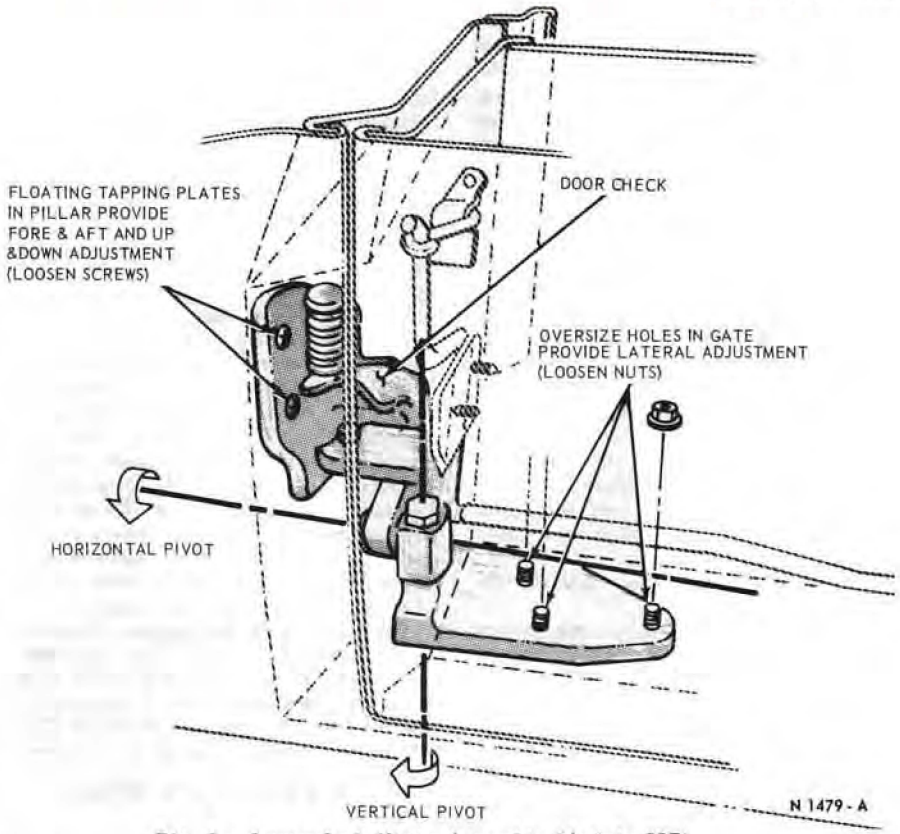

Fig. 1 – Lower Left Hinge Assembly (Article 397)

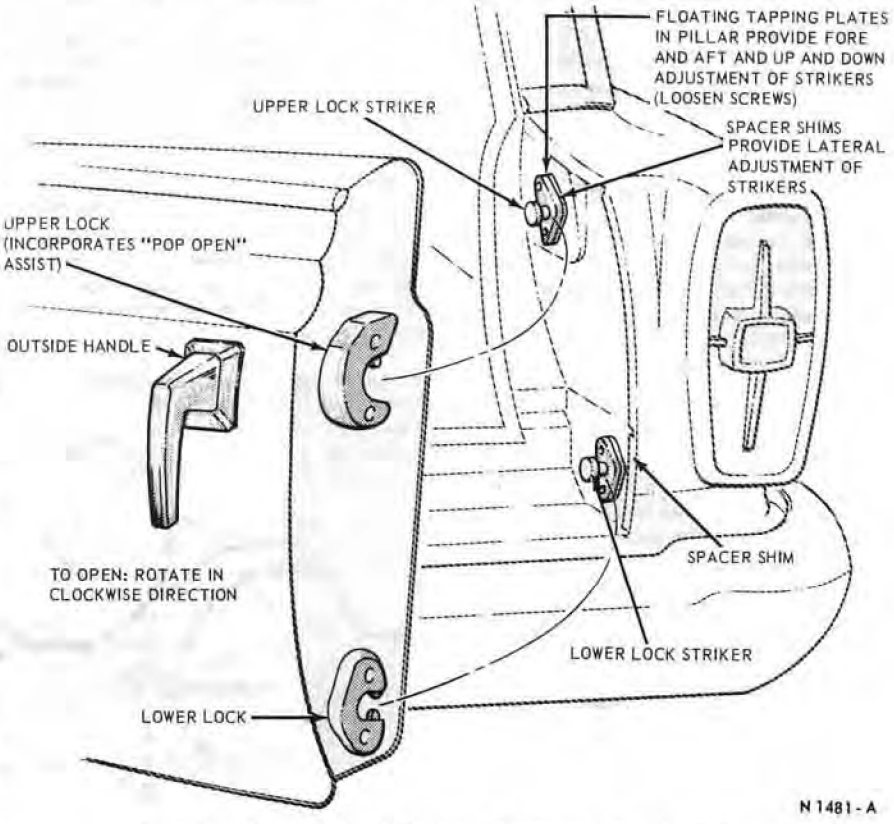

Fig. 2 – Tailgate Lock Striker Adjustment (Article 397)

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2. Lower the tailgate window, open the tailgate downward, and remove the trim panel and water shield.

3. Open the tailgate by the outside door handle and outline the striker plates on the right side against the body. If necessary, adjust the lower striker plate to obtain a flush gate to body panel surface alignment and smooth latch engagement. (Fig. 2.)

4. Close the gate as a door and open the gate downward from the center latch.

If the tailgate is electrically operated, it will be necessary to trip the upper latch on the right side of tailgate (which activates an internal safety switch). To do this, rotate the door lock catch to its maximum clockwise position. Move the tailgate window beyond the half way position to provide access to the three ½ inch tailgate hinge retainer nuts located inside the bottom left corner of the tailgate. When a major adjustment is planned, it may save time to remove the glass from the regulator on vehicles equipped with electric tailgate window. Scribe a a line on hinge attached to bottom of gate and also on gate to note the amount of movement that will be made from the original hinge-to-door set position. Loosen the nuts just enough to be able to slide the hinge on the gate.

5. Remove the left rear taillight assembly.

6. Through the taillight opening, loosen the two 9/16 inch nuts which attach the lower tailgate hinge to the body.

7. From the tailgate opening, loosen the two screws retaining the lower hinge to the pillar.

8. Move the window into the tailgate and carefully close the tailgate. Be sure that both upper latches are engaged.

LOWER MARGIN ADJUSTMENT

9. Use a thin pry bar, padded to prevent paint damage, and insert it between the body and the left bottom edge of the tailgate. Raise the gate to align the crease lines. While holding the tailgate in alignment, tighten the two 9/16 inch hinge nuts within the taillight opening.

PANEL SURFACE ALIGNMENT AND SIDE MARGINS

10. Note the amount of in or out travel required to align tailgate lower left panel surface with the adjacent body panel surface. **Carefully** open the tailgate downward and raise the glass half-way. (On electric windows trip the upper right latch first.) Tighten the two lower-hinge-to-pillar flat-head screws in the tailgate opening. Place a ¾ in. to 1 in. thick wood block between the left side of the tailgate and the floor. Pry the tailgate sideways to obtain even margins between the side of the tailgate panel surface and the adjacent body panel surfaces. The left side margin should **never** be less than the margin on the right side. Next, watch [illegible]int at which the hinge attaches to [illegible]ate and press down on the tail-

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1/16 IN. **BELOW** THE ADJACENT BODY SURFACE. Holding this alignment, tighten the three ½ inch nuts inside the tailgate. Lower glass, close tailgate and check margins and panel surface alignment. **If the lower left tailgate corner is not flush with the body repeat this operation.**

UPPER LEFT HINGE ALIGNMENT

11. Release the right tailgate latch handle and let the tailgate open **just off the latch.** Check alignment of crease lines at upper **right** of tailgate. Close tailgate and re-open downward from center latch. Remove or add shims between the upper left hinge and body pillar to raise or lower right side of tailgate the amount required to obtain crease line alignment. Removal of a .030 in. shim will raise the right side of the tailgate approximately ¼ in. – .060 in. shim approximately ½ in. Tighten screws snug but not tight, close tailgate, and recheck right side crease line alignment, and for equal right and left side upper margin.

12. The spacing between the mating surfaces of the upper and lower halves of the upper left hinge is critical. It must be between 1/8 in. and 5/32 in. and the two halves must be parallel. Using a thin pry bar and/or a rubber mallet, pry and tap the pillar hinge into alignment. This adjustment also controls panel surface alignment at the upper left side.

Carefully open the tailgate downward from the center latch so that the check strap does not pull the hinge out of alignment. Tighten the three hinge-to-pillar flat-head screws. THESE SCREWS MUST BE **TIGHT** – see torque specifications.

UPPER STRIKER PLATE ADJUSTMENT

13. Open the gate downward and correct the upper right striker plate for proper gate-to-body alignment and smooth latch operation if necessary.

14. Tighten all nuts and screws to the following torque specification, then, install the taillight assembly.

Striker Plate Screws . . . . . 17-27 ft lbs.
Hinge Screws. . . . . .25-38 ft lbs.
Hinge Nuts . . . . . .17-27 ft lbs.
Upper Hinge Opening. . 1/8 to 5/32 inch

398 POTENTIAL FOG LAMP BULB BREAKAGE

(1965½ Mustang – All Performance Image Option Units Built Prior to June, 1965)

This article supersedes TSB #16, Article 297, dated June 1, 1965.

When replacing fog lamp bulbs, the following procedure is recommended to preclude fog lamp breakage.

1. Remove fog lamp door and attaching screws.

2. Loosen the bulb wire attaching screws, disconnect the wires and remove the failed bulb.

3. Bend both corners of the retaining ring bulb locating notch downward and away from the bulb approximately .070 (See Fig. 13).

4. Apply two self adherent neoprene gasket pads (about 1½ in. long) on the retaining ring at the fog lamp door attaching screw holes to cushion the bulb.

5. Install new bulb.

6. Cut two rubber spacers 1/8 inch long from windshield washer hose.

7. Reinstall the fog lamp door using the above spacers (See Fig. 13) between the door and retaining ring.

NOTE: Caution should be exercised when tightening the lamp door screws so as not to exceed 12 in. lb. torque.

WARRANTY STATUS - REIMBURSABLE (Use applicable standard replacement time schedule.)

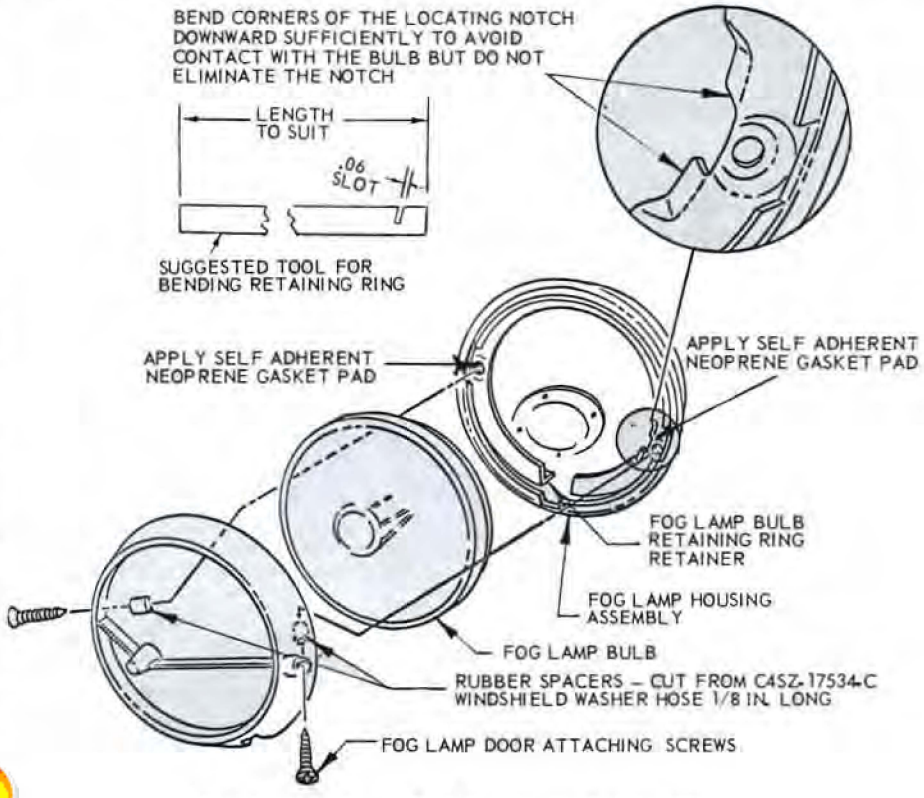

Fig. 3 – Fog Lamp Bulb Breakage (Article 398)

399 ACRYLIC ENAMEL USAGE (SUPPLEMENTS ARTICLE 127, 1/25/65)

(All 1966)

Beginning with the 1966 model year virtually all passenger cars will be painted with acrylic enamel. Therefore, it has been decided to revert to usage of the black background warranty plate for acrylic colors.

The few color exceptions, such as special DSO orders or trucks, that require the alkyd type paint will be identified with the gray background warranty plate.

NOTE: The use of the gray warranty plate for alkyd paint and the black warranty plate for acrylic paint is opposite to the arrangement used in 1965.

400 TRANSMISSION GASKET AND OIL SEAL KIT - C4AZ-7153-C

(All With C-4 Three Speed Automatic Transmission)

Until recently, the C4AZ-7153-C kit was catalogued for 1965 model year application. The kit contains a valve body separating plate gasket C4AZ-7D100-B. This particular gasket **cannot** be used in the 1965 model transmissions or 1964 model transmissions equipped with a service main control assembly (identified: IV). Use of this gasket in 1965 transmissions or 1964 service replacement main control assemblies results in transmission malfunction (improper shifts, low pressure, slippage, etc.)

If the transmission is a 1965 model or is equipped with a 1964 service replacement main control assembly (identified: IV), the C5AZ-7D100-B valve body separating plate gasket **must** be used.

401 SPARE TIRE RATTLE

(Mustang – All Models)

The spare tire hold-down bracket used on models built prior to February 1, 1965, can distort and allow the tie down bolt and mounting plate to loosen and cause an objectional rattle.

This problem was corrected on vehicles built after February 1, 1965, by using a new type hold-down bracket and hold-down bolt.

If this problem is encountered in the field, install a new hold-down bracket (C5ZZ-6547076-A) and bolt (C4SZ-1448-A) using the following procedure:

1. Remove the spare wheel, jack and associated attaching parts and floor covering. Discard the hold-down bolt.
2. As a fire precautionary measure, remove the fuel tank and attaching components and tape the end of the disconnected fuel line.
3. Remove the spare tire hold-down bracket. This can be best accomplished by drilling through the weld spots.

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6. Install the spare wheel, jack, wrench and mounting plate with spare wheel hold-down bolt and spare wheel hold-down wing nut. See Fig. 5.

WARRANTY STATUS - REIMBURSABLE
Oper. SP-47076-A-65
Time: 1.1 hrs.

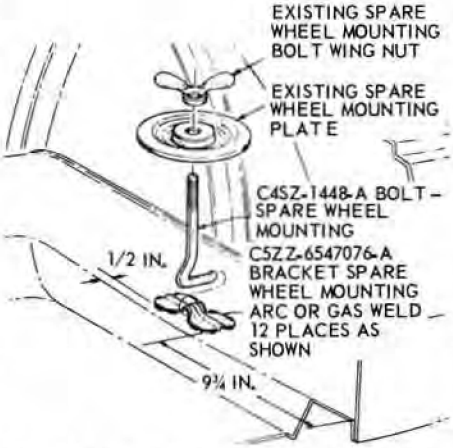


Fig. 4 – Spare Tire Rattles – Mustang – All Models (Article 401)

Fig. 5 – Position Spare Wheel and Components As Shown (Article 401)

402 SEAT SQUEAKS – BUCKET SEAT CUSHIONS

(1964-65 Thunderbird And Ford)

The front seat cushion may squeak when compressed by the weight of the driver or passenger. These squeaks originate from the ends of the spring element in the frame capsule area due to insufficient lubrication in the capsule area.

Corrective procedures are being taken to preclude the recurrence of this problem. Seat cushion squeaks can be corrected in the field by applying polyethylene grease C4AZ-19584-A into the capsule area.

The following procedure should be used to correct seat squeaks. (See Fig. 6.)

1. Remove the seat cushion assembly from the vehicle and place it upside down in a clean work area. This removal procedure is outlined on pages 18-10 through 18-16 of the 1965 Thunderbird Shop Manual and on pages 18-8 through 18-12 of the 1965 Ford and Mercury Shop Manual.
2. Remove a sufficient number of the hog rings around the periphery of the seat cushion to allow the seat cover and pad to be folded away from the top of the squeaking capsules.
3. Using a stiff bristle brush, pack C4AZ-19584-A polyethylene grease into the capsules from the openings in the ends and the cutout in the top of the capsule.

NOTE: If the squeaking still persists, it may be necessary to pry open some of the capsules to assure complete saturation of the capsule area. If so, the capsules should be recrimped with pliers or a similar tool prior to reassembling the seat trim.

4. Reassemble the seat and reinstall in the reverse order of removal.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-60050-B-65
Time: 1.0 hrs.

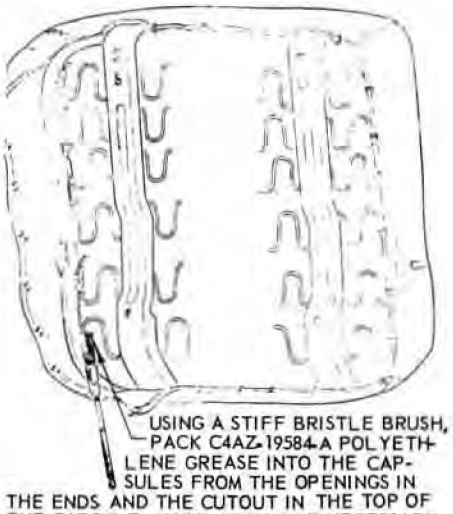


Fig. 6 – For Elimination of an Objectionable Squeak Emanating from the Bucket Seat Cushion – 1964-65 Thunderbird, Ford (Article 402)

403 VALVE ROCKER ARM IDENTIFICATION

(1962-1966 240, 300, 221, 260 And 289 CID Engines)

Although similar in appearance, the 240 and 300 CID six-cylinder engine valve rocker arms are not interchangeable with those used on the 221, 260 and 289 CID V-8 engines. To minimize the possibility of installing the incorrect rocker arm on any of these engines, they are identified by a cast letter on the upper surface of the pushrod end of the rocker arm. The cast letter "E" is used to identify the 240 and the 300 Six rocker arms. The cast letter "A" identifies the 221, 260 and 289 V-8 rocker arms.

404 NYLON SECONDARY THROTTLE CONTROL LEVER

(All Vehicles Equipped With Ford 4V-Carburetors)

On the Ford 4V carburetor that is equipped with the nylon secondary throttle control lever, it is possible that the lever may become disengaged from the secondary throttle control diaphragm assembly. This condition does not allow the secondary throttle valves to open.

If the throttle control lever has come off the secondary diaphragm assembly, press a Palnut 374177-S2, Class S, over the pin on the nylon lever after it has

been inserted into the link on the diaphragm assembly. (See Fig. 7.)

WARRANTY STATUS - REIMBURSABLE
Oper. : 9503-A
Time : 0.3 hrs.

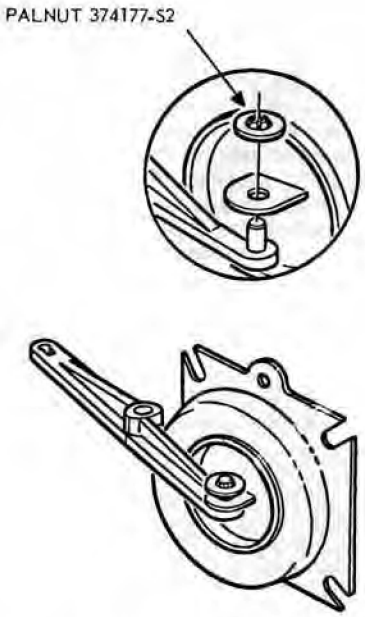


Figure 7 – (Article 404)

405 SQUEAKS AND CREAKING NOISE AT BOTTOM OF REAR DOOR AREA

(1965 Ford Station Wagon)

Squeak and creaking noise occurring at the bottom of the rear door area emanate from the #3 body mount location. The noises are caused by the body bolt and/or mount being loose or misaligned or by the usage of an incorrect length stud at the #3 body mount location. This allows the top of the #3 body stud to ground on the underside of the second seat back hinge brackets.

This problem was corrected in production on June 14, 1965, by using revised upper and lower absorbers and a shorter stud to facilitate centering of the body bolt in the floor pan recess and provide added clearance to the second seat hinge bracket.

If squeaks and creaking noises are encountered in the field, the body stud should be properly torqued and the second seat hinge bracket centered over the stud. If the body stud has been properly torqued and interference still exists between the stud and seat bracket, add shim washers, at the location shown in Fig. 8, between the floorpan and seat bracket as required to obtain the required clearance between the stud and seat bracket.

406 EXCESSIVE TILTING EFFORT

(1961-65 H Series Trucks - All Models)

Excessive tilting effort may be encountered on H Series trucks when the extra weight of a sleeper, air conditioner, tools, radio equipment, etc. is added to the cab.

If complaints of this nature are encountered, you may inform the customer of the availability, at customer expense, of an aftermarket hydraulic tilt mechanism. This tilt mechanism is supplied in kit form including all necessary parts and installation instructions, and is specifically designed for installation on Ford H series trucks. The supplier's number for this kit is RP-130.

The recommended retail price (less installation charge) for the kit is $115.00. Installation time is estimated at 1½ to 2 hours.

Requests for further information or orders for the RP-130 kit should be directed to:

Roberts Engineered Products Company
25280 Five Mile Road
Detroit, Michigan 48239

407 1966 FORD MERCURY SHOP MANUAL

(1966 Ford Mercury Cars Equipped With Solid Pinion Bearing Spacers)

A time saving method of selecting the correct pinion bearing spacer has been developed for 1966. The procedure is covered in the 1966 Ford Mercury Shop Manual on Page 4-22. Through a clerical error in printing, the selection chart referred to on Page 4-22 as "Table 1" was omitted from the Specifications, Part 4-3.

Please insert Table 1-Solid Spacer Selection in the proper section of your 1966 Ford Mercury Shop Manual.

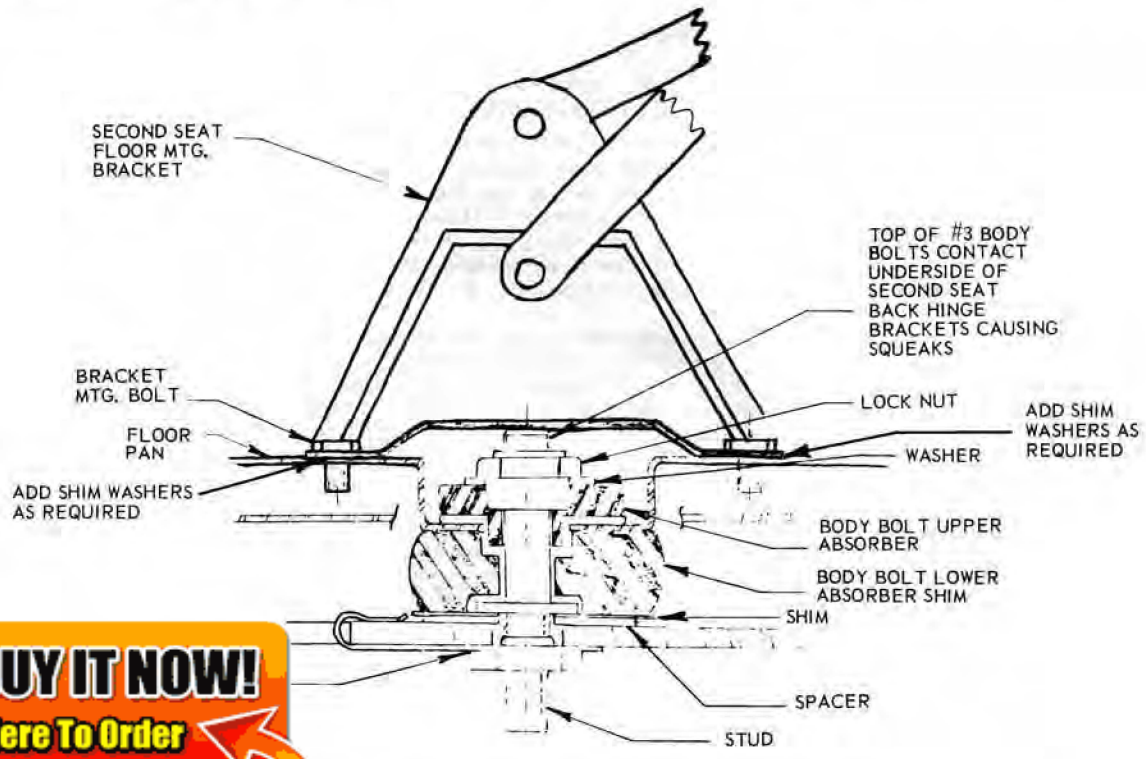
408 EXCESSIVE REARWARD TILT OF FRONT SEAT BACK

(Mustang – All Models With Bucket Seats)

Front seat back distortion or rearward tilt may be encountered when a high concentration of weight is applied against the seat back. This results in deflection of the lower support member and allows the seat back to collapse rearward. The production corrective action will be incorporated in the 1966 models.

When this problem is encountered in the field the seat back should be repaired by adding a reinforcement to the frame of the seat back as follows:

1. Remove the seat back assembly from the cushion and remove the seat cover and pad.



1965 Ford Station Wagon #3 Body Mount (Article 405)

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TABLE 1 – Solid Spacer Selection

IF END PLAY READS (In 1/1000 Inch)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
USE THIS SPACER	0.481	0.480	0.479	0.478	0.476	0.476	0.474	0.474	0.472	0.472	0.470	0.470	0.468	0.468	0.466	0.466

If there is no end play and preload on the bearing exists

IF PRELOAD READS (In-lb)	2-11	12-20	21-30	31-45
USE THIS SPACER	0.482	0.483	0.484	0.485

2. Straighten the seat back frame lower member as required and rework seat back frame support as shown in Fig. 9.

3. Fabricate a seat back spring reinforcement from 1/8 in. cold rolled plate. (See Fig. 9, View "A".)

4. Arc weld reinforcement to seat back frame and spring frame support. Reweld seat back frame to seat back frame lower member.

5. Reassemble seat pad and seat cover to spring and reinstall seat back assembly to seat cushion.

WARRANTY STATUS - REIMBURSABLE
Oper. : SP-60136-D-65
Time : 1.3 hrs.

409 CYLINDER FRONT COVER BOLT TORQUE

(1965-1966 240-300 CID Engines)

The Cylinder front cover bolt torque specifications has been revised from 12-15 ft-lbs to 15-20 ft-lbs for all 240-300 CID engines.

410 SIX-WAY POWER SEAT SWITCH ASSEMBLY – REVERSED OR ABNORMAL MOVEMENT

(1965 Ford)

The subject problem may be due to three factors. Each item is listed and the repair procedure outlined below.

1. If the seat moves in reverse direction for all directions selected by the operator, then the switch housing assembly has been mounted upside down on the seat sideshield. Remove the two attaching screws for the switch housing assembly, turn the switch over, and reinstall the attaching screws.

Effective on the 1966 models, a revised switch design will eliminate the possibility of a reversed switch installation to the seat sideshield.

2. The front and rear toggle switches that control the tilt action the seat may operate in reverse (the front toggle switch operates the rear up and down movement and the rear toggle operates the front up and down movement). This condition is caused by the wiring leads to the tilt solenoids being misconnected. Reverse the two lower wires (brown and green) which are connected to the solenoids located under the driver's seat as shown in Fig. 10.

3. Some center control switches released on units built between March 15, 1965, and April 20, 1965, operated in a reverse manner. To remove the center

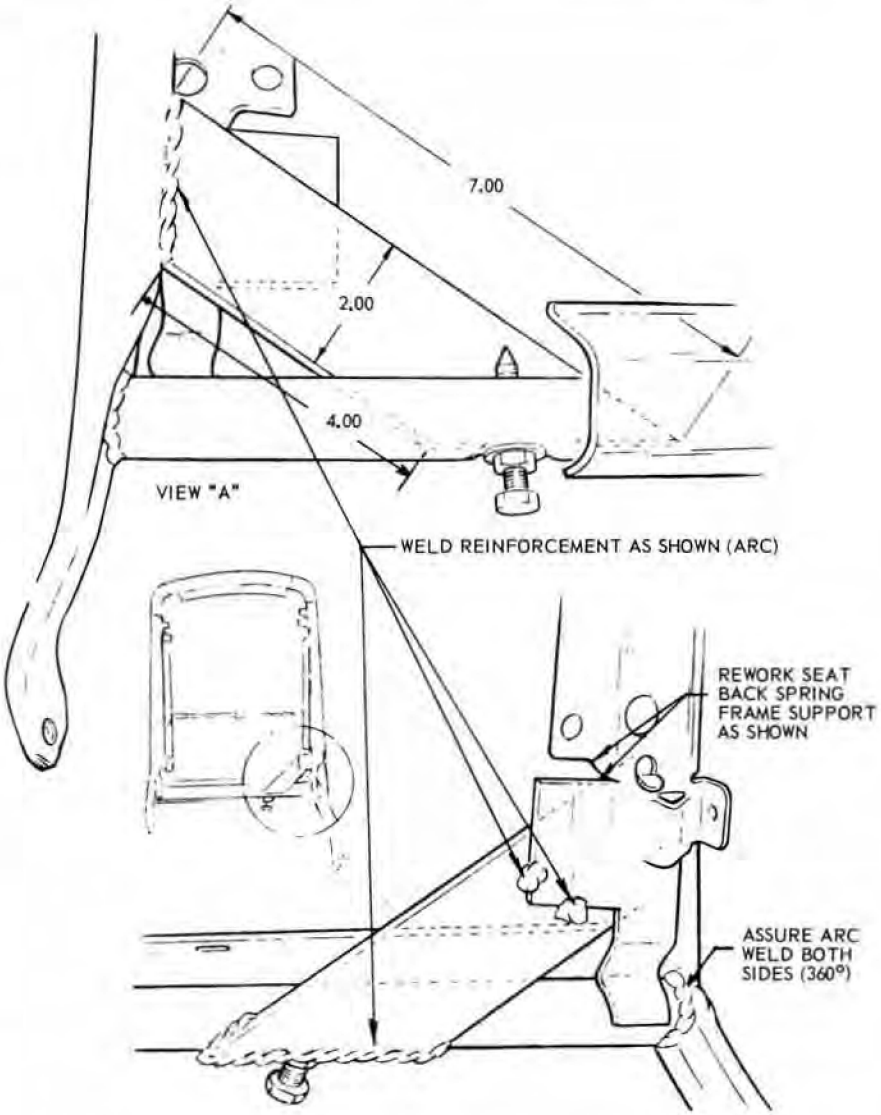

Fig. 9 – Front Seat Excessive Tilt Rearward of Seat Back – Mustang – All Models (Article 408)

Fig. 10 – View Showing Solenoid

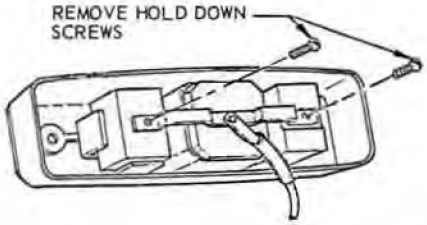

Fig. 11 – Removal of The Center Control Switch (NOTE: Wiring Has Been Omitted For Clarity) (Article 410)

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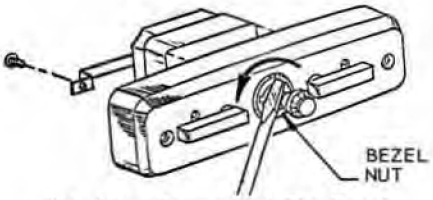

Fig. 12 – Removal of The Bezel Attaching Nut (Article 410)

control switch, follow the procedure outlined below:

a) Disconnect the four wiring connectors located under the driver's seat leading from the switch and housing assembly.

b) Remove the two attaching screws to remove the switch housing assembly from the seat sideshield.

c) To remove the center switch from the housing assembly, first remove the two screws holding the bus bar of the center switch as shown in Fig. 10. Then carefully remove the bezel attaching nut using a small screwdriver to loosen the nut as shown in Fig. 12.

d) Discard the switch removed. Procure a new seat regulator control switch assembly (Part No. C5AZ-14701-B) and assemble it into the switch housing assembly. Note that the threaded portion of the switch has a self-indexing flat to insure proper assembly to the housing.

e) Reassemble the switch and housing assembly to the seat sideshield and connect the wiring.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-14701-A-65
Time: 0.3 hrs.

411 DIESEL ENGINE GOVERNED SPEEDS

(1965 500-1100 Series Ford Truck Diesel Engines)

Specified governed engine speeds for the Cummins and Ford Diesel engines are included below. These engines must not be operated at speeds exceeding the specified governed speed.

ENGINE	GOVERNED SPEED - rpm
CUMMINS	
V6E-195	2500
V8E-235	2400
V8-265	2600
NHE-180	1950
NHE-195	1950
NH-220	2100
NHE-225	1950
NH-250	2100
FORD	
330	2500 Full Load 2700 No Load

412 FAIRLANE 390 GT DISTRIBUTOR ADVANCE CURVE

(1966 Fairlane 390 GT)

C60F-12127-J

CENTRIFUGAL ADVANCE. Set the test stand to 0° at 250 rpm and 0 inches of mercury.

Distributor rpm	Advance (Degrees)	Vacuum (Inches of Mercury)
300	0 - ½	0
500	3 - 4	0
800	5¾ - 6¾	0
1200	7½ - 8¾	0
2000	10¾ - 12¼	0

Maximum Advance Limit. . . . . 14°

VACUUM ADVANCE. Set the test stand to 0° at 1000 rpm and 0 inches of mercury.

Distributor rpm	Advance (Degrees)	Vacuum (Inches of Mercury)
1000	0 - ¾	5
1000	1 - 4½	10
1000	7 - 10	15
1000	9½ - 12½	20

Maximum Advance Limit. . . . . 12½°

413 USE OF AUTOMATIC TRANSMISSION AND POWER STEERING FLUID MEETING FORD MOTOR COMPANY SPECIFICATION – M2C33D

(All Automatic Transmission and/or Power Steering Equipped Vehicles)

REFERENCE: Technical Service Bulletin 7051-17 dated October 21, 1963; 7051-19 dated July 6, 1964; 7051-20 dated September 14, 1964, and 155 dated February 15, 1965.

A list of oil companies who market automatic transmission fluid certified by Ford Motor Company as meeting the M2C33D specification was published in the referenced Technical Service Bulletins.

Since February 15, 1965, twenty-seven (27) additional suppliers of automatic transmission and power steering fluids have been certified by the Ford Motor Company as meeting the M2C33D specifications.

The revised list is as follows and will replace the lists previously published.

SUPPLIERS APPROVED TO MERCHANDISE AUTOMATIC TRANSMISSION FLUIDS MEETING FORD MOTOR COMPANY SPECIFICATION M-2C33-D

Supplier	Fluid Trade Name	¢ Ford Qualification Number
A. Margolis & Sons Corporation	Silogram	1P-641022
Ampol Petroleum, Ltd. (Australia)	Ampol-F	1P-640417
Argolene Oil Company, Inc.	Argolene – #F-33	1P-640812
Argolene Oil Company, Inc.	Argolene – #F-52	1P-640916
Arthur C. Withrow Company	3V3	1P-640714
Ashland Oil & Refining Company	Valvoline, Type FA	1P-640316, 1P-650323
Asiatic Petroleum Corporation	Shell Oil S-6051 (Code 62517)	1P-640320
A-T Service Parts, Inc.	Atco Type F	1P-641211
Autoline Oil Company	Autoline Gearmatic F	1P-640922
*Autoline Oil Company	Robinson's	1P-650402
tenfeld Div., Southwest Grease & Oil Corp., Inc.	Ultra-Lube	1P-650625
	Ultra-Lube	1P-650508
	BP Hydraulic ATF-B	1P-641204
	B-134	1P-601205
	Moto-Master	1P-650611
	Castrol	1P-640415
	Castrol	1P-650608
	Castrol – M2C33-D	1P-641016

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*Cato Oil & Grease Company, Inc.	Wanada Type F	1P-650212
*Chas. F. Kellom & Company, Inc.	Invader	1P-650218
Cities Service Oil Company	Citco 9076	1P-600924
Davis-Howland Oil Corporation	DSL ATF F.S.	1P-640420
Dryden Oil Company, Inc.	Drydene – F	1P-640830
*Dryer Clark & Dryer Oil Company	Mother Penn M2C33-D	1P-650412
Empire Lubricants, Inc.	Hi-Level	1P-640929
Endco Oil Company	Endco	1P-641119
Famous Lubricants, Inc.	Gear-Life	1P-640219
Fiske Brothers Refining Company	Fiske's	1P-641124
Fiske Brothers Refining Company	Lubriplate	1P-641127
Ford Motor Company	Rotunda R-106	1P-600110
Georgia-Carolina Oil Company	G-C	1P-641209
Golden Bear Oil Company	Golden Bear	1P-640325
Grawey Oil and Battery Company	Power Flow	1P-640902
Harry P. Dunn Company	DC64W	1P-640319
Humble Oil & Refining Company	#1994 ATF	1P-640911
Inter-State Oil Company, Inc.	Inter-State – XLR-8	1P-641110
*International Lubricant Corp.	Transmission Oil C	1P-650108
*International Lubricant Corp.	Transmission Oil F	1P-650106, 1P-650111
Jenkin-Geurin, Inc.	Anchor	1P-641006
*Jesco Lubricants Company, Inc.	Jesco	1P-650708
Kendall Refining Company	Formula GO-344	1P-631227
Lincoln Oil Company	Linoco Type F	1P-641030
Liquids, Inc.	Pivot	1P-640403
*Macmillan Ring-Free Oil Co., Inc.	Macmillan Ring-Free	1P-650315, 1P-650317, 1P-650318, 1P-650320, 1P-650617
*Marco Oil Company	Marco Type F	1P-650113
Marquette Petroleum Products, Inc.	Marquette	1P-640228
*McCollister Grease and Oil Corp.	MGO-Type F	1P-650614
Metalcote Grease and Oil Company	Metalcote ATF	1P-641026
Metal Lubricants Company	Melco ATF	1P-641106
*M-F-A Oil Company	M-F-A Type F	1P-650304
Mich-I-Penn Oil and Grease Company	Guar-Dall	1P-640302
Mobil Oil Company	L-539-AR	1P-630822
Mobil Oil Company	Mobilfluid 210	1P-640312
National Solvent Corporation	Nasco	1P-641123
Northland Products Company	Northland	1P-640825
O. F. Zurn Company	Zurn #736-F	1P-641008
Ohiolene Oil Company, Inc.	Ohiolene Type F	1P-641104, 1P-650702
*Paul K. Horstman Oil Company	PE-KAY	1P-650629
Pennsylvania Oil Company	Pennomatic	1P-641019
*Pennsylvania Refining Company	Penn Drake	1P-650627
Pennzoil Company	Hydra-Flow	1P-640310, 1P-640402, 1P-650302
*Prairie States Corporation	Lubrimatic Type F	1P-650115
Pure Oil Company	Purelube FTF	1P-641028
Quaker State Oil Refining Corp.	F-L-M	1P-640304
*Quality Petroleum Products Co., Inc.	Elgin FA-S Trans. Fluid #Q117	1P-650525
*Ralph Schrader, Inc.	RSATF-33D	1P-650308
Regal Distributors	Crown Type F	1P-641004
Richfield Oil Corporation	Richfield Special-Formula LB-1137	1P-640404
Shell Oil Company	Shell-F	1P-641112, 1P-641114, 1P-641117
Sinclair Refining Company	HyVis	1P-640807
Sinclair Refining Company	Sinclair	1P-640803
Sonneborn Chemical & Refining Co.	Amalie	1P-640501
*Southland Oil Corporation	Super SOC	1P-650520
*Southwest Grease & Oil Co. (Calif.) Inc.	8501	1P-650604
Southwest Grease & Oil Co., Inc.	8501	1P-640918, 1P-650601
*Standard Oil Co. of California	ATF Special	1P-630930
*Standard Oil Co. of California	Parapet ATF Special	1P-630930
Standard Oil Co. of California	PED 3003	1P-630930
ndard Oil Co. (Ohio)	1P-640406	1P-640406
	Alemite	1P-650407
	Sturdie – F	1P-650416
	Sunamatic 117	1P-600503
	DX Type F	1P-650215
	Texamatic TL-4571-A	1P-600915
	Veedol – Special F	1P-650630
	Veedol – Special F	1P-641017, 1P-650311

SUPPLIERS APPROVED TO MERCHANDISE AUTOMATIC TRANSMISSION FLUIDS MEETING FORD MOTOR COMPANY SPECIFICATION M-2C33-D

Supplier	Fluid Trade Name	¢ Ford Qualification Number
Tiona Petroleum Company	Flo-Matic	1P-640527
Union Oil Co. of California	Union F Type	1P-640730
United Oil Company, Inc.	Duralene Special	1P-640309
Universal Motor Oils Company, Inc.	Universal Type F	1P-640801
The White and Bagley Company	Oilzum	1P-640214
Western Oil and Fuel Company	Wesco	1P-641221
Wilhelm Oil Service, Inc.	Pennlube	1P-640308
Wolf's Head Oil Refining Company	Wolf's Head – Type F	1P-640306
Wynne Oil Company	Wynne – Type F	1P-641014

* Added since February 15, 1965

¢ To insure correct selection, look for the Ford qualification number embossed or stencilled on the fluid container, as shown.

414 REPAIR OF FORD-THOMPSON POWER STEERING PUMPS

(All 1965-66 With Ford-Thompson Power Steering Pumps)

Ford-Thompson power steering pump defects which can be corrected by replacement of the reservoir or reservoir seals are not eligible for repair by replacement of the entire pump assembly.

The following parts are available (see your parts book for model application of the reservoir):

Reservoir	C5AZ-3A697-B
Reservoir	C5AZ-3A697-D
Reservoir	C5DZ-3A697-B
Reservoir	C5DZ-3A697-C
Kit, reservoir seal	C5AZ-3D684-A
Oversize seal	C5AZ-3D684-B
Support stud	C5AZ-3D683-B
Kit, shim bracket to pump	C5SZ-3D745-A

The disassembly and assembly procedure and illustrations are shown in the applicable 1966 shop manual. In addition, however, the following should be noted:

. When replacing a reservoir seal, the service tag should be checked for date code. A pump bearing date codes of 12W□4, 1W□5, or 2W□5 may require the oversize reservoir seal listed above.

. The service identification tag must be re-installed for the pump to be eligible for possible future exchange credit.

. The C5SZ-3D745 kit must be used on Thunderbird applications.

. Pumps identified as HBA AN-1, AN-2, AR-1, AR-2 will require a new C5AZ-3D683-B support stud if a new reservoir is installed.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-3-3684-A-65 - To be used in combination with 3-3696-A
Time: 0.3 hrs.

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 22 September 17, 1965

370 TSB NO. 19, ARTICLE 370 – CARBURETOR FLOODING BY NEEDLE COCKING

(All 2V and 4V Ford Carburetors on 1965 Cars and Trucks Built Before June 15, 1965)

Carburetor flooding caused by needle cocking or hang-up occurs during the extreme needle travel when the fuel bowl is refilled after fuel leak down.

Carburetor flooding complaints can be corrected by installing the proper new floats having a revised float hanger tab which limits float travel and needle cocking.

The new float part requirements are:

1965 (2V) Ford Carburetors

C3AZ-9550-D (Class "A")
All cars and trucks

1965 (4V) Ford Carburetors

PRIMARY FLOAT
C1AZ-9550-A (Class "A")
Mustang 289-4V
Fairlane 289-4V
Thunderbird 390-4V
C3AZ-9550-D (Class "A")
Ford 352-390-4V

SECONDARY FLOAT
C1AZ-9550-B (Class "A")
All cars and trucks

Follow carburetor float installation procedure as described in the shop manual, however, set the float level to the following Wet Setting:

*29/32" for all 2V carburetors
*29/32" for the primary side on all 4V, except Mustang
*15/16" for the primary side on all 4V Mustangs, 1" for the secondary side on all 4V (New Specification)
*Minimum dimension of current specification.

WARRANTY STATUS – REIMBURSABLE
Oper. 9564-A
Time: Standard allowance

415 SERVICE PAINT COLOR MATCH, REFERENCE T.S.B. 330, JUNE 14, 1965

(All Cars)

There have been field complaints concerning the difficulty of obtaining an acceptable color match with service repair paints, especially when metallic colors are involved.

The service paint supplier has improved the basic formulation of metallic [illegible] in order to provide a paint that [illegible]

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1. The paint container should be severely agitated with a mechanical agitator, especially metallic paint colors, to assure proper consistency and improved color qualities.

2. The service paint label instructions appearing on the paint container include the statement "Do not polish for 30 days." This statement refers to the use of abrasive polishes only. After the color coat has dried overnight, the panel may be given a light buffing using a good clean bonnet with FoMoCo cleaner and polish. If an extremely high gloss is desired, follow the machine polish procedure with a soft rag fluffed in household corn starch.

When making repairs using AE60 acrylic enamel service paint, the following procedures should be noted:

Oven Procedures

If a force dry heating oven is used, AE60 acrylic enamel can be baked for 5 to 7 minutes at 180°F. In this instance, allow the color to flash approximately 5 to 10 minutes before putting it into the oven. This procedure will reflow the color and in the case of metallics can contribute to an increase in the gloss. There is no special baking additive necessary for this method.

Spray Application

There is a definite spray technique advised in the application of AE60 Acrylic Enamel. The painter must use a full wet application at all times when applying the color coat. Quite a few painters are in the habit of using a tack coat and a flow coat when applying conventional enamels. This system should not be used with AE60. The tack and flow coat system will result in too skimpy a film thickness and the finished work will not have the full gloss obtained with the recommended system for spraying AE60.

Gun Pressures and Recommendations

A Binks #7 spray gun with the standard 36 SD air cap and 36 fluid nozzle and needle consumes 11-1/2 c.f.m. at 50 pounds. At 60 pounds air pressure, this same gun will consume 12-1/2 c.f.m. The #18 and #19 Binks spray guns with a 66 SD air cap and 66 fluid nozzle consume 11-1/2 c.f.m. at 50 pounds at 12-1/2 c.f.m. at 60 pounds.

It is recommended by the Binks Manufacturing Company that acrylic enamels be applied with an air pressure of 45 to 50 pounds at the gun nozzle.

Both the UGA and MBC DeVilbiss spray guns with #30 air cap and AV-15-EX fluid tips consume 7.4 c.f.m. at 30 pounds air pressure; and 10.6 c.f.m. at 50 pounds air pressure.

It is DeVilbiss' recommendation that with either of these spray guns, acrylic enamels be applied at 45 to 50 pounds air pressure at the gun nozzle.

NOTE: AE60 is an extremely fast drying acrylic designed to dry with full gloss with no rubbing needed. However, due to adverse weather conditions, or through too dry an application by the spray man, a higher gloss may be obtained by using the buffing procedure mentioned earlier in the article.

The following is the recommended paint procedure for AE60 Acrylic Enamel Application.

1. Wash entire surface to be repaired with DL60-3721A wax and grease remover. This to be done before panel is sanded or any repair work started.

2. Depending on the type and depth of disc or grinder marks to be filled, apply subsequent coats of Ford's M6J-12 or M6J-13 primer surfacers to all areas needing surfacer.

3. Sand surfaced areas with #220 sandpaper, wet or dry, to gain a level spray surface on repaired areas.

4. Color sand entire panel, both primed spots and color areas, with a final sand of no coarser than #360 sandpaper, wet or dry.

5. Wash the panel with a rag dampened in DL60-647A enamel reducer to remove sanding residue and fingerprints.

6. Apply a medium wet coat of DL60-13A sealer as it comes from the can and allow sealer to dry 30 minutes. This sealer must be used to achieve maximum results.

7. Reduce the AE60 acrylic enamel color 50% (1 part reducer to 2 parts color) with DL60-647A reducer.

8. Apply one full wet coat of color to panel. Wait 10 minutes for flash off.

9. Apply second full wet coat of color to panel.

In the case of high metallics, it may be desirous to apply a third coat for good cover and to bring up the metallics.

416 DRIVESHAFT BALANCING IDENTIFICATION

(All 1965 and 1966 Ford, Fairlane, Falcon, Mustang and Thunderbird, except Mustang and Falcon Six Cylinder Models)

Complaints of excessive driveline vibration at certain driving speeds have been received from the field. It has been found, that in many cases, these vibrations have been caused by inadvertent matching of the maximum out of balance conditions of the driveshaft and rear axle universal joint companion flange.

To correct this problem in production, the light side of a driveshaft runout condition and the maximum runout condition of the universal joint companion flange have been identified with a daub of yellow paint. Matching the daub of yellow paint on the driveshaft, with the daub on the companion flange, will allow **maximum** balance condition possible to reduce driveline vibration complaints to a minimum.

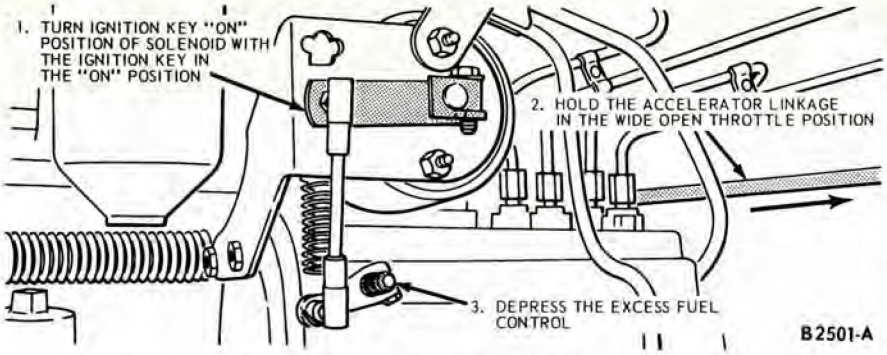

Fig. 1 – Ford Diesel Engine Cold Starting Procedure (Article 417)

417 NEW COLD WEATHER STARTING PROCEDURE

(Trucks with Ford (Dagenham) Diesel Engine)

1. Turn the ignition key to the "ON" position. This activates the excess fuel control solenoid to position the control lever in the open (down) position (Fig. 1).

2. Hold the accelerator linkage in the wide open throttle position (Fig. 1).

3. Depress the excess fuel control button, and release the accelerator linkage. The button must hold in the depressed position. If the control button does not stay in this position, check the ignition key. It must be in the "ON" position and the accelerator linkage has to be in the wide open throttle position as the fuel control button is depressed.

4. Set the emergency brake, and place the transmission lever in the "Neutral" position.

5. Turn the ignition key to the start position as the accelerator pedal is depressed. When the engine starts, release the ignition key. If the engine starts then stops, the above complete starting procedure may have to be used to restart the engine.

Do not crank engine for more than 30 seconds continuously or you may burn out the starter motor. If the engine fails to start within first 30 seconds, release the starter for 60 seconds before cranking again. This permits the starter to cool.

418 TIRE INTERFERENCE INNER TO OUTER

(1964 F, B, N, T and H Series Trucks With Cast Spoke Wheels 20 x 7 Rims and Off Highway Tires)

Dual tire interference may be encountered on some of the subject vehicles due to the rim not having sufficient offset for off the highway type tires. To correct this condition the rim supplier changed effective Job 1, 1965 to a rim with greater offset. The

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To obtain a Budd three piece through service, it will be necessary to order the following parts in addition to the C4TZ 1020-C:

C4TZ 1099-F	Side Ring
C4TZ 1021-F	Lock Ring

419 WATER LEAKS ALONG THE BOTTOM OF THE COURTESY LAMP HOUSING AND THE DOOR INNER PANEL

(Mustang – with Deluxe Trim)

Water leaks from between the courtesy lamp housing and the door inner panel. This problem is caused by inadequate retention provided by the courtesy lamp door attaching bosses and the size of the attaching holes in the front door inner panel. This problem was corrected in production on April 27, 1965, by adding an additional bead of sealer around the sides and bottom of the door courtesy lamp housing between the seal and door inner panel.

If complaints of water leaks around the door courtesy lamp are encountered in the field, sealer can be added as shown in Fig. 2.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-13786-A-64
Time: 0.3 hrs.

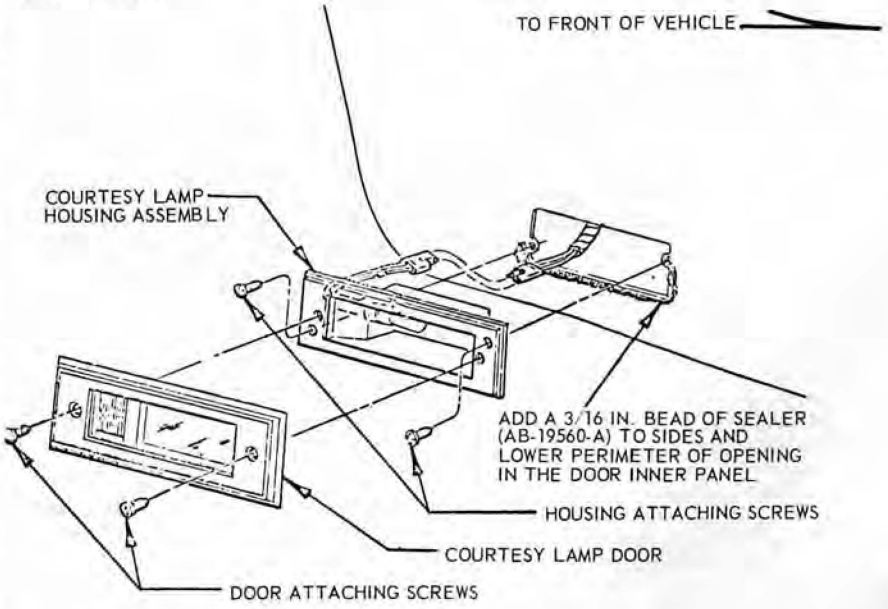

Fig. 2 – Water Leaks Along the Bottom of the Courtesy Lamp Housing and Door Inner Panel (Article 419)

420 STYLED WHEEL COVER INSTALLATION

(1966 Ford XL, LTD, and 7.0 Litre Models)

The styled wheel covers (C6AZ-1130-C) used on Galaxie 500 XL, LTD, and 7.0 Litre models may be difficult to install at the initial installation. If this condition exists, the wheel covers should be installed as follows:

1. Lay the spare wheel and tire on the floor with the valve stem facing upward.

2. Install the wheel cover on the spare wheel.

3. Remove the wheel cover from the spare wheel and install it on a car wheel. Repeat this procedure for the remaining wheel covers.

421 WIND WHISTLE AT WINDSHIELD INSIDE GARNISH MOULDING

(1965 Ford – All Models)

An objectionable wind whistle may be encountered at the side and lower windshield inside garnish mouldings at speeds of 40 MPH and above, with the cowl air vents closed and the side window vent open. Opening the cowl air vent will stop the whistle. This noise is caused by the passage of air through the side and/or lower windshield weld flange. See Fig. 3, View AA.

This problem was corrected in production effective Job #1, 1966, by applying sealer between the windshield opening pinch weld flanges.

If this condition is encountered in the field it can be corrected by applying C5AZ-19554-A liquid butyl sealer along the side and lower windshield weld flanges. The following procedure should be used:

1. Remove the windshield side and lower inside garnish mouldings for accessibility to the weld flange.

2. Apply C5AZ-19554-A liquid butyl along the windshield side and lower weld flange. See Fig. 3.

3. Clean excess sealer from windshield and reinstall the garnish mouldings.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-03100-A-65
Time: Ford – all models except convertible.....0.6 hrs.
convertible models .....0.8 hrs.

422 SPARE WHEEL COVER ALIGNMENT (SUPPLEMENTS ARTICLE NO. 197)

(1965 Ford Station Wagon)

Early production station wagon spare wheel covers were difficult to install and presented a poor appearance. Corrective measures were taken in production approximately February 23, 1965, by providing improved adjustment of the cover latch. (Ref. TSB# 197)

Additional adjustment is now available by use of a new spare wheel cover hold down bracket. The bracket should be added on a customer complaint basis as follows:

Remove the old welded bracket and, using the new bracket, drill two 5/32 inch holes in the quarter belt rail. Install the new bracket with #8-15 1/2 inch pan head tapping screws. (See Fig. 4.)

The bracket is available as a Class "C", Part # C5AZ-7147250-A.

WARRANTY STATUS – REIMBURSABLE
Oper. SP-47250-A-65
Time: 0.3 hrs.

423 BRAKE PULL

(1965 F-100 Trucks Except 4 X 4)

Some reports have been received advising of erratic front brake action on F-100 trucks at low speeds causing vehicle to pull or swerve when brakes are cool. This problem may be associated with cam grind on front linings and in many instances may be resolved by proper burnishing or by just accumulating additional mileage on vehicle.

Revised controls were incorporated on cam grinding specifications in May, 1965 and vehicles produced subsequent to this date should incorporate latest linings.

When investigating erratic brake action of F-100 trucks the following normal repair procedures should be considered:

1. Assure that brake linings have accumulated sufficient mileage for proper burnish (on new vehicles this may be done by making four to five stops at 50 mph with a spacing of approximately one mile between stops).

2. Check front tires for equal pressure.

3. Assure that no obvious misalignment is present in front end and all components appear properly torqued.

4. When the front drums have been re- ... the following should be checked: ...al inspection of drums for ...

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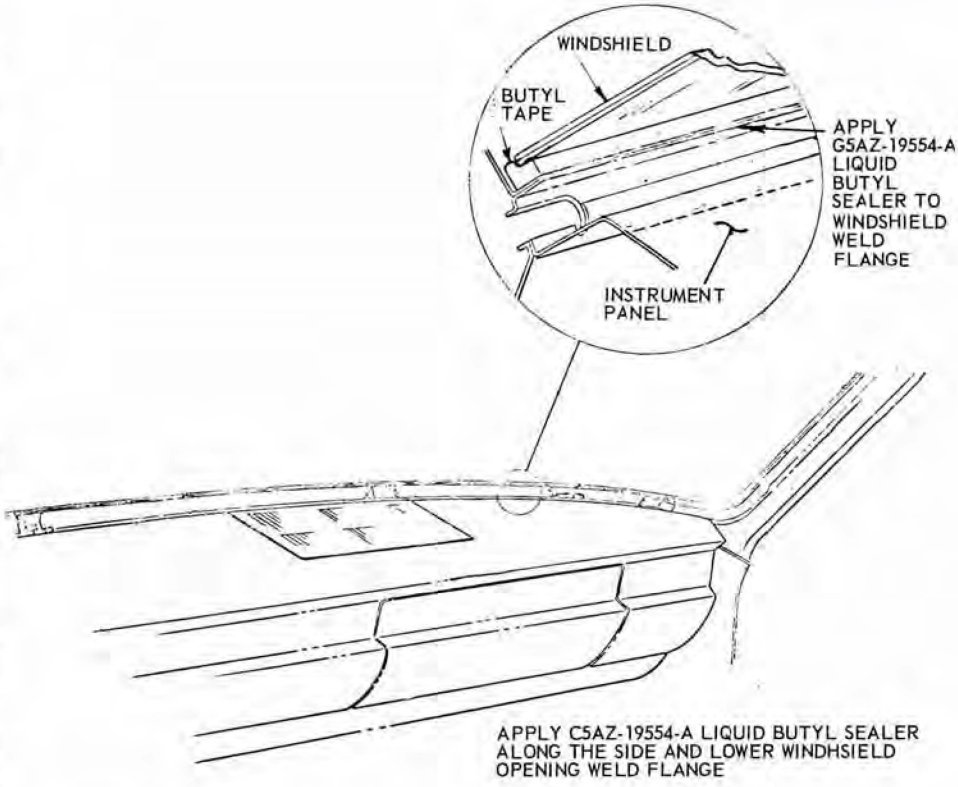

Fig. 3 – Wind Whistle At Lower Windshield Weld Flange. 1965 Ford – All Models (Article 421)

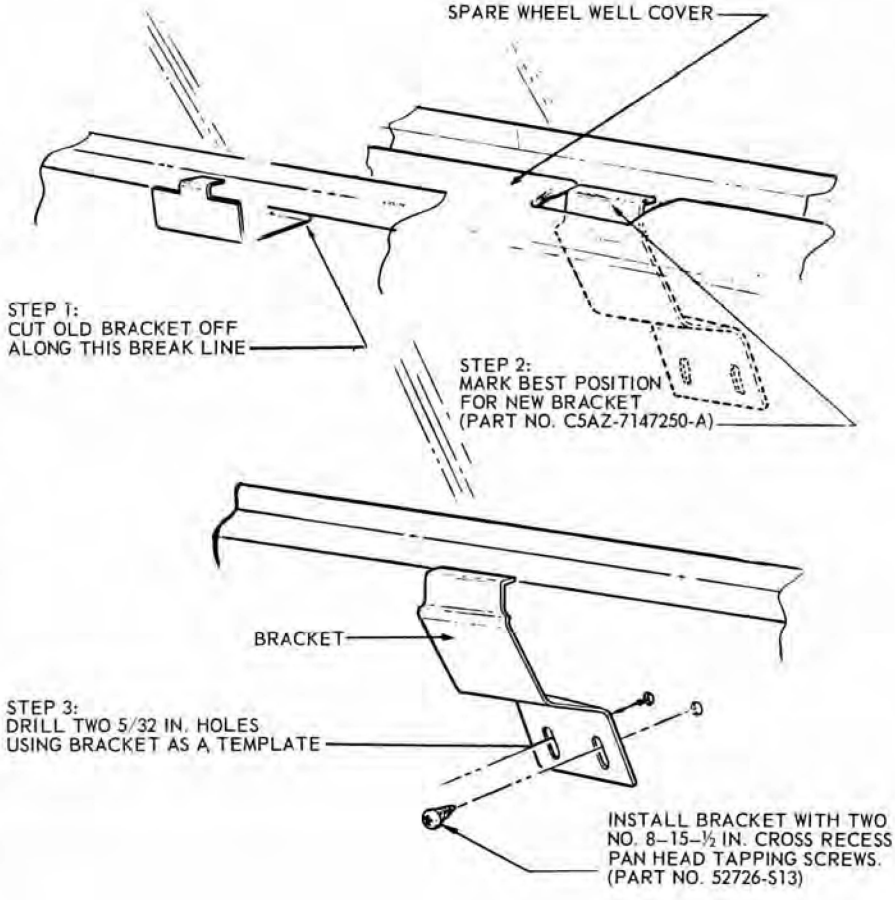

Fig. 4 – Spare Wheel Well Panel Misalignment – 1965 Ford And Mercury Model 71 (Article 422)

The 1965 linings are color coded and identified as follows:

FRONT	PRIMARY	SECONDARY
Production Service	Red/Gray Stripe Same as production or one Gray Stripe	Blue/Gray Stripe Same as production or two Gray Stripes
REAR		
Production Service	One Yellow Stripe Same as production or one Gray Stripe	One Pink Stripe Same as production or two Gray Stripes

If inspection of drum indicates dirt, rust, foreign material or rough finish, the drums may be turned (light cut) to 80-150 microfinish as outlined on Page 2-9 of 1965 Truck Shop Manual.

If inspection does not disclose any apparent defects requiring parts replacement and the problem is not resolved, the 1964 front shoe and linings may be installed as a service correction.

424 APPLICATION OF REMANUFACTURED FORD-THOMPSON POWER STEERING PUMPS

(All 1965-1966 With Ford-Thompson Power Steering Pumps)

Since the advent of the remanufactured power steering pump program many pump models have been in short supply while others are available in depot stock. This condition exists because all pump models are being remanufactured while previously only four models were cataloged for service replacement and thus are the only models being ordered. The accompanying table lists pump part numbers and their application for ordering purposes.

This table should be discarded as the information becomes available in subsequent catalog changes.

425 POWER STEERING PUMP OIL LEAKS

(1965-1966 Ford, Thunderbird, Falcon, Mustang and Fairlane with Ford-Thompson Design Power Steering Pump

When a power steering pump appears to be wet with oil for no apparent reason it may be the result of oil by-passing the filler cap seal.

This condition has been investigated and found to be caused by low engine

REMANUFACTURED FORD-THOMPSON POWER STEERING PUMP APPLICATION

CAR LINE	MODEL YEAR	ENGINE 6-CYL. With Air-Conditioning	ENGINE 6-CYL. Without Air-Conditioning	ENGINE 8-CYL. With Air-Conditioning	ENGINE 8-CYL. Without Air-Conditioning	METAL IDENTIFICATION TAG ON PUMP BEING REPLACED ON VEHICLE (HBA–)	REMANUFACTURED PUMP ASSEMBLY PART NO.	REMARKS
FORD	1965 – 1966		x		x	AG1 – AG2	C5AZ-3A674-ARM	
		x	x	x	x	AH1 – AH2	C5AZ-3A674-BRM	
			x		x	AJ1 – AJ2	C5AZ-3A674-CRM	
		x	x	x	x	BB	C5AZ-3A674-DRM	
			x		x	BC	C5AZ-3A674-ERM	
		x	x	x	x	BB	C5 SZ-3A674-BRM	Ford Gear
			x		x	BC	C5AZ-3A674-ERM	Saginaw Gear
FALCON	1965				x	AC1 – AC2	C5DZ-3A674-ARM	
		x	x			AN1 – AN2	C5DZ-3A674-BRM	
		x	x	x	x	AD1 – AD2	C5DZ-3A674-CRM	
	1966	x	x			AS	C6OZ-3A674-ARM	
					x	AT	C6OZ-3A674-BRM	
		x	x	x	x	AV	C6OZ-3A674-CRM	
		x	x	x	x	AU	C6OZ-3A674-CRM	
FAIRLANE	1965				x	AE1 – AE2	C5OZ-3A674-ARM	
		x	x	x	x	AF1 – AF2	C5OZ-3A674-BRM	
		x	x			AR1 – AR2	C5OZ-3A674-CRM	
	1966	x	x			AS	C6OZ-3A674-ARM	
					x	AT	C6OZ-3A674-BRM	289 CID
		x	x	x	x	AU	C6OZ-3A674-CRM	289 CID
		x	x	x	x	AU	C6OZ-3A674-CRM	289 CID
					x	AC1 – AC2	C5DZ-3A674-ARM	390 CID
				x	x	AD1 – AD2	C5DZ-3A674-CRM	390 CID
MUSTANG	1965-66				x	AC1 – AC2	C5DZ-3A674-ARM	
		x	x			AN1 – AN2	C5DZ-3A674-BRM	
		x	x	x	x	AD1 – AD2	C5DZ-3A674-CRM	
						BB	C5S Z-3A674-BRM	
						BB	C5S Z-3A674-BRM	
						BC	C5AZ-3A674-ERM	

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idle RPM in vehicles equipped with manual transmissions, or a loose pump belt in vehicles equipped with either the manual or automatic transmissions. Due to the resulting low pump speed, the oil displaced by the pump piston during turns is not being circulated through the system, causing the reservoir to overflow. Low pump speed is usually accompanied by "catch-up" and loss of power assist.

To correct for the above problem the following steps should be taken:

1. Check power steering pump belt tension. Adjust to specification, if necessary.
2. Check engine idle RPM. Adjust to specification, if necessary.
3. Check fluid level in reservoir (on straight neck reservoirs, fluid level level should be at the bottom of the filler neck. On angled neck reservoirs, fluid should be to correct level indicated on dip stick).
4. Thoroughly clean oil and dirt off the pump.

WARRANTY STATUS – NON-REIMBURSABLE

426 170 CID ENGINE CRANKCASE OIL REFILL CAPACITY SPECIFICATION

(Bronco)

To provide for adequate oil supply to the engine pump when climbing or descending steep grades, the subject specification should be revised as follows:

Engine Oil Capacity – Quarts – 7①

① Includes 1 quart required for filter replacement.

427 AUXILIARY SEAT BACK FLOOR PANEL DEFORMATION

(1965 Ford Station Wagons – 6 Passenger)

Complaints have been received regarding excessive deflection of the auxiliary seat back floor panel assembly and subsequent deformation of the floor panel hem flange.

The problem will be corrected in production approximately Job #1, 1966, by a new design support bracket and bumper which provides greater bearing surface for floor panel support.

When the problem is the source of customer complaints, the support brackets should be reinforced as follows:

1. Remove the existing brackets and correct any deformation.
2. Fabricate 2 reinforcements as shown on Fig. 5, assemble them to the existing ckets, and drill an additional hole in bracket as shown on Fig. 6

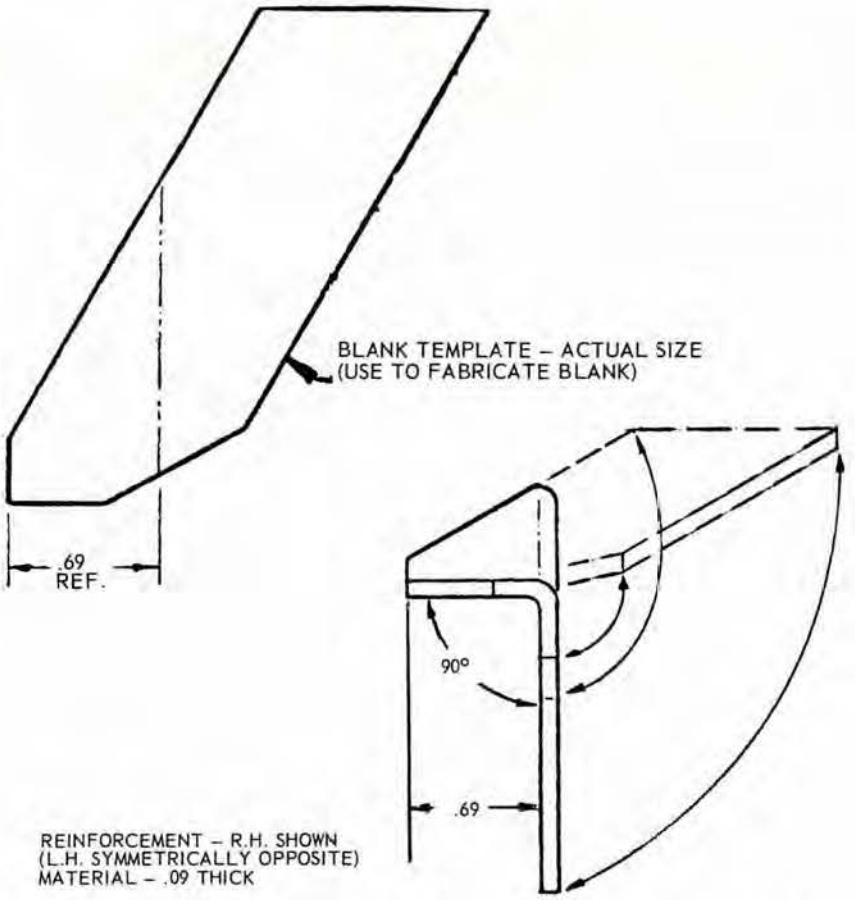

Fig. 5 – Station Wagon Auxiliary Seat Back Floor Panel Deformation – 1965 Ford – 71 B–D–E (6 Passenger) (Article 427)

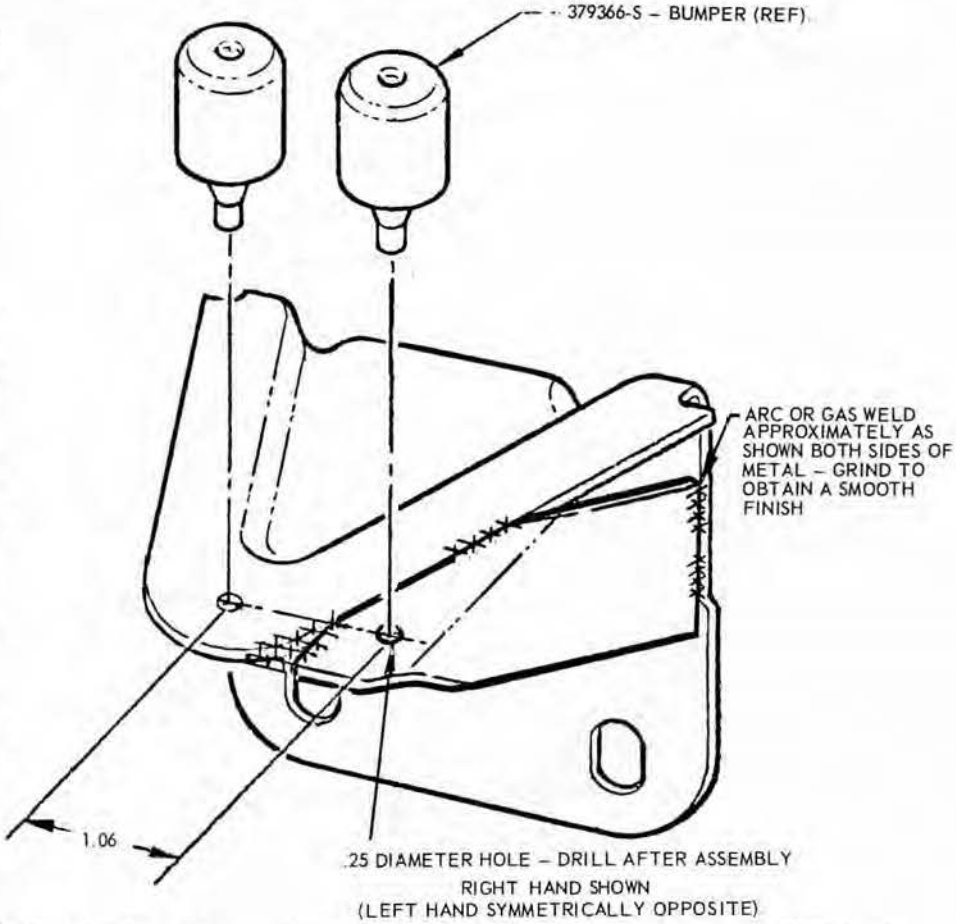

Fig. 6 – Station Wagon Auxiliary Seat Back Floor Panel Deformation – 1965 Ford – 71 B–D–E (6 Passenger) (Article 427)

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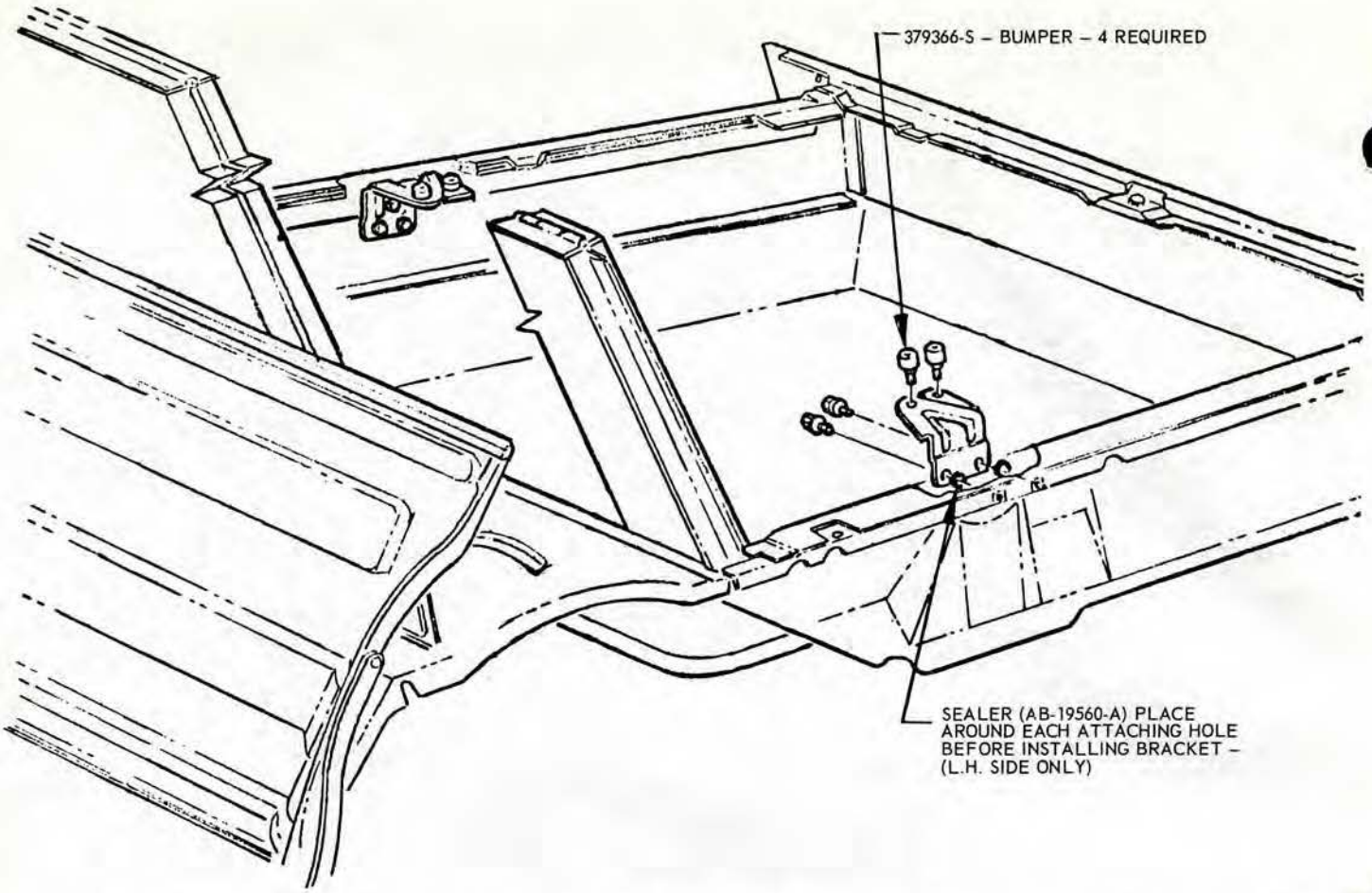

Fig. 7 – Station Wagon Auxiliary Seat Back Floor Panel Deformation – 1965 Ford – 71 B–D–E (6 Passenger) (Article 427)

428 FUEL PUMP NOISE DIAGNOSIS

(All)

Continued return of fuel pumps which test good indicates there is some difficulty in field service with the distinguishing of abnormal noise conditions in the engine and/or the fuel pump.

Tests of recently returned fuel pumps with the reported defect of "Noise" reveals that over 50% have no defect and are good useable assemblies.

It is therefore appropriate that more emphasis be placed on the other abnormal noises possibly present in an engine that could be thought to be coming from the fuel pump.

It must be emphasized that any and all tests relative to diagnosing engine and/or fuel pump noises must be performed on a hot engine with temperatures normalized.

To begin with, any peculiar noise that can possibly be associated with the fuel pump will have a frequency rate of ½ crankshaft speed. This immediately eliminates bearing knocks, piston slap, pin knocks, and possible piston

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caused by the fuel pump.

1. Excessive valve stem to rocker arm clearance. In hydraulic lifter type of valve trains a few thousandths clearance in excess of the amount the lifter can compensate for will produce a slight click which could be mistaken for a fuel pump.

2. Valve seating noise due to excessive valve guide clearance produces a slight hollow clicking sound similar to a fuel pump.

3. Sluggish hydraulic lifters, which do not recover the clearance produced during the leakdown cycle will produce a noise much like excessive clearance.

4. Valve spring clicking due to improper orientation of the damper coil (if so equipped) can be misconstrued as a fuel pump noise especially if it occurs on #5 cylinder.

5. Camshaft movement fore and aft (chucking) due to excessive camshaft end play will produce a hollow-like thumping sound which can be mistaken as emanating from the fuel pump.

6. A loose fuel pump eccentric bolt will obviously produce an abnormal noise which could be erroneously diagnosed as a noisy fuel pump.

Use of stethoscopes or sounding rods are an aid in pinpointing the origin of a particular sound, however, extreme care must be taken in the use of these devices as sounds are so easily carried throughout the engine.

It is especially important when using a sounding rod, in the vicinity of the fuel pump, that inherent normal sounds originating in the pump are not mistaken for the particular abnormal sound causing the complaint.

The final and ultimate test for verifying a noise which is thought to be produced by the fuel pump is to remove the pump assembly from the engine and operate the engine on the residual fuel in the carburetor or by using an auxiliary gravity fuel supply. If the complaint sound disappears and reappears when the pump is re-installed it can be stated the fuel pump is the offending component and should be replaced.

429 AUTOLITE ALTERNATOR WITH INTERNAL RADIO NOISE SUPPRESSION CAPACITOR (CONDENSER)

(Cars & Trucks Built After the Week of July 9, 1965)

A new radio noise suppression capacitor (condenser) is installed inside the alternator rear housing, between the output terminal stud and the ground terminal stud. This change was originally scheduled for all standard 1966 cars and trucks, but was in production for the balance of 1965 vehicles built after the week of July 9, 1965.

A new rear housing and stepped insulating spacer (on the output terminal) are the only changes made to the alternator to accommodate the new capacitor.

Specifically the changes are:

1. A reduction in the height of the boss at the ground (GRD) terminal stud location, to allow for the thickness of the capacitor mounting termination.

2. A reduction in the thickness of the stepped insulating spacer at the output (BAT) terminal stud location, to allow for the thickness of the capacitor mounting termination.

The connector on the wiring harness for the external capacitor will be unused when the internal capacitor is in use. No damage will result from the use of both capacitors at the same time, however. The internal capacitor will be used on all vehicles, with or without radio equipment. In addition to providing a reduction in radio noise, the capacitor also acts as a "buffer" capacitor to protect the rectifier against voltage spikes that could cause permanent diode damage.

Fig. 8 illustrates the size and mounting location of the new capacitor. The new capacitor is electrically equivalent to the externally mounted type, but much smaller in physical size. For testing purposes, it has a capacity range from .45 to .55 micro-farad and is rated at 200 volts D.C. at room temperature. Do not test insulation-leakage on a tester of the type used to test ignition system condensers, unless the test voltage is known to be 200 volts D.C. or less.

Alternator assembly and disassembly procedures are shown in the accompanying illustrations.

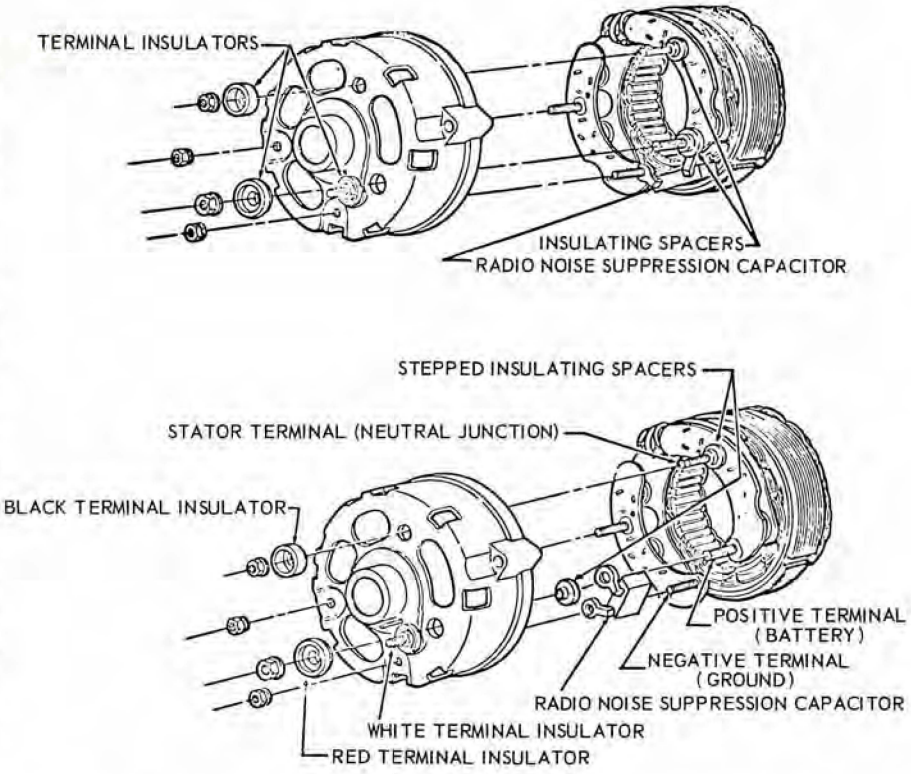

Fig. 8 – Water Leaks Along The Bottom Of The Courtesy Lamp Housing And Door Inner Panel (Article 429)

430 HARD, COLD ENGINE STARTING – STICKY CHOKE

(1965 Ford – 240 1V Engine (Units Manufactured on or before February 12, 1965))

Customer complaints of hard, cold engine starting, may be due to a sticky or sluggish acting choke mechanism. Cold engine starting requires that the choke plate be closed to provide the necessary rich fuel-air mixture for engine start up.

The thermostatic bi-metal spring controls the static position of the choke plate. The spring forces applied by the thermostatic spring, engine vacuum and the air flow pass the choke plate controls the dynamic position of the choke plate. Due to the minimal thermostatic spring forces, friction within the choke mechanism must be minimized.

The brass automatic choke shaft used on early 1965 production models, has been replaced by a phosphate coated steel shaft (C5AZ-9546-A Class "C").

On customer complaints of hard, cold engine starting, install the phosphate coated steel shaft using normal repair procedures.

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Routing of the new fuel line and fastening to the vehicle are basically the same as in the comparable 1965 Ford.

The nylon fuel line is serviced in the same manner as the standard steel fuel line. The tubing can be cut with a standard tube cutting tool. However, a cutter with a rotating type wheel provides a cleaner edge at the cut. It is not necessary to flare the fresh cut ends of the nylon tube since the rubber tube and the nylon tube have an interference fit.

A damaged section of nylon fuel tubing, 12 inches or shorter, can be replaced with a rubber section of hose as specified in the Ford Parts and Accessories Catalog. After inserting the rubber hose section, clamp the hose to the nylon tube in the manner prescribed in the 1966 Shop Manual. If fuel tube sections longer than 12 inches require replacement, then install the required length section of nylon tubing and connect to the originally installed fuel line with rubber hose and clamps. When installing or moving the nylon fuel tube, care should be exercised to avoid scratching the tube on sharp edges.

The nylon tubing will deteriorate with exposure to high temperature and on contact with sulphuric acid (battery acid) and soldering acid. Therefore, care must be exercised when using a torch for soldering or welding in the area of the nylon fuel tube. It is recommended the tube be either moved away or protected from the heat as the nylon will melt at 420° F.

The nylon fuel tubing can be used for service replacement of the steel fuel tubing, fuel tank to fuel pump, on 1965 Fords.

432 REVISED ALTERNATOR/ WATER PUMP DRIVE BELTS

(All Passenger Car & Truck Engines)

Revised belts are being used in production and are now being distributed for service use to minimize complaints of excessive wear and/or loss of drive belt tension. The new belts have improved fiber stiffener material, a revised curing method, and inner base fabric material.

There is no change in the part numbers of the improved belts. These belts can be identified by a 3/8 inch wide yellow stripe to the left of the embossed belt part number.

433 UNIVERSAL JOINT MAINTENANCE

(All Truck Lines)

Inadequate or improper lubrication is among the most common causes of U-joint failure. To insure proper lubrication of all four bearing assemblies on truck universal joints, it is essential that lubricant is added until it appears at all journal cross bearing seals. This assures removal of dirt particles and other contaminants that find their way into the bearing. Bearing cavities are not filled with new lubricant unless flow is noticed around all four bearing seals.

If lubricant does not appear at one or more bearing seals, move the driveshaft in all four directions and pull on the bearing cap opposite while lubricant gun pressure is applied to the lube fitting.

Scheduled maintenance lubrication is every 4,000 miles. Specified lubricant is given in the Owner's Manual.

434 EXTERIOR PAINT TYPE IDENTIFICATION (WARRANTY PLATE REVISION)

(All 1966 Cars and Trucks)

Beginning with the 1966 model year, nearly all passenger cars are painted with acrylic enamel. A black background Warranty Plate identifies units painted with acrylic enamel.

The few color exceptions, such as special RPO orders or trucks, that require the alkyd type paint are identified by the use of a gray background Warranty Plate.

The use of the gray Warranty Plate for alkyd paint and the black Warranty Plate for acrylic paint is opposite to the arrangement used during the 1965 model year.

Identification data codes, stamped on the Warranty Plate, remain the same as stated in the 1966 Shop Manuals.

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Ford TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

Bulletin No. 23 October 8, 1965

435 SEAT BELT WARNING LIGHT OPERATION

(1966 Ford, Fairlane, Falcon, Thunderbird and Mustang)

This article presents an outline of the various seat belt warning light combinations found on the 1966 models in order that Service personnel may fully understand the proper operation of the warning lights.

FORD

- **Without the Parking Brake Warning Light or Safety Convenience Panel**

A time delay switch will extinguish the separate steadily burning seat belt warning light 30 to 120 seconds after the ignition switch is turned on. (This applies to those units equipped with the deluxe seat belt option only.)

- **With the Parking Brake Warning Light but Without the Safety Convenience Package**

The combined parking brake/seat belt warning light will operate as follows when the ignition is turned on. (This applies to those units equipped with the deluxe seat belt option.)

- If the parking brake is applied, the light will blink until the brake is released and then burn steadily for a period of between 30 to 120 seconds.

- If the parking brake is not applied, the light will burn steadily for 30 to 120 seconds.

- **With the Safety Convenience Package**

On some early built 1966 units equipped with the convenience package, the seat belt warning light can be extinguished only by pressing the lens on the convenience panel. Later units have the time delay relay and the seat belt warning light will extinguish automatically 30 to 120 seconds after the ignition switch has been turned on.

FAIRLANE, FALCON AND MUSTANG

The time delay switch will extinguish the separate steadily burning seat belt warning light 30 to 120 seconds after the ignition switch is turned on. (This applies only to those units equipped with the deluxe seat belt option.)

THUNDERBIRD

The 1966 Thunderbird contains a switch in the retractable seat belt and the seat warning light will only extinguish e seat belt is connected. Effec-

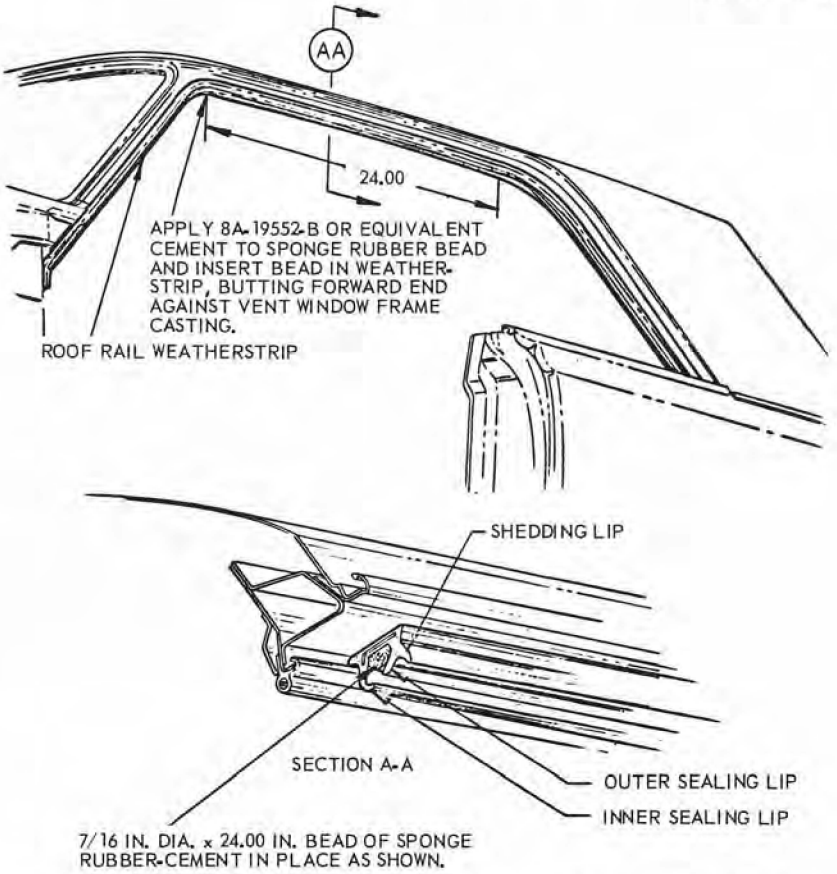

Fig. 1 – Roof Rail Weatherstrip Water Leaks – 1965 Fairlane (Article 435)

436 WATER LEAKS AND WIND NOISE AT ROOF RAIL WEATHERSTRIP

(1965 Fairlane – Hardtop Models)

Water leaks and wind noise at the roof rail weatherstrip can occur due to insufficient difference in height of the weatherstrip shedding lip and the outer sealing lip. This does not allow the adjusting of the door glass to a satisfactory height for proper sealing without the possibility of wiping the shedding lip inboard when the door is closed. This action allows the weatherstrip to take a temporary set and results in an ineffective seal.

This problem was corrected in production on May 10, 1965, adding a piece of sponge rubber between the inner and outer sealing lips of the roof rail weatherstrip above the door glass.

If this condition is encountered in the field it can be corrected by adding a sponge bead in the weatherstrip. The following procedure should be used:

1. Obtain a bead of sponge rubber (close cell rubber) 7/16 in. diameter x 24.00 in. long.

2. Using trim cement #8A-19552-B or equivalent, cement the bead of sponge rubber in place between the outer sealing lip and the inner sealing lip on the roof rail weatherstrip (See Fig. 1).

3. Adjust the door glass upstops so that a constant clearance of 1/16 to 3/32 inch is maintained between the door glass frame and the shedding lip when the door is closed. Consult the 1965 Fairlane Shop Manual for door glass adjustment instructions.

The part required to perform this correction is:

Part Number	Part Name	Class	Quantity
8A-19552-B	Sealer	AA	as required

WARRANTY STATUS – REIMBURSABLE
Oper. SP-51222-A-65
Time: 0.4

437 SPECIAL SERVICE TOOLS – OWNERCARD PROGRAM

In conjunction with the Company's new OWNERCARD Program two new special service tools have been released for more effective application of warranty claims preparation by dealers.

The two new tools, plus the service package are part numbered as follows:

T66S-800-A Hand Embosser-Tape (Fig. 2).

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Fig. 2 – Hand Embosser-Tape (Article 437)

T66S-802-B Imprinter (Fig. 3).

T66S-801-AB Embossing Tape and Shims (Fig. 4). (SERVICE PACKAGE)

The Embosser (T66S-800-A) and the Imprinter (T66S-802-B) are dropped shipped from the respective manufacturers. The service package of tapes and shims (T66S-801-AB) is available from National Parts Depot stock.

The Hand Embosser (See Fig. 2) will print nine characters per line on ¼" wide plastic tape. The tool is exceedingly easy to operate, either right hand or left hand. The tape is transported, embossed and cut by merely squeezing the gripping handle. Included are eleven (one in the embosser) rolls of special plastic tape and 120 shims (same as T66S-801-AB).

The Imprinter (See Fig. 3) is unique to the Ownercard Program in that it will permit use of both styles of Ownercards in use. It accommodates the new combination repair order claim form and legibly prints all of the pertinent vehicle, owner and dealer information directly on the form. It utilizes a diecast frame with rubber suction feet and aluminum and sheet metal structural parts.

Both items are guaranteed by the respective manufacturers in excess of the normal special service tool warranty.

The service package – Embossing Tape and Shims (See Fig. 4) contains ten rolls of special plastic embossing tape and 120 blue plastic shims. The tape is translucent with a blue Ford script in oval and is packaged in a plastic carrier. The embossed figure appears white. The blue plastic shims are applied to the Ownercard to shim up the tape characters to the height of the vehicle serial numbers on the Ownercard.

These three items are in the FoMoCo Special Service Tool line and may be ordered on the special order Form #FD-7904 being used by the districts for initial solicitation or on the regular inactive parts order Form FD-419-L, the same as any other Ford Service Tool. See instructions outlined on Page 2 of the new Ford Special Service Tool Catalog #7382-66.

438 DISC BRAKE TORQUE ...EVISION – 1966 FORD-...

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Fig. 3 – Imprinter (Article 437)

Fig. 4 – Embossing Tape and Shims (Service Package) – (Article 437)

439 GEAR RATTLE – NEW PROCESS 4-SPEED TRANSMISSION

(1965 F100-350 – P350-500)

T.S.B. article #382 outlined a field fix for gear rattle involving the use of kit C4TZ-7100-K which includes a low sliding gear and two spline springs.

This article also reissued the field fix for correcting hard shifting problems on transmissions built prior to 12-14-64 by lapping the low sliding gear on the output shaft splines.

It has been brought to our attention that some dealers have lapped the C4TZ-7100-K gear and springs on the output shaft as they appeared to be too tight a fit at time of installation. The C4TZ-7100-K kit includes manufacturing improvements to preclude hard shifting and under no circumstances should the gear and springs be lapped on the output shaft as this will minimize their effectiveness in correcting gear rattle.

The gear and springs will normally be a tight fit on the shaft and difficult to move by hand. Under moving conditions in the vehicle however, no problem should be encountered on shift effort.

The field fix for gear rattle, outlined in T.S.B. #382, will not completely eliminate gear noise in all instances but will usually narrow the mileage band where rattle is encountered to a degree that is acceptable to owner. Under no circumstances should the input shaft to synchronizer clearance be shimmed less than specifications (.050" - .070") to further reduce rattle as this will greatly reduce the life of the synchronizer assembly. Two feeler gauges, positioned diametrically opposite, should be used for checking input shaft end play as shown by Figure 15 on page 6-60 of the Shop Manual.

440 TURN SIGNAL FUSE

(1964-65 All Medium, Heavy, and Extra Heavy Trucks)

The turn signal fuse holder in the fuse block on the subject vehicles is marked 7-1/2 amp. This is incorrect. It should read 15 amp as normal current in this circuit can be as high as 12.5 amp. When turn signal problems are encountered on these vehicles, check the fuse in the block for capacity and if found to be less than 15 amp, replace with an AGW-15 Part Number C4SZ-14526-B and remove the 7-1/2 amp lettering on the block.

441 WIND NOISE – SECOND SEAT AREA

(1965 Ford Station Wagon)

A medium pitch whistle (pop bottle sound) can be heard in the second seat area when the inside of the vehicle is pressurized. This problem is caused by two unsealed holes in the floor pan shelf just to the rear of the second seat. See Fig. 5.

This noise may be detected by closing the vehicle and driving at about 65 mph. Opening the cowl vent at this speed will make the noise louder. This noise may also be encountered in a closed, stopped vehicle by pressurizing the vehicle with heater or A/C blower.

This problem area was corrected on July 29, 1965. This problem can be corrected in the field by applying tape over the unsealed holes. The following procedure can be used:

1. Unlatch the second seat back and move it forward until the seat back contacts the seat cushion. The holes are located below the moveable load floor on each side of the vehicle.
2. Apply a piece of tape 1½ x 1½ in. over each open hole (See Fig. 5).
3. Latch seat back assembly and recheck for noise.

WARRANTY STATUS - NOT REIMBURSABLE

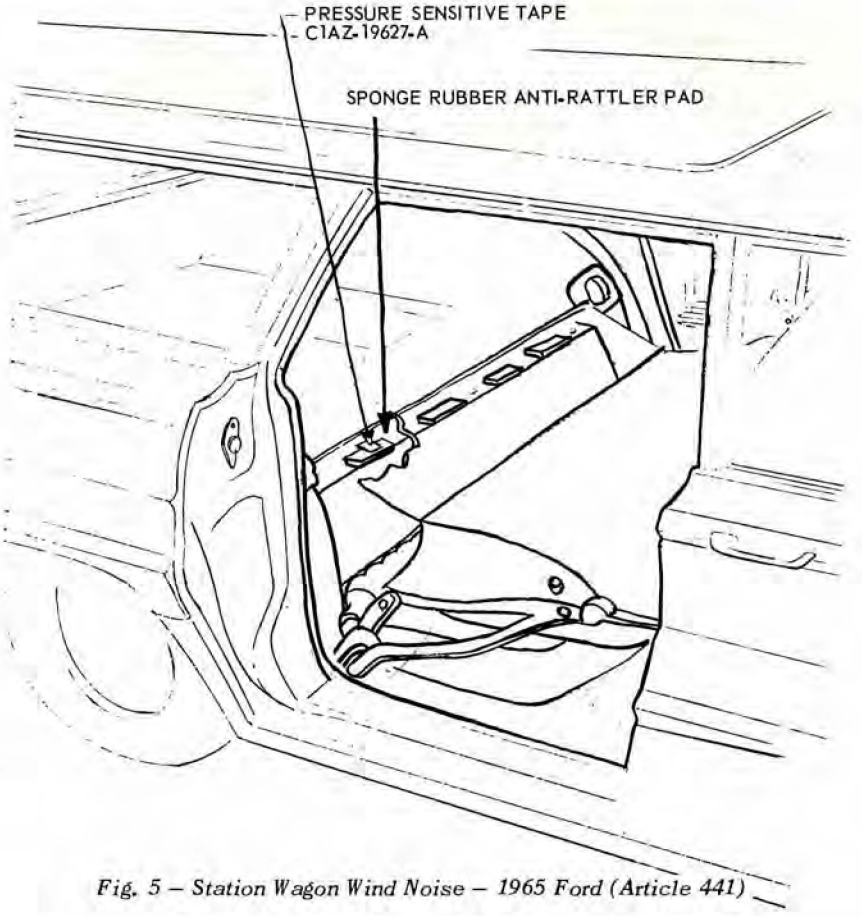

Fig. 5 – Station Wagon Wind Noise – 1965 Ford (Article 441)

442 NEW 12" AND 13" CLUTCH DISC ASSEMBLIES

(1965-66 500-700 Series Trucks with 240, 300 and 330 CID Engines)

New clutch discs with revised damper springs and lower friction lag were effective in production on the subject models the latter part of July, 1965.

These new disc assemblies will reduce any torsional vibration (noise is usually evident in 30-50 M.P.H. range on light pull) and will also minimize coast down transmission gear rattle problems. When problems of this nature are encountered use the following replacement clutch disc assembly.

WARRANTY STATUS - REIMBURSABLE
Oper.: Regular Suggested Time Schedule Operation 7003-A and 7003-A-3

REPLACEMENT CLUTCH DISC ASSEMBLY – (ARTICLE 442)

Part No.	Name	Application	Classification	Identification
C5TZ-7550-G	12" diameter Clutch disc	F-B-N-500-600 and C-550 with 240, 300 and 330 MD CID Engines	"C" (After October 1, 1965 "V")	8 brown springs
C5TZ-7550-H	13" diameter Clutch disc	F-B-N-500-700 C-550-700, T-700 with 300 and 330 CID Engines	"C" (After October 1, 1965 "V")	5 pink and 5 orange springs

443 1964-1963 SPEEDOMETER DRIVEN GEAR REPLACEMENT

(1964 Ford, Falcon, Fairlane and Thunderbird; 1963 Fairlane)

In the event of failure or a noisy speedometer driven gear on 1964 Ford, Falcon, Fairlane or Thunderbird or on a 1963 Fairlane, it is recommended to replace the original 15 tooth speedometer driven gears with 16 tooth gears as follows:

...ove 15 Gear	Install 16 Tooth Gear	Part Name

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444 TOE-IN SPECIFICATION

(1966 Bronco)

The correct front wheel toe-in specification for the 1966 Bronco is:

$1/8" \begin{matrix} +1/8 \\ -1/16 \end{matrix}$.

Because of a typographical error, specifications as published in the 1966 Specification Book may be misleading.

445 CYLINDER HEAD INSTALLATION

(1966 – All V-8 Engines)

Cylinder head installation instructions and engine assembly procedures in the 1966 Shop Manuals calling for the application of water-resistant sealer to cylinder head bolt threads, no longer apply. Lubricate the cylinder head bolt threads with light engine oil, or preservative oil.

446 PART NUMBER AND NOMENCLATURE CORRECTION – 1966 FORD-MERCURY SHOP MANUAL

(1966 Ford and Mercury with Disc Brakes)

Figure 19 in Group 2–2 of the 1965 Comet-Falcon-Fairlane-Mustang Shop Manual and Figure 20 of the 1966 Comet-Falcon-Fairlane-Mustang Shop Manual contain an error in the part description and numbers shown. The part listed as 2B160 – Gasket should read 2B134 – Bracket.

447 REVISED ENGINE SPECIFICATIONS

(1964, 1965 and 1966 – 330, 361 and 391 V-8 Truck Engines)

The wear limit specifications for cylinder bore out-of-round and taper have been revised on the subject engines to mini-

mize oil consumption. The changed specifications are as follows:

	WEAR LIMITS—INCH	
	FORMER	REVISED
Cylinder Bore Out-of-Round	0.005	0.003
Cylinder Bore Taper	0.010	0.005

448 EXTRA CAPACITY CARBURETOR AIR CLEANER (Service Replacement)

(Trucks With Super Duty Engine)

DESCRIPTION

A new extra capacity air cleaner (Part No. C5TZ-9600-Y) is being released as an optional service replacement for the standard air cleaner (Part No. C1TZ-9600-G) when required by extremely dusty conditions.

This new extra capacity air cleaner is of a two-stage dry type. The primary stage, consisting of a centrifugal precleaner and a rubber vacuator valve, automatically discharges about 75% of the dust before it reaches the second state.

The second stage consists of a new dry-type filter element (Part No. C5TZ-9601-A).

The new extra capacity air cleaner is interchangeable with the standard unit for installation on all models with super duty engines. When installing this air cleaner on F-, T-, C-, and CT-Series trucks equipped with a closed crankcase ventilation system, the tee and hose connections that were used with the standard cleaner (Part No. C1TZ-9600-G) should be discarded. The hoses from the oil filler caps are then connected to an emission hose connector which is provided on the extra capacity cleaner (Part No. C5TZ-9600-Y). On trucks with an open system this special air cleaner is simply mounted on the carburetor and the plugs are left in the emission connector.

A restriction indicator located at the rear of the air cleaner signals the need for service. It is designed as a small cylinder with a plastic window. Inside the cylinder a bright red colored piston (signal) operates against a spring. The indicator is connected by a tube to the air flow in the cleaner. As the filter element accumulates dirt, it restricts the flow of air through the cleaner. This increased restriction causes an up-and-down vibration of the red piston which can be observed through the plastic window. If the air cleaner becomes clogged or is not working properly, the signal (red piston) is locked down in full view through the plastic window.

MAINTENANCE SCHEDULE

The dry type filter element (Part No. C5TZ-9601-A) should be cleaned every

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MAINTENANCE OPERATIONS

Cleaning dry type elements by washing is preferable to cleaning by compressed air. **Use the air jet method only when suitable washing facilities are unavailable.**

PROCEDURE FOR WASHING AIR CLEANER ELEMENT

1. Pour warm water (105°F) into a suitable container, large enough to completely submerge the element.

2. Add a low sudsing detergent, one cup for every five gallons of water, and mix thoroughly. (Any domestic type detergent recommended for automatic washers can be used.)

3. Immerse the filter element in the solution and move the element up and down, swishing it in such a manner as to force the solution through the pleated paper. Continue the washing action for at least three to five minutes to assure dislodging of all foreign matter. If dirt or contaminants are stubbornly ingrained or caked in the element, soak the element in the solution for fifteen minutes and then repeat the washing action.

4. Remove the element and discard the detergent solution.

5. Refill the container with clean warm water and rinse the element thoroughly, using the same swishing motion as when washing in step three. A thorough rinsing is of utmost importance to assure that all foreign material is completely removed. Rinsing may also be accomplished with clean water from a hose (maximum pressure 40 psi), if care is used so that the full velocity of the water stream is not concentrated in one area to cause rupturing of the element.

6. Remove excess water by hand, shaking the element with a whipping action. Allow the element to air dry before reusing (especially in winter to prevent freezing). A fan or air draft may be used to hasten drying, but **DO NOT HEAT THE ELEMENT** in any way.

CAUTION: An air jet on a wet element may result in a rupture.

PROCEDURE FOR CLEANING AIR CLEANER ELEMENT WITH AIR JET

1. Remove the element from the air cleaner assembly, and inspect it for damage or leaks. If the filter element is especially oily or soot laden, washing is recommended to restore it to a "clean" condition.

2. Direct the air blast up and down the pleats on the clean side of the element with the following precautions:

(a) Air pressure should not exceed 100 PSI.

(b) Maintain a reasonable distance between nozzle and filter (5-6 inches minimum) so that the paper is not ruptured by the air jet.

(c) Do not allow dislodged dust particles to fall on the clean side of the element.

(d) Apply the air jet in a direction opposite to that of engine intake air.

3. Continue application of the air jet until dust accumulation is removed (5-10 minutes).

INSPECTION

1. Inspect the cleaned element for possible damage, rupture, pin holes or cracks. A light source on the inside of the element will greatly assist this operation. Any filter elements in doubtful condition should be replaced.

2. If there is any evidence of incomplete cleaning found during inspection, repeat the cleaning procedure.

3. When installing the "cleaned" element in the air cleaner housing, inspect the housing for possible leaks, damage,, or poor connection that may allow dirt to enter the induction system.

449 TRANSMISSION SHIFT LEVER BUZZ

(1965 Mustang - Standard Transmission)

Customer complaints of transmission shift lever buzz on subject vehicles are caused by inadequate isolation of the transmission shift lever. **Any** metal to metal contact between the shift lever and its mating saddle or the shift lever and trunnion guides will cause this complaint. The shift lever must be **completely** isolated from any other metal components.

To find the shift lever grounding location causing the noise, remove the carpet sufficiently to gain access to the shift lever boot and remove. By this means, the lever can be inspected in its environment to assure complete correction. Carefully inspect the locations indicated in the following illustrations. Check these locations in each gear position and grind the shift lever as required to provide the .020 inch clearance recommended.

Replace the rubber trunnion springs in the shift lever (part number C2AZ-7208-B) and apply a light coating of ESA-M1C75-A (part number C3VY-19586-A) to the trunnion springs and trunnion friction surfaces. The shift lever should fit tightly between the trunnion guides. Replace the shift lever attaching grommets (part number 379998-S) and be sure the shift lever attaching bolt metal washers are not making metal contact with the shift lever on final replacement. Replace the shift lever boot and carpet and roadtest the unit to complete the repair.

WARRANTY STATUS - REIMBURSABLE
Oper. : SP-7210-A-65
Time : 1.0 hrs.

450 ADDITIONAL 3.03 THREE-SPEED MANUAL TRANSMISSION GEAR RATIOS

(All 1966 Comet, Falcon, Fairlane and Mustang Cars Equipped With A 3.03 Three-Speed Manual Transmission)

The subject cars have been built with 1965 3.03 three-speed manual transmissions. These transmissions, Models HEF-CT and CV, will be used until approximately November 1, 1965, then replaced with transmissions, Model HEF-CX and CW, respectively, to provide different gear ratios.

The gear ratios for the new transmission assemblies are outlined in the specification section of the 1966 Comet, Falcon, Fairlane, and Mustang Shop Manual.

The gear ratios for the 1965 transmissions are as follows:

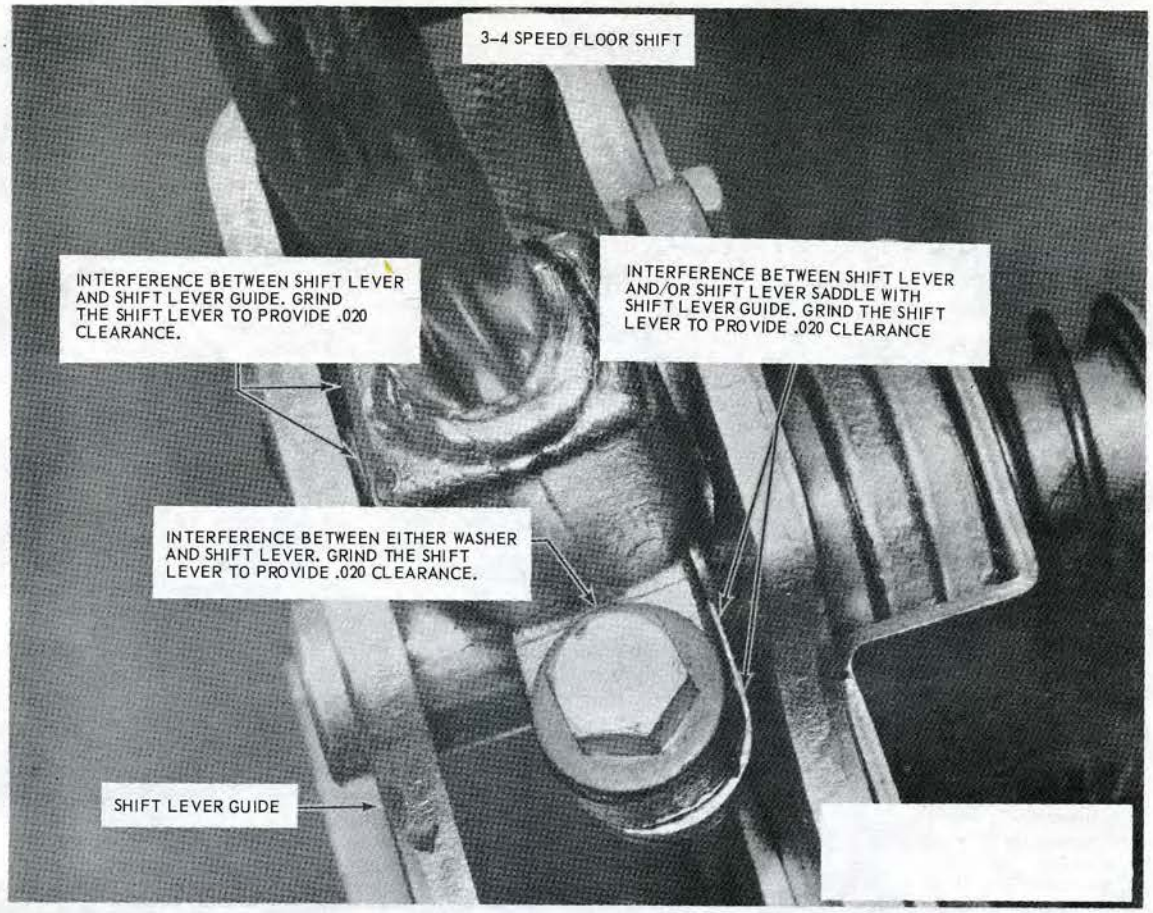

Figure 6 – (Article 450)

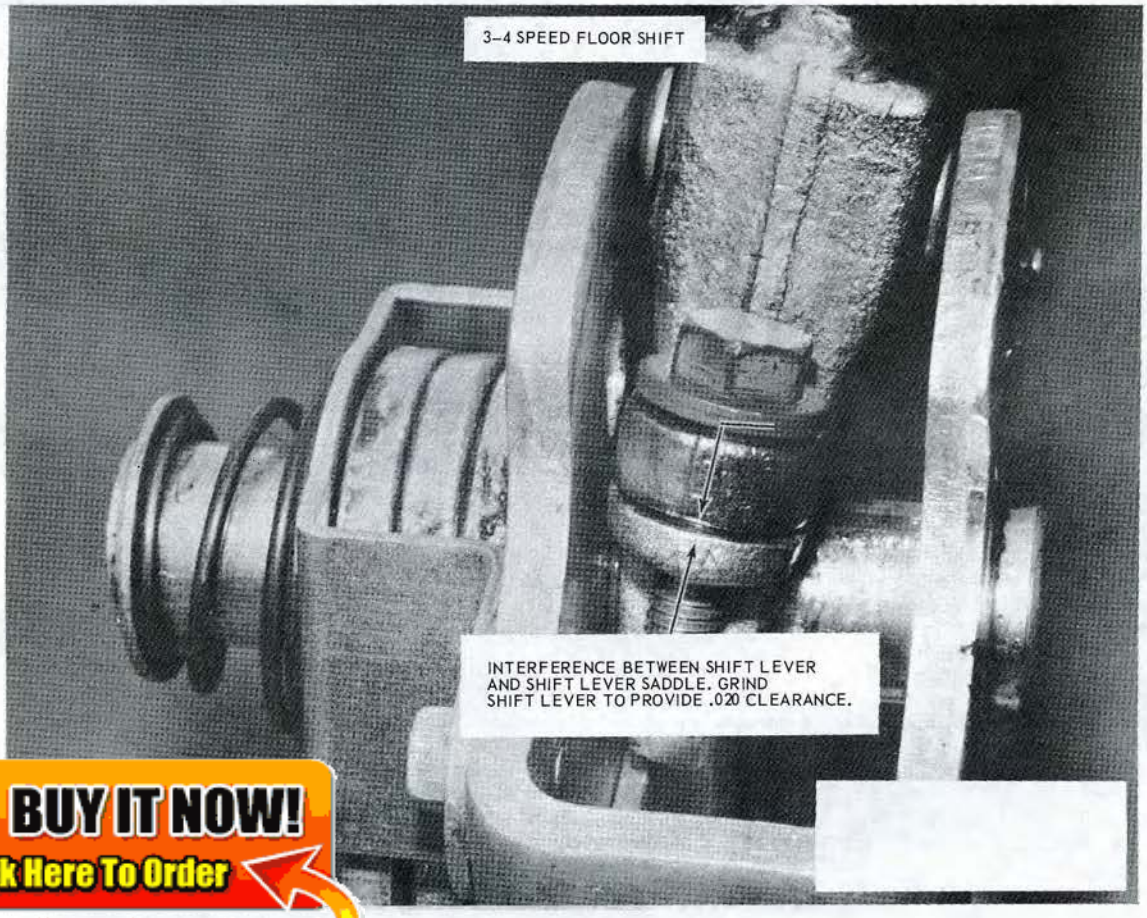

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Figure 7 – (Article 450)

CAR USAGE	TRANSMISSION MODEL	ENGINE CID	RATIOS			
			1st	2nd	3rd	Rev.
Fairlane	HEF-CT	200-1V H.D. 289-2V	2.79	1.70	1.00:1	2.87
Falcon and Comet	HEF-CT	289-2V-4V	2.79	1.70	1.00:1	2.87
Mustang	HEF-CV	289-2V-4V	2.79	1.70	1.00:1	2.87

451 WARNER GEAR FOUR-SPEED MANUAL TRANSMISSION

(1966 Mustang with 289-2V 4V P. F. Engines)

Effective Job 1, 1966, a Warner Gear four-speed manual transmission, Model HEK-AD, will be used alternately with the Ford design four-speed transmission to supplement production requirements for the subject cars.

The service procedures for the Warner Gear transmission are basically the same as described in the 1965 Comet, Falcon, Fairlane and Mustang Shop Manual. Disassembly and assembly procedures, however, have been revised as outlined below.

Refer to the disassembly procedures in the 1965 Shop Manual, Page 6-46, and replace items 15 through 21 as follows:

15. To disassemble the output shaft, remove the spacer from the front of the output shaft pilot diameter. Remove the small snap ring at the front of the shaft and slide the third and fourth-speed gear synchronizer assembly (Fig. 15), third-speed gear synchronizer blocking ring, and third-speed gear (Fig. 16) off the shaft.

16. Remove the output shaft rear oil seal. Remove the snap ring that secures the speedometer drive gear on the output shaft and slide the gear off the shaft. Remove the speedometer gear drive ball.

17. Spread the retaining snap ring (Fig. 19) and press or tap the adapter plate off the output shaft rear bearing. Remove the snap ring and spacer retaining the output shaft bearing to the shaft. Press the bearing off the shaft (Fig. 20).

18. Slide the first-speed gear and first-speed gear synchronizer blocking ring off the rear of the shaft. Remove the snap ring which retains the first and second-speed synchronizer to the shaft.

Slide the synchronizer, second-speed gear synchronizer blocking ring, and second-speed gear off the shaft.

19. To disassemble the extension housing, first remove the oil seal as shown in Fig. 1, Page 6-2. If necessary to replace the extension housing bushing, do so after reinstalling the extension housing, so that the tool shown in Fig. 2, Page 6-2, will be supported by the output shaft.

Pull the reverse shift fork from se shift shaft and cam. Remove hammer to loosen it if necessary. Remove the O-ring seal from the shaft.

Refer to the assembly procedures in the 1965 Shop Manual, Pages 6-49 and 6-50, and replace items 5 through 18 as follows:

5. Working from the rear of the output shaft, slide the second-speed gear on the shaft with the clutch teeth and tapered synchronizer end toward the rear. Install a blocking ring with the clutch teeth toward the front of the output shaft.

6. Install the first and second-speed synchronizer, lining up the synchronizer inserts with the notches in the second-speed gear blocking ring. The synchronizer sleeve long taper should face the rear. Install the synchronizer retaining snap ring on the shaft. Position the first-speed gear synchronizer blocking ring on the first and second-speed gear synchronizer, aligning the notches in the blocking ring with the inserts in the synchronizer. Install the first-speed gear on the shaft with the tapered hub facing forward.

7. Position the output shaft rear bearing on the output shaft with the snap ring groove in the bearing race facing forward. Press the bearing on the shaft and install the spacer and the thickest snap ring that can be assembled with all parts stacked tight against the end.

8. Install the adapter plate on the output shaft rear bearing by spreading the snap ring in the adapter plate and tapping or pressing the plate over the bearing (Fig. 19.) Release the snap ring.

9. Position the reverse sliding gear on the output shaft with the shift collar toward the rear. Install the speedometer gear drive ball and drive gear. Secure the gear with a snap ring.

10. Install the output shaft rear oil seal.

11. Working from the front of the output shaft, position the third speed gear on the shaft with the tapered end of the hub facing forward. Position the third-speed gear synchronizer blocking ring on the taper of the third-speed gear with the notches in the blocking ring facing forward. (Fig. 16.)

12. Position the third and fourth-speed gear synchronizer assembly on the output shaft, lining up the synchronizer inserts with the notches in the third-speed gear blocking ring. Install the third and fourth-speed synchronizer retaining snap ring (Fig. 15.), selecting the thickest snap ring that will assemble with all parts stacked endwise.

13. Install the spacer on the pilot diameter at the front of the output shaft.

14. Position the output shaft seal on the output shaft.

15. Working through the output shaft opening, install the reverse gear front idler and thrust washer in the case as shown in Fig. 11.

16. Make sure that the fourth-speed synchronizer blocking ring is in place on the input shaft gear and that the input shaft pilot rollers are installed. Apply a gasket to the rear of the case. Position the output shaft in the transmission case and move it forward, lining up the notches in the fourth-speed blocking ring with the inserts in the third and fourth-speed synchronizer. Line up the dowel pin in the adapter with the locating hole in the main case and push or tap the output shaft and adapter into position. Install the self-locking bolt retaining the adapter plate to the transmission case and torque it to specifications.

17. Install the reverse gear rear idler gear (Fig. 9).

18. Install a new O-ring seal on the reverse idler shaft and lubricate the seal and reverse idler bore in the extension. Line up the retaining pin holes in the idler shaft and extension housing and tap the shaft into the housing with a soft hammer. Coat the retaining pin with oil resistent sealer and install the pin flush with the outside of the housing.

Identification and gear ratios are as follows:

TRANS. MODEL	CAR USAGE	ENGINE CID	RATIOS				
			1st	2nd	3rd	4th	Rev.
HEK-AD	Mustang	289-2V-4V	2.64	2.10	1.60	1.1	2.71

452 AIR CLEANERS – N SERIES WITH CUMMINS DIESEL ENGINE

(N950-1100-D, NT850-950-D)

Due to scattered reports of water entry into the air cleaner on these trucks a new air cleaner has been released with an improved rain cap to prevent water entry. This change was effective in production with units built after 3-1-65.

The part number for the new air cleaner is C3TZ9600-W.

WARRANTY STATUS - REIMBURSABLE
Oper. : SP-9600-B-65
Time : 0.5 hrs.

453 WIND WHISTLE AND/OR NOISE

(1965 Mustang, Falcon, Fairlane)

Wind whistle and/or noise has been experienced on some 1965 vehicles when the tie rod adjusting sleeve slots are facing forward into the air stream.

This noise occurs at 30 to 40 miles per hour. When a customer complains of a wind whistle or noise underneath vehicle, the tie rod sleeves should be inspected for slot positioning. If the slots are facing forward they should be filled with body sealer or any caulking that will not wash away.

WARRANTY STATUS – NON-REIMBURSABLE

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454 TURN SIGNAL PROBLEM DIAGNOSIS

(All 1963-1966 Passenger Cars Except Thunderbird)

Since many turn signal components – flashers, switches, and bulbs, are being received in the Recall Parts Program which are good parts, it is indicated that additional aid is needed in diagnosing turn signal problems.

Find below typical complaints, their probable cause, and a simplified test which will confirm what correction is necessary. The requirements are a 12 volt test light, and a known good bulb and flasher. A known quality turn signal switch is also convenient but not absolutely necessary. It should be noted that a turn signal switch can be plugged in the multiple disconnect under the dash for diagnosis much more easily than removal of the steering wheel and switch from the hub.

(1) **Complaint:** One front turn signal light will not operate. Dash panel indicator operates and parking light operates.

Possible Causes:

a. Burned out or broken light bulb filament.

b. A defect in that part of the circuit between the light socket and the lead disconnect.

Test:

a. Substitute a good bulb. If bulb does not light, use following test.

b. Check for power at the turn signal light socket terminal. (See Fig. 8.) If there is no power, check for power at the connections between the light socket and the terminal block.

(2) **Complaint:** The turn signals on one side of the car will not operate. The dash panel indicator light does not flash.

Possible Cause:

a. One or both turn signal lamps burned out.

b. Defective indicator bulb.

c. Defective turn signal switch.

Test:

a. Test signal lamps.

b. Check dash indicator bulb.

c. Disconnect the turn signal switch wiring at the quick disconnect plug and temporarily substitute a new switch by plugging it in at the multiple disconnect. If with the new switch the system functions properly, it may be assumed the original switch is defective. See tests under Item 8 for additional switch problems. If the system does not function properly, check the wiring beyond the multiple plug for breaks or a loose connection.

d. If a substitute switch is not available, by-pass the turn signal switch. At the multiple disconnect nearest the switch, connect a jumper wire between the turn signal flasher output terminal and the turn signal light terminal. If both the front and rear turn signal lights operate the original switch is defective. If the signal lights do not operate, the wires beyond the plug are loose or broken. See tests under Item 8 for additional switch problems.

(3) **Complaint:** One rear turn signal light does not operate. The stop lights do not operate. The tail lights do not operate.

Possible Cause:

a. Bulb filaments burned out or broken.

b. A defect in that part of the circuit between the turn signal switch and the bulb socket.

c. Defective turn signal switch.

Test:

a. Substitute a known good bulb. If the bulb does not light go to the following test.

b. Disconnect the bulb socket from the wiring harness. Check for power at the wiring harness connector. If there is power, the socket assembly is defective. If there is no power, check for power at each disconnect, starting at the light socket and going toward the switch.

c. Replace switch after performing switch tests. See tests under Item 8, prior to replacing switch.

(4) **Complaint:** All turn signals do not operate.

Possible Cause:

a. Burned out fuse (if so equipped).

b. Defective flasher.

c. A defect in that part of the circuit from the flasher to the switch.

Test:

a. Install a good fuse. If the lights do not operate, see Test b.

b. Substitute a known good flasher. If the lights do not operate, see Test c.

c. Check for power at all circuit disconnects between the flasher and the ignition switch. Check for power at each connector between the ignition switch and the turn signal switch disconnect.

(5) **Complaint:** The dash indicator light does not operate. Turn signal lights operate.

Possible Cause:

a. Burned out or broken light bulb filament of indicator light.

b. A defect in that part of the circuit between the indicator bulb socket and the lead disconnect.

Test:

a. Substitute a known good bulb. If the indicator bulb does not light see Test b.

b. Check for power at each connection in that part of the circuit between the bulb socket and the terminal block.

(6) **Complaint:** Indicator light comes on but does not flash.

Possible Cause:

a. One turn signal lamp inoperative.

b. Wrong flasher unit.

Test:

a. Visually inspect the front and rear turn signal lights with the indicator selector turned on. One or the other will probably not light. Substitute a known good bulb. If the good bulb does not light, check for an open in the circuit to the bulb. Check for power at each connection starting at the socket. The defective part will be found between the connections where the test bulb does not light and the next connection where it does light. If the test bulb does not light at any point, the flasher is not operating properly. See Test b.

b. Substitute the correct flasher.

(7) **Complaint:** Flasher slows down and stops when engine is idling.

Possible Causes:

a. Defective flasher.

b. Low power from the charging circuit.

c. Engine idle too slow.

Test:

a. Substitute a known good flasher. If this does not remedy the situation go to Test b.

b. Low power from the charging system may be determined by a test of the charging system. Refer to the appropriate Shop Manual for the proper procedure.

c. Slow engine idle. Refer to the appropriate Shop Manual for proper adjustment.

(8) **Complaint:** Lack of canceling from a turn (dash panel indicator light remains on).

Possible Causes:

a. Steering shaft not centered in steering column.

b. Loctite in the turn signal mechanism creating a binding condition.

c. Turn signal switch not located in best position in relation to canceling cam.

Test:

a. Under the hood, check if the steering shaft is properly centered in the lower end of the steering column. Center if required by loosening the column to dash panel attachment and shifting the column in relation to the shaft. Recheck for proper canceling.

b. If an excessive amount of loctite was used to retain the lever, and some of this material worked into the switch mechanism, it can cause a binding condition. Observe visually.

c. In event the above does not correct the canceling malfunction remove the steering wheel from the shaft. Mark the location of the canceling cam on the hub, then remove the turn signal canceling cam from the wheel assembly hub. Cut a piece of .020 shim stock to size, 1/2 inch wide and 2-1/4 inches long, and form the shim to fit around the steering wheel hub, covering the same area as the canceling cam assembly. Reinstall the steering wheel, torque the retaining nut to specification and install the horn ring assembly. Check for proper turn signal and horn operation.

This specific correction, shimming the canceling cam, can be handled under operation SP 13319-A-65. Recommended labor time for this operation is 0.4 hrs. This operation is reimbursable in accordance with the provisions of the Warranty and Policy Manual.

A number of miscellaneous complaints other than those above may be caused by external circumstances. For example, a customer who occasionally uses small utility trailers, may pierce the existing tail lamp wiring for signal light operation. This causes excessively fast turn signal blinking due to the additional wires and bulbs. This excessive flashing rate may contribute to premature flasher failure. It is recommended that the heavy duty turn signal flasher (6AZ-13350-A) be used on these vehicles.

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If trailers with multiple lights are to be used, it is recommended that a separate relay and additional circuit breaker protection be provided for the additional load.

The service installation of some accessories may also influence turn signal operation. If an accessory ammeter is installed with power leads too small in diameter, the turn signals will flash too slow or may even stop. The problem is similar to a defective generating system.

Therefore, as an added insight to unique turn signal problems, note if there are any after-market installed accessories on the vehicle. The source of power for their wiring inadvertently may influence turn signal operation.

The use of past model flashers, (silver color, 1962-1957) will also influence turn signal flashing rate when used with the current rear, stop, and turn signal lamps, (trade number 1157). The earlier type flasher will result in an overload and be accompained by an increase in flashing rate.

If the old style bulbs (trade number 1034) are used with the current flashers, when other accessories are operating it is possible the turn signals will stop blinking. To prevent occurrences such as this, use only genuine parts identified for a specific model.

455 CAMSHAFT REMOVAL

(All 401, 477 and 534 Truck Engines)

Removal of the valve rocker arm shaft assemblies and the cylinder heads when removing the camshaft, is no longer recommended. Instead, back off the valve lash adjusting screws turning the crankshaft as necessary to follow the firing order; then slide the rocker arms to one side and remove the push rods in sequence. Follow steps 3 through 6 under Camshaft Removal, page 8-152 of the 1965 Truck Shop Manual, Volume 2 to complete the removal of the camshaft.

456 CONVERTING 144 CID ENGINE TO 170 CID ENGINE

(All 144 CID Engines)

Converting a 144 CID engine to a 170 CID engine can be satisfactorily accomplished, but short-cut conversions must be avoided. Any attempt to use the 144 CID cylinder head, or any of certain other components, will result in **unsatisfactory performance and ultimate failure.**

If a 144 CID cylinder head is installed on a 170 CID short block, the compression ratio will immediately rise from 8.7 to 1 to approximately 10 to 1. Use of an extra head gasket to reduce this compression would have no appreciable effect, and would be conducive to water and/or compression leaks. Thus, a 170 CID head must be used on a 170 short block. It is most important to fully understand the basic differences between the two engines to realize what can or cannot be done. Note the following:

Crankshaft

	144 CID	170 CID
Stroke –	2.50	2.94

Connecting Rods

Length –	4.854	4.714
	4.856	4.716

Pistons

Regular Skirt	Extended Skirt

Any attempt to rework a 144 CID carburetor to be used on a 170 CID engine is not recommended.

Although the distributors are interchangeable, they must be recalibrated to conform to the specified advance curve for the 170 CID engine. It should also be noted that the distributor pilot bore bushing to be found in the blocks of recent manufacture may or may not have to be removed according to whether a ¼ in. or 5/16 in. hex drive distributor and intermediate shaft are used.

If conversions are made without respect to the above, excessive compression, overheating, rough operation, detonation, and burned pistons will result. Likewise, any attempt to convert a 170 CID engine to a 144 CID engine would involve a similar though different set of serious problems. Any conversion attempt should of course take into consideration compatibility of head and block components as to whether hydraulic or mechanical valve lifters are used.

It should be noted that Ford authorized engine rebuilders have been approved to make this conversion.

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