

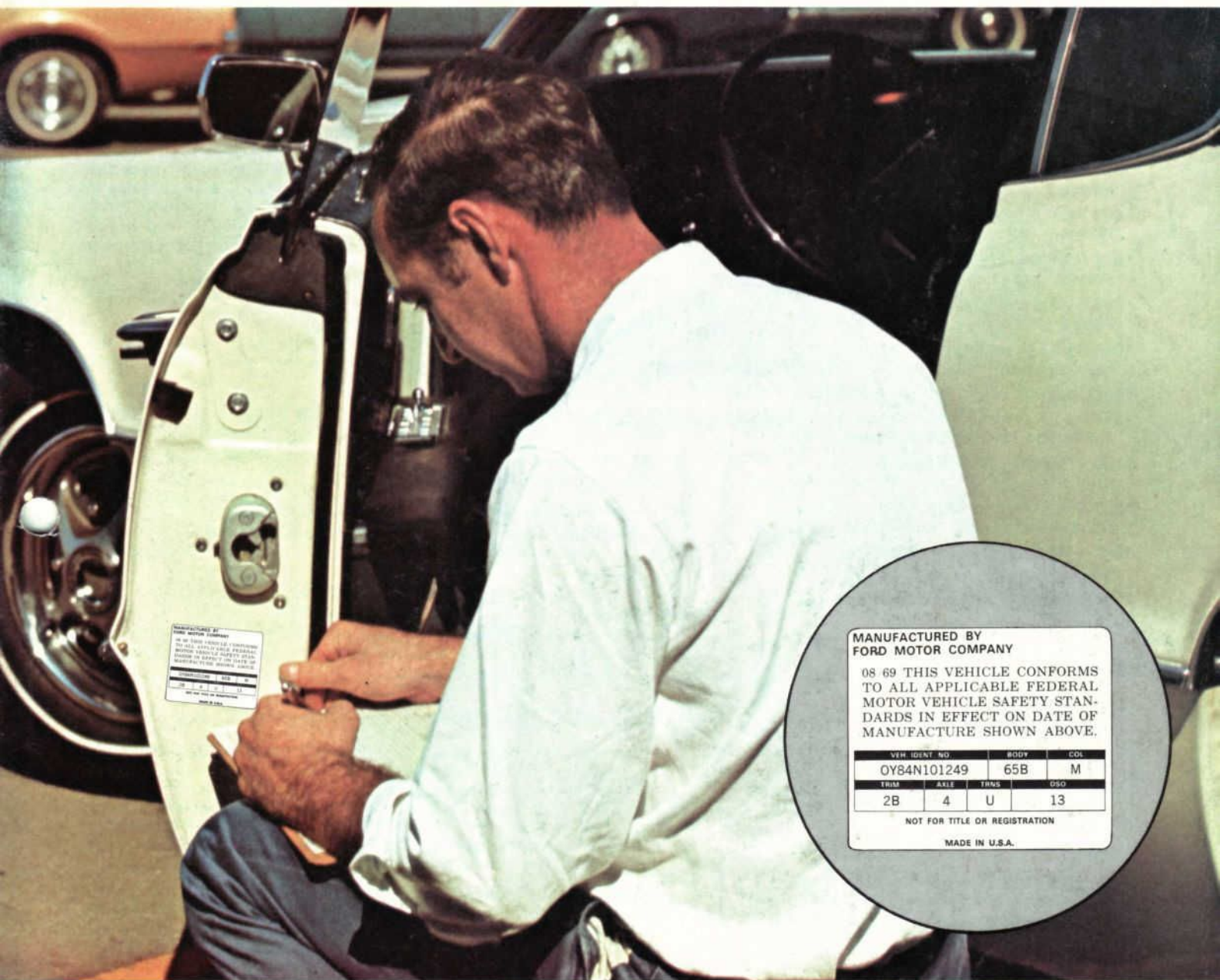
SHOP TIPS

Autolite



VOL. 8, NO. 2

OCTOBER, 1969



MANUFACTURED BY
FORD MOTOR COMPANY

08 69 THIS VEHICLE CONFORMS
TO ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY STAND-
ARDS IN EFFECT ON DATE OF
MANUFACTURE SHOWN ABOVE.

| VEH IDENT NO | BODY | COL | |
|--------------|------|------|-----|
| OY84N101249 | 65B | M | |
| TRM | AXLE | TRNS | DSO |
| 2B | 4 | U | 13 |

NOT FOR TITLE OR REGISTRATION

MADE IN U.S.A.

Technical parts and service information published by the Autolite-Ford Parts Division and distributed by Ford and Lincoln-Mercury dealers to assist servicemen in Service Stations, Independent Garages and Fleets.

**HOW TO READ THE IDENTIFICATION PLATES
ON 1963-1970 FORD MOTOR COMPANY
CARS AND TRUCKS**

SEE CENTER INSERT FOR TIMELY PROMOTIONS!

1963-1970 FORD MOTOR COMPANY VEHICLE IDENTIFICATION

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Be sure and file this and future bulletins for ready reference. If you have any suggestions for additional information that you would like to see included in this publication, please write to: Autolite-Ford Parts Division of Ford Motor Company, Merchandising Services Dept., P.O. Box 3000, Livonia, Michigan 48151.

The descriptions and specifications contained in this book were in effect at the time the publication was approved for printing. The Ford Motor Company, whose policy is one of continuous improvement, reserves the right to discontinue models at any time, or to change specifications or design without notice and without incurring obligation.



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DEARBORN, MICHIGAN

Nothing, but nothing builds profits and customer goodwill like doing it right . . . the first time. You can take a giant step toward this goal by correctly identifying the vehicle and component you're working on, before overhaul or ordering parts. All it takes is a quick look at the vehicle identification plate or label. It contains coded information such as Model Year, Body Type, Interior Trim, Exterior Paint Color, Transmission Type, Rear Axle Ratio, Engine and Carburetor Type.

These codes are stamped on a metal identification plate on all 1969 and earlier Ford-built cars. Codes for 1970 model cars appear on a new vinyl coated "Safety Standard Certification Label". The label says ". . . This vehicle conforms to all applicable Federal Motor Vehicle safety standards in effect on date of manufacture shown above." Tampering, alteration or removal of the label will cause its destruction or the appearance of the word VOID. 1969 and prior model Ford-built trucks also use a metal rating and warranty plate. 1970 model trucks continue to use this metal plate along with the new vinyl coated label. Truck labels have the same, or similar, safety standards statement and vehicle identification number, but no I.D. codes. Therefore, Truck, Bronco, and Econoline labels are not shown.

The color of the metal identification plate identifies the type of paint finish as follows:

FOR THE YEARS 1963-64-65 a *black* plate means the vehicle was painted with Non-Acrylic Enamel, and a *grey* plate means Acrylic Enamel was used.

FOR THE YEARS 1966-67-68-69 a *black* plate identifies a vehicle painted with Acrylic Enamel, and a *grey* plate Non-Acrylic Enamel.

NOTE: Lincoln Continental models use a *gold* plate and are only painted with Acrylic Enamel.

The identification plate or label is located as follows:

Passenger Cars, Falcon Club Wagons, Econolines—

Located on lock face of left front door, or left front body pillar.

Bronco—

Located on inside panel of glove box door.

Trucks—

Located on lock face of left front door, upper cowl panel in engine compartment, inside panel of glove box door, or right hand side of radiator support bracket.

D.S.O. CODES (Special Equipment)

Many vehicles such as police cars, taxis and trucks have special equipment installed. Special equipment is identified by a D.S.O. code. D.S.O. codes have been stamped into truck plates since 1957 and passenger cars since 1962. In addition, all vehicles with special equipment delivered since January 1962 have a blue envelope in the glove box containing a copy of the Special Equipment Parts List used on that particular vehicle. The selling dealer also has a similar yellow copy.

A typical D.S.O. number might be 11-0645. The 11 indicates the district (in this case Boston) in which the vehicle was delivered, and the 0645 means it was the 645th vehicle with special equipment delivered for the year. NOTE: On some plates, you may find a D.S.O. number such as 11-, without a second set of numbers. This is NOT a vehicle with special equipment. The number (11) refers only to the District (Boston) in which the vehicle was delivered.

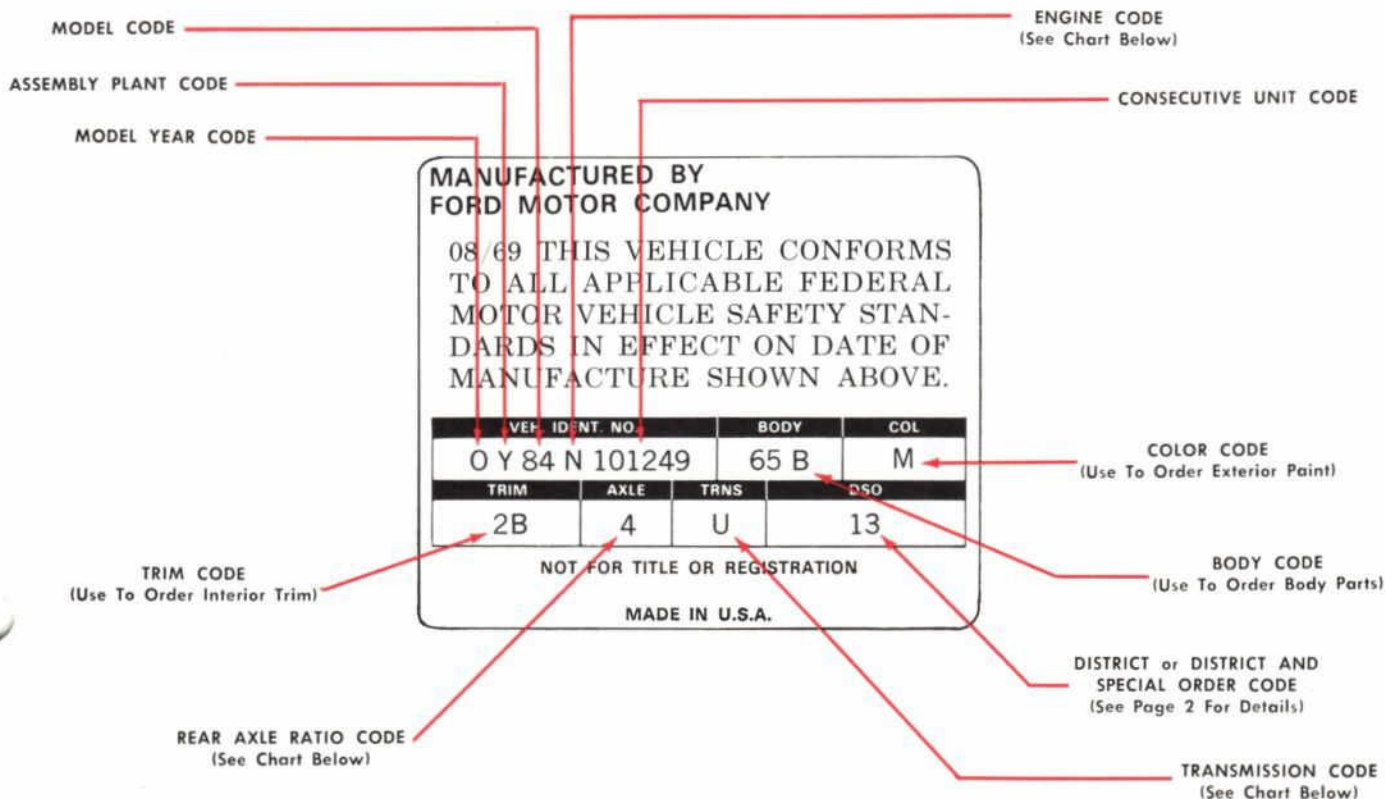
To order special equipment for vehicles delivered after January 1962, simply use the D.S.O. parts lists in the glove box. If the parts list is not available, then use the D.S.O. code on the identification plate. If neither is available, give your Ford or Lincoln-Mercury parts man any information stamped or stenciled on the part. He can then correctly deliver the part you need.

Heavy and extra heavy duty trucks built at the Louisville assembly plant since August 14, 1967 have a Truck Specification List in the glove box. It identifies the 37 major components used on the truck by part number. Special Order parts are identified by a (✓) or (X), and likewise can be ordered directly from your Ford Dealer.

1970

FORD and LINCOLN-MERCURY SAFETY STANDARD CERTIFICATION LABEL

- FORD • TORINO • FALCON • MAVERICK • MUSTANG
- THUNDERBIRD • RANCHERO • COUGAR • MONTEGO
- MERCURY • CONTINENTAL MARK III
- LINCOLN-CONTINENTAL



ENGINE CODES

| CODE | CYL | CID | CARB. VENTURI |
|-------|-----|------|-----------------------|
| A | 8 | 460† | 4V |
| B | 6 | 240* | 1V Police |
| C | 8 | 429 | 4V Cobra Jet |
| D | 8 | 302* | 2V Taxi |
| E | 6 | 240* | 1V Taxi |
| F | 8 | 302 | 2V |
| G | 8 | 302 | 4V Boss |
| H | 8 | 351 | 2V |
| J(C†) | 8 | 429 | 4V Cobra Jet Ram Air |
| K | 8 | 429 | 2V |
| L | 6 | 250 | 1V |
| M | 8 | 351 | 4V |
| N | 8 | 429 | 4V |
| P | 8 | 428 | 4V Police Interceptor |
| Q | 8 | 428 | 4V Cobra Jet |
| R(Q†) | 8 | 428 | 4V Cobra Jet Ram Air |
| T | 6 | 200* | 1V |
| U | 6 | 170* | 1V |
| V | 6 | 240 | 1V |
| Y | 8 | 390 | 2V Regular Fuel |
| Z | 8 | 429 | 4V Boss |

†L-M only
*Ford only

TRANSMISSION CODES

| CODE | TRANSMISSION TYPE |
|----------------|--------------------------------------|
| Manual | |
| 1 | 3 Speed |
| 5 | 4 Speed Wide Ratio (2.78 1st Gear) |
| 6 | 4 Speed Close Ratio (2.32) 1st Gear) |
| Semi Automatic | |
| V | 3-Speed Stick Shift |
| Automatic | |
| U | C6 (XPL) |
| W | C4 (XP3) |
| X | Cruise-O-Matic (FMX) |
| Z | C6 (XPL Special) |

REAR AXLE RATIO CODES

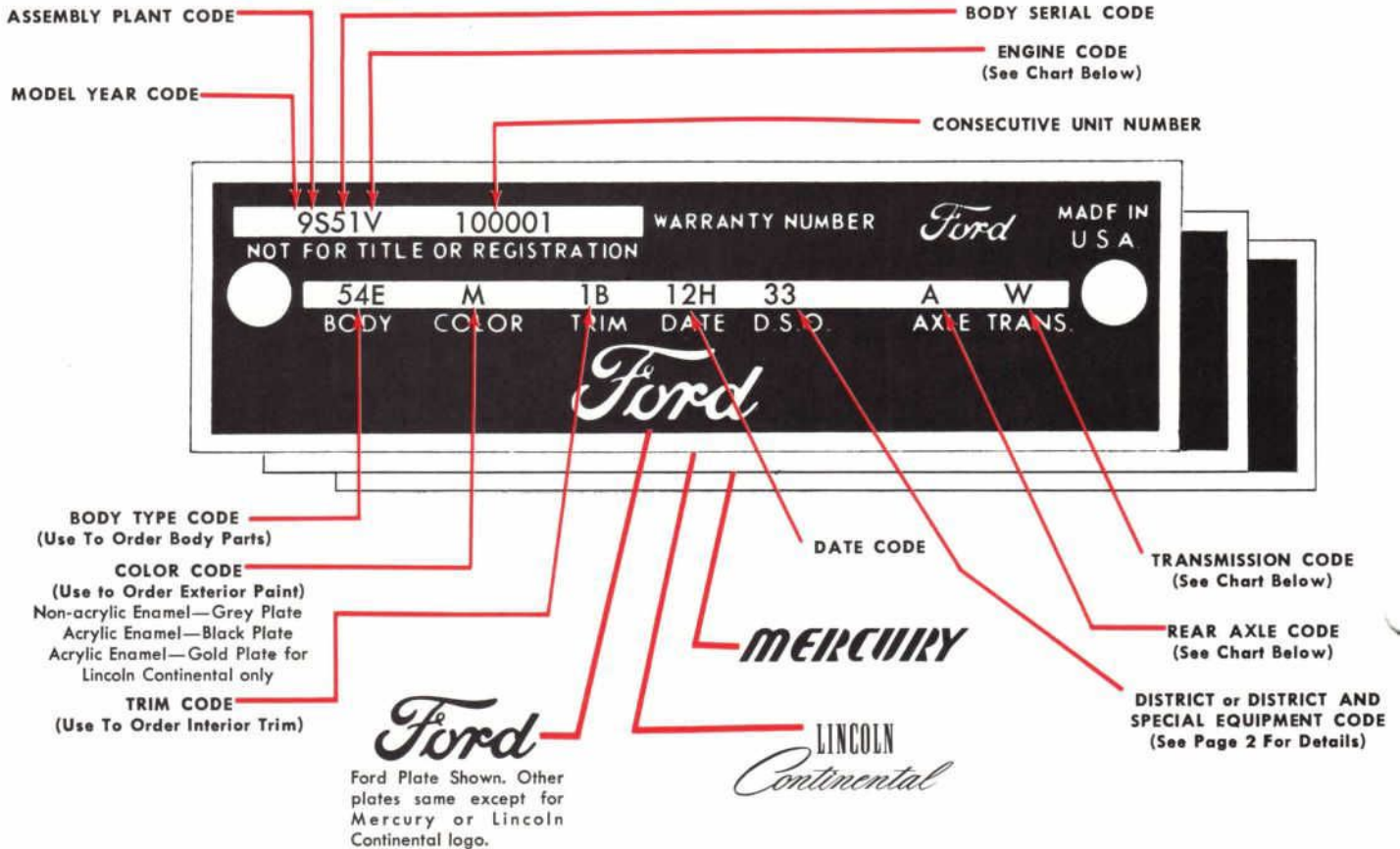
| REGULAR | RATIO | LOCKING |
|---------|--------|---------|
| 2 | 2.75:1 | K |
| 3 | 2.79:1 | — |
| 4 | 2.80:1 | M |
| 5 | 2.83:1 | — |
| 6 | 3.00:1 | ∅ |
| B | 3.07:1 | — |
| C | 3.08:1 | — |
| 8 | 3.20:1 | — |
| 9 | 3.25:1 | R |
| A | 3.50:1 | S |
| — | 3.91:1 | V |
| — | 4.30:1 | W |



1969

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD
- MUSTANG • RANCHERO • COUGAR • MONTEGO
- MERCURY • CONTINENTAL MARK III
- LINCOLN-CONTINENTAL



ENGINE CODES

| CODE | CYL | CID | CARB VENTURI |
|------|-----|------|-------------------------|
| A | 8 | 460† | 4V |
| B | 6 | 240* | 1V Police |
| D | 8 | 302 | 2V Police & Taxi |
| E | 6 | 240 | 1V Taxi |
| F | 8 | 302 | 2V |
| H | 8 | 351 | 2V |
| K | 8 | 429 | 2V |
| L | 6 | 250 | 1V |
| M | 8 | 351 | 4V |
| N | 8 | 429 | 4V |
| P | 8 | 428 | 4V Police Interceptor |
| Q | 8 | 428 | 4V Cobra Jet |
| R | 8 | 428 | 4V Cobra Jet Ram Air |
| S | 8 | 390 | 4V Improved Performance |
| T | 6 | 200* | 1V |
| U | 6 | 170* | 1V |
| V | 6 | 240 | 1V |
| X | 8 | 390† | 2V Premium Fuel |
| Y | 8 | 390 | 2V Regular Fuel |

†L-M only
*Ford only

TRANSMISSION CODES

| CODE | TRANSMISSION TYPE |
|------------------|-------------------------------------|
| <u>Manual</u> | |
| 1 | 3 Speed |
| 5 | 4 Speed Wide Ratio (2.78 1st Gear) |
| 6 | 4 Speed Close Ratio (2.32 1st Gear) |
| <u>Automatic</u> | |
| U | C6 (XPL) |
| W | C4 (XP3) |
| X | Gruise-O-Matic (FMX) |
| Z | C6 (XPL Special) |

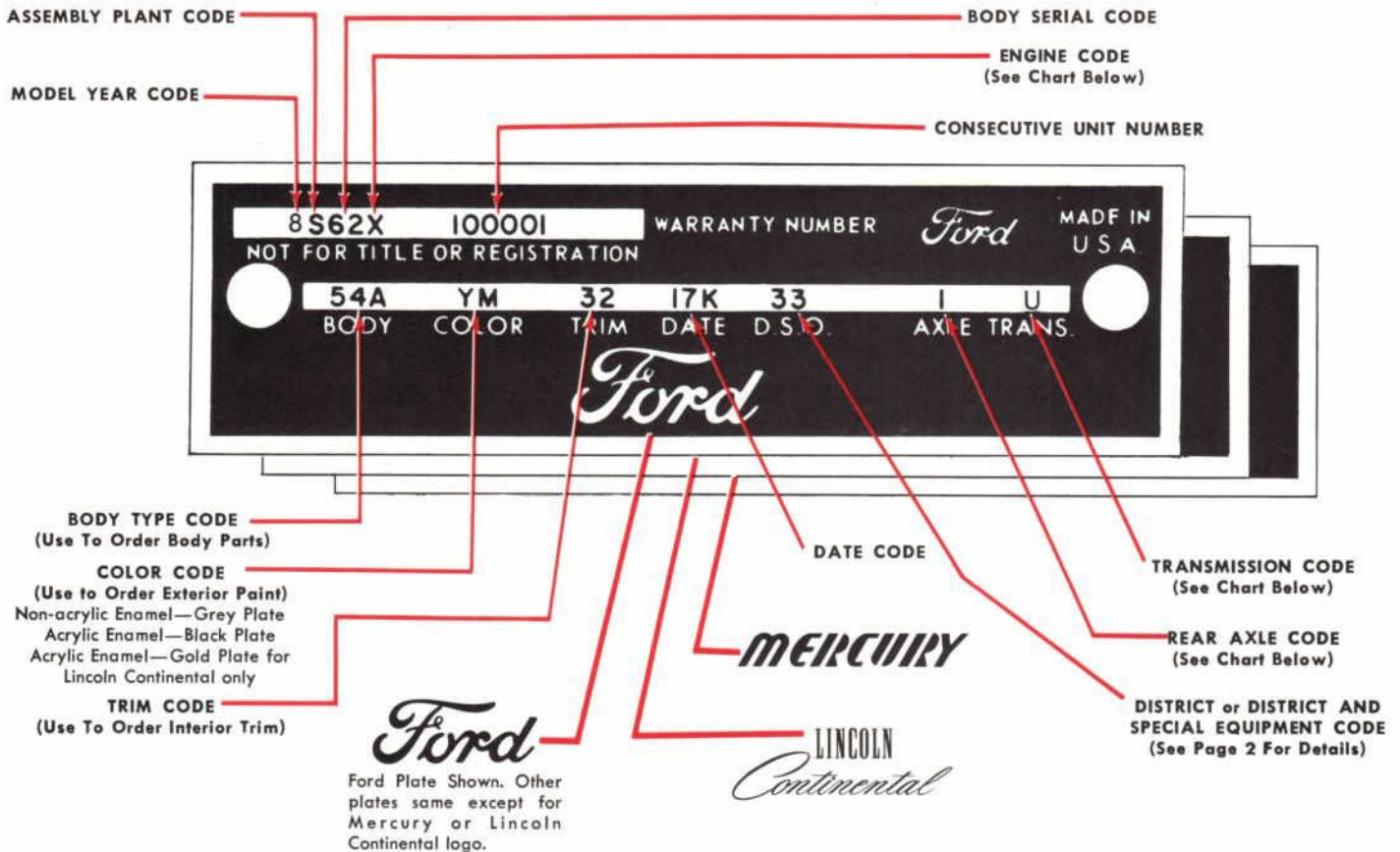
REAR AXLE RATIO CODES

| REGULAR | RATIO | LOCKING |
|---------|-----------------------|---------|
| F | 2.35:1 (Mustang only) | — |
| 2 | 2.75:1 | K |
| 3 | 2.79:1 | — |
| 4 | 2.80:1 | M |
| 5 | 2.83:1 | — |
| 6 | 3.00:1 | Ø |
| C | 3.08:1 | U |
| 7 | 3.10:1 | — |
| 8 | 3.20:1 (Falcon only) | Q |
| 9 | 3.25:1 | R |
| A | 3.50:1 | S |
| — | 3.91:1 | V |
| — | 4.30:1 | W |

1968

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD
- MUSTANG • RANCHERO • MERCURY
- COUGAR • MONTEGO • LINCOLN-CONTINENTAL



ENGINES CODES

| CODE | CYL. | CID | CARB. VENTURI |
|------|------|------|------------------|
| A | 8 | 289 | 4V (Prem. Fuel) |
| B | 6 | 240* | 1V (Police) |
| C | 8 | 289* | 2V |
| E | 6 | 240* | 1V (Taxi) |
| F | 8 | 302 | 2V |
| G | 8 | 462† | 4V (Lin.-Cont.) |
| H | 8 | 390* | 2V Auto. Trans. |
| J | 8 | 302 | 4V |
| K | 8 | 289* | 4V (Special) |
| N | 8 | 429* | 4V |
| P | 8 | 428 | 4V (Police) |
| Q | 8 | 428 | 4V |
| R | 8 | 427 | 8V (Hi-Perf.) |
| S | 8 | 390 | 4V (GT) |
| T | 6 | 200 | 1V |
| U | 6 | 170* | 1V |
| V | 6 | 240* | 1V |
| W | 8 | 427 | 4V (Hi-Perf.) |
| X | 8 | 390† | 2V (Prem. Fuel) |
| Y | 8 | 390 | 2V (3-Spd. Man.) |
| Z | 8 | 390 | 4V |

*Ford Only
†L-M Only

TRANSMISSION CODES

| CODE | TRANSMISSION TYPE |
|------|----------------------------|
| 1 | 3 Speed Manual Shift |
| 5 | 4 Speed Manual Shift |
| U | C6 Automatic (XPL) |
| W | C4 Automatic (XP3) |
| X | Cruise-O-Matic (FMX)* |
| Y | Cruise-O-Matic (MX)* |
| Z | C6 Automatic Special (XPL) |

*Ford Only

REAR AXLE RATIO CODES

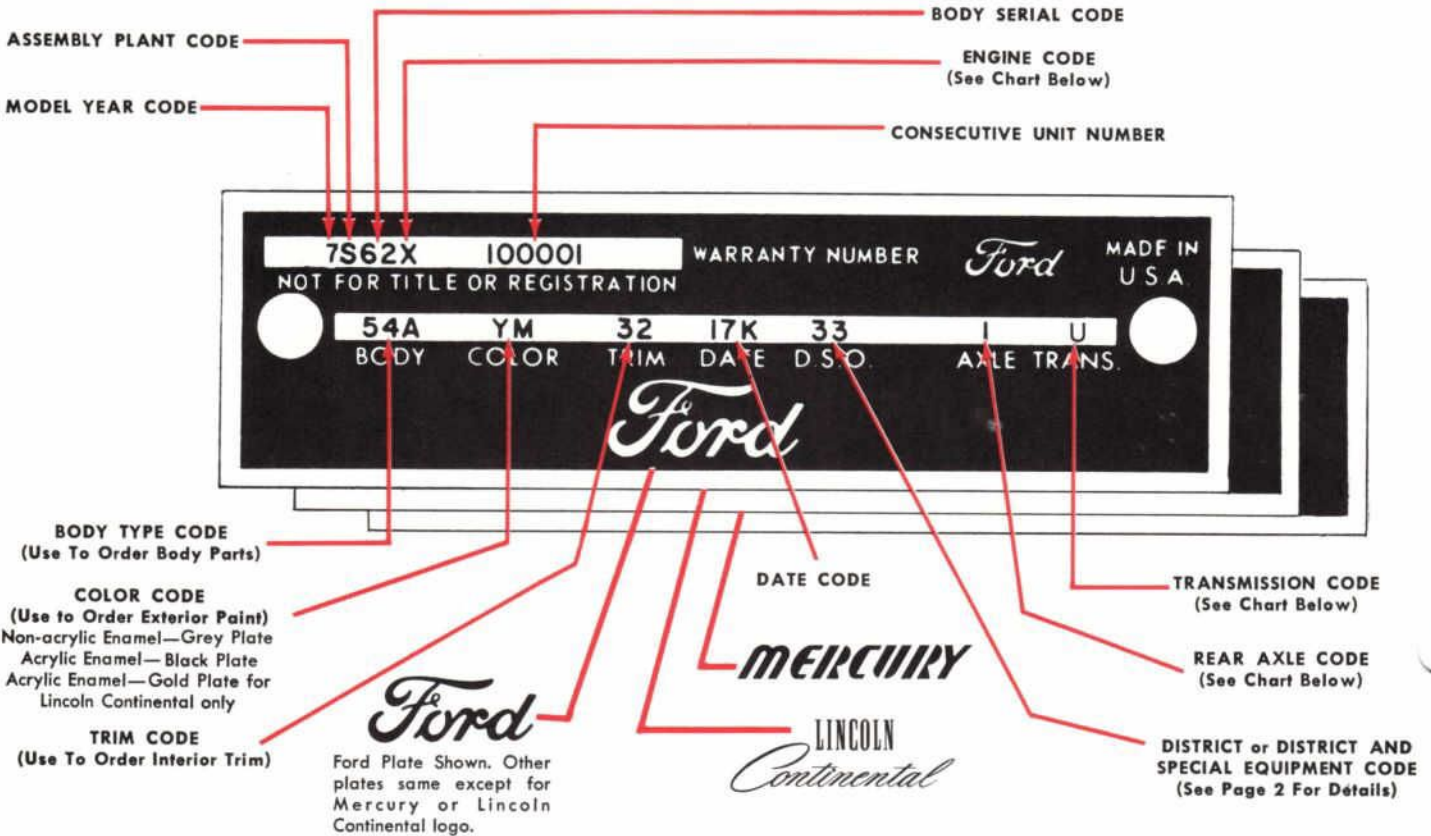
| REGULAR | RATIO | LOCKING |
|---------|-------------------|---------|
| 0 | 2.50:1 | — |
| 1 | 2.75:1 | A |
| 2 | 2.79:1 | B |
| 3 | 2.80:1 | C |
| 4 | 2.83:1 | D |
| 5 | 3.00:1 | E |
| 6 | 3.20:1 | F |
| 7 | 3.25:1 | G |
| 8 | 3.50:1 | H |
| 9 | 3.10:1 (L-M Only) | — |



1967

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG
- RANCHERO • MERCURY • LINCOLN-CONTINENTAL
- COUGAR • MERCURY INTERMEDIATE



ENGINE CODES

| CODE | CYL. | CID | CARB. VENTURI |
|------|------|------|--------------------|
| A | 8 | 289 | 4V (Prem. Fuel) |
| B | 6 | 240* | 1V (Police) |
| C | 8 | 289 | 2V |
| D | 8 | 427* | 8V (Hi-Perf. SOHC) |
| E | 6 | 240* | 1V (Taxi) |
| G | 8 | 462 | 4V (Lin.-Cont.) |
| H | 8 | 390 | 2V (Auto. Trans.) |
| K | 8 | 289 | 4V (Hi-Perf.) |
| L | 8 | 427* | 4V (Hi-Perf. SOHC) |
| P | 8 | 428 | 4V (Police) |
| Q | 8 | 428 | 4V |
| R | 8 | 427 | 8V (Hi-Perf.) |
| S | 8 | 390 | 4V (GT) |
| T | 6 | 200 | 1V |
| U | 6 | 170* | 1V |
| V | 6 | 240* | 1V |
| W | 8 | 427 | 4V (Hi-Perf.) |
| X | 8 | 390† | 2V (Prem. Fuel) |
| Y | 8 | 390 | 2V (3 Spd. Man.) |
| Z | 8 | 390* | 4V |

*Ford Only
†L-M Only

TRANSMISSION CODES

| CODE | TRANSMISSION TYPE |
|------|------------------------------|
| 1 | 3 Speed Manual Shift (2.77) |
| 2 | Overdrive* |
| 3 | 3 Speed Manual Shift (3.03)* |
| 5 | 4 Speed Manual Shift |
| U | C6 Automatic (XPL) |
| W | C4 Automatic (XP) |
| X | Cruise-O-Matic (FX)* |
| Y | Cruise-O-Matic (MX) |
| Z | C6 Automatic Special (XPL) |

*Ford Only

REAR AXLE CODES

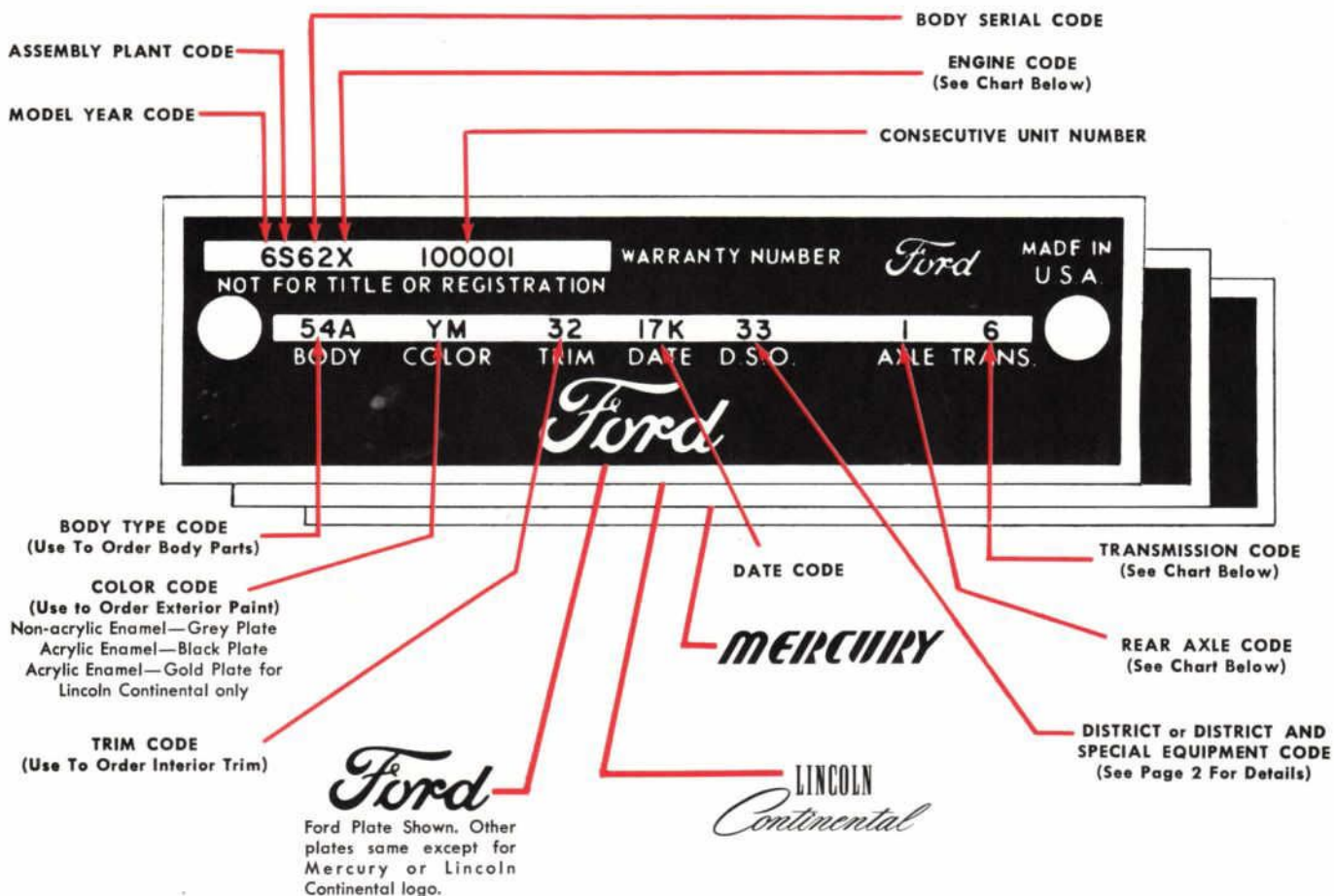
| REGULAR | RATIO | LOCKING |
|---------|----------|---------|
| 0 | 2.79:1** | — |
| 0 | 3.10:1 | — |
| 1 | 3.00:1 | A |
| 2 | 2.83:1 | B |
| 3 | 3.20:1 | C |
| 4 | 3.25:1 | D |
| 5 | 3.50:1 | E |
| 6 | 2.80:1 | F |
| 7 | 3.36:1* | G |
| 7 | 3.89:1† | — |
| 8 | 2.75:1 | H |
| 9 | 4.11:1 | I |
| — | 2.89:1† | 4 |

*Ford Only †L-M Only **Fairlane, Falcon, Mustang

1966

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG
- RANCHERO • MERCURY • COMET • LINCOLN-CONTINENTAL



ENGINE CODES

| CODE | CYL. | CID | CARB. VENTURI |
|------|------|------|-------------------|
| A | 8 | 289* | 4V (Prem. Fuel) |
| B | 6 | 240* | 1V (Police) |
| C | 8 | 289 | 2V |
| E | 6 | 240* | 1V (Taxi) |
| G | 8 | 462† | 4V (Lin.-Cont.) |
| H | 8 | 390 | 2V (Auto. Trans.) |
| K | 8 | 289* | 4V (Hi-Perf.) |
| M | 8 | 410† | 4V |
| P | 8 | 428 | 4V (Police) |
| Q | 8 | 428 | 4V |
| R | 8 | 427 | 8V (Hi-Perf.) |
| S | 8 | 390 | 4V (GT) |
| T | 6 | 200 | 1V |
| U | 6 | 170* | 1V |
| V | 6 | 240* | 1V |
| W | 8 | 427 | 4V (Hi-Perf.) |
| X | 8 | 352* | 4V (Power Opt.) |
| Y | 8 | 390 | 2V |
| Z | 8 | 390 | 4V |

*Ford Only †L-M Only

TRANSMISSION CODES

| CODE | TRANSMISSION TYPE |
|------|------------------------------|
| 1 | 3 Speed Manual Shift (2.77) |
| 2 | Overdrive* |
| 3 | 3 Speed Manual Shift (3.03)* |
| 4 | C6 Automatic (XPL) |
| 5 | 4 Speed Manual Shift |
| 6 | C4 Automatic (XP) |
| 7 | Cruise-O-Matic (FX)* |
| 8 | Cruise-O-Matic (MX) |

*Ford Only

REAR AXLE CODES

| REGULAR | RATIO | LOCKING |
|---------|---------|---------|
| 0 | 3.10:1† | — |
| 1 | 3.00:1 | A |
| 2 | 2.83:1 | B |
| 3 | 3.20:1 | C |
| 4 | 3.25:1 | D |
| 5 | 3.50:1 | E |
| 6 | 2.80:1 | F |
| 7 | 3.89:1† | — |
| 8 | 3.89:1* | H |
| 8 | 2.75:1† | H |
| 9 | 4.11:1 | I |
| — | 2.89:1† | 4 |

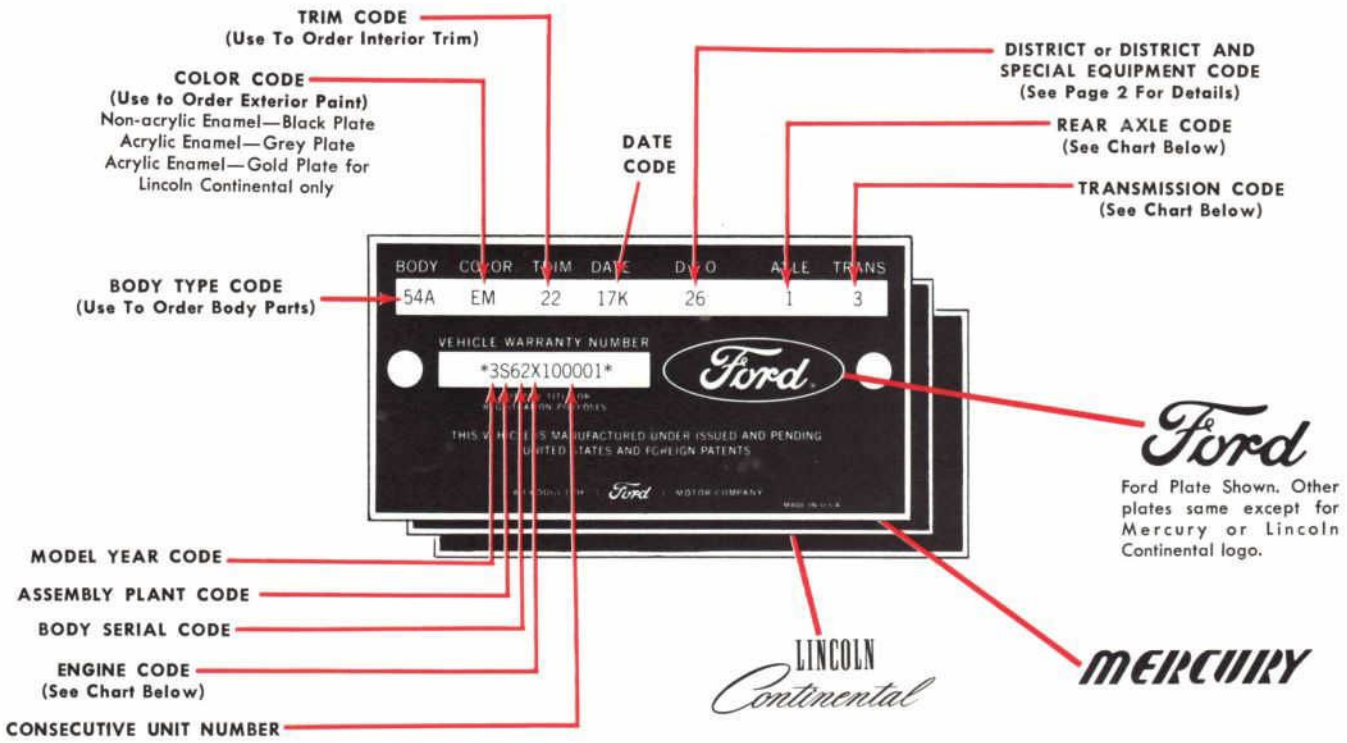
*Ford Only †L-M Only



1963-64-65

FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

- FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG ('65)
- RANCHERO • MERCURY • COMET • LINCOLN-CONTINENTAL



| ENGINE CODES | | | |
|--------------|-----|------|-----------------|
| CODE | CYL | CID | CARB. VENTURI |
| A(65) | 8 | 289 | 4V Premium Fuel |
| B(65) | 6 | 240* | 1V Police |
| B(64) | 6 | 223 | 1V Police |
| B(63) | 8 | 406 | 4V Hi-Perf. |
| C | 8 | 289 | 2V |
| D | 8 | 289* | 4V Regular Fuel |
| D(65) | 8 | 289† | 2V Special |
| E | 6 | 223 | 1V Taxi |
| E(65) | 6 | 240 | 1V Taxi |
| F | 8 | 260* | 2V |
| G(63) | 8 | 406 | 6V Special |
| H | 8 | 390† | 2V Special |
| K | 8 | 289* | 4V Hi-Perf. |
| L(63) | 8 | 221 | 2V |
| L(64) | 8 | 221 | 2-4V Special |
| M(63) | 8 | 390 | 6V Special |
| M(64) | 8 | 396 | 4V |
| N | 8 | 430† | 4V |
| P | 8 | 390 | 4V Police |
| Q(63-64) | 8 | 427 | 4V Hi-Perf. |
| R | 8 | 427 | 8V (Hi-Perf.) |
| S(63-64) | 6 | 144 | 1V |
| T | 6 | 200 | 1V |
| U | 6 | 170* | 1V |
| V | 6 | 223* | 1V |
| V(65) | 6 | 240* | 1V |
| X | 8 | 352* | 4V (Power Opt.) |
| Y | 8 | 390† | 2V (Reg. Fuel) |
| Z | 8 | 390 | 4V |

*Ford only †L-M only

| TRANSMISSION CODES | | |
|--------------------|----|------------------------------|
| CODE | | TRANSMISSION TYPE |
| 63-64 | 65 | |
| 1 | 1 | 3-Speed Manual |
| 2 | 2 | Overdrive |
| 3 | — | Fordomatic 2-Speed* |
| 3 | — | Automatic 2-Speed |
| 4 | 4 | Cruise-O-Matic* |
| 4 | — | Automatic Dual Range |
| 5 | 5 | 4-Speed Manual |
| 6(64) | 6 | C4 Dual Range Automatic (XP) |
| — | 8 | Merc-O-Matic (MX)† |

*Ford only †L-M only

| REAR AXLE CODES | | | | |
|-----------------|----|-------------------|---------|----|
| REGULAR | | RATIO | LOCKING | |
| 63-64 | 65 | | 63-64 | 65 |
| — | 0 | 3.10:1† | — | — |
| 1 | — | 2.89:1†(Lincoln) | A | 4 |
| 1 | 1 | 3.00:1 | A | A |
| — | 2 | 2.83:1 | — | B |
| 2 | 2* | 3.10:1 | B | B* |
| 3 | — | 3.11:1†(Lincoln) | C | 5 |
| 3 | 3 | 3.20:1 | C | C |
| 4 | 4 | 3.25:1 | D | D |
| 5 | 5 | 3.50:1 | E | E |
| 6 | 6 | 2.80:1 | F | F |
| 7 | 7* | 3.80:1 | G | G* |
| — | 7† | 3.89:1 | — | H† |
| 8 | 8* | 3.89:1 | H | H* |
| 9 | 9 | 4.00:1(Fal & Com) | I | I |
| 9 | 9 | 4.11:1 | I | I |

*Ford only †L-M only

12-KIT ASSORTMENT COVERS MOST POPULAR APPLICATIONS!
 . . . and when you buy it, you get the G.M. TKG-1 Kit **FREE!**

Get the broadest possible ignition tune-up coverage for the smallest inventory investment. Order the ATK-1000 Autolite Tune-Up Kit Assortment . . . 12 Kits (just 9 part numbers), that cover about 64% of all American cars on the road. The 12-Kit Assortment is attractively packaged in a colorful countertop display carton and contains an application chart for easy selection. **ALL 12 KITS FOR THE PRICE OF 11 . . .** When you buy the ATK-1000 Assortment of 12 Kits for all makes, you pay for only eleven of them.

The twelfth kit is absolutely FREE!



Autolite Tune-Up Kits!

AT OUR PARTS COUNTER NOW!

... easiest way to service all makes!



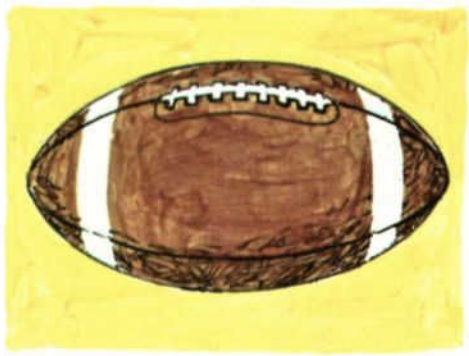
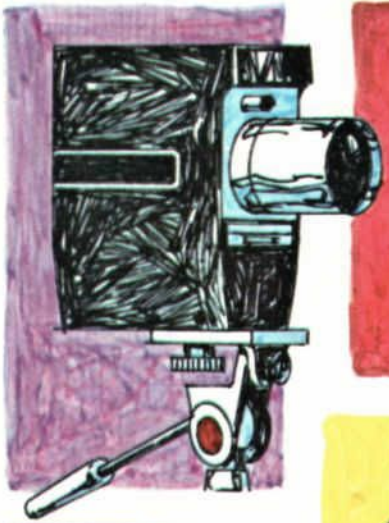
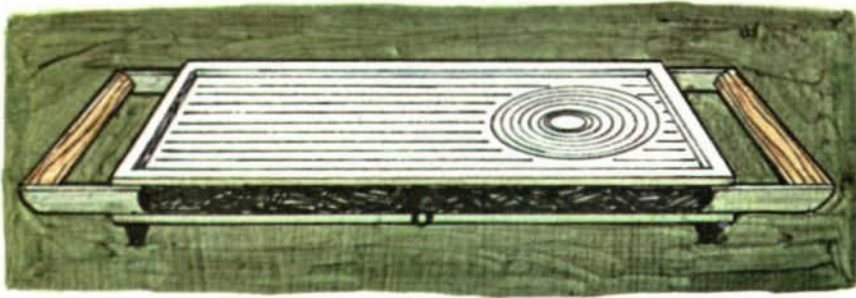
Remember, each Autolite Tune-Up Kit in the ATK-1000 Assortment contains everything you need for ignition tune-up . . . a set of 6 or 8 spark plugs, point set, condenser, cam lube, gap gauge, and installation instructions. Plus a bonus of ½ Pacemaker Prize Point Certificate in every Kit . . . your ticket to an exciting selection of over 1800 merchandise awards.

And you pay no more for Autolite Tune-Up Kits than if you bought plugs, points, and condensers separately!

COLORFUL COMBINATION MERCHANDISER-DISPENSER
 The most convenient way to stock and sell Autolite Tune-Up Kits. Ask us how you can get one FREE.



You're a sure winner with Autolite Tune-Up Kits and Pacemaker! SEE WHY ON THE FOLLOWING PAGES



EARN VALUABLE PRIZES with Pacemaker & Autolite

Every time you buy Autolite parts you can earn Pacemaker Prize Points, enabling you to choose from 1800 name brand awards



=



2 Tune-up Kit
½ Prize Point
Certificates
equal
1 Pacemaker Prize Point



=



2 Autolite Shock Absorber
End Flaps
equal
1 Pacemaker Prize Point



=



1 Tune-up Kit
½ Prize Point Certificate
plus
1 Autolite Shock Absorber
End Flap
equal
1 Pacemaker Prize Point

USE ANY COMBINATION TO WIN VALUABLE AWARDS

**CHECK WITH OUR PARTS DEPARTMENT NOW
TO SEE HOW YOU CAN OBTAIN YOUR SHARE OF
PACEMAKER PRIZE POINTS & EXCITING AWARDS**

“I’ve only got two hands...!”

Ever felt like snapping . . . “I’ve only got two hands!”

In these days of mechanic shortages and increased workloads, instead of repairing, the answer is to replace with Authorized Remanufactured Ford Parts. You’ll save time. You’ll save money . . . and the new-part quality, guaranteed by a nationally honored warranty, protects customer goodwill.

A complete line of Remanufactured Ford exchange parts is available from your local Ford or Lincoln-Mercury Dealer.

Replace with the brand that gives you an extra hand!

NATIONAL WARRANTY

Every Remanufactured Ford Part is warranted nationally by the Remanufacturer to be free of defects in materials and workmanship for 90 days or 4000 miles from date of installation, whichever occurs first. Complete OHV engine assemblies are warranted for 12 months or 12,000 miles on passenger vehicles, and 6 months or 12,000 miles on trucks, whichever occurs first. This Warranty includes parts replacement plus related labor.

Ford and Lincoln-Mercury dealers will honor this warranty anywhere in the country.

Remanufactured



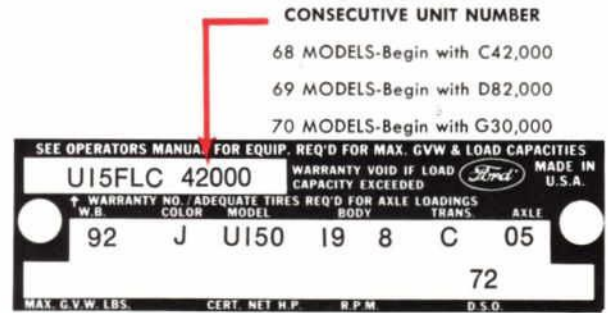
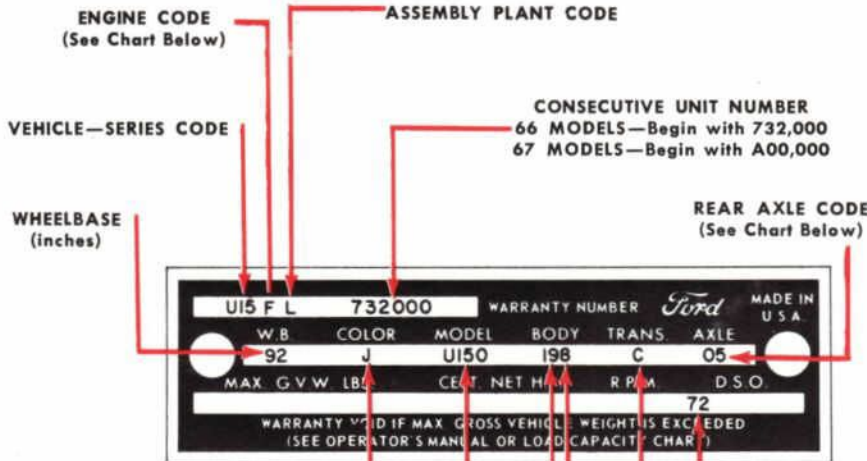
Engines · Parts





1966-70 BRONCO IDENTIFICATION PLATES

- ROADSTER • WAGON
- SPORTS UTILITY (1966-69)



1968-69-70

ENGINE CODES

| CODE | CYL | CID | CAR VENTURI |
|------|-----|-------------|-------------|
| F | 6 | 170 | 1V |
| G | 8 | 302 | 2V |
| N | 8 | 289 (66-68) | 2V |

REAR AXLE RATIO CODES

| REGULAR | RATIO | RATING | LOCKING |
|----------------|--------|----------|----------------|
| 66 67-68 69 70 | | | 66 67-68 69-70 |
| — — 18 18 | 3.50:1 | 2780 lb. | — — B8 |
| 03 03 03 03 | 4.11:1 | 2780 lb. | A3 A3 A3 |
| 04 04 04 04 | 4.57:1 | 2780 lb. | A4 A4 — |
| — — 08 08 | 3.50:1 | 3300 lb. | — — B9 |
| 05 05 05 05 | 4.11:1 | 3300 lb. | A5 A5 A5 |
| 06 06 06 — | 4.57:1 | 3300 lb. | A6 A6 — |



1968-69-70

FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



ASSEMBLY PLANT CODE

ENGINE CODE
(See Chart Below)

VEHICLE—SERIES CODE

WHEELBASE
(inches)

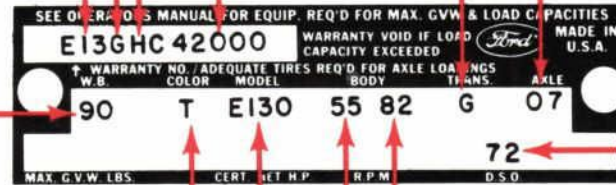
COLOR CODE
(Use to Order Exterior Paint)
Non-acrylic Enamel—Grey Plate
Acrylic Enamel—Black Plate

MODEL CODE

CONSECUTIVE UNIT NUMBER
68 MODELS—Begin with C42,000
69 MODELS—Begin with C70,000
70 MODELS—Begin with G30,000

TRANSMISSION CODE
(See Chart Below)

REAR AXLE CODE
(See Chart Below)



DISTRICT or DISTRICT AND
SPECIAL EQUIPMENT CODE
(See Page 2 For Details)

BODY TYPE CODE
(Use To Order Body Parts)

TRIM CODE
(Use To Order Interior Trim)

ENGINE CODES

| CODE | CYL | CID | CARB VENTURI |
|------|-----|------------|--------------|
| A | 6 | 240 | 1V |
| F | 6 | 170 | 1V |
| G | 8 | 302(69-70) | 2V |
| N | 8 | 289 (68) | 2V |

TRANSMISSION CODES

| CODE | TRANSMISSION TYPE |
|------|------------------------|
| C | 3-Speed Manual Shift |
| G | 3-Speed Cruise-O-Matic |

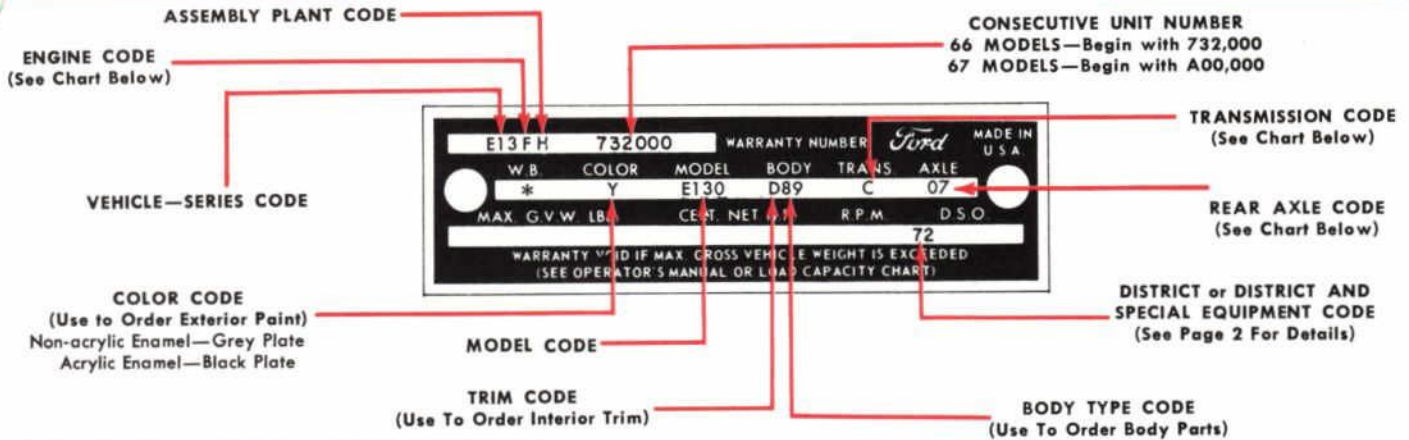
REAR AXLE CODES

| REGULAR | RATIO | RATING | LOCKING | REGULAR | RATIO | RATING | LOCKING |
|---------|--------|----------|---------|---------|--------|----------|---------|
| 07 | 3.00:1 | 3050 lb. | — | 05 | 4.11:1 | 3300 lb. | — |
| 10 | 3.25:1 | 3050 lb. | — | 06 | 4.57:1 | 3300 lb. | — |
| 11 | 3.50:1 | 3050 lb. | — | 31 | 3.54:1 | 4800 lb. | C1 |
| 12 | 4.11:1 | 3050 lb. | — | 33 | 3.73:1 | 4800 lb. | C3 |
| 13 | 4.57:1 | 3050 lb. | — | 35 | 4.10:1 | 4800 lb. | C5 |
| 17 | 3.25:1 | 3300 lb. | — | 36 | 4.56:1 | 4800 lb. | C6 |
| 08 | 3.50:1 | 3300 lb. | — | | | | |



1966-67

FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



| ENGINE CODES | | | |
|--------------|------|--------|---------------|
| CODE | CYL. | C.I.D. | CARB. VENTURI |
| A | 6 | 240 | 1V |
| F | 6 | 170 | 1V |

| TRANSMISSION CODES | |
|--------------------|---------------------|
| CODE | TRANSMISSION TYPE |
| C | 3-Speed Manual |
| G | H.D. Cruise-O-Matic |

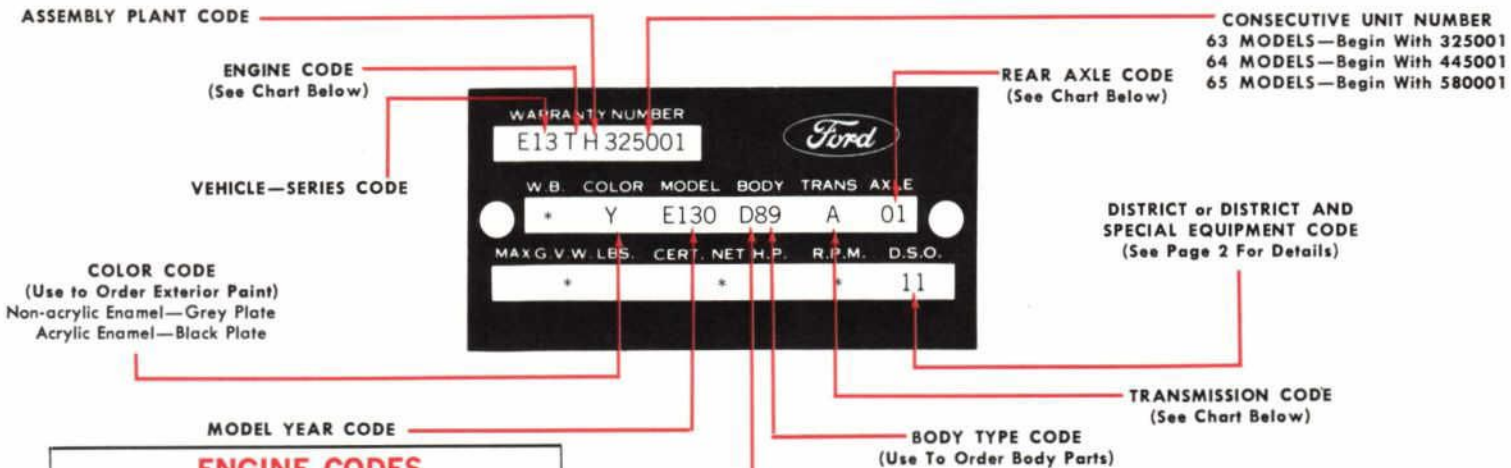
| REAR AXLE CODES | | | |
|-----------------|--------|----------|---------|
| REGULAR | RATIO | RATING | LOCKING |
| 01 | 3.50:1 | 2300 lb. | — |
| 02 | 4.00:1 | 2300 lb. | — |
| 07 | 3.00:1 | 3050 lb. | A7 |
| 11 | 3.50:1 | 3050 lb. | B1 |
| 12 | 4.11:1 | 3050 lb. | B2 |
| 13 | 4.57:1 | 3050 lb. | B3 |

*—NOT SHOWN ON FALCON CLUB WAGON AND ECONOLINE



1963-64-65

FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



| ENGINE CODES | | | |
|--------------|------|--------|-------------------|
| CODE | CYL. | C.I.D. | CARB. VENTURI |
| J | 6 | 240 | 1V (1965 only) |
| S | 6 | 144 | 1V (1963-64 only) |
| T | 6 | 170 | 1V |

| TRANSMISSION CODES | |
|--------------------|--|
| CODE | TRANSMISSION TYPE |
| A | 3-Speed Manual |
| F | 4-Speed Manual |
| G | H.D. Cruise-O-Matic |
| 6 | C4 Dual Range Automatic (1963-65 only) |

| REAR AXLE CODES | | | |
|-----------------|-------|--------|-------------|
| REGULAR | RATIO | RATING | LOCKING |
| 65 01 | — | 3.00:1 | 2780 lb. A1 |
| 64-63 02 | — | 4.00:1 | 2300 lb. — |
| 03 | 01 | 3.50:1 | 2300 lb. — |
| 04 | — | 3.50:1 | 2780 lb. A4 |
| 05 | 03 | 4.11:1 | 2780 lb. A5 |
| 06 | 04 | 4.57:1 | 2780 lb. A6 |

*—NOT SHOWN ON FALCON CLUB WAGON AND ECONOLINE

1963-70 TRUCK



N-SERIES



CT-SERIES



HT-SERIES



F-SERIES



W-SERIES

FORD TRUCK SERIES IDENTIFICATION SYSTEM

Ford truck series designations consist of:

- A letter (s) prefix identifying the truck type
- A three or four digit series number indicating the truck size
- A suffix "D" indicating Diesel engine series (except City-Size Diesels, which have a four digit series number 3500 thru 7000 to identify them from comparable gas engine models)
- A Code system is used to identify Gas from Diesel engines under the MODEL section of the Identification plate. *Example: F-950 (Gas), K-950 (Diesel)*

Ford trucks are commonly classified into general weight groups as follows

| SERIES NUMBER | WEIGHT GROUP |
|--|--------------|
| 100, 250, 350, 3500, 400, 4000 | Light |
| 500, 5000, 550, 600 | Medium |
| 6000, 700, 7000, 750, 800, 8000 (exc. tandems) | Heavy |
| 800, 8000 Tandems, and all 850, 950, 1000 | Extra Heavy |

1963-1969 TRUCK IDENTIFICATION

| IDENTIFICATION MODEL CODE | PREFIX | SERIES NUMBERS | SUFFIX | SERIES DESCRIPTION |
|---------------------------|--------|----------------|--------|---------------------------------|
| F | F | 100 thru 1000 | | Conventional (Gas) |
| K | F | 6000 thru 8000 | | Conventional (Diesel) |
| K | F | 950 and 1000 | D | Conventional (Diesel) |
| T | T | 800 thru 950 | | Tandem Axle (Gas) |
| U | T | 8000 | | Tandem Axle (Diesel) |
| U | T | 850 and 950 | D | Tandem Axle (Diesel) |
| N | N | 500 thru 1000 | | 89" BBC Conv. (Gas) |
| R | N | 6000 thru 8000 | | 89" BBC Conv. (Diesel) |
| R | N | 1000 | D | 89" BBC Conv. (Diesel) |
| S | NT | 850 and 950 | | 89" BBC Tandem (Gas) |
| W | NT | 850 and 950 | D | 89" BBC Tandem (Diesel) |
| C | C | 550 thru 1000 | | Tilt Cab (Gas) |
| D | C | 6000 thru 8000 | | Tilt Cab (Diesel) |
| L | CT | 800 thru 950 | | Tilt Cab Tandem (Gas) |
| Q | CT | 8000 | | Tilt Cab Tandem (Diesel) |
| H | H | 1000 | | Hi-Tilt Cab (Gas) |
| Y | H | 1000 | D | Hi-Tilt Cab (Diesel) |
| J | HT | 950 | | Hi-Tilt Cab Tandem (Gas) |
| A | HT | 950 | D | Hi-Tilt Cab Tandem (Diesel) |
| Z | W | 1000 | D | Hi-Tilt Tractor (Diesel) |
| X | WT | 1000 | D | Hi-Tilt Tractor Tandem (Diesel) |
| B | B | 500 thru 750 | | School Bus Chassis (Gas) |
| J | B | 6000 and 7000 | | School Bus Chassis (Diesel) |
| P | P | 350 thru 600 | | Parcel Delivery (Gas) |
| G | P | 3500 thru 6000 | | Parcel Delivery (Diesel) |

1970 TRUCK IDENTIFICATION

| IDENTIFICATION MODEL CODE | PREFIX | SERIES NUMBERS | SERIES DESCRIPTION |
|---------------------------|--------|----------------|---------------------------------|
| F | F | 100 thru 750 | Conventional (Gas) |
| K | F | 6000 | Conventional (Diesel) |
| C | C | 500 thru 1000 | Tilt Cab (Gas) |
| D | C | 6000 thru 8000 | Tilt Cab (Diesel) |
| L | CT | 800 thru 950 | Tilt Cab Tandem (Gas) |
| Z | W | 1000-D | Hi-Tilt Tractor (Diesel) |
| X | WT | 1000-D | Hi-Tilt Tractor Tandem (Diesel) |
| B | B | 500 thru 750 | School Bus Chassis (Gas) |
| J | B | 6000 thru 7000 | School Bus Chassis (Diesel) |
| P | P | 350 thru 600 | Parcel Delivery (Gas) |
| G | P | 3500 thru 5000 | Parcel Delivery (Diesel) |

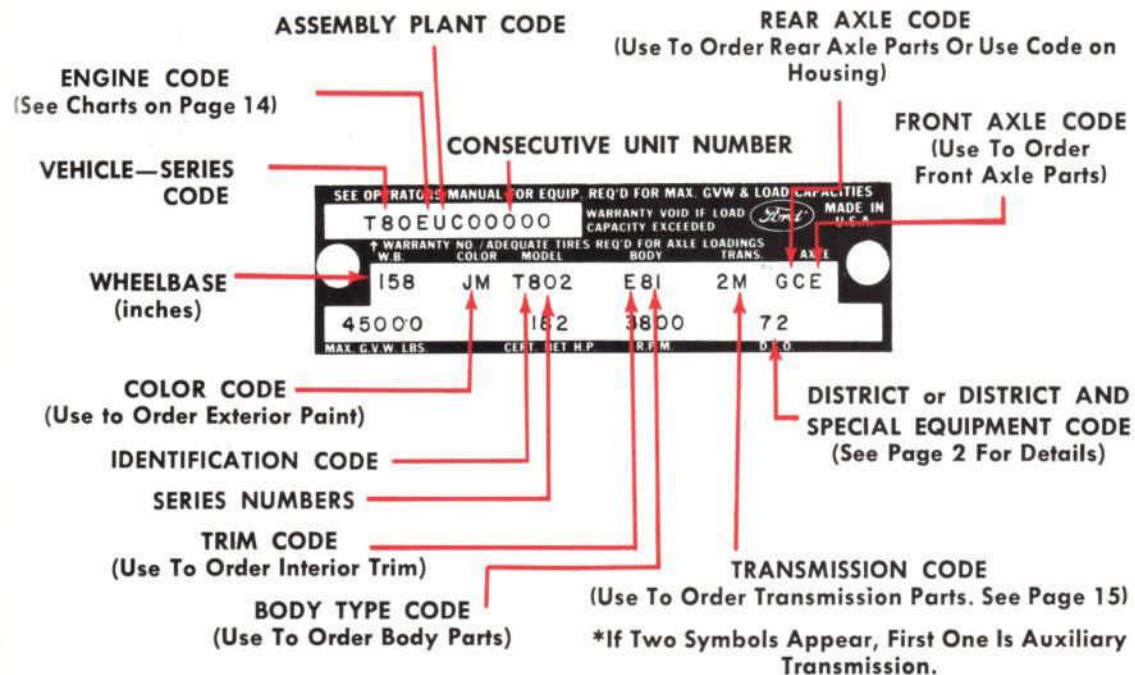
INFORMATION F-100 AND UP

Shown below is a typical truck identification plate. The metal "Warranty and Rating Plate" is used on 1963-1970 model trucks. Model years can be identified by the following consecutive unit number system:

1963-1970 CONSECUTIVE UNIT PRODUCTION NUMBERS

| | |
|------|-----------------|
| 1963 | 325,001—445,000 |
| 1964 | 445,001—580,000 |
| 1965 | 580,001—731,999 |
| 1966 | 732,000—913,999 |
| 1967 | A00,000—B49,999 |
| 1968 | C00,000—D81,999 |
| 1969 | D82,000—G29,999 |
| 1970 | G30,000—J89,000 |

1963-1970 WARRANTY and RATING PLATE



B-SERIES



C-SERIES



H-SERIES



P-SERIES



NT-SERIES

1963-70 TRUCK ENGINE CODES

| GAS ENGINE CODES | | | | | | | | | | | | | | | |
|----------------------------|----------|------------------|----------------------|--------------------|--------------------------|--------|----------------------------|------------------------|------------------|----------------------|-----------------|--------------------------|--------------------|--------------|------|
| CODE | ENGINE | | Number Carb. Venturi | TYPE | Certified Net Horsepower | R.P.M. | CODE | ENGINE | | Number Carb. Venturi | TYPE | Certified Net Horsepower | R.P.M. | | |
| | No. Cyl. | Cubic Inch Disp. | | | | | | No. Cyl. | Cubic Inch Disp. | | | | | | |
| 1963-64 | | | | | | | 1965 (Continued) | | | | | | | | |
| | S | 6 | 144 | 1 | | 79 | 4000 | | K | 8 | 361 | 2 | | 176 | 3800 |
| | T | 6 | 170 | 1 | | 85 | 3600 | | 9 | 8 | 391 | 4 | | 199 | 3800 |
| | J | 6 | 223 | 1 | | 114 | 3600 | | G | 8 | 401 | 2 | | 180 | 3400 |
| | B | 6 | 262 | 1 | L/D | 132 | 3600 | | P | 8 | 401 | 4 | | 198 | 3400 |
| | B | 6 | 262 | 1 | H/D | 132 | 3600 | | H | 8 | 477 | 2 | | 204 | 3200 |
| | C | 8 | 292 | 2 | M/D | 135 | 3800 | | Q | 8 | 477 | 4 | | 222 | 3200 |
| | D | 8 | 292 | 4 | Heavy Duty | 153 | 3600 | | R | 8 | 534 | 4 | | 235 | 3000 |
| 1963 | N | 8 | 302 | 2 | | 159 | 3800 | 1966-70 | | | | | | | |
| 1963 | I | 8 | 302 | 4 | | 163 | 3600 | | A | 6 | 240 | 1V | | 129 | 4000 |
| 1963 | F | 8 | 332 | 2 | | 167 | 3800 | | B | 6 | 300 | 1V | L/D-100/500 | 139 | 3600 |
| 1963 | W | 8 | 332 | 4 | | 173 | 3600 | | B | 6 | 300 | 1V | H/D-550/600 | 139 | 3600 |
| | G | 8 | 401 | 2 | | 180 | 3400 | | C | 8 | 330 | 2V | M/D | 164 | 3800 |
| | P | 8 | 401 | 4 | | 198 | 3400 | | D | 8 | 330 | 2V | H/D | 164 | 3800 |
| | H | 8 | 477 | 2 | | 204 | 3200 | | E | 8 | 361 | 2V | | 182 | 3800 |
| | Q | 8 | 477 | 4 | | 222 | 3200 | | F | 8 | 391 | 4V | | 199 | 3800 |
| | R | 8 | 534 | 4 | | 235 | 3000 | 1966-69 | F | 6 | 170 | 1V | | 80 | 3600 |
| 1964 | A | 8 | 330 | 2 | M/D | 160 | 3800 | 1966 | G | 8 | 401 | 2V | S/D | 180 | 3400 |
| 1964 | M | 8 | 330 | 2 | H/D | 160 | 3800 | 1968-69 | G | 8 | 302 | 2V | | 158 | 4000 |
| 1964 | K | 8 | 361 | 2 | | 176 | 3800 | 1968-69 | H | 8 | 390 | 2V | F100/350 | 190 | 3900 |
| 1964 | 9 | 8 | 391 | 4 | | 199 | 3800 | | H | 8 | 401 | 4V | S/D-850/950 Series | 198 | 3400 |
| 1965 | | | | | | | | 1966 | J | 8 | 477 | 2V | S/D | 204 | 3200 |
| | T | 6 | 170 | 1 | | 85 | 3600 | | K | 8 | 477 | 4V | S/D | 222 | 3200 |
| | J | 6 | 240 | 1 | | 129 | 4000 | | L | 8 | 534 | 4V | S/D | 235 | 3000 |
| | B | 6 | 300 | 1 | LD/-100/500 | 150 | 3600 | 1968-69 | Y | 8 | 360 | 2V | | 179 | 4000 |
| | B | 6 | 300 | 1 | H/D-550/600 | 150 | 3600 | 1966-67 | Y | 8 | 352 | 2V | | 172 | 4000 |
| | D | 8 | 352 | 2 | | 172 | 4000 | 1970 | U | 8 | 330 | 2V | LPG | | |
| | A | 8 | 330 | 2 | M/D | 160 | 3800 | 1970 | W | 8 | 361 | 2V | LPG | | |
| | M | 8 | 330 | 2 | H/D | 160 | 3800 | 1970 | 9 | 8 | 534 | 2V | LPG | | |
| DIESEL ENGINE CODES | | | | | | | | | | | | | | | |
| 1963-65 | | | | | | | 1966-70 (Continued) | | | | | | | | |
| | E | 6 | 330 | Dagenham | | 104 | 2500 | | N | 6 | 855 | Cummins-NTC-280 | 267 | 2100 | |
| | O | 6 | 855 | NH-250 | | 234 | 2100 | | P | 6 | 855 | Cummins-NTC-300 | 287 | 2100 | |
| 1963-64 | V | 6 | 672 | NH-180 | | 169 | 2100 | | Q | 6 | 855 | Cummins-NTC-320 | 307 | 2100 | |
| | X | 6 | 743 | NH-220 | | 208 | 2100 | | R | 6 | 855 | Cummins-NTC-335 | 322 | 2100 | |
| | Y | 6 | 743 | NHE-180 (Economy) | | 169 | 1950 | 1968-70 | S | 6 | 426 | Detroit Diesel-6-71N | 207 | 2100 | |
| | Z | 6 | 743 | NHE-195 (Economy) | | 184 | 1950 | 1966 1967 | S | 6 | 426 | Detroit Diesel-6-71N | 203 218 | 2100 2100 | |
| 1963 | 2 | 6 | 588 | V6-200 | | 185 | 2600 | 1966, 68-70 1967 | T | 8 | 568 | Detroit Diesel-8V-71N | 298 | 2100 | |
| 1963-65 | 3 | 8 | 784 | V8-265 | | 255 | 2600 | | | | | 318 | 2100 | | |
| 1963-65 | 4 | 4 | 220 | Dagenham | | 65 | 2500 | 1968-69 | U | 8 | 460 | Caterpillar-150 | 137 | 3200 | |
| 1964-65 | 6 | 6 | 588 | V6E-195 | | 184 | 2500 | 1966 | U | 4 | 220 | Dagenham | 65 | 2500 | |
| 1964-65 | 7 | 8 | 785 | V8E-235 | | 222 | 2400 | 1970 | U | 8 | 522 | Caterpillar-150 | | | |
| 1964-65 | 8 | 6 | 855 | NHE-225 | | 213 | 1950 | 1966 | V | 6 | 330 | Dagenham | 104 | 2500 | |
| 1966-70 | | | | | | | 1968/70 | V | 8 | 522 | Caterpillar-175 | 162 | 3200 | | |
| | A | 6 | 855 | Cummins-NHC-225 | | 213 | 2100 | 1967-69 | W | 6 | 363 | Dorset | 116 | 2800 | |
| 1966-69 | B | 6 | 588 | Cummins-V6E-195 | | 184 | 2500 | 1967-70 | X | 6 | 464 | Cummins-CF-160 | 141 | 2800 | |
| 1970 | B | 6 | 903 | Cummins-V903-320 | | | | 1968-70 | Y | 6 | 464 | Cummins-C-180 | 159 | 2500 | |
| 1966-67 | C | 6 | 743 | Cummins-NHE-180 | | 169 | 1950 | 1967 | Y | 6 | 464 | Cummins-C-180 | 162 | 2500 | |
| 1968-69 | C | 8 | 636 | Caterpillar | | 208 | 2800 | 1968-70 | Z | 6 | 464 | Cummins-C-160 | 142 | 2500 | |
| 1970 | C | 8 | 636 | Caterpillar-225 | | | | 1970 | I | 6 | 855 | Cummins-NH-230 | 230 | 2100 | |
| 1966-70 | D | 6 | 743 | Cummins-NHE-195 | | 184 | 1950 | 1968-70 | 2 | 6 | 426 | Detroit Diesel-6-71N | 225 | 2100 | |
| 1966-68 | E | 6 | 743 | Cummins-NH-220 | | 208 | 2100 | 1966 1967 | 2 | 6 | 426 | Detroit Diesel-6-71N | 223 238 | 2100 2100 | |
| 1970 | E | 6 | 903 | Cummins-V903-270 | | | | 1968-70 | 3 | 6 | 638 | Caterpillar-1674 | 252 | 2200 | |
| | F | 8 | 784 | Cummins-V8E-235 | | 222 | 2400 | 1968-70 | 4 | 8 | 573 | Caterpillar-200 | 185 | 3000 | |
| 1970 | F | 6 | 855 | Cummins-NHCT-270 | | | | 1970 | 5 | 6 | 855 | Cummins-NHCT-270 | 240 | 2100 | |
| | G | 8 | 784 | Cummins-V8-265 | | 250 | 2600 | 1966, 68-70 1967 | 6 | 8 | 568 | Detroit Diesel-8V-71N | 275 290 | 2100 2100 | |
| 1970 | G | 6 | 903 | Cummins-V903-290 | | | | | 7 | 8 | 568 | Detroit Diesel-8V-71NE | 249 | 1950 | |
| 1966 | H | 6 | 855 | Cummins-NHE-225 | | 213 | 1950 | 1968-70 | 8 | 6 | 318 | Detroit Diesel-6V-53N | 195 | 2600 | |
| 1966-70 | H | 6 | 855 | Cummins-NHC-250 | | 213 | 1950 | 1968-70 | 9 | 6 | 426 | Detroit Diesel-6-71NE | 184 | 1950 | |
| 1970 | H | 6 | 855 | Cummins-NHC-250 | | 225 | 1950 | 1966 1967 | 9 | 6 | 426 | Detroit Diesel-6-71NE | 180 195 | 1950 1950 | |
| 1966 | J | 6 | 855 | Cummins-NH-250 | | 234 | 2100 | | | | | | | | |
| 1967-69 | J | 4 | 242 | Dorset | | 74 | 2800 | | | | | | | | |
| 1967-70 | J | 6 | 855 | Cummins-NHC-250 | | 234 | 2100 | | | | | | | | |
| 1966-67 | K | 6 | 525 | Caterpillar-1673-A | | 208 | 2200 | | | | | | | | |
| 1968 | K | 6 | 525 | Caterpillar-1673-A | | 206 | 2200 | | | | | | | | |
| 1970 | K | 6 | 855 | Cummins-NHCT-270 | | 240 | | | | | | | | | |
| 1970 | L | 6 | 855 | Cummins-NHCT-270 | | 255 | | | | | | | | | |
| | L | 6 | 525 | Caterpillar-1673-B | | 228 | 2200 | | | | | | | | |
| | M | 6 | 855 | Cummins-NTC-260 | | 247 | 2100 | | | | | | | | |

1963-70 TRUCK TRANSMISSION CODES

| No. Spd. | TYPE | '63 | '64 | '65 | '66 | '67 | '68 | '69 | '70 |
|----------|--|-----|-----|-----|-----|-----|-----|-----|-----|
| 3 | Standard-Light Duty (Ford) | A | ▲A | ▲A | C | C | C | C | C |
| 3 | Medium Duty (Warner T89C, T89E or T89F) | D | D | D | D | D | D | D | D |
| 3 | Heavy Duty (Warner T87E or T87G) | E | E | E | E | E | E | E | E |
| 3 | Overdrive (Ford w/Warner T85 or T86) | B | B | B | B | B | B | B | B |
| 3 | H/D Cruise-O-Matic | G | G | G | G | G | G | G | G |
| 3 | Semi Automatic C4 | | | | | | | | H |
| 3 | C4 Automatic Dual Range | | 6 | 6 | | | | | |
| 4 | Synchronized (Warner T19) | | | | | | P | P | P |
| 4 | Synchronized (Warner T98A or T18) | F | F | F | F | F | F | F | F |
| 4 | Synchronized (Dagenham-Zephyr) | ∅F | ∅F | ∅F | | | | | |
| 4 | Synchronized (New Process 435) | | ▲A | ▲A | A | A | A | A | A |
| 4 | Synchronized (New Process 435) | | ▲N | ▲N | | | | | |
| 5 | Medium Duty-Direct (Clark 250-V) | J | J | J | M | M | | | |
| 5 | Medium Duty-Overdrive (Clark 251-V0) | K | K | K | K | V | | | |
| 5 | Heavy Duty-Direct (Clark 2651-V1, 2653-V1) | L | L | L | L | L | L | | |
| 5 | Heavy Duty-Direct (New Process 541-FL) | | | | 0 | 0 | 0 | 0 | 0 |
| 5 | Heavy Duty-Direct (Clark 2261-V1, 2622-V1) | W | W | W | N | R | R | | |
| 5 | Heavy Duty-Direct (Clark 305-V) | | | F | H | H | H | H | |
| 5 | Heavy Duty-Direct (Clark 307-V) | | | I | I | I | I | I | |
| 5 | Heavy Duty-Direct (Clark 282-V) | | | | | 2 | 2 | 2 | |
| 5 | Heavy Duty-Direct (Clark 285-V) | | | | | M | M | M | |
| 5 | Heavy Duty-Direct (New Process 541-FD) | | | | | 9 | 9 | 9 | |
| 5 | Heavy Duty-Overdrive (Clark 264-V0) | M | M | M | J | J | J | | |
| 5 | Heavy Duty-Overdrive (Clark 280-V0) | | | | | 4 | 4 | 4 | |
| 5 | Heavy Duty-Overdrive (New Process 541-F0) | | | | P | P | T | T | T |
| 5 | Extra Heavy Duty-Direct (Clark 385-V) | | | | | 7 | 7 | 7 | |
| 5 | Extra Heavy Duty-Direct (Clark 387-V) | | | | | D | D | D | |
| 5 | Extra Heavy Duty-Direct (Spicer 5652) | N | ▲N | ▲N | Q | Q | Q | Q | Q |
| 5 | Extra H/D-Direct (Spicer 5756B) | P | P | P | S | S | S | S | S |

| No. Spd. | TYPE | '63 | '64 | '65 | '66 | '67 | '68 | '69 | '70 |
|----------|--|-----|-----|-----|-----|-----|-----|-----|-----|
| 5 | Extra Heavy Duty-Overdrive (Clark 380-V0) | | | | | | G | | G |
| 5 | Exclusive Direct-Diesel (Fuller 5H75) | | 9 | 9 | G | G | — | | |
| 5 | Exclusive Direct Drive (401-477-534 eng.) (Spicer 5652) | N | ▲N | ▲N | | | — | | |
| 5 | Exclusive Direct Drive (401-477-534 eng.) (Spicer 5756B) | P | P | P | | | — | | |
| 5 | Exclusive H/D-Direct (Spicer 6352)-Iron | Q | Q | Q | N | N | N | N | N |
| 5 | Exclusive H/D-Direct (Spicer 6352B)-Iron | U | U | U | L | W | W | W | W |
| 5 | Exclusive H/D-Direct (Spicer 6354)-Aluminum | 4 | 4 | 4 | 2 | 2 | | | |
| 5 | Exclusive H/D-Direct (Spicer 6354B)-Aluminum | 8 | 8 | 8 | 6 | | | | |
| 5 | Exclusive H/D-Direct (Spicer 6452A)-Iron | V | V | V | M | M | | | |
| 5 | Exclusive H/D-Direct (Spicer 6454A)-Aluminum | 7 | 7 | 7 | 5 | | | | |
| 5 | Exclusive H/D-Direct (6852G)-Iron | R | R | R | U | U | U | U | U |
| 5 | Exclusive H/D-Direct (Spicer 6854G)-Aluminum | 6 | 6 | 6 | 4 | | | | |
| 5 | Exclusive H/D-Direct (Spicer 6453A)-Iron | S | S | S | K | K | K | K | K |
| 5 | Exclusive H/D-Overdrive (Spicer 6455A)-Aluminum | 5 | 5 | 5 | 3 | | | | |
| 5 | Exclusive H/D-Direct (Fuller 5H74) | | X | X | F | F | E | E | E |
| 5 | Exclusive H/D-Direct (Fuller T-905-A)-Iron | | | | X | X | X | X | X |
| 5 | Exclusive H/D-Direct (Fuller T-905-B)-Iron | | | | H | O | O | O | ∅ |
| 5 | Exclusive H/D-Direct-Diesel (Fuller 5HA-74)-Aluminum | | | | 7 | 7 | F | F | F |
| 5 | Exclusive H/D-Direct (Fuller 5HA-75)-Aluminum | | | | 8 | | | | |
| 5 | Exclusive H/D-Direct (Spicer 5852) | | | | | 3 | 3 | 3 | |
| | Fordomatic | | | | | | | | |
| 6 | Transmatic (Allison MT 30) | H | H | H | X | X | X | X | X |
| 6 | Transmatic (Allison MT 40) | 2 | 2 | 2 | Y | Y | Y | Y | Z |
| 6 | Transmatic (Allison MT 41) | | | | | Y | Y | Y | Y |
| 6 | Transmatic (Allison MT 42) | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 |
| 8 | Roadranger H/D-Direct (Fuller R46) | T | T | T | T | T | 6 | | |

1963-1970 MAXIMUM DUTY TRANSMISSION CODES

| No. Spd. | TYPE | CODE | | | |
|----------|--|---------|------|------|---------|
| | | 1963/65 | 1966 | 1967 | 1968/70 |
| 5 | Direct Drive (Fuller 5W74) | ‡A | | | |
| 5 | Direct Drive (Spicer 8052)-Iron | C | A | A | |
| 5 | Direct Drive (Spicer 8054)-Aluminum | Z | P | | |
| 5 | Direct Drive (Spicer 8552-A)-Iron | | | | 1 |
| 5 | Overdrive (Spicer 8051-A & C)-Iron | B | J | P | |
| 5 | Overdrive (Spicer 8055-A & C)-Aluminum | Y | O | | |
| 6 | Direct Drive (Fuller RT906) | | | | 3(70) |
| 10 | Direct Drive (Fuller R96)-Iron | D | B | B | B |
| 10 | Direct Drive (Fuller RA96)-Aluminum | E | C | | |
| 10 | Direct Drive (Fuller RT-910) | | V | V | V |

| No. Spd. | TYPE | CODE | | | |
|----------|-----------------------------------|---------|------|------|---------|
| | | 1963/65 | 1966 | 1967 | 1968/70 |
| 10 | Direct Drive (Fuller RT-610) | | | | C |
| 10 | Overdrive (Fuller RTO-910) | | W | 5 | 5 |
| 10 | Overdrive (Fuller R960)-Iron | I | E | | |
| 10 | Overdrive (Fuller RA960)-Aluminum | G | D | | |
| 12 | Overdrive (Spicer 8125)-Aluminum | O | R | | 4 |
| 12 | Overdrive (Spicer 8312)-Aluminum | | | 8 | 8 |
| 13 | Overdrive (Fuller RTO913) | | | | H(70) |
| 15 | Direct Drive (Fuller RT-915) | | 9 | 9 | 9 |
| 15 | Overdrive (Fuller RT-915) | | 1 | 6 | 6 |
| 16 | Overdrive (Spicer 8516) | | | | B(70) |
| 16 | Overdrive (Spicer 8716) | | | | R(70) |

∅ Econline only.

‡1963/64.

▲ Code N applies to trucks with 5 speed Spicer 5652 transmission; also applies to F600 series equipped with New Process 435 four speed transmission.

▲ Code A applies to trucks with 3 speed standard Ford transmission; also applies to C & N600 Series trucks built at Louisville with New Process 435 four speed transmission.

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