

# SHOP TIPS

Motorcraft



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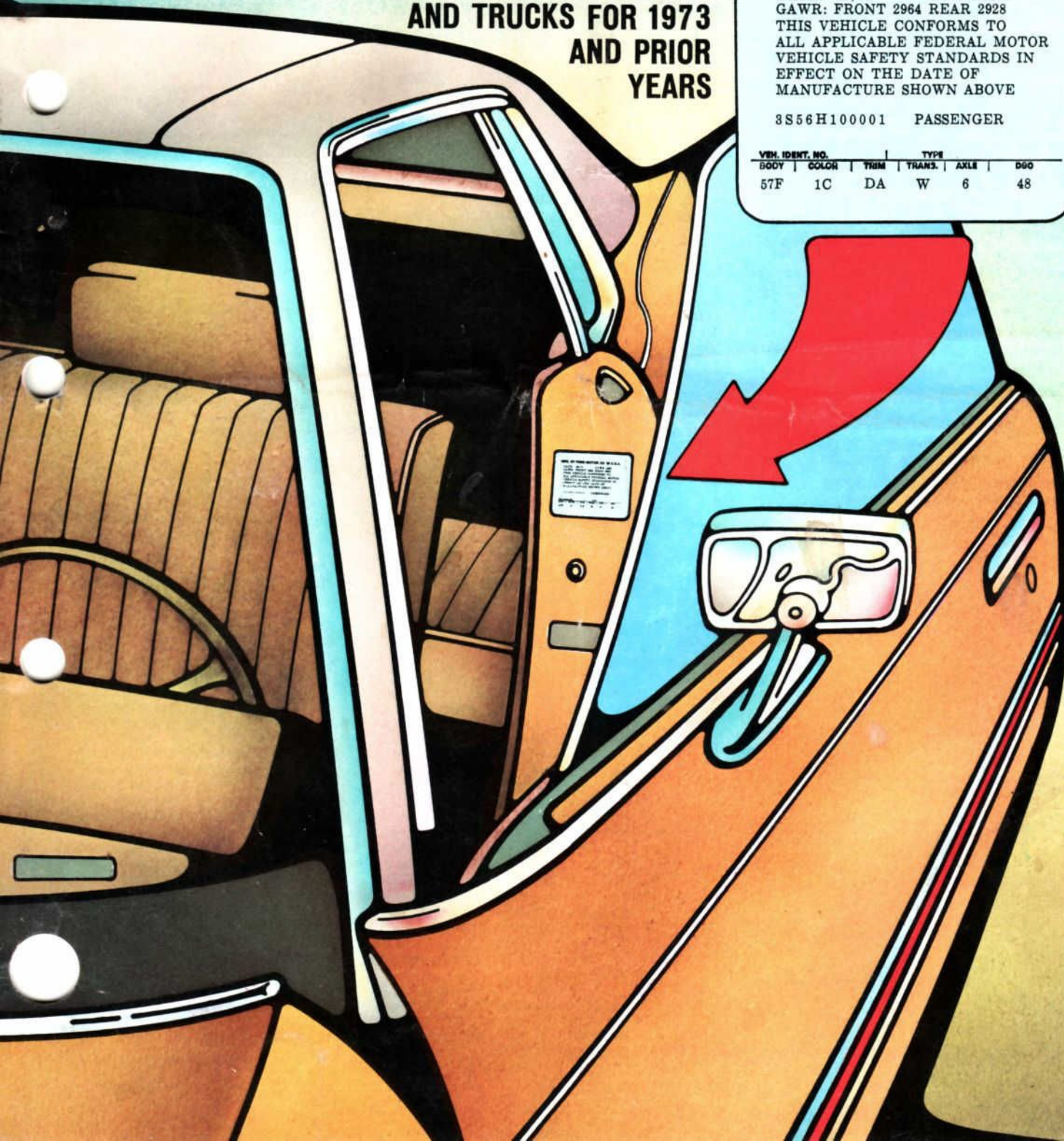
## HOW TO READ AND UNDERSTAND THE IDENTIFICATION PLATES ON FORD-BUILT CARS AND TRUCKS FOR 1973 AND PRIOR YEARS

MFD. BY FORD MOTOR CO. IN U.S.A.

DATE: 09/72 GVWR 5892  
GAWR: FRONT 2964 REAR 2928  
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

3S56H100001 PASSENGER

VEH. IDENT. NO.			TYPE			
BODY	COLOR	TRIM	TRANS.	AXLE	DGG	
57F	1C	DA	W	6	48	



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

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

The information in this publication was gathered from materials released by the National Service Department of Ford Parts Division and the Ford Customer Service Division of the Ford Marketing Corporation, as well as other vehicle and parts manufacturers. The descriptions and specifications contained in this issue were in effect at the time it was approved for printing. Our policy is one of continuous improvement and we reserve the right to change specifications or design without notice and without incurring obligation.

**Motorcraft** 

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## IMPORTANCE OF READING IDENTIFICATION LABELS OR PLATES

Over the past ten years Ford has offered a multitude of models, a wide choice of optional equipment, and hundreds of power train options. And, it has been said that Ford could run its production lines for a complete year and never build the exact same model twice (interior/exterior color, trim, comfort and convenience accessories, etc.).

This statement seems highly reasonable when you begin to dig into all the possible combinations that are available to the motoring public. Your important role in servicing these models and maintaining their safety, performance, and emission control standards often depends to a large degree on your ability to "read and understand" either the Vehicle Identification Plate . . . the Safety Standard Certification Label . . . or the Truck Metal Rating and Warranty Plate.

Being able to "interpret" the code system Ford uses in 1973 and prior years will help you to eliminate lost time, avoid confusion and prevent ordering incorrect parts or components.

This issue of *Shop Tips* is compiled to help you overcome those problems.

## LOCATION OF CAR AND TRUCK IDENTIFICATION LABELS AND METAL PLATES

The Safety Standard Certification label for Ford-built passenger cars is located either on the *Lock Face of the Left Front Door or the Door Pillar.*

On Bronco units the Metal Rating Plate is mounted on the *Inside Panel of the Glove Box Door.*

Econoline and Club Wagons have the Metal Rating Plate riveted to the *Left Front Door Lock Face Panel.*

The light, medium and larger trucks including school bus units, carry the Metal Rating Plate in various locations as described:

- Stripped Parcel Delivery Units have the Metal Rating Plate in an *Envelope and it is included in the "Boxed Items" parts.*
- Conventional Cab Units have the Metal Rating Plate *Riveted to the Left Front Door Lock Face Panel.*
- Cowl and Windshield Units have the Metal Rating Plate *Mounted to the Vertical Surface of the Cowl Top Panel Under the Hood on the Passenger Side of the Vehicle.*

**NOTE:** A Safety Standard Certification Label (Vinyl Coated) is also affixed to each of the 1973 Trucks. This Decal will be found on the *Door Latch Pillar* for the F-C-CT-L-LN-LT-LTS-LNT Series while the W-WT Series has this Decal on the *Left Side of the Instrument Panel.*

## HOW TO READ SPECIAL EQUIPMENT (D.S.O.) CODES

Many vehicles such as police cars, taxis and special order trucks have customer requested equipment installed at the factory, and are identified by a D.S.O. code (Domestic Special Order).

D.S.O. codes have been stamped into truck plates since 1957 and passenger cars since 1962. In addition, all vehicles delivered since January 1962 with special equipment, 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 yellow copy.

A typical D.S.O. number might be 13-0645. In breaking this number down, the (13) indicates the District (in this example, New York) in which the vehicle was delivered. The (0645) indicates it was the 645th vehicle with special equipment delivered for that year. On some plates you may find a D.S.O. number such as (13-) without a second series of numbers. This is NOT a vehicle with special equipment. The number (13), for example, refers only to the District (New York) in which the vehicle was delivered.

To order special equipment parts for vehicles delivered after January 1962, simply use the D.S.O. parts list in the glove box. If this list is not available then use the D.S.O. code on the Rating Plate or the Certification Label. If neither is available, give your Ford or Lincoln-Mercury Parts Manager any information stamped or stenciled on the part you need. He, in turn, can then deliver the correct part you request.

Heavy and Extra Heavy Duty trucks built at the Louisville assembly plant between August 14, 1967 and Mid-Year 1970 have a Truck Specification List (T.S.L.) in the glove box. From Mid-Year 1970 and for all 1971, 1972 and 1973 truck models you will find a moisture-proof, plastic laminated T.S.L. located as follows: All units except W, WT-9000, F-700, F-750, C and CT series with sleeper compartment and "B" series cowl units have the T.S.L. attached to the right hand side of the upper inner back panel.

The W, WT-9000 series have the T.S.L. attached to the right hand side of the heater console.

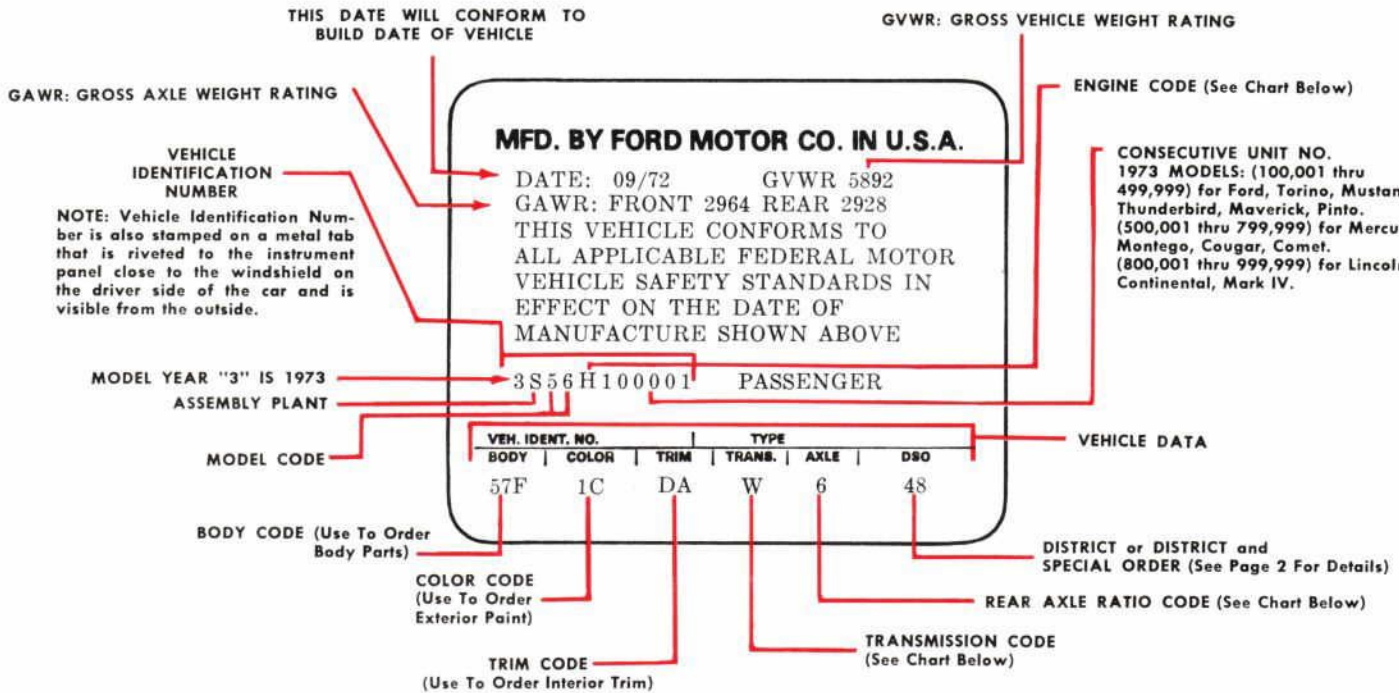
The F-700, F-750 and C and CT series with sleeper compartment have the T.S.L. attached to the lower rear corner of the right hand door inner panel.

The "B" series Cowl models have the T.S.L. placed in the glove compartment and the customer may attach it in any suitable position on the body or chassis he chooses.

# 1973

## FORD and LINCOLN-MERCURY SAFETY STANDARD CERTIFICATION LABEL

FORD • TORINO • PINTO • MAVERICK • MUSTANG • THUNDERBIRD  
RANCHERO • COUGAR • MONTEGO • COMET • MERCURY  
• CONTINENTAL MARK IV • LINCOLN CONTINENTAL • (CAPRI NOT INCLUDED)



1973 ENGINE CODES				
CODE	CYL.	CID	CARB. VENTURI	APPLICATION*
W	4	1600 cc	1V	P
X	4	2000 cc	2V	P
	6	2600 cc	2V	CA
T	6	200	2V	MA, CO
L	6	250	2V	T-R, MA, MU MO, CO
F	8	302	2V	T-R, MA, MU MO, CO
H	8	351	2V	F, T-R, MU, M MO, CR
Q	8	351	4V (CJ)	T-R, MU, MO, CR
S	8	400	2V	F, T-R, M, MO
N	8	429	4V	F, T-R, T, M, MO
A	8	460	4V	F, T, M, L, MIV
C	8	460	4V Police	F, T-R, M

\*F FORD, CA CAPRI, CO COMET, CR COUGAR, M MERCURY, MA MAVERICK, MO MONTEGO, MU MUSTANG, T THUNDERBIRD, T-R, TORINO-RANCHERO L LINCOLN CONTINENTAL, MIV MARK IV, P PINTO

REAR AXLE RATIO CODES			
YEAR	REGULAR	RATIO	LOCKING
1973	2	2.75:1	K
1973	3	2.79:1	L
1973	6	3.00:1	Ø
1973	7*	3.40:1	—
1973	9	3.25:1	R
1973	A	3.50:1	S
1973	G*	3.55:1	—
1973	—	3.91:1	V**

\*PINTO ONLY \*\*MUSTANG ONLY

TRANSMISSION CODES		
YEAR	CODE	TRANSMISSION TYPE
		<u>MANUAL</u>
1973	1	3-Speed
1973	E	4-Speed Pinto Only
1973	5	4-Speed
		<u>AUTOMATIC</u>
1973	U	C6 (XPL)
1973	W	C4 (XP)
1973	X	Cruise-O-Matic (FMX)
1973	Z	C6 (XPL Special Police)



# 1970-72

## FORD and LINCOLN-MERCURY SAFETY STANDARD CERTIFICATION LABEL

• FORD • TORINO • PINTO • MAVERICK • MUSTANG • THUNDERBIRD  
• RANCHERO • COUGAR • MONTEGO • COMET • MERCURY • CONTINENTAL  
MARK III, MARK IV • LINCOLN CONTINENTAL • (CAPRI NOT INCLUDED)

THIS DATE WILL CONFORM TO  
BUILD DATE OF VEHICLE

NOTE: Vehicle Identification Number is also stamped on a metal tab that is riveted to the instrument panel close to the windshield on the driver side of the car and is visible from the outside.

MANUFACTURED BY  
FORD MOTOR COMPANY

08/71 THIS VEHICLE CONFORMS  
TO ALL APPLICABLE FEDERAL  
MOTOR VEHICLE SAFETY STANDARDS  
IN EFFECT ON DATE OF  
MANUFACTURE SHOWN ABOVE.

ENGINE CODE  
(See Chart Below)

CONSECUTIVE UNIT NO.  
1972 MODELS: (100,001 thru  
499,999) for Ford, Torino, Mustang,  
Thunderbird, Maverick, Pinto.  
(500,001 thru 799,999) for Mer-  
cury, Montego, Cougar, Meteor,  
Comet.  
(800,001 thru 999,999) for Lincoln  
Continental, Mark IV.

MODEL CODE  
ASSEMBLY PLANT CODE

MODEL YEAR CODE  
"0" is 1970  
"1" is 1971  
"2" is 1972

TRIM CODE  
(Use To Order Interior Trim)

REAR AXLE RATIO CODE  
(See Chart Below)

VEH IDENT NO		BODY		COL
2S54F100001		54F		1C
TRIM	AXLE	TRNS	DSO	
KA	6	W	48	

BODY CODE  
(Use To Order Body Parts)

COLOR CODE  
(Use To Order Exterior Paint)  
NOTE: 1972 Exterior Color Codes  
are identified with two digits—  
Example: 1C (Black)

NOT FOR TITLE OR REGISTRATION

MADE IN U.S.A.

TRANSMISSION CODE  
(See Chart Below)

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

### ENGINE CODES

YEAR	CODE	CYL.	CID	CARB. VENTURI
70-72	A	8	460(a)	4V
70-71	B	6	240(b)	1V Police
70-71	C	8	429	4V Cobra Jet
70-72	D	8	302(b)	2V Taxi
70-72	E	6	240(b)	1V Taxi
70-72	F	8	302	2V
70-71	G	8	302(c)	4V Boss
70-72	H	8	351	2V
1970	J(f)/C(g)	8	429	4V Cobra Jet (CJ) Ram Air
1971	J	8	429	4V Cobra Jet (CJ) Ram Air
70-71	K	8	429	2V
70-72	L	6	250	1V
70-71	M	8	351	4V
70-72	N	8	429	4V
1970	P	8	428	4V Police Interceptor
71-72	P	8	429	4V Police Interceptor
1970	Q	8	428	4V Cobra Jet
1971	Q	8	351(d)	4V-GT
1970	R(e)/Q(h)	8	428	4V Cobra Jet Ram Air
71-72	R	8	351(e)	4V Boss
71-72	S	8	400	2V
70-72	T	6	200	1V
70-72	U	6	170(j)	1V
70-72	V	6	240(b)	1V
71-72	W	4	1600cc	1V Pinto Only
71-72	X	4	2000cc	2V Pinto Only
70-71	Y	8	390	2V Regular Fuel
1970	Z	8	429	4V Boss
1971	NOTE 1	8	429	4V CJ Super

(a) 1970-72 Lincoln Continental,  
1970-71 Mark III, 1972 Mark IV  
(b) Full Size Ford  
(c) 1971 Mustang; 1970 Mustang/  
Cougar  
(d) 1971 Mustang, Cougar; 1972 Torino,  
Ranchero, Mustang, Montego, Cougar

(e) Mustang  
(f) Fairlane, Ranchero  
(g) Montego  
(h) Cougar  
(j) 1971-72 Maverick & Comet;  
1970 Maverick

NOTE 1: To determine identification of the Super Cobra Jet (Drag Pak) engine,  
reference must be made to the Cobra Jet engine code PLUS Axle Ratio 3.91; 4.11  
Code.

### TRANSMISSION CODES

YEAR	CODE	TRANSMISSION TYPE
<u>Manual</u>		
70-72	1	3 Speed
70-71	5†	4 Speed Wide Ratio (2.78 1st Gear)
1972	5	4 Speed
70-71	6	4 Speed Close Ratio (2.32 1st Gear)
1972	E*	4 Speed
<u>Semi Automatic</u>		
1970	V	3-Speed Stick Shift
<u>Automatic</u>		
70-72	U	C6 (XPL)
1970	W	C4 (XP3)
71-72	W	C4 (XP)
70-72	X	Cruise-O-Matic (FMX)
70-72	Z	C6 (XPL Special Police)

†PINTO 3.65 1ST GEAR

\*PINTO ONLY

### REAR AXLE RATIO CODES

YEAR	REGULAR	RATIO	LOCKING
70-72	2	2.75:1	K
70-72	3	2.79:1	—
70-72	4	2.80:1	M
1970	5	2.83:1	—
70-72	6	3.00:1	—
70-71	B	3.07:1	—
1970	C	3.08:1	—
71-72	7*	3.18:1	—
1970	8	3.20:1	—
70-72	9	3.25:1	R
70-72	A	3.50:1	S
71-72	G*	3.55:1	—
71-72	H*	3.78:1	—
1970	—	3.91:1	V
1970	—	4.30:1	W
1971	—	3.91:1	V
1971	—	4.11:1	Y
1972	—	3.91**	V

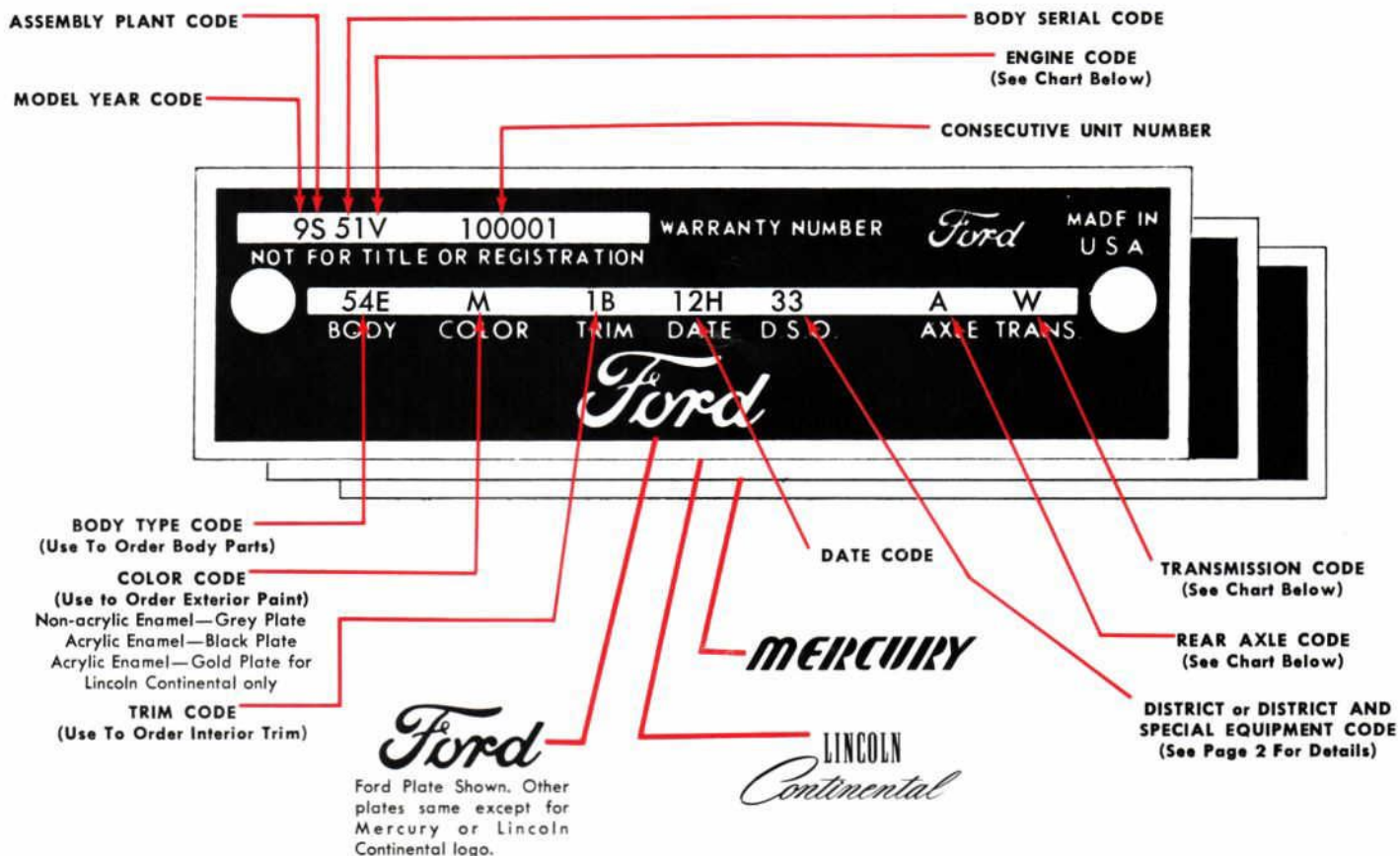
\*PINTO ONLY

\*\*MUSTANG ONLY

# 1969

## FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES

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



Ford Plate Shown. Other plates same except for Mercury or Lincoln Continental logo.

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)

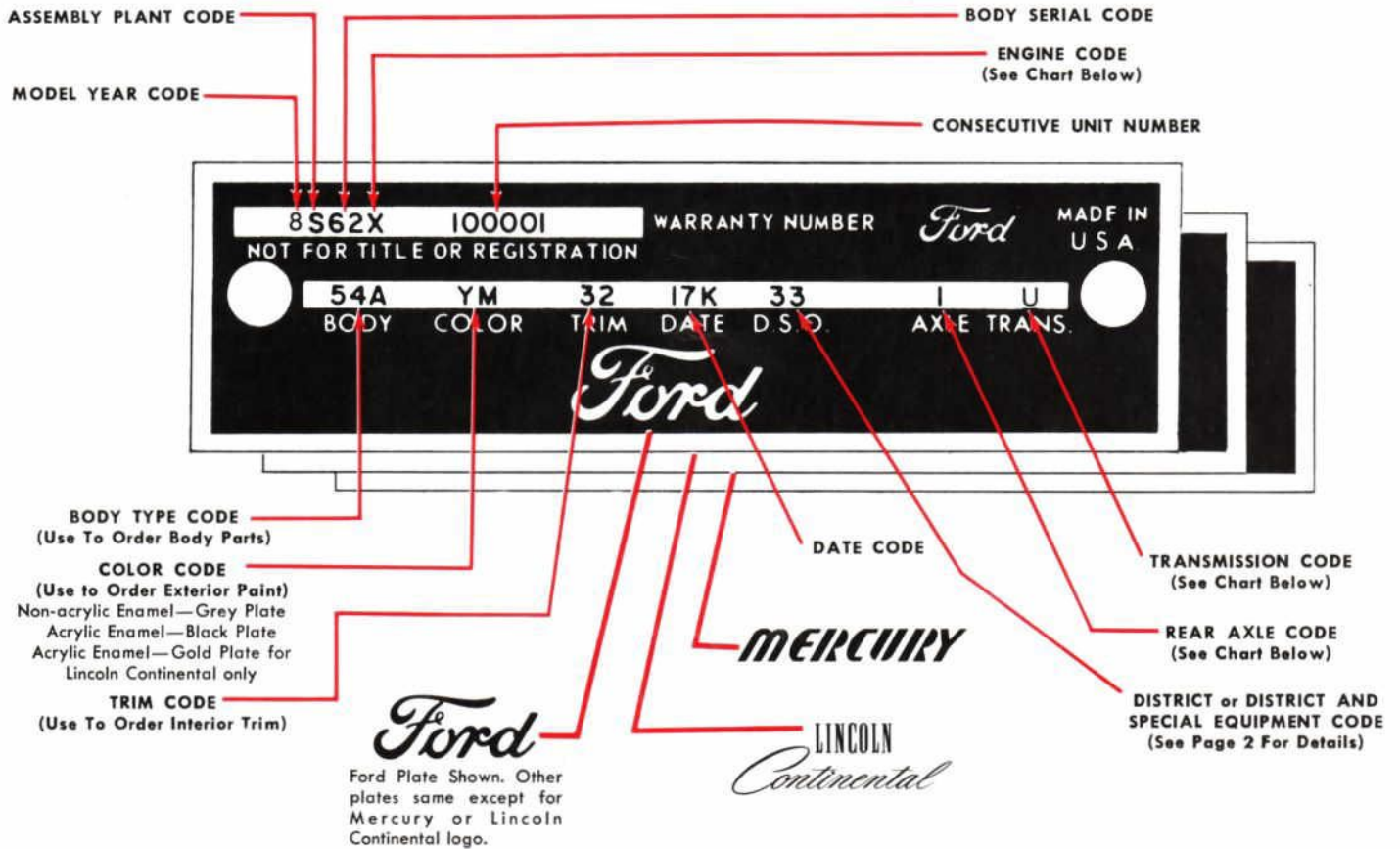
REAR AXLE RATIO CODES		
REGULAR	RATIO	LOCKING
F	2.35:1 (Mustang only)	—
2	2.75:1	K
3	2.79:1	—
4	2.80:1	M
5	2.83:1	—
6	3.00:1	Ø
C	3.08:1	U
7	3.10:1	—
8	3.20:1 (Falcon only)	Q
9	3.25:1	R
A	3.50:1	S
—	3.91:1	V
—	4.30:1	W



# 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

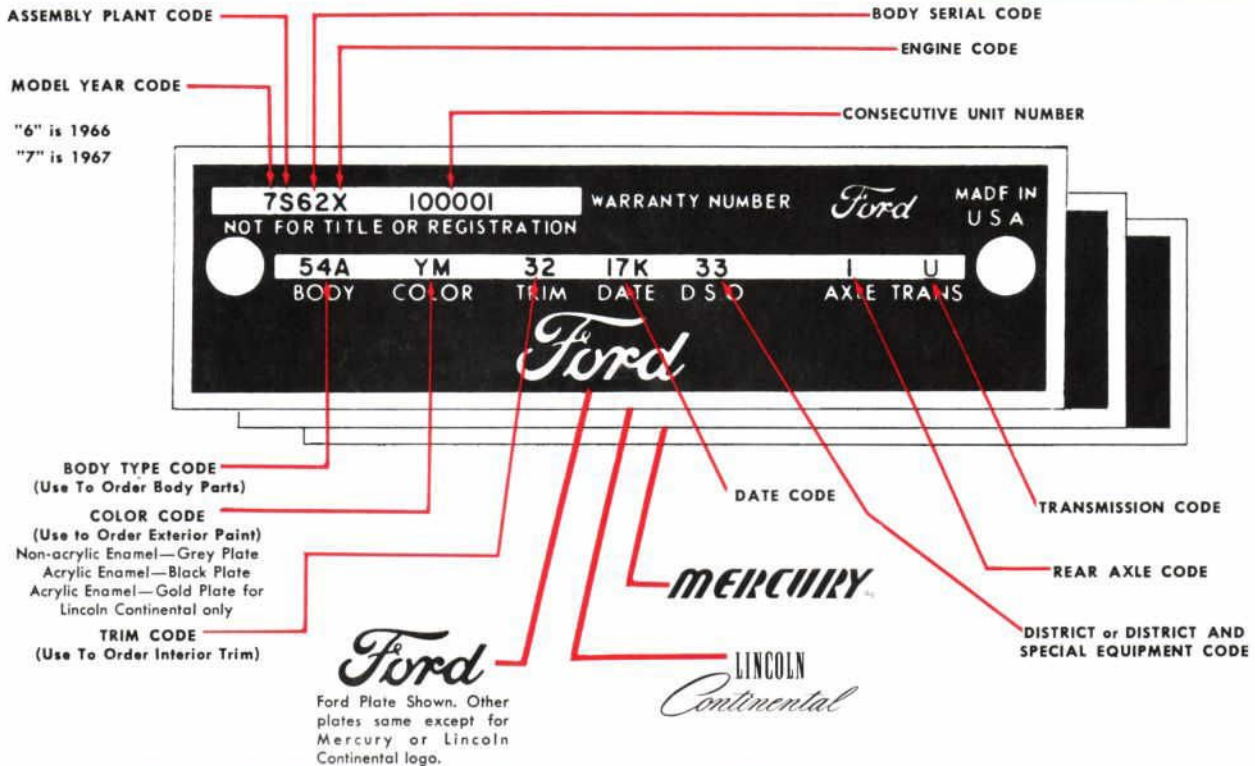
REGULAR	RATIO	LOCKING
0	2.50:1	—
1	2.75:1	A
2	2.79:1	B
3	2.80:1	C
4	2.83:1	D
5	3.00:1	E
6	3.20:1	F
7	3.25:1	G
8	3.50:1	H
9	3.10:1 (L-M Only)	—

# 1966-1967

## FORD and LINCOLN-MERCURY CAR IDENTIFICATION PLATES



1966 • COMET  
 1966-67 • FORD • FAIRLANE • FALCON • THUNDERBIRD • MUSTANG  
 • RANCHERO • MERCURY • LINCOLN-CONTINENTAL  
 1967 • 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)
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.)
X	8	390†	2V (Prem. Fuel)
Y	8	390	2V (3 Spd. Man.)
Z	8	390*	4V

\*Ford Only †L-M Only  
 ††1966 Ford Only - †1967 L-M and Ford  
 \*\*1966 Ford Only ††1966 L-M Only

TRANSMISSION CODES	
CODE	TRANSMISSION TYPE
1	3 Speed Manual Shift (2.77) (1966-67)
2	Overdrive* (1966-67)
3	3 Speed Manual Shift (3.03)* (1966-67)
4	C6 Automatic (XPL) (1966)
5	4 Speed Manual Shift (1966-67)
6	C4 Automatic (XP) (1966)
7	Cruise-O-Matic (FX)* (1966)
8	Cruise-O-Matic (MX) (1966)
U	C6 Automatic (XPL) (1967)
W	C4 Automatic (XP) (1967)
X	Cruise-O-Matic (FX)* (1967)
Y	Cruise-O-Matic (MX) (1967)
Z	C6 Automatic Special (XPL) (1967)

\*Ford Only

REAR AXLE CODES		
REGULAR	RATIO	LOCKING
0	2.79:1** (1967)	—
0	3.10:1† (1966)	—
0	3.10:1***	—
1	3.00:1 (1966-67)	A
2	2.83:1 (1966-67)	B
3	3.20:1 (1966-67)	C
4	3.25:1 (1966-67)	D
5	3.50:1 (1966-67)	E
6	2.80:1 (1966-67)	F
7	3.36:1* (1967)	G
7	3.89:1† (1966-67)	—
8	2.75:1***	H
8	3.89:1* (1966)	H
9	4.11:1 (1966-67)	I
—	2.89:1† (1966-67)	4

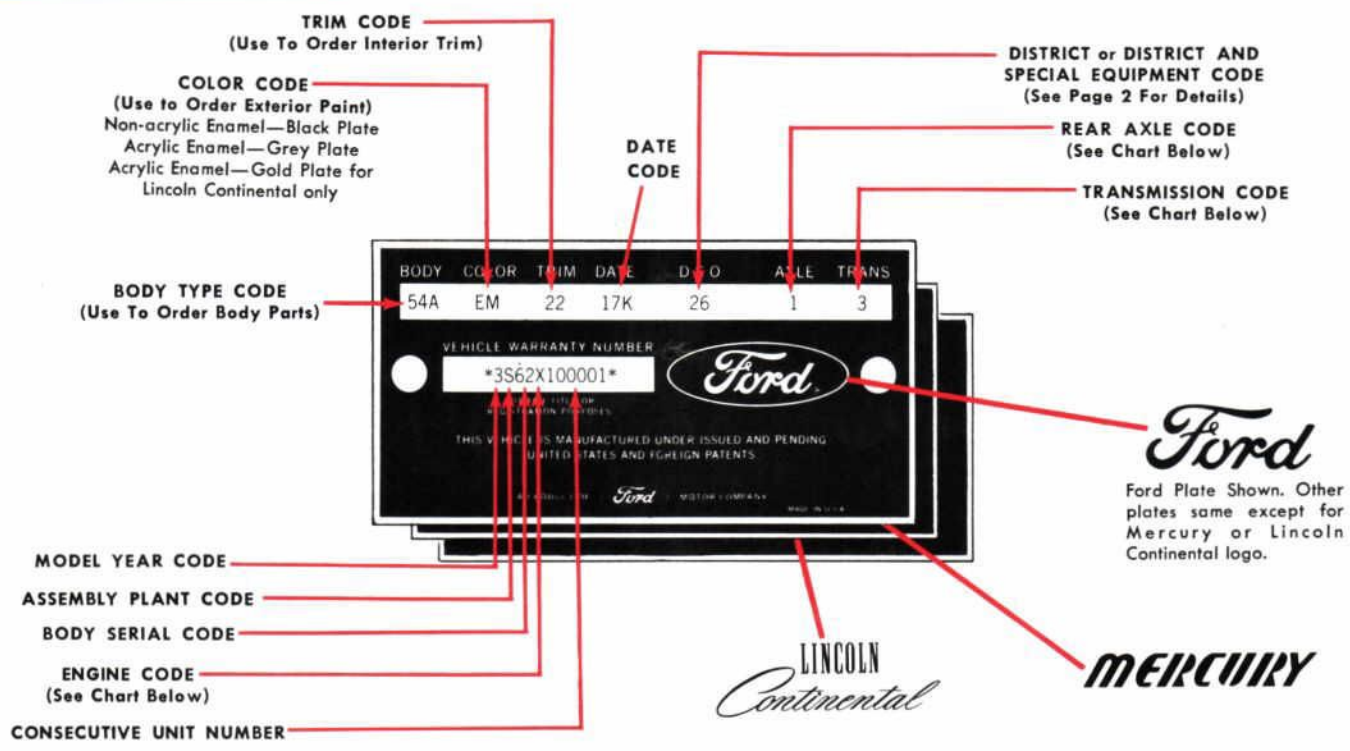
\*Ford Only †L-M Only \*\*Fairlane, Falcon, Mustang  
 \*\*\*1966 L-M only - 1967 L-M and Ford



# 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	63-64	65	TRANSMISSION TYPE
1	1	1	3-Speed Manual
2	2	2	Overdrive
3	—	—	Fordomatic 2-Speed*
3	—	—	Automatic 2-Speed
4	4	4	Cruise-O-Matic*
4	—	—	Automatic Dual Range
5	5	5	4-Speed Manual
6(64)	6	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



# GET THE FILTER! THE POINT! THE PREMIUM!

Motorcraft 

## 1972 FALL OIL FILTER PROGRAM

### Motorcraft Points the Way to more oil filter sales with Pacemaker '72

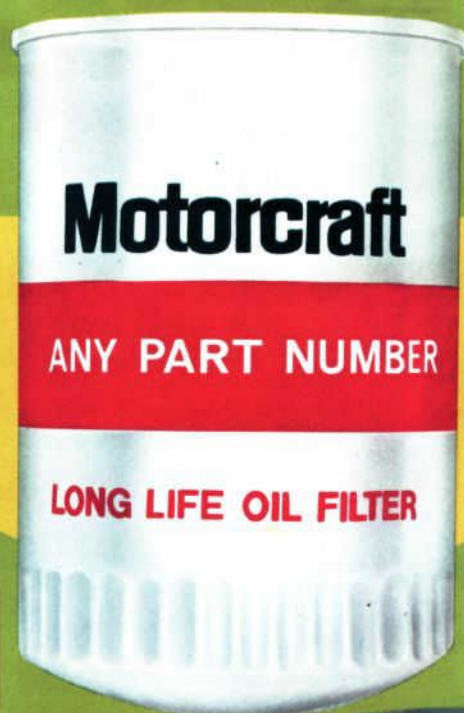
This is your opportunity to earn even MORE Pacemaker Prize Points by buying and selling Motorcraft Oil Filters! These are the same valuable Pacemaker Points you've been saving for merchandise and travel awards as featured in the 1972 Pacemaker Catalog. For yourself or your customers, get highly desirable premiums from Pacemaker!

Now through December 31, 1972—Ten specially featured premiums from the Pacemaker Catalog will be offered at a discount price!

The ten selected premiums shown below are available through December 31, 1972 at a *specially reduced price* of 10% below the regular low Pacemaker catalog prices!

When you stock up on Motorcraft Oil Filters this Fall, be sure to ask for the special Pacemaker Awards Discount Order Form (Form No. FI-2067)!

**Motorcraft Oil Filters Point the Way to Bigger Profits** You get complete coverage when you stock the Motorcraft Filter line. Motorcraft Oil Filters with their unique two-stage depth-type design, point the way to greater engine protection and greater customer satisfaction.



SEE YOUR PARTICIPATING MOTORCRAFT SUPPLIER TODAY!

# Get Polaroid's Square Shooter 4 Camera Outfit...

**by ordering  
Autolite Spark Plugs . . .  
Motorcraft Tune-Up Kits . . .  
Motorcraft Electrical Parts . . .**



Develop more sales and profits this fall with Autolite Spark Plugs, Motorcraft Tune-Up Kits and Motorcraft Electrical Parts . . . the original equipment lines that can help you build sales and profits.

During Motorcraft's Fall "Focus on Profits" Program, you also can get a very special deal on the exciting new Polaroid Square Shooter 4 Camera Outfit.

This is one of the finest premiums in the industry.

The camera features an electric eye, electronic shutter, and triplet lens. The Square Shooter 4 also includes a handy built-in development timer to let you know when your pictures are ready. To make the Square Shooter 4 Camera Outfit an even more outstanding value, you also get a leather-finish vinyl carrying case, a pack of Polaroid's Type 88 Colorpack film and two Sylvania Blue Dot Flash Cubes.

It's the camera outfit with everything to make taking beautiful 60-second color pictures easy.

The Polaroid Square Shooter 4 Camera Outfit has a suggested retail price of \$39.92, but you can get it for a lot less when you place your qualifying order for any mix of Autolite Spark Plugs, Motorcraft Tune-Up Kits, or Motorcraft Electrical Parts!

**Get into the profit picture . . .  
place your qualifying order today!**

**Details at  
our Participating  
Parts Counter now!**

# FOCUS

on fall profits...

with Autolite and Motorcraft



... get this Polaroid Square Shooter 4 Camera Outfit!



# PACEMAKER

... A Rewarding Experience!



Pacemaker Prize Points are a way to surround yourself with the good things of life! And all you have to do to get Pacemaker Prize Points is stock and sell Motorcraft Parts. You earn Pacemaker Points automatically with Motorcraft Electrical Tune-Up Kits, Motorcraft Shock Absorbers, Motorcraft V-Belts and Motorcraft Radiator Hose.

Get into the Pacemaker savings habit now! Save Motorcraft Electrical Tune-Up Kit Certificates, Motorcraft Shock Absorber numbered end flaps and Motorcraft V-Belt and Radiator Hose tear tabs. It's a rewarding habit that can open the door to a practically unlimited choice of merchandise and travel awards.

The Pacemaker Catalog shows the thousands of travel and merchandise awards you can select in addition to the items shown here. It also gives you complete details about the program. Ask your Ford or Lincoln-Mercury Dealer for a Pacemaker Catalog today!



## Christmas Reminder

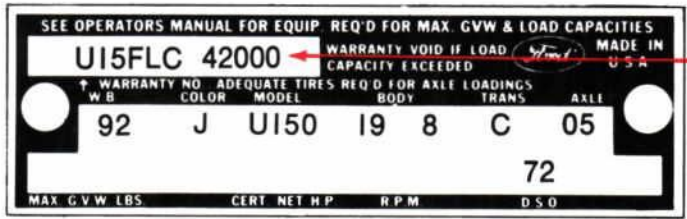
If you're already saving Pacemaker Prize Points, use your points to do your Christmas shopping the easy way. Order now to be sure your gifts will be delivered in time for Christmas.

# 1966-73 BRONCO IDENTIFICATION PLATES

- ROADSTER • WAGON
- SPORTS UTILITY (1966-1969)
- PICKUP
- SPORTS WAGON (1970-73)



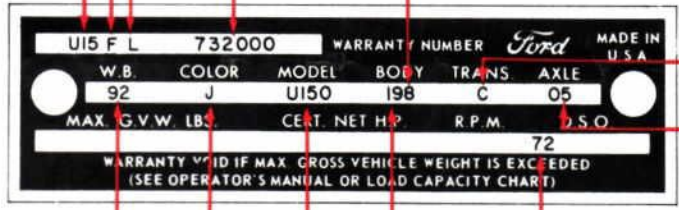
**1968-73** →



- CONSECUTIVE UNIT NUMBER
- 68 MODELS—Begin with C42,000
  - 69 MODELS—Begin with D82,000
  - 70 MODELS—Begin with G30,000
  - 71 MODELS—Begin with J70,000
  - 72 MODELS—Begin with M40,000
  - 73 MODELS—Begin with Q00,000

- ASSEMBLY PLANT CODE
- ENGINE CODE (See Chart Below)
- VEHICLE—SERIES CODE (U15 WAGON 4x4, U14 PICKUP 4x4)

**1966-67** →



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

TRIM CODE (Use to Order Interior Trim)

- CONSECUTIVE UNIT NUMBER
- 66 MODELS—Begin with 732,000
- 67 MODELS—Begin with A00,000

- BODY TYPE CODE (Use to Order Body Parts)
- 3-SPEED MANUAL (Only Transmission Available)
- REAR AXLE CODE (See Chart Below)

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

YEAR	ENGINE CODES			
	CODE	CYL.	CID	CARB. VENTURI
1966-72	F	6	170	1V
1969-73	G	8	302	2V
1966-68	N	8	289	2V
1973	T	8	200	2V

REAR AXLE RATIO CODES																				
2780 LB. RATED AXLE										3300 LB. RATED AXLE										
REGULAR					RATIO	LIMITED SLIP					REGULAR					RATIO	LIMITED SLIP			
66	67-68	69	70-72	73		66	67-68	69-72	73	66	67-68	69	70-72	73	66		67-68	69-72	73	
—	—	18	18	18	3.50:1	—	—	B8	B8	—	—	08	08	08	3.50:1	—	—	B9	B9	
03	03	03	03	03	4.11:1	A3	A3	A3	A3	05	05	05	05	05	4.11:1	A5	A5	A5	A5	
04	04	04	04	04	4.57:1	A4	A4	—	—	06	06	06	—	—	4.57:1	A6	A6	—	—	
													02		3.00:1					
													17		3.25:1					
													09		3.70:1				A2	

# 1971-73 CAPRI CAR IDENTIFICATION PLATE



**TRANSMISSION CODE** → L1

**ENGINE CODE** → ECJ

**DRIVE CODE (1-Left-Hand Drive)** → L1

**BODY TYPE (ECJ—Tudor) Sedan Only** → ECJ

**REAR AXLE CODE** → V

**COLOR CODE** → 7

**TRIM CODE (Use to Order Interior Trim)** → HN

**CONSECUTIVE UNIT NUMBER** → 66638

**ASSEMBLY CODE†** → GAECKL

**1970-71**

ASSEMBLY CODES†				
MONTH	K1970	L1971	M1972	N1973
Jan.	L	C	B	J
Feb.	Y	K	R	U
March	S	D	A	M
April	T	E	G	P
May	J	L	C	B
June	U	Y	K	R
July	M	S	*D	—
August	P	T	E	—
Sept.	B	J	L	—
Oct.	R	U	Y	—
Nov.	A	M	S	—
Dec.	G	P	T	—

\*July (Code D) 1972 begins 1973 model year and ends with June (Code R) in 1973.

**DRIVE CODE** → NB

**ENGINE CODE** → S

**TRANSMISSION CODE** → 5

**REAR AXLE CODE** → 1A

**CONSECUTIVE UNIT NUMBER** → 46274

**ASSEMBLY CODE†** → GAECKL

**1972-73**

ENGINE CODES				REAR AXLE CODES				
1971	1972	1973	DISPLACEMENT	CYL. & CARB. VENTURI	1971	1972	1973	RATIO
L1, L4	L1	—	1600 cc	4-1V	V	C	—	3.89:1
NB	NA	NA	2000 cc	4-2V	Q	S	Q	3.44:1
—	UX	UX	2600 cc	V6-2V	—	R	R	3.22:1

TRANSMISSION CODES			
1971	1972	TYPE	1973
5	5	4-Speed Manual	B
7 or C	7 or C	Automatic	C

## 1970-73 ECONOLINE (E100, E200, E300) VANS & CLUB WAGONS • IDENTIFICATION PLATES

## 1968-69 FALCON CLUB WAGON & ECONOLINE IDENTIFICATION PLATES



**ASSEMBLY PLANT CODE** → E

**ENGINE CODE (See Chart Below)** → I3GHC

**VEHICLE—SERIES CODE** → 90

**WHEELBASE (inches)** → T

**COLOR CODE (Use to Order Exterior Paint) Non-acrylic Enamel—Gray Plate Acrylic Enamel—Black Plate** → 55

**MODEL CODE (Use to Order Interior Trim)** → 82

**TRIM CODE (Use to Order Interior Trim)** → G

**BODY TYPE CODE (Use to Order Body Parts)** → 07

**CONSECUTIVE UNIT NUMBER** → 42000

**REAR AXLE CODE (See Chart Below)** → 72

**DISTRICT or DISTRICT AND SPECIAL EQUIPMENT CODE (See Page 2 For Details)** → 72

**TRANSMISSION CODE (See Chart Below)** → 72

**NOTE: The Rating Plate (Identification) is riveted on the left front lock face panel**

ENGINE CODES				ENGINE CODES			
CODE	CYL.	CID	CARB. VENTURI	CODE	CYL.	CID	CARB. VENTURI
A	6	240 (68-73)	1V	G	8	302 (69-73)	2V
F	6	170 (68-70)	1V	N	8	289 (68)	2V
B	6	300 (73)	1V	1*	6	240 (73)	1V

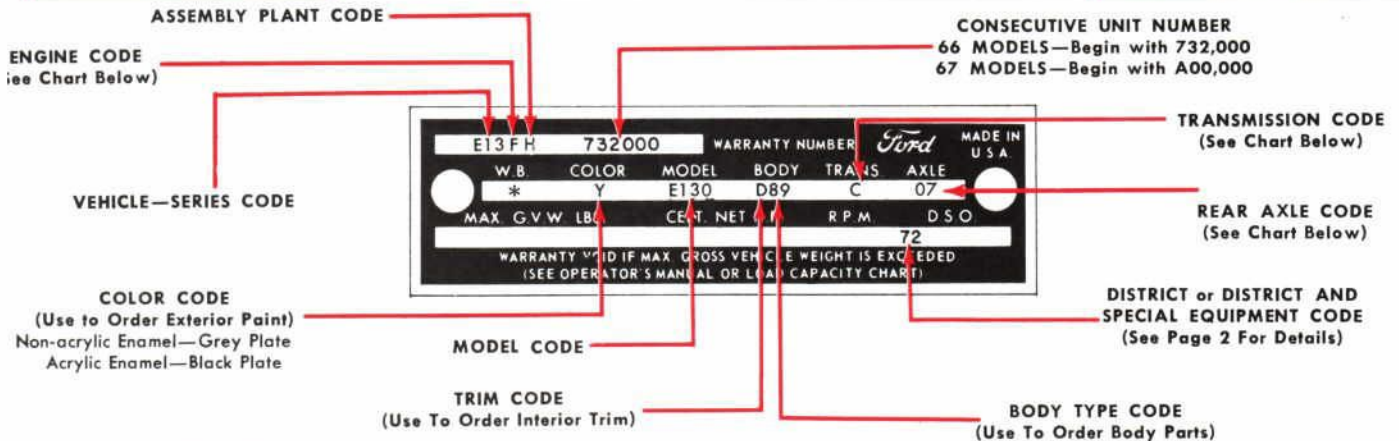
TRANSMISSION CODES	
CODE	TRANSMISSION TYPE
C	3-Speed Manual Shift
G	3-Speed Cruise-O-Matic

\*1973 Low Compression Engine.

REAR AXLE CODES				REAR AXLE CODES			
REGULAR CODES	RATIO	RATING	LOCKING CODES	REGULAR CODES	RATIO	RATING	LOCKING CODES
07 (68-71)	3.00:1	3050 lb.	—	31 (68-71)	3.54:1	4800 lb.	C1 (68-71)
10	3.25:1	3050 lb.	—	33 (68-71)	3.73:1	4800 lb.	C3 (68-71)
11	3.50:1	3050 lb.	—	35 (68-71)	4.10:1	4800 lb.	C5 (68-71)
12 (72-73)	3.70:1	3050 lb.	—	36 (68-71)	4.56:1	4800 lb.	C6 (68-71)
12 (68-70)	4.11:1	3050 lb.	—	71 (71-73)	3.54:1	5050 lb.	—
13 (68-70)	4.57:1	3050 lb.	—	72 (71-73)	3.73:1	5050 lb.	—
17	3.25:1	3300 lb.	—	73 (71-73)	4.10:1	5050 lb.	—
08	3.50:1	3300 lb.	—	74 (68-71)	4.56:1	5050 lb.	—
05	4.11:1	3300 lb.	—	—	3.54:1	5050 lb.	G1 (71-73)
06 (68-71)	4.57:1	3300 lb.	—	—	3.73:1	5050 lb.	G2 (1971)
09 (72-73)	3.70:1	3300 lb.	—	—	4.10:1	5050 lb.	G3 (71-73)



# 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

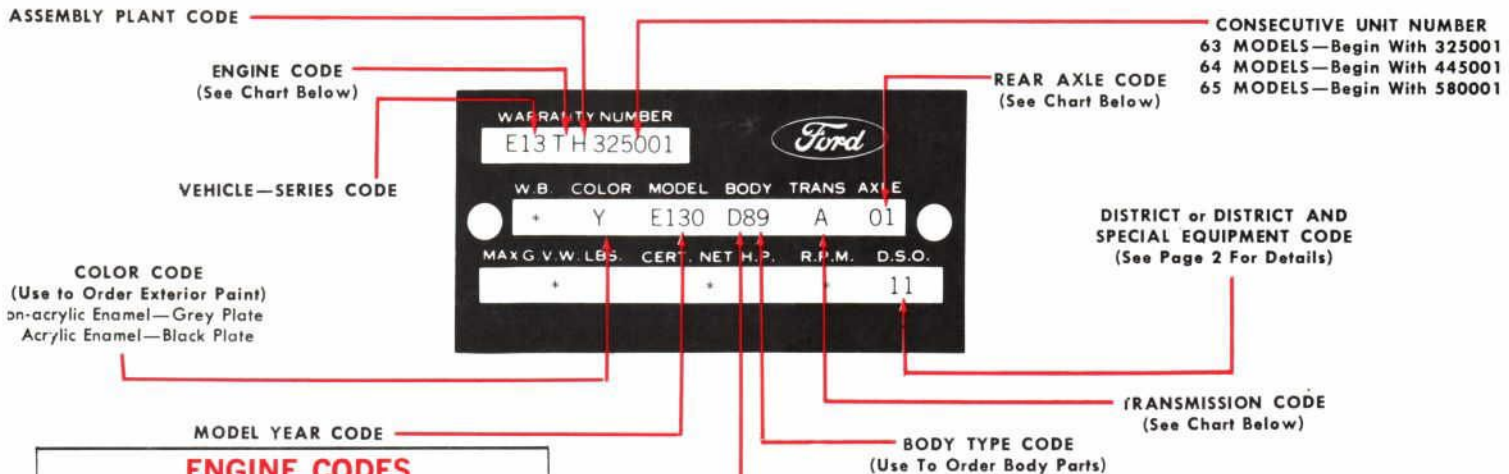
TRANSMISSION CODES	
CODE	TRANSMISSION TYPE
C	3-Speed Manual
G	H.D. Cruise-O-Matic

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	64-63		65	64-63
01	—	3.00:1	2780 lb.	A1 —
—	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 A3
06	04	4.57:1	2780 lb.	A6 A4

\*—NOT SHOWN ON FALCON CLUB WAGON AND ECONOLINE

# 1966-73 TRUCK

## 1966-1969 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)
S	NT	850 and 950	D	89" BBC Conv. (Diesel)
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)

Ford trucks are commonly classified into general weight groups as follows:

SERIES NUMBERS	WEIGHT GROUP
100, 200, 250, 300, 350, 400	LIGHT
500, 600	MEDIUM
610, 6000, 700, 7000, 750, 800 & 8000 except Tandems	HEAVY
800, 880, 8000 Tandems & All 900, 9000	EXTRA HEAVY

## 1970-1973 TRUCK IDENTIFICATION

YEAR	IDENTIFICATION MODEL CODE	SERIES PREFIX	SERIES NUMBERS	SERIES DESCRIPTION
1970	F	F	100 thru 750	Conventional Gas
1971	F	F	100 thru 600	Conventional Gas
72-73	F	F	500 thru 750	Conventional (Gas)
1971	B	B	500 & 600	Conventional Bas (Gas)
71-73	F	L	800 & 900	Conventional (Gas)
1971	N	LN	500 thru 900	Conventional (Gas)
71-73	K	L	8000 & 9000	Conventional (Diesel)
1970	K	F	6000	Conventional (Diesel)
72-73	K	F	6000 & 7000	Conventional (Diesel)
71-73	R	LN	6000 thru 7000	Short Conventional (Diesel)
72-73	N	LN	600 thru 900	Short Conventional (Gas)
1971	K	F	7000	Conventional (Diesel)
71-73	V	LTS	800 & 900	Short Conventional (Gas)
71-73	Y	LTS	8000 & 9000	Short Conventional (Diesel)
1971	S	LNT	800 & 900	Conventional Tandem Axle (Gas)
71-73	T	LT	800 & 900	Conventional Tandem (Gas)
71-73	U	LT	8000 & 9000	Conventional Tandem (Diesel)
1972	B	LNT	800 & 900	Short Conventional (Gas)
1973	S	LNT	800 & 900	Conventional Tandem (Gas)
71-73	W	LNT	8000 & 9000	Conventional Tandem Axle (Diesel)
1970	C	C	500 thru 1000	Tilt Cab (Gas)
70-73	D	C	6000 thru 8000	Tilt Cab (Diesel)
1971	C	C	500 thru 900	Tilt Cab (Gas)
72-73	C	C	600 thru 900	Tilt Cab (Gas)
1970	L	CT	800 thru 950	Tilt Cab Tandem (Gas)
71-73	L	CT	800 & 900	Tilt Cab Tandem (Gas)
71-73	Q	CT	8000	Tilt Cab Tandem (Diesel)
71-73	Z	W	9000	Forward Axle Tilt Cab (Diesel)
71-73	X	WT	9000	Forward Axle Tilt Cab (Diesel)
1970	Z	W	1000-D	Hi-Tilt Tractor (Diesel)
1970	X	WT	1000-D	Hi-Tilt Tractor Tandem (Diesel)
70-73	B	B	500 thru 750	School Bus Chassis (Gas)
1971	B	B	700 & 750	School Bus Chassis (Gas)
1970	J	B	6000 thru 7000	School Bus Chassis (Diesel)
1971	J	B	6000	Bus (Diesel)
71-72	J	B	7000	School Bus Chassis (Diesel)
70-73	P	P	350 thru 600	Parcel Delivery (Gas)
70-71	G	P	3500 thru 5000	Parcel Delivery (Diesel)
*1973	G	P	5000	Parcel Delivery (Diesel)
*72-73	G	P	5000	Parcel Delivery (Diesel)
*72-73	M	M	350, 400, 500	Motor Home

\*Special Order



F-SERIES



CT-SERIES



F-SERIES





# INFORMATION F-100 AND UP

## FORD TRUCK SERIES IDENTIFICATION SYSTEM CONSISTS OF:

A PREFIX letter (or letters) and three (or four) digits under MODEL IDENTIFICATION CODE designates the truck model within a series.

NOTE: Three-digit numbers indicate a GAS engine (800, 900 etc.). Four digit numbers indicate a DIESEL engine (6000, 9000 etc.).

The 4th character (a code letter or number) in the *Vehicle Series Code* indicates the type of engine (gas or diesel) installed.

## 1963-1973 CONSECUTIVE UNIT PRODUCTION NUMBERS

1963	325,001—445,000	1970	G30,000—J89,000
1964	445,001—580,000	1971*	J70,000—M29,000
1965	580,001—731,999	1971**	J90,000—M19,999
1966	732,000—913,999	1972*	M40,000—P69,999
1967	A00,000—B49,999	1972**	M50,000—P80,999
1968	C00,000—D81,999	1973†	Q00,000—S39,999
1969	D82,000—G29,999		

\*F&B 500-600-6000-Parcel      \*\*Heavy-Extra Duty

†Medium Trucks F-8500-600-6000 Parcels Starting Serial Number is Q00,000.  
Heavy-Extra Heavy Truck Starting Serial Number is Q10,000.

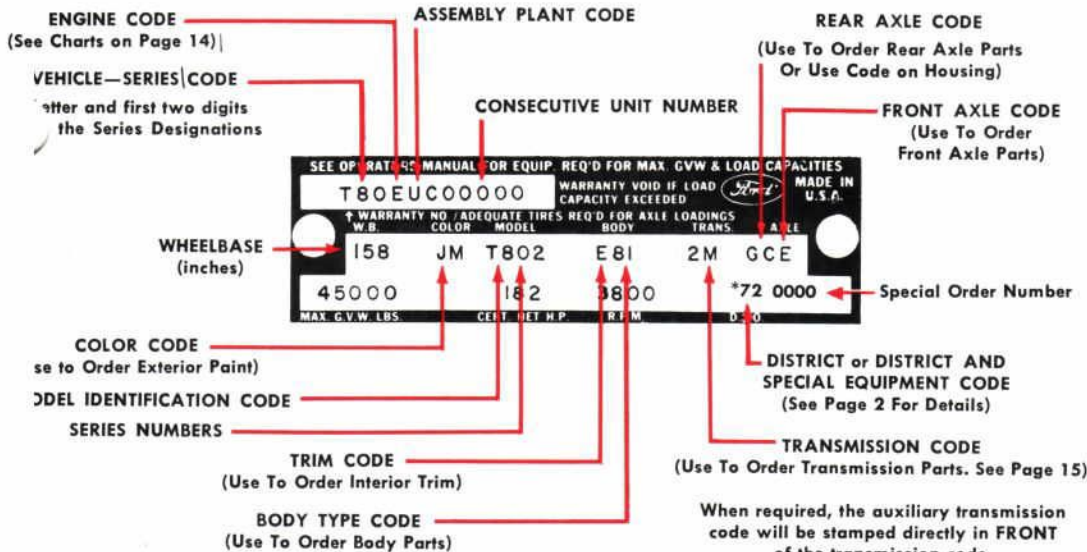
## FORD TRUCK SERIES DESIGNATIONS

PREFIX	SERIES NUMBERS	MODEL
U	100	Bronco
E	100 thru 300	Econoline Van
F	100 thru 750	Conventional—Gas
F	6000 and 7000	Conventional—Diesel
L	800 and 900	Conventional—Gas
L	8000 and 9000	Conventional—Diesel
LT	800 and 900	Conv. Tandem—Gas
LT	8000 and 9000	Conv. Tandem—Diesel
LTS	800 and 900	46" BA Conv. Tandem—Gas
LTS	8000 and 9000	46" BA Conv. Tandem—Diesel
LN	600 thru 750	95.3" BBC Conv.—Gas
LN	800 and 900	93.3" BBC Conv.—Gas
LN	6000 and 7000	95.3" BBC Conv.—Diesel
LN	8000 and 9000	93.3" BBC Conv.—Diesel

PREFIX	SERIES NUMBERS	MODEL
LNT	800 and 900	93.3" BBC Conv. Tandem—Gas
LNT	8000 and 9000	93.3" BBC Conv. Tandem—Diesel
C	600 thru 900	Tilt Cab—Gas
C	6000 thru 8000	Tilt Cab—Diesel
CT	800 and 900	Tilt Cab Tandem—Gas
*CT	8000	Tilt Cab Tandem—Diesel
W	9000	Hi-Tilt Tractor—Diesel
WT	9000	Hi-Tilt Tractor Tandem—Diesel
B	500 thru 750	School Bus Chassis—Gas
B	7000	School Bus Chassis—Diesel
P	350 thru 500	Parcel Delivery—Gas
*P	5000	Parcel Delivery—Diesel
*M	400 and 500	Motor Home Chassis—Gas

\*Special order.

## 1966-1973 WARRANTY and RATING PLATE



AUXILIARY TRANSMISSION CODE			
2	SPICER 5831-D	5	SPICER 8341-C
3	SPICER 7231-B	6	SPICER 8031-C
4	SPICER 7231-D	8	SPICER 7041



B-SERIES



C-SERIES



P-SERIES



L-SERIES

# 1966-73 TRUCK ENGINE CODES

## 1966-1973 GAS ENGINE CODES—DOMESTIC

**IMPORTANT NOTE: 1973 Figures for Net H.P. and R.P.M. (GAS & DIESEL), NOT RELEASED AS OF THIS DATE.**  
**Figures Shown are for 1972 and Prior Years Only.**

YEAR and CODE	ENGINE CYL	ENGINE CID	Carb. Venturi	Special Notes	CERTIFIED NET HORSEPOWER & R.P.M.						
					1966-70		1971		1972 Only		
					Net H.P.	R.P.M.	Net H.P.	R.P.M.	Net H.P.	R.P.M.	
1966-73	A	6	240	1V	F 100-250-350	129	4000	112	3800	112*	3800
1972	A	6	240	1V	Parcel Delivery					111	3800
1966-73	B	6	300	1V	H/D-FB 500-600	139	3600	126	3400	126	3400
1973	B	6	300	1V	F 100-250-350						
1966-71	B	6	300	1V	LD/100/500	139	3600	126	3400		
1972	B	6	300	1V	F 100-250-350 and Parcel					120	3400
1972-73	B	6	300	1V	FB 500-600-6000					126	3400
1966-73	C	8	330	2V	MD-FB 500-600	164	3800	164	3800	164	3800
1966-73	D	8	330	2V	H/D FB 500-600	164	3800	164	3800	164	3800
1966-73	E	8	361	2V	FB 500-600	182	3800	182	3800	182	3800
1966-70	F	6	170	1V		80	3600				
1966-73	F	8	391	4V		199	3900	199	3800	199	3800
1966	G	8	401	2V	S/D (1966 only)	180	3400				
1968-73	G	8	302	2V	Note 1 (1968-73) F100-250-350	158	4000	148	4000	140	3800
1966-73	H	8	401	4V	SD 850/950	198	3400	192	3400	192	3400
1968-73	H	8	390	2V	F 100-350 (1973 Motor Home & F 100-250-350)	190	3900	180	4000	165	4000
1966	J	8	477	2V	S/D (1966 only)	204	3200				
1973	J	6	300	1V	LPG+ Note 2						
1973	J	8	475	4V	700 thru 900						
1966-73	K	8	477	4V	S/D	222	3200	213	3200	213	3200
1966-73	L	8	534	4V	S/D	235	3000	239	3000	239	3000
1973	P	6	300	1V	FB 500-600						
1970-73	U	8	330	2V	LPG+ Note 2 H/D (1970-73 only)	164	3800	164	3800	164	3800
1970-73	W	8	361	2V	LPG+ Note 2 (1970-73 only)	182	3800	182	3800	182	3800
1971-73	X	8	391	4V	LPG+ Note 2			199	3800	199	3800
1968-73	Y	8	360	2V	1973 Motor Home & F 100-250-350	179	4000	172	4100	151**	4000
1966-67	Y	8	352	2V	(1966-67 only)	172	4000				
1970-73	9	8	534	4V	LPG+ Note 2 (1970-73 only)	235	3000	235	3000	235	3000

\*1972 F 100-250-350 rated at 102 HP @ 3800 \*\*F 100-250-350 †Liquid Petroleum Gas

Note 1: 1972-1973 Models Only Except California Automatic Trans. Equipped . . . 1972 California w/Automatic . . . (134 HP @ 3800 RPM)

Note 2: D.S.O. See page 2 for details

## DIESEL ENGINE CODES

CODE	ENGINE Cyl.	CID	TYPE	Certified Net H.P.	R.P.M.
<b>1966-73</b>					
1966-69	A	6	855	Cummins-NHC-225	213 2100
1970-73	B	6	588	Cummins-V6E-195	184 2500
1966-67	B	6	903	Cummins-V903-320	302 2600
1966-67	C	6	743	Cummins-NHE-180	169 1950
1968-69	C	8	636	Caterpillar	208 2800
1970-73	C	8	636	Caterpillar-225	213 2800
*1966-71	D	6	743	Cummins-NHE-195	184 1950
1966-68	E	6	743	Cummins-NH-220	208 2100
1970-73	E	6	903	Cummins-V903-280	262 2600
	F	8	784	Cummins-V8E-235	222 2400
1970-71	F	6	855	Cummins-NHCT-270	255 2100
*1972-73	F	6	855	Cummins-NTC-270CT	— —
	G	8	784	Cummins-V8-265	250 2600
1970-73	G	6	903	Cummins-V903-300	282 2600
1966	H	6	855	Cummins-NHE-225	213 1950
1966-71	H	6	855	Cummins-NHC-250	213 1950
*1970-71	H	6	855	Cummins-NHC-250	225 1950
1966	J	6	855	Cummins-NH-250	234 2100
1967-69	J	4	242	Dorset	74 2800
1967-73	J	6	855	Cummins-NHC-250	231 2100
1966-67	K	6	525	Caterpillar-1673-A	208 2200
1968	K	6	525	Caterpillar-1673-A	206 2200
1970-71	K	6	855	Cummins-NHCT-270	225 2100
1972-73	K	6	855	Cummins-NTC-270CT	243 2100
1970-71	L	6	855	Cummins-NHCT-270	240 2100
	L	6	525	Caterpillar-1673-B	228 2200
*1972-73	L	6	855	Cummins-NTC-350	— —
1970-73	M	6	855	Cummins-NTC-260	236 2100
1970-73	N	6	855	Cummins-NTC-280	256 2100
	P	6	855	Cummins-NTC-300	276 2100
	Q	6	855	Cummins-NTC-320	296 2100
1970-73	R	6	855	Cummins-NTC-335	311 2100
1968-71	S	6	426	Detroit Diesel-6-71N	207 2100
1966	S	6	426	Detroit Diesel-6-71N	203 2100
1967	S	6	426	Detroit Diesel-6-71N	218 2100

\*D.S.O. See page 2 for details.

CODE	ENGINE Cyl.	CID	TYPE	Certified Net H.P.	R.P.M.
<b>1966-73 (Continued)</b>					
1966	T	8	568	Detroit Diesel-8V-71N	298 2100
1967	T	8	568	Detroit Diesel-8V-71N	318 2100
1968-69	U	8	460	Caterpillar-150	137 3200
1966	U	4	220	Dagenham	65 2500
1970-73	U	8	522	Caterpillar-150 V8	136 3200
1966	V	6	330	Dagenham	104 2500
1968-73	V	8	522	Caterpillar-175 V8	161 3200
1967-70	W	6	363	Dorset	116 2800
*1973	W	6	380	Dorset	— —
*1971-73	W	6	855	Cummins-NTC-290R	— —
1967-70	X	6	464	Cummins-CF-160	141 2800
*1971	X	6	855	Cummins-NTC-290	277 2100
*1972-73	X	6	927	Cummins-N-927 Super	— —
1968-71	Y	6	464	Cummins-C-180	159 2500
*1972-73	Y	6	927	Cummins-N-927 Super	253 2100
1967	Y	6	464	Cummins-C-180	162 2500
1968-70	Z	6	464	Cummins-C-160	142 2500
*1972	Z	6	927	Cummins-N-927	— —
1970-73	1	6	855	Cummins-NH-230	211 2100
1968-73	2	6	426	Detroit Diesel-6-71N	225 2100
1966	2	6	426	Detroit Diesel-6-71N	223 2100
1967	2	6	426	Detroit Diesel-6-71N	238 2100
*1968-73	3	6	638	Caterpillar-1674*	— —
1968-73	4	8	573	Caterpillar-200 V8	187 3000
1970-71	5	6	855	Cummins-NHCT-270	236 1750
1972	5	6	855	Cummins-NTC-270E	252 1950
1966	6	8	568	Detroit Diesel-8V-71N	275 2100
1967	6	8	568	Detroit Diesel-8V-71N	290 2100
1966-73	7	8	568	Detroit Diesel-8V-71NE	249 1950
1968-73	8	6	318	Detroit Diesel-6V-53N	182 2600
1968-71	9	6	426	Detroit Diesel-6-71NE	184 1950
1966	9	6	426	Detroit Diesel-6-71NE	180 1950
1967	9	6	426	Detroit Diesel-6-71NE	195 1950
*1971	Ø	8	638	Caterpillar-250	231 2200

# 1966-73 TRUCK TRANSMISSION CODES

No. Spd.	TYPE	'67	'68	'69	'70	'71-'72	'73
3	Standard-Light Duty (Ford)	C	C	C	C	*C	*C
3	Medium Duty (Warner T89C; T89E or T89F)	D	D	D	D	*D	—
3	Heavy Duty (Warner T87E or T87G)	E	E	E	E	*E	—
—	Warner (T19) Parcel Del. (Diesel)						*E
3	Overdrive (Ford w/Warner T85 or T87)	B	B	B	B	*B	—
3	H/D Cruise-O-Matic—C4	G	G	G	G	*G	*G
—	Warner (T87G) Parcel						*G
3	Semi-Automatic C4				H		—
4	Synchronized (Warner T19)		P	P	P	*P	*P
4	Synchronized (Warner T98A or T18)	F	F	F	F	*F	*F
4	Synchronized (New Process 435) (Gas)	A	A	A	A	*A	*A
5	Medium Duty-Direct (Clark 250-V)	M				—	—
5	Medium Duty-Overdrive (Clark 251-V0)	V				—	—
5	Heavy Duty-Direct (Clark 2651-V1, 2653-V1)	L	L			—	—
5	Heavy Duty-Direct (New Process 541-FL)	O	O	O	O	—	—
5	Heavy Duty-Direct (Clark 2261-V1, 2622-V1)	R	R			—	—
5	Heavy Duty-Direct (Clark 305-V)	H	H	H		—	—
5	Heavy Duty-Direct (Clark 307-V)	I	I	I		—	—
—	Automatic (FMX) Parcel						*J
5	Heavy Duty-Direct (Clark 282-V)		2	2	2	*2	*2
5	Heavy Duty-Direct (Clark 285-V)		M	M	M	*M	*M
5	Heavy Duty-Direct (New Process 541-FD)		9	9	9	—	—
5	Heavy Duty-Overdrive (Clark 264-V0)	J	J			—	—
5	Heavy Duty-Overdrive (Clark 280-V0)		4	4	4	*4	*4
5	Heavy Duty-Overdrive (New Process 541-F0)	P	T	T	T	—	—
5	Heavy Duty-Direct (New Process 542-FD) (Gas)					*9	*9
5	Heavy Duty-Direct (New Process 542-FL) (Gas)					*O	*O
5	Heavy Duty-Overdrive (New Process 542-F0) (Gas)					*T	*T
5	Extra Heavy Duty-Direct (Clark 385-V)		7	7	7	7	7

\*Transmission Codes for Medium, Parcel, School Bus, F-B 500-600-6000

No. Spd.	TYPE	'67	'68	'69	'70	'71-'72	'73
5	Extra Heavy Duty-Direct (Clark 387-V)		D	D	D	D	D
5	Extra Heavy Duty-Direct (Spicer 5652)	Q	Q	Q	Q	Q	Q
5	Extra H/D-Direct (Spicer 5756B)	S	S	S	S	S	S
5	Extra Heavy Duty-Overdrive (Clark 380-V0)		G		G	G	—
5	Exclusive Direct-Diesel (Fuller 5H75)	G	—			—	—
5	Exclusive H/D-Direct (Spicer 6352)-Iron	N	N	N	N	N	N
5	Exclusive H/D-Direct (Spicer 6352B)-Iron	W	W	W	W	W	W
5	Exclusive H/D-Direct (Spicer 6354)-Aluminum	2				—	—
5	Exclusive H/D-Direct (Spicer 6354B)-Aluminum					—	—
5	Exclusive H/D-Direct (Spicer 6452A)-Iron	M				—	—
5	Exclusive H/D-Direct (Spicer 6454A)-Aluminum					—	—
5	Exclusive H/D-Direct (Spicer 6852G)-Iron	U	U	U	U	U	U
5	Exclusive H/D-Direct (Spicer 6854G)-Aluminum					—	—
5	Exclusive H/D-Direct (Spicer 6453A)-Iron	K	K	K	K	K	K
5	Exclusive H/D-Overdrive (Spicer 6455A)-Aluminum					—	—
5	Exclusive H/D-Direct (Fuller 5H74)	F	E	E	E	E	E
5	Exclusive H/D-Direct-Diesel (Fuller T-905-A)-Iron	X	X	X	X	X	X
5	Exclusive H/D-Direct-Diesel (Fuller T-905-B)-Iron	O	O	O	Ø	Ø	Ø
5	Exclusive H/D-Direct-Diesel (Fuller 5HA-74)-Aluminum	7	F	F	F	F	F
5	Exclusive H/D-Direct (Fuller 5HA-75)-Aluminum					—	—
5	Exclusive H/D-Direct (Spicer 5852)	3	3	3		—	—
5†	H/D-Direct-Diesel (Spicer 8552A)					1	1
6	Transmatic (Allison MT 30)	X	X	X	X	X†	—
6	Transmatic (Allison MT 40)	Y	Y	Y	Z	Z	Z
6	Transmatic (Allison MT 41) (Diesel)	Y	Y	Y	Y	Y	Y
6	Transmatic (Allison MT 42) (Gas)	1	1	1	1	1	1
8	Roadranger H/D-Direct (Fuller R46)	T	6			—	—
—	Automatic AT40					†L	*L

†1972-73

†Up to and including 1971

## 1966-73 HEAVY DUTY TRANSMISSION CODES

No. Spd.	TYPE	CODE				No. Spd.	TYPE	CODE			
		'66	'67	'68/'70	'71/'73			'66	'67	'68/'70	'71/'73
5	Direct Drive (Fuller 5W74)				—	10	Overdrive (Fuller RA960)-Aluminum	D			—
5	Direct Drive (Spicer 8052)-Iron	A	A		—	12	Overdrive (Spicer 8125)-Aluminum	R	4		—
5	Direct Drive (Spicer 8054)-Aluminum	P			—	12	Overdrive (Spicer 8312)-Aluminum		8	8	—
5	Direct Drive (Spicer 8552-A)-Iron			1	1	13	Overdrive (Fuller RTO-913)			H(70)	†H
5	Overdrive (Spicer 8051-A & C)-Iron	J	P		—	13	Direct Drive (Fuller RT613) Diesel				†P
5	Overdrive (Spicer 8055-A & C)-Aluminum	O			—	13	Overdrive (Fuller RTO-9513) (Diesel)				J
6	Direct Drive (Fuller RT906)			3(70)	3	15	Direct Drive (Fuller RT-915) (Diesel)	9	9	9	9
10	Direct Drive (Fuller R96)-Iron	B	B	B	—	15	Overdrive (Fuller RT-915) (Diesel)	1	6	6	6
10	Direct Drive (Fuller RA96)-Aluminum	C			†2	16	Overdrive (Spicer 8516)			B(70)	B
10	Direct Drive (Fuller RT-910) (Diesel)	V	V	V	V	16	Overdrive (Spicer 8716)			R(70)	R
10	Direct Drive (Fuller RT-610)			C	C	—	Allison (AT-540)				L
10	Overdrive (Fuller RTO-910)	W	5	5	5	9	Overdrive (Fuller RTO-9509B) (Diesel)				T
10	Overdrive (Fuller R960)-Iron	E			—	—	Allison MT640				†B
						—	Allison MT650				†H
						—	C6 Automatic				†P

†1971 only †1973 only

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