

SHOP TIPS

VOL. 17, NO. 5 JUNE 1979

Motorcraft 



TIPS ON TRAILERS AND VACATION VEHICLES

- TYPES OF TRAILERS
- TYPES OF VACATION VEHICLES
- TRAILERING CLASSES
- MILEAGE AND MAINTENANCE
- RECREATIONAL VEHICLE CHECK LIST

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GET YOUR SHARE OF THE RV BUSINESS

As a wild guess, how many towable and self-propelled recreational vehicles would you guess are traveling over the highways of the United States?

If you're like most people, you might say in the neighborhood of a few million. Well, according to a reliable industry source, there are more than 6,000,000 families who own

and enjoy camping in their vacation vehicle . . . and growing each year. The big question then is . . . are you taking advantage of this vast and growing market from the maintenance and service standpoint?

This market truly represents an opportunity to add to your overall business activity, but only if you go after it aggressively.

What is Required Can Be Boiled Down To The "Three C's" Confidence...Convenience...Communication

Confidence in your ability to provide quality maintenance and service work on recreational vehicles.

Convenience for the recreational vehicle customers so that they can get their maintenance and service needs fulfilled at one stop.

Communications between you and the recreational vehicle owner so that they recognize and believe in your professional ability to handle the work.

Start by reading this issue of Shop Tips. In addition, find out all you can about this industry. After you have taken those important steps, get some signs made (locally) to let vacationers with towable or self-propelled vehicles know about you and your service outlet. From then on, it's all up to you. Good luck!

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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 and Service Division, Shop Tips, P.O. Box 1804, Dearborn, Michigan 48121.

The information in this publication was gathered from materials released by various technical departments of the Ford Motor Company, the Ford Parts and Service Division of the Ford Motor Company, 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.



LET'S TALK ABOUT THE DIFFERENT TYPES OF RECREATIONAL VEHICLES

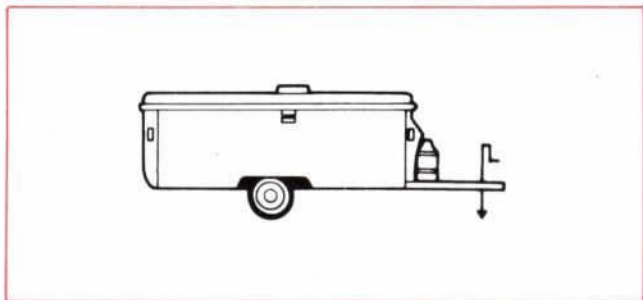
HERE'S THE TYPES YOU'LL SEE

RV owners are generally well satisfied (and proud) of their vacation/camping units, whether it is only a small fold-down camping trailer or a large motor home. Some are an expensive "living room" on wheels while others are self contained kitchen apartments with sleeping quarters.

A great many of these owners are fairly well acquainted with the mechanical components of the vehicle they chose for their particular needs. Besides that, they have strong

feelings towards the model and make of their RV unit. Therefore, knowing overall details of the particular type they tow or drive makes you look knowledgeable. Besides that, it helps to build their confidence in your ability to deal with RV service and maintenance, ranging from minor to major jobs.

From that viewpoint then, let's examine the main categories and classifications of the various RV units and how they are designated.



FOLD DOWN CAMPING TRAILERS

This type of camper is designed for temporary living quarters and is the most economical to buy, tow and to maintain. They are lighter than the travel type trailer and generally use canvas or folding plastic to obtain a low profile when being towed. They range in size from 8 feet long to double that length. And, they can weigh anywhere from as little as 300 pounds to as much as 3000 pounds.

One of their prime features is that they can fold up tighter than a jack-in-the-box and are often the next step upwards for vacationers who have been tent camping for a number of years. Some are remarkably spacious and have scaled-down versions of virtually all appliances found in more elaborate RVs.

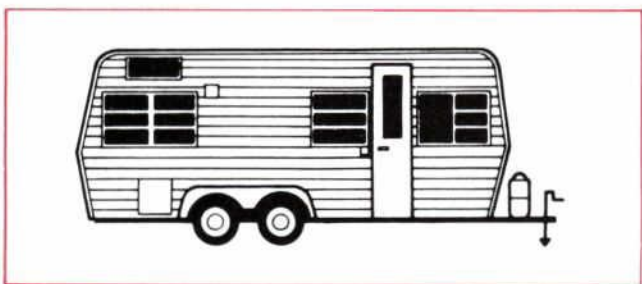


TELESCOPING TRAILERS

This type of trailer is a cross between a fold down camping trailer and a large travel trailer. It has a low profile when being towed on the highways but once the driver reaches the campsite or vacation spot, the top raises to increase the interior height. The low profile provides less wind resistance while it is being towed. As a result, it not only tows easier, but is more economical too.

They vary in size from 16 to 24 feet and price depends upon their length and interior appointments.

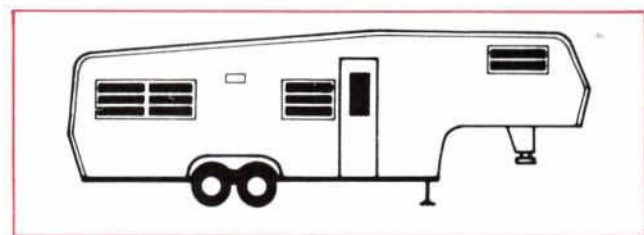
Interiors are small-wonders of compact convenience in which the design engineers have shown amazing forethought in the utilization of available interior space.



TRAVEL TRAILERS

These are one of the most popular types of RV units primarily because they are flexible. That is, once they reach their destination, they can easily be disconnected from the tow vehicle. Owners can then travel at will, while the completely set up vacation home awaits their return.

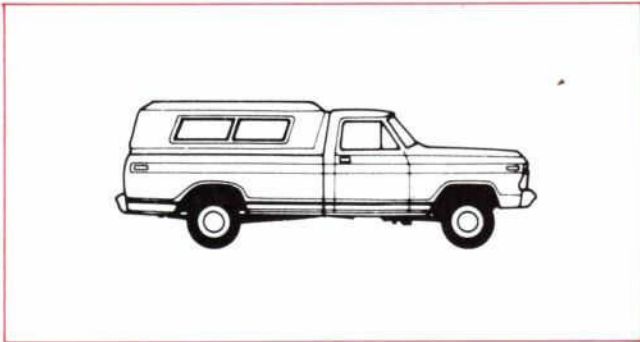
They are towed by a motorized vehicle (auto, van or pickup truck) and are of such size and weight as not to require a special highway movement permit. They range in size from 12 to 35 feet in length and are towed by means of a simple hitch (the smaller types) or a frame-mounted weight distributing hitch for the larger models. See page 6 for the four basic trailering classes and the permitted tongue weights.



FIFTH-WHEEL TRAILERS

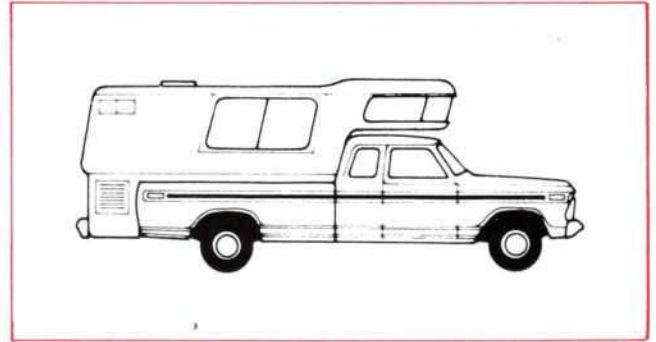
This type of large trailer is designed to fit the pickup truck body contours with a raised forward section extending over the pickup cargo box and the rearward section trailing behind the truck. Many have dual trailer wheels, while the larger ones have eight.

The coupling or hitch is known in trucking circles as a "Fifth-Wheel" because in size and shape it does resemble a wheel mounted horizontally. It is mounted to the bed and frame of the truck box area and uses the same type of hitch as large over-the-road semi-trailer trucks. These units provide all the comfort and the convenience of a travel trailer with one of its major advantages in weight distribution. This is true because some of the trailer weight is actually over the towing vehicle. These units are available from 18 to 35 feet in length and some are priced at over \$25,000.



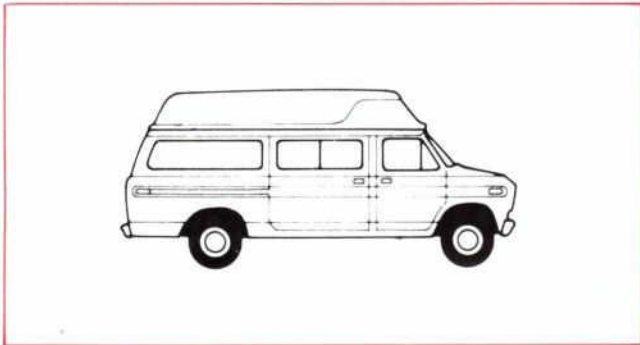
PICKUP BOX COVER

Slip a cover over a pickup box cargo space and right away you have an RV rig. Many buyers find that it is just what they need in the way of an enclosed and covered area. The cover fits snugly over the pickup cargo space, thus providing shelter and protection for personal gear, tools, golf clubs and so forth when the vehicle is at home base.



SLIDE-IN CAMPERS

This particular type of recreational vehicle can be changed from a pickup truck to a camper in a matter of minutes. Usually, slide-ins have a cab-over section that contains the main sleeping area. You'll find them ranging in size from 6 to 11 feet in length. There are also telescoping campers which can be raised at the campsite and lowered when back on the highway.

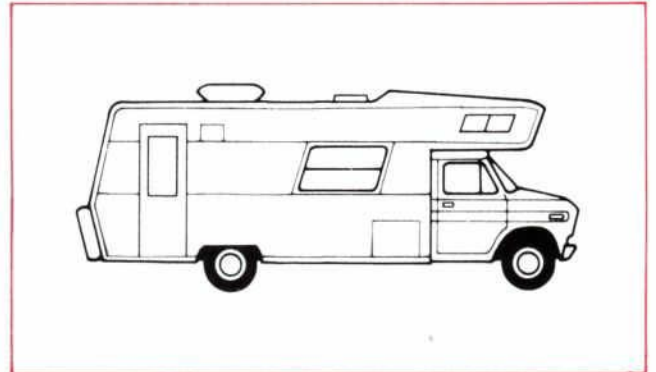


VAN CAMPERS

Van campers offer generous interior room and an opportunity for the van owner to tailor his living quarters to his life-style and pocketbook.

A van camper (such as the Ford Econoline) can be modified to include equipment such as a stove, refrigerator, table, beds and so forth. There are structural extras that can be added such as a manually operated expandable roof to enlarge the living area in such a way as to provide sufficient stand-up space.

Some van campers are modified. They use a panel-type truck and add a number of conveniences such as sleeping, kitchen and toilet facilities. Some also include a 110 volt hook-up, fresh water storage, city water hook-up and roof extensions for more head room.



MOTOR HOMES

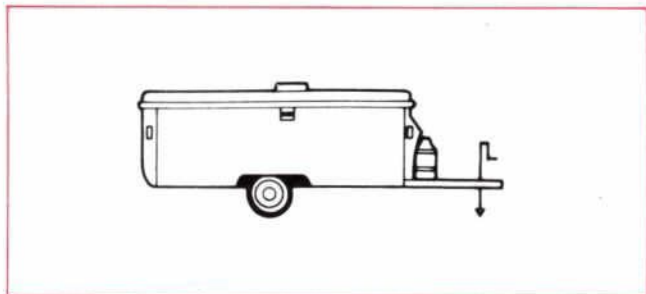
The large RV motor homes, classified as type "A", are built as an integral part of a self-propelled motor vehicle chassis. They generally have a kitchen, sleeping and bathroom, including shower facilities, and are equipped with fresh water storage and the ability to contain sewage in holding tanks. Mini-models (classified as type "C") offer most of the living features of the larger, more expensive motor homes . . . but at a much lower cost. Industry figures report there are about 650,000 motor homes registered over the years since first introduced to the public. The larger motor homes range from 17 to 32 feet in length with living quarters for up to eight people. The smaller types, generally built on a van chassis, range from 17 to 24 feet in length, with quarters for four or as many as six people.

FOUR BASIC TRAILERING CLASSES

A Trailer Must Be Within The Vehicle's Capacity

The class of trailer is determined by *Gross Trailer Weight* which is a weight of the trailer PLUS the weight of trailer options and all cargo including water, food, clothing, recreational gear, liquified propane gas (LPG) and household or utility items.

Remember, each class of trailer has a different tongue load specification which is the weight the trailer tongue ADDS to the rear of the tow vehicle at the tongue.



A TRAILER MUST BE WITHIN THE VEHICLE'S CAPACITY

Use the following information as a guide.

TRAILERS IN CLASS I – LIGHT DUTY

Gross Trailer Weight: Under 2000 pounds
Tongue Weight: Up to 200 pounds maximum

Some of the trailers in this class include folding tent trailers, trailers for light boats, trailers for snowmobiles and motorcycles.

NOTE: Class I trailers can be pulled by all Ford Pickups, Econoline Vans, Club Wagons, Broncos, Couriers and cars such as the Pinto, Mustang, Fairmont and Granada as well as all other Ford Division models.

The Bobcat, Capri, Zephyr and Monarch fit into pulling Class I trailers as well as all other Lincoln-Mercury Division cars.



TRAILERS IN CLASS II – MEDIUM DUTY

Gross Trailer Weight: 2000 to 3500 pounds
Tongue Weight: 10% to 15% of Gross Trailer Weight
(10% = 200-350 pounds)
(15% = 300-525 pounds)

Caution: Not to exceed 500 pounds of tongue load on passenger cars.

Class II trailers are usually single axle, small to medium length trailers (up to 18 feet). The Ford LTD, all Ford Pickups, Bronco, Econoline Vans, Club Wagons with Heavy-Duty Trailer Tow Package are ideal for Class II trailering when they are equipped as recommended.

The Mercury Marquis, Continental Mark and Lincoln-Continental with the Class III Heavy-Duty Trailer Towing Package are suitable for towing RV units of 2000-3500 pounds.



TRAILERS IN CLASS III – HEAVY DUTY

Gross Trailer Weight: 3500-6000 pounds
Tongue Weight: 10% to 15% of Gross Trailer Weight
(10% = 350-600 pounds)
(15% = 525-900 pounds)

NOTE: Not to exceed 700 pounds on passenger cars (EXCEPT 800 pounds for the Ford LTD and F-150 Regular Cab and Super Cab 4 x 2).

This class includes large, dual-axle travel trailers. Class III trailers can be towed safely with the Ford LTD, all Ford Pickups, Bronco, Econoline Vans, Club Wagons with Heavy Duty Trailer Tow Package.

The Mercury Marquis, Continental Mark and Lincoln-Continental with the Class III Trailer Towing Package will handle the 3500-6000 pound GTW.



TRAILERS IN CLASS IV – EXTRA HEAVY DUTY

Gross Trailer Weight: 6000-10,000 pounds
Tongue Weight: 10% to 15% of Gross Trailer Weight
(10% = 600 to 1000 pounds)
(15% = 900 to 1500 pounds)

This class includes the largest trailers made for vacationers and the recreation vehicle field. When properly equipped with Heavy-Duty Trailer Tow Package, a Ford F-350 Pickup (140" wheelbase) with regular cab and the E-350 Econoline Vans can tow trailers up to 10,000 pounds . . . F-350 Super Cabs to 9,000 pounds . . . Fifth-Wheel Trailers to 10,000 pounds (w/F-350, 140" wheelbase) . . . E-250 Club Wagons, Super Wagons, Vans and the E-350 Super Wagons can tow trailers up to 8,000 pounds.

With a Heavy Duty Trailer Package, the F-250 Pickups with regular cab and the F-250 Super-Cab model can tow up to 8,000 pounds.

TRAILER WEIGHT AND HITCHING UP

How To Figure Gross Trailer Weight/Tongue Load

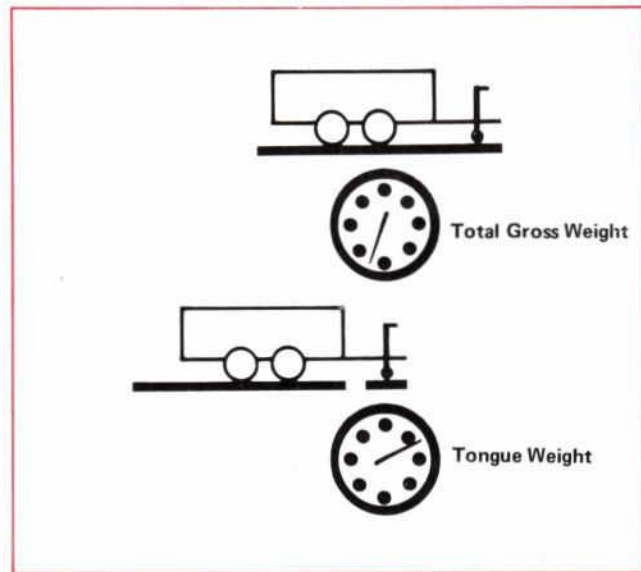
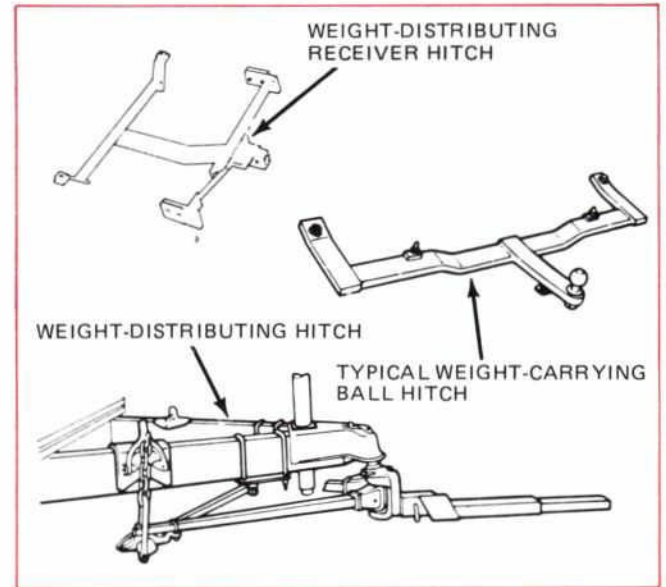
When owners of RVs want to determine the GROSS TRAILER WEIGHT, they must locate a scale that a trucking company or coal yard (or other heavy haulers) would normally have in daily use in that type of business. Of course, the telephone book Yellow Pages list scale locations if you are not aware of the nearest scale location. When the trailer is weighed as shown in the illustration below, the reading on the scale is the Gross Trailer Weight.

Now, in order to determine TONGUE WEIGHT, the trailer must be disconnected from the tow vehicle. Then, with the coupler at the normal hitch ball height (tongue only resting on the scale), a reading can be obtained (also see the illustration below). If the tongue load *exceeds 15%* of the Gross Trailer Weight (or maximum weight specified for the vehicle) owners must shift the camping gear and equipment rearward in the trailer to achieve the recommended tongue load.

On the other hand, if less than 10%, they must shift the load *forward* until tongue load falls within the acceptable range.

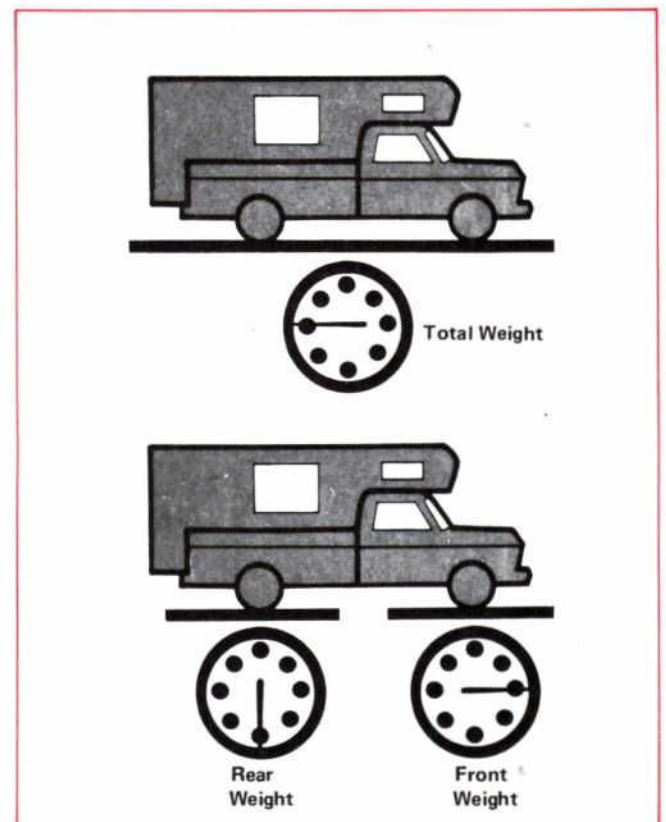
For trailers that weigh over 2000 pounds, additional sway control devices are recommended. These equalizing hitches require a tension bar adjustment to achieve proper vehicle and trailer attitude.

For Fifth-Wheel Trailers, Ford Motor Company recommends the inverted frame mounted hitch.



RECREATIONAL VEHICLE WEIGHT

An overloaded unit can cause handling problems while excessive weight can damage the towing vehicle's structural and power train components. To avoid these problems, the owner should have his rig weighed on a scale that a coal company and others use daily.



THE PROPER HITCH IS VITAL

Owners who pull lightweight Class I trailers such as folding camping trailers must use a weight carrying hitch. This type of hitch mounts to the towing vehicle's underbody and carries the full weight of the trailer's tongue. Bumper hitches, both the clamp-on or the permanently mounted types, are *not recommended*.

Trailers weighing over 2000 pounds should have a load-equalizing type of hitch. This is a heavy-duty hitch that bolts to the tow vehicle's frame at several points. A hitch mounting of this type helps distribute the trailer tongue load over the front and rear suspension of the tow vehicle. As a result, rear-end sag is decreased while there's an increase in ease of handling and resistance to sidesway.



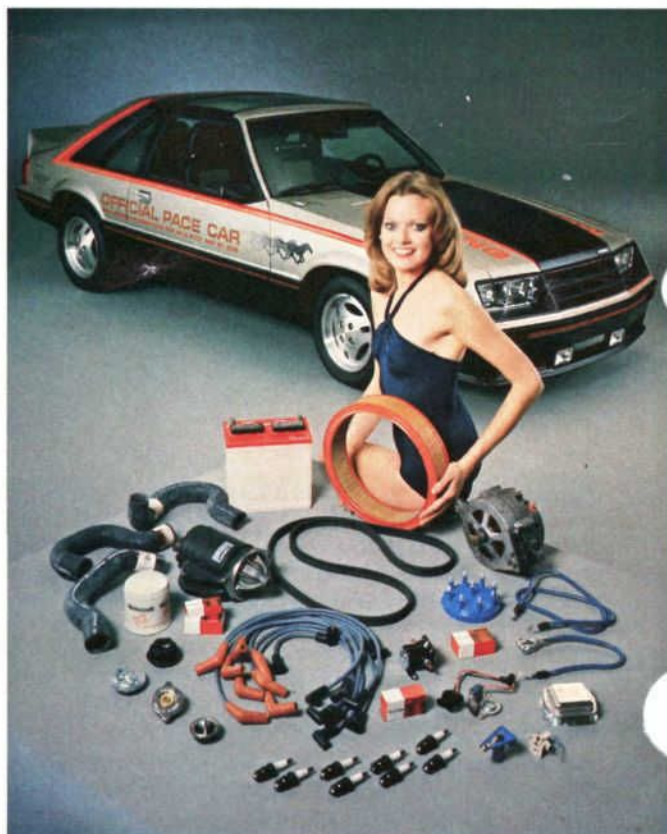
If the Indy 500 Pace Car didn't look like this...

1979 Mustang. The official Indy 500 Pace Car.

Sleek, gutsy and assuming. That's the road car that's been selected to pace "the greatest spectacle in racing." It's the 1979 Mustang and it assumes an Indy 500 heritage that goes all the way back to 1932.

It also assumes another heritage. The 1979 Mustang, like all other Ford-built cars, features Motorcraft automotive parts.

It's no wonder the 1979 Mustang is the 11th Ford Motor Company car to pace this great traditional race. It has a lot going for it.





**...it might just look
like this.**

**Motorcraft.
The official parts
for all Ford
Motor Company cars.**

Underneath all that Mustang styling and beauty, you'll find the name Motorcraft quite often. You see, Motorcraft parts are original equipment on all Ford and Lincoln-Mercury vehicles.

In fact, there are ten different product lines of Motorcraft parts . . . from spark plugs and filters and hoses to electrical parts and shocks. Also, you'll find Motorcraft replacement parts for most competitive-make vehicles.

Contact your Motorcraft supplier today. Motorcraft parts should be setting the pace at your place of business, too.

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MILEAGE AND MAINTENANCE

RV Owners Are Energy Conscious

Back in 1970, almost 3,000,000 recreational vehicles were in use across the country. Today, that figure has doubled to nearly 6,000,000 and continues growing at a good pace

this year. With the escalating cost of gasoline and restricted availability, you can play a major role in keeping towing vehicles and the self-propelled models operating efficiently. Not only that, you can help them get the best possible miles per gallon . . . and at today's pump prices, you can be assured that those goals are uppermost in their minds.

Following are some "key" things that can help RV owners keep "on top" of their rigs.

FUEL ECONOMY AND THE RV OWNER

Think of this for a moment – If you can improve the engine fuel economy of the RV owner's vehicle or his self-propelled motor home by only ONE MPG, he will save almost 446 gallons of gasoline in 25,000 miles of driving.

If you fine tune his engine to get TWO MORE MPG than what he is now getting from a gallon of gasoline, he will save close to 900 gallons in that same amount of driving. Multiply that savings in fuel by the pump prices today and many drivers will not only start their own fuel economy program . . . they will be more acceptable to having their engine tuned to a razor's edge. That's where you enter the picture.

But first let's talk about the driver's personal habits behind the wheel.



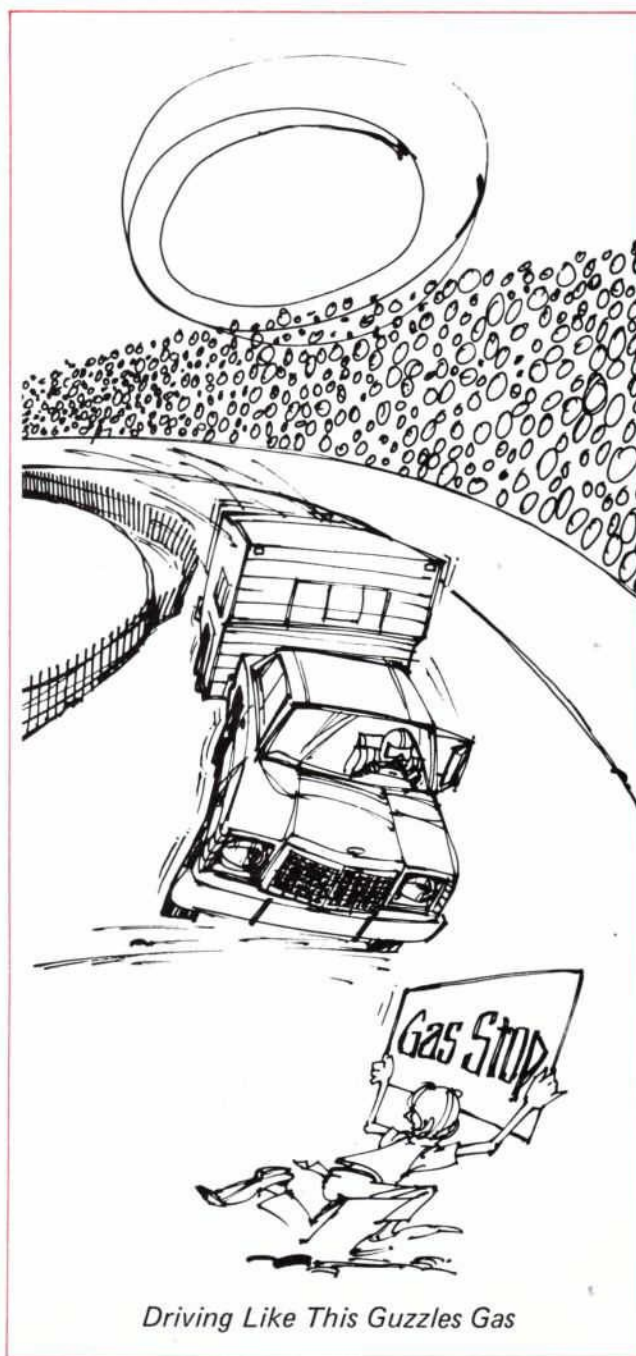
THE DRIVER IS A BIG FACTOR

Of course, the driver must first recognize some fuel-wasting driving habits he might have if he is serious about improving his mileage economy. That often is a sensitive subject, and yet when treated in the proper manner, owners will usually respond in a positive way.

Here are some tips that you can discuss that decrease fuel economy, no matter how efficiently the engine is tuned:

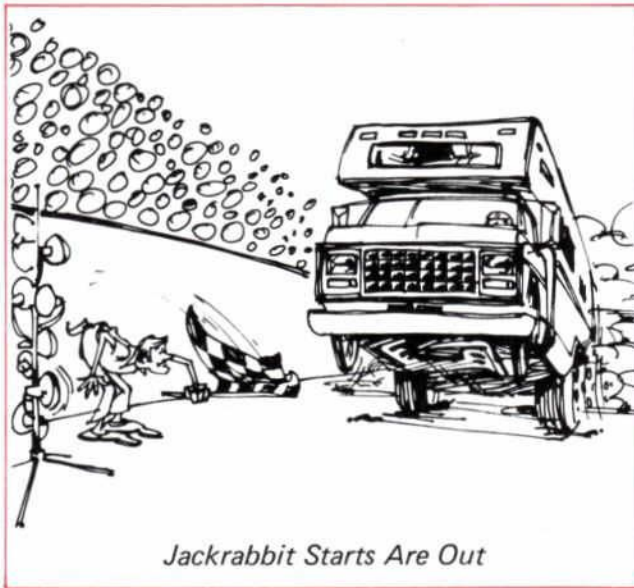
BACK OFF ON THE THROTTLE

High speed driving takes the number ONE honor as the cause of excessive fuel consumption. Any "foot in the carburetor" type of driving, especially towing a loaded trailer, guzzles fuel fast. Driving at an illegal speed of 70 mph (compared to the lawful 50-55 mph) may decrease mileage as much as four miles per gallon.



JACKRABBIT STARTS ARE GREAT, BUT ONLY FOR JACKRABBITS

Starting out from a standstill with a great burst of power burns up fuel at a rate much greater than moderate acceleration. In fact, "Jackrabbit" starts can reduce mileage by as much as two miles per gallon in city driving. Anytime the throttle is opened wide, the engine naturally calls for more fuel.



THE EGGHELL APPROACH WORKS

To get the maximum mileage from an engine, this driving trick is a help in better fuel economy. Extra light pressure on the accelerator pedal results in a sensitive touch to engine demands and pays-off in better mileage from every gallon of gasoline. In other words, owners who start out easily and smoothly use only a "pinch" of the engine's horsepower as compared to those who accelerate rapidly.

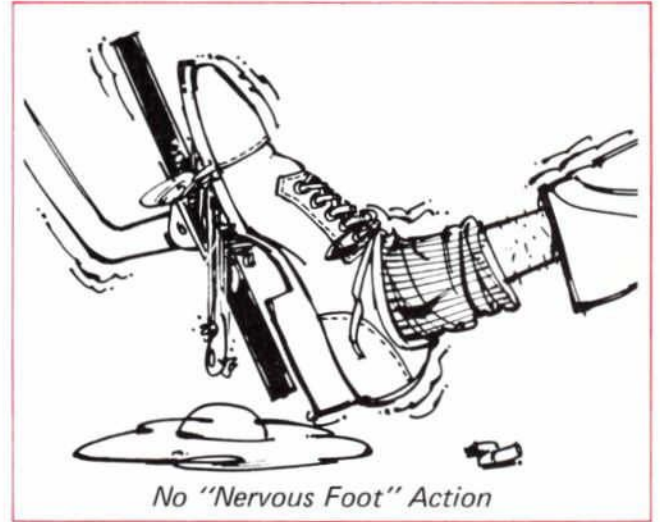
Owners should not "nurse" their engine and cause traffic congestion or become a road hazard. However, letting the engine loaf a little as it comes up to traffic speeds is a big help in putting the "squeeze" on gasoline usage.



TAP DANCING ON THE ACCELERATOR PEDAL

Pumping the accelerator pedal is another fuel-wasting habit. Each time the accelerator pedal is pushed downward, the carburetor squirts a stream of raw fuel into the air entering the intake manifold.

More fuel is wasted when the pedal is opened suddenly than when opened gradually. Often drivers are totally unaware of this "nervous foot" habit.



AIR RESISTANCE AND WEIGHT

Towing a trailer or driving a motor home takes extra power from an engine because of the increased air resistance and the added weight that must be moved. When the engine "digs in" harder to maintain road speed, mileage decreases. Naturally, the losses in fuel economy depend on the shape and size of the trailer or motor home. . . . as well as their weight.

At turnpike speeds, air resistance is one of the primary factors that cut into fuel economy. Driving into strong headwinds increases fuel consumption to an even greater extent.

Since the driver has no control over air resistance and little control over the weight of his trailer (or motor home) it is all the more important to observe good driving habits in addition to keep the engine at peak operating efficiency to put the "squeeze" on every gallon of gasoline.



KEEP ENGINES AT PEAK PERFORMANCE

Power Plants Must Run Efficiently

Although there are many variables that enter into the fuel economy picture (wind, load, driving habits) it also takes an engine that runs at peak efficiency in order to get the best mileage possible, regardless of conditions. Professional service technicians can contribute their skills and knowledge to help RV owners achieve that goal. Of course, having the right diagnostic equipment and a good stock of Motorcraft

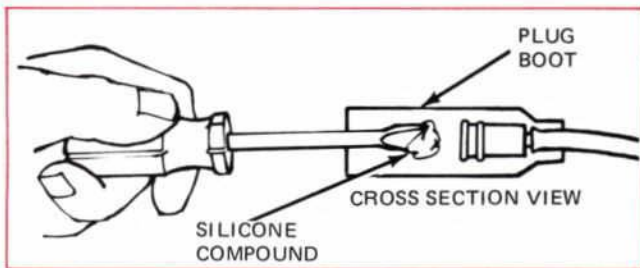
parts is also essential. But you've got to "TALK TUNE-UP" to RV owners who drive in for a variety of reasons: Fueling up, airing tires, checking engine oil, wiper fluid and so forth.

In these pages, rather than reviewing all the units and parts that should be checked and tested in a minor or major tune-up, we feel there should be some emphasis on a number of important service points pertaining to the 1979 Ford family of engines.

The Guide on page 14 lists a complete pre-vacation inspection of the owner's vehicle or his self-propelled "home on wheels."

SPARK PLUGS

After you have installed spark plugs, coat the inside of each plug boot with Motorcraft Silicone Dielectric Compound WA-10 (D7AZ-19A331-A) or equivalent. Use a clean, small screwdriver blade to apply the silicone grease. Connect each spark plug so that the molded boot is firmly in place.

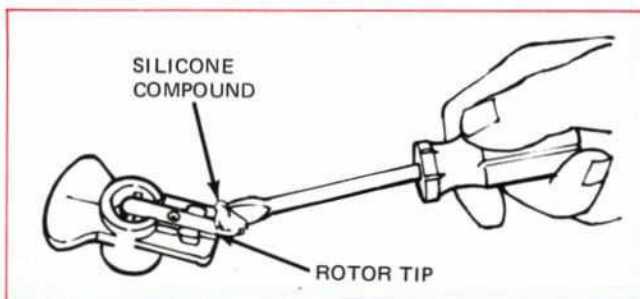


DISTRIBUTOR AND CAP – DURA SPARK IGNITION SYSTEMS

During the tune-up, remove the distributor cap and inspect the distributor to make sure all snap rings are in place and that the magnetic pickup assembly moves freely on the fixed base plate. Blow clean compressed air in the area of the distributor bowl assembly. Check to make sure there are no filings or metal chips that have been attracted to the magnet face of the pickup assembly.

If the distributor cap or rotor must be replaced because of damage, cracks, etc., coat the brass rotor electrode surfaces on all sides outboard of the plastic . . . including the outer edge of the rotor. Use a silicone grease such as Motorcraft Silicone Dielectric Compound WA-10 (D7AZ-19A331-A) or equivalent and coat the surfaces with a light film (approximately .010 thickness) coating.

NOTE: Do not reapply or attempt to remove any silicone coating from the ELECTRODES in the distributor cap. As this compound ages, it takes on the appearance of being a contaminant of the cap and rotor electrodes. This condition is NORMAL and causes no loss in performance.



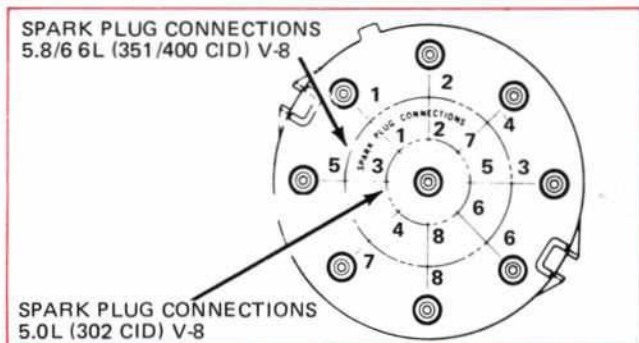
TIPS ON SERVICING THE EEC IGNITION SYSTEM DISTRIBUTOR

The Electronic Engine Control System (EEC) can be easily identified because it does not have a conventional distributor diaphragm vacuum advance mechanism as do other Ford distributors. All ignition timing is controlled by an Electronic Control Assembly (ECA) which is capable of firing the plugs at any point from TDC to 60 degrees BTDC.

NOTE: The spark plug wire attachment numbering sequence for EEC equipped engines can be found on the top of the distributor cap. However, because of the two-level rotor design, the spark plug wire attachment numbering sequence is *NOT* the firing order.

The INNER ring of numbers is for the Versailles with the 302 CID engine (5.0L V-8).

The OUTER ring of numbers is only for FUTURE USE in the 351 and 400 CID engine applications.

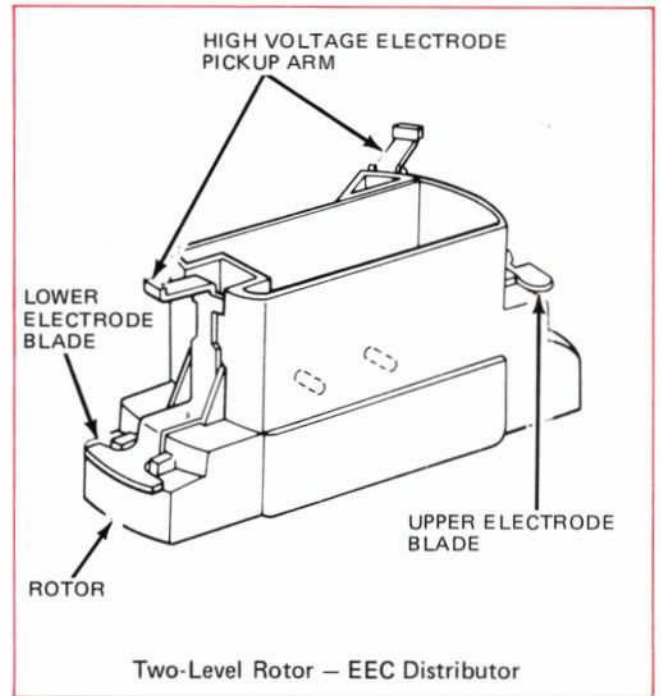
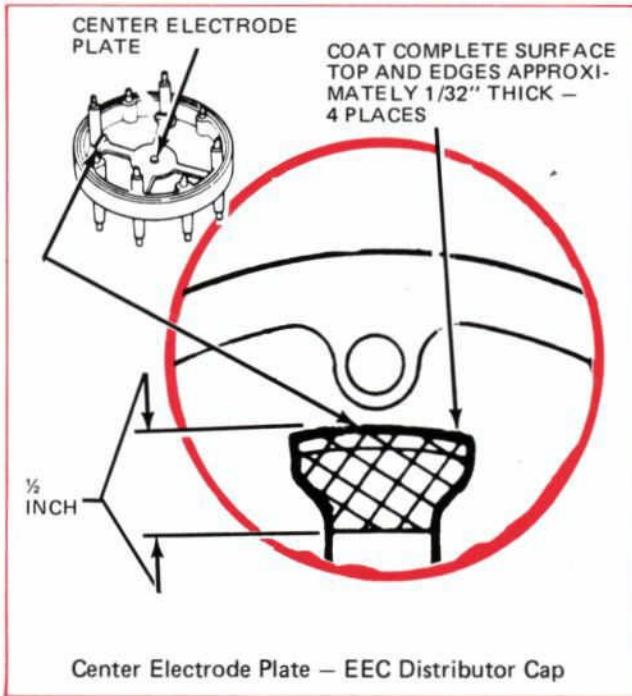


SERVICING THE DISTRIBUTOR CAP EEC IGNITION SYSTEMS

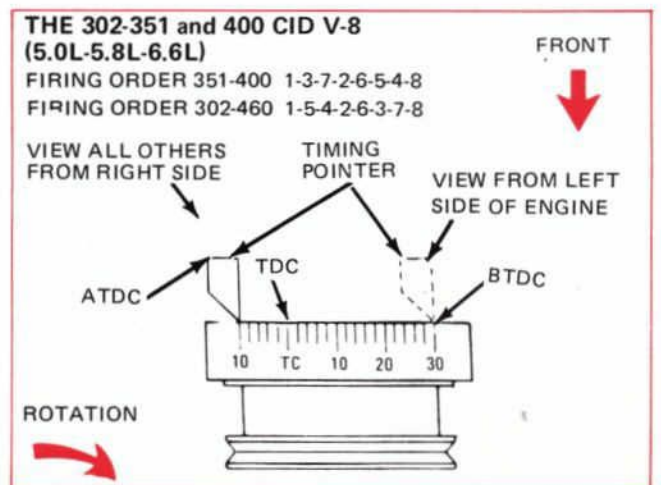
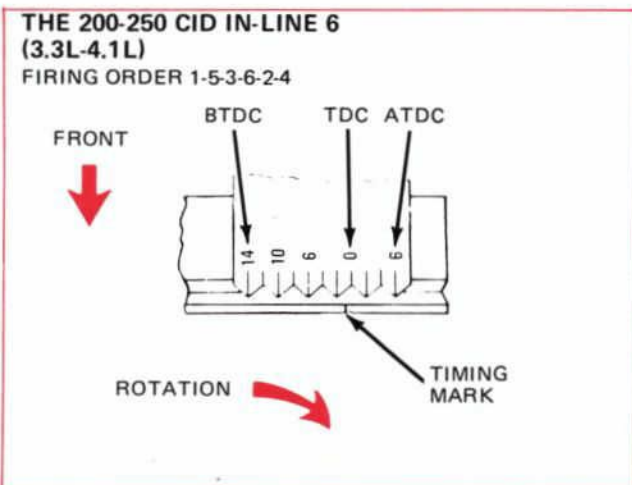
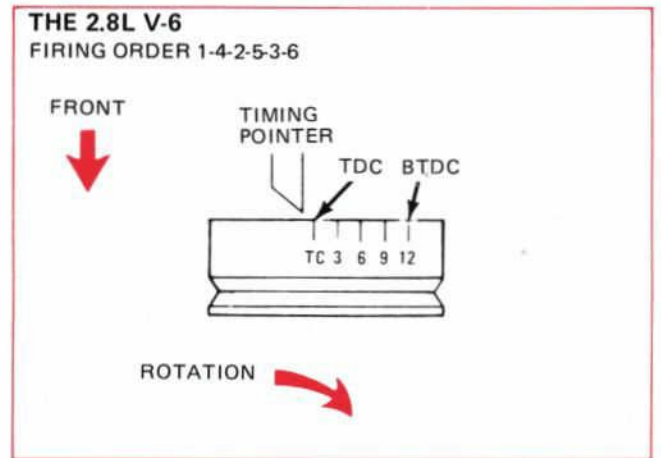
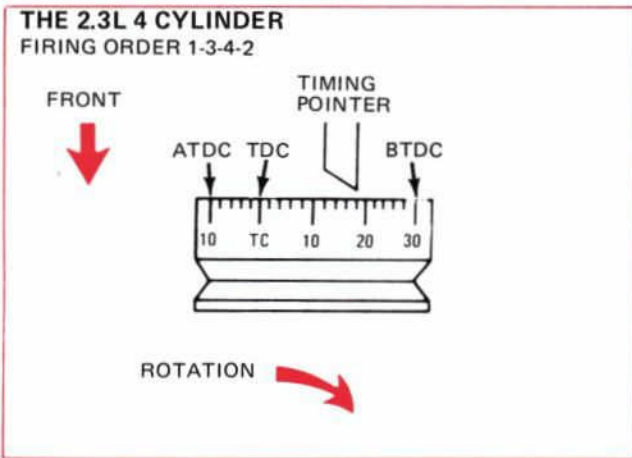
When it is necessary to remove the two-piece distributor cap (the cap and the adapter) the top section must be removed first, followed then by rotor removal and finally the bottom section of the cap . . . which is the adapter. See two top illustrations on page 13.

NOTE: Do not attempt to remove any silicone coating from the lower electrode blades or from the distributor cap electrodes . . . including the center plate electrode. Although it takes on the appearance of being a contaminant of the cap and electrodes, this "aging" of the compound is normal and causes no loss in performance.

However, if the rotor must be replaced apply silicone compound mentioned earlier to the lower electrode blades with a light film (approximately .010 thickness) coating. If a new distributor cap is needed, coat the brass center electrode plate tip surfaces with the same compound.



1979 TIMING MARKS — FORD-BUILT ENGINES



CHECK LIST FOR RECREATIONAL VEHICLES

Here is a listing of the various parts, units and systems that should be checked and inspected PRIOR to the owner's vacation trip. Naturally, you may want to add other checks and inspections that can be made at the same time. However, this list covers the major areas that could give trouble or cause a vehicle breakdown on the road . . . thus spoiling the vacation trip of the owner and his family.

NOTE: If you wish, reproduce this page on a copying machine. Personalize the inspection report with the owner's name and address and present it to him after the work is completed.

CHECK LIST FOR RECREATIONAL VEHICLES	Requires Service	Notes
1. Engine Oil Level		
2. Power Steering Pump Fluid Level		
3. Brake Master Cylinder Fluid Level		
4. Windshield Washer Fluid Level		
5. Battery Electrolyte Level		
6. Transmission Fluid Level		
7. Radiator Coolant/Anti-Freeze Protection/Radiator Hoses		
8. Accessory Drive Belt and Tension		
9. Crank Case Vent Valve Operation		
10. Ignition Timing		
11. Throttle Linkage		
12. Carburetor Fast Idle, Curb Idle Speed		
13. Operation of All Lights		
14. Headlamp Alignment		
15. Operation of All Gauges and Instrumentation		
16. Chassis Grease Fittings – Lubricate		
17. Rear Axle Spring Clips (U-Bolts) – Check Torque		
18. Rear Axle Differential Fluid Level		
19. Drive Line U-Joints		
20. Exhaust Systems, Connections and Routing		
21. Steering Linkage – Check Attachments and Cotter Pins		
22. Tires – Inspect and Check Inflation Pressure		
23. Wheel Stud Nuts – Torque		
24. Wheel Bearings – Lube and Adjust If Necessary		
25. Front End Alignment – Toe, Camber, Caster*		
Owner Name:	Vehicle:	
License Number:	Year & Make:	

* Caster and Camber should be checked if tires have uneven tread wear, cupped or worn irregularly.

The Great Silver Rush of 79



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