

SHOP TIPS

VOL. 5, NO. 8

APRIL, 1967

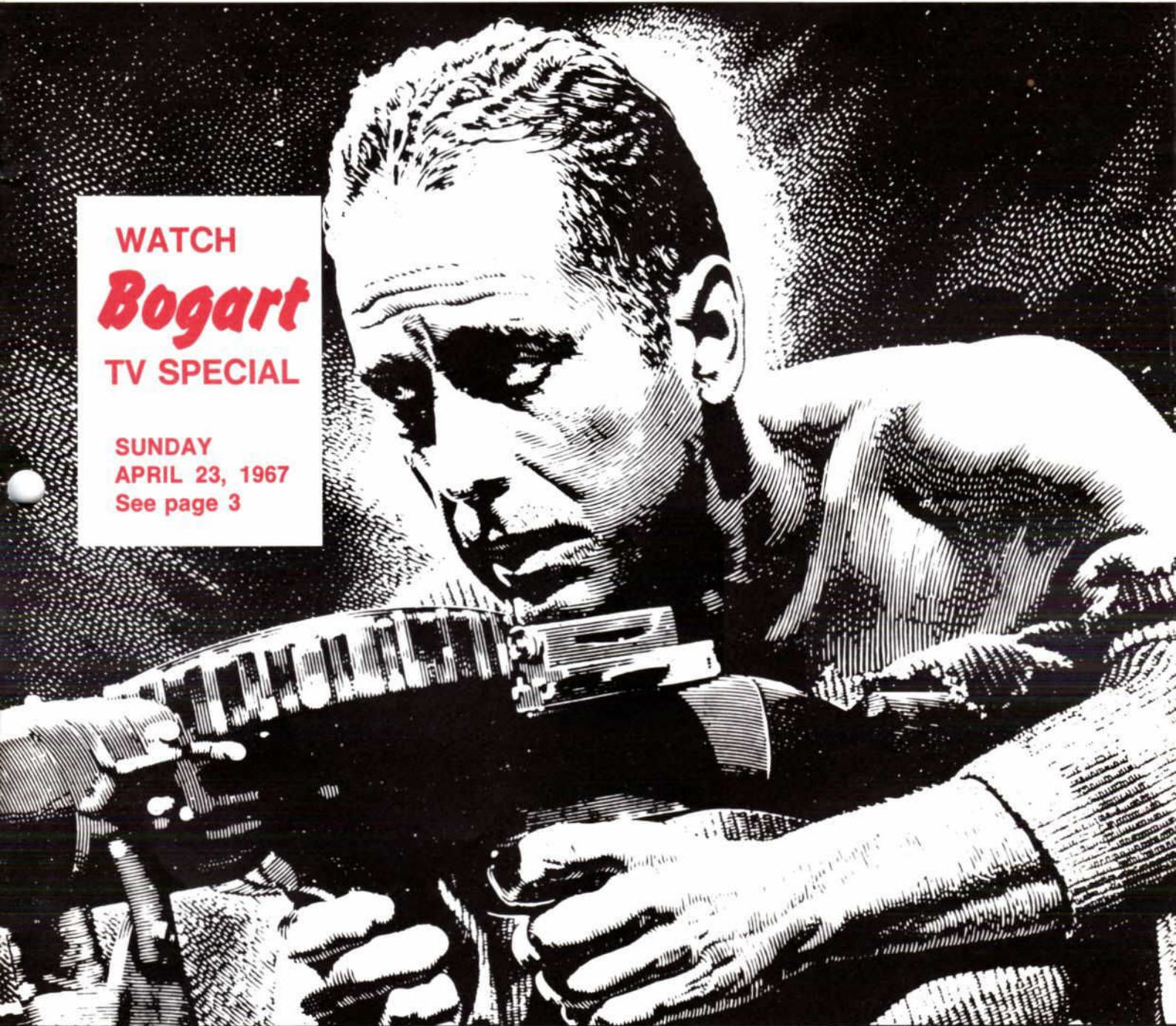
FROM

Autolite

Ford

WATCH
Bogart
TV SPECIAL

SUNDAY
APRIL 23, 1967
See page 3



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.



SPECIAL SAFETY ISSUE
featuring
10 SAFETY CHECKS

TEN SAFETY CHECKS TO CHECK ACCIDENTS

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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, Ford Products Merchandising Dept., P.O. Box 3000, Livonia, Michigan 48151.

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Autolite 

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DEARBORN, MICHIGAN

VOL. 67 PSM 96 LITHO IN U.S.A.

INTRODUCTION

Safety is *not* a new idea at Ford. Pioneering and long-time research into the art of designing and building more sturdy, dependable vehicles has made Ford Motor Company a leader in automotive safety for many years. The Ford Motor Company Lifeguard-Design Safety Features of the 1967 models typifies the safety-oriented thinking that goes into every Ford. Another is Ford's recently completed Automotive Safety Research Center (the industry's first). It's the focal point for all safety research and development activities where facts, opinions, and tests come together for analysis, coordination, and evaluation to assure that every Ford product represents the most advanced design and construction practical.

As a continuing part of this leadership, Ford presents this timely, ten-part article on safety . . . to help service technicians diagnose potential problems, or inoperative components . . . and confidently recommend to the customer the services necessary to achieve a safely operating vehicle. The ten safety items (Fig. 1) are based on the 1967 nationwide Vehicle Safety Check Program sponsored by the Auto Industries Highway Safety Committee. You may have participated actively in this program in the past, or may wish to this year during May and June. Write for full details to:

Auto Industries Highway Safety Committee
2000 K Street, Northwest
Washington, D.C. 20006

Or you may be involved in the *Motor Vehicle Inspection* programs required in:

COLORADO	MISSISSIPPI	RHODE ISLAND
GEORGIA	NEW HAMPSHIRE	TEXAS
HAWAII	NEW JERSEY	UTAH
KENTUCKY	NEW MEXICO	VERMONT
LOUISIANA	NEW YORK	VIRGINIA
MAINE	NORTH CAROLINA	WEST VIRGINIA
MASSACHUSETTS	PENNSYLVANIA	DISTRICT OF COLUMBIA

If not officially taking part in one of these programs, you can still contribute to improved automotive safety by performing the ten-point safety check inspection on your customers' cars. Essentially, the safety checks are an extension of the normal periodic maintenance every owner has the responsibility of having performed at regular intervals, to keep the car in good running order. Maintenance that some owners may tend to "put off" or not fully understand.

By virtue of your frequent contact, training and experience, probably nobody has a better opportunity to help the average motorist realize that *regular* preventive maintenance not only adds to the service life of the vehicle, but contributes to auto safety by helping the driver *see*, *steer*, and *stop* safely.

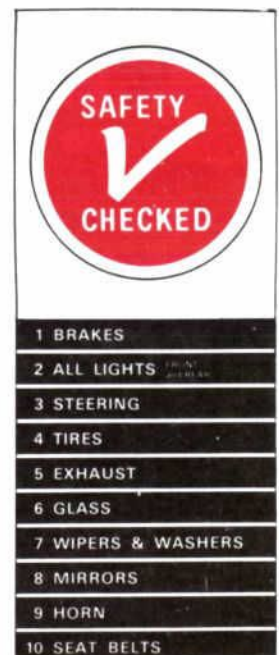


Figure 1—1967 Safety Check Items
Continued on page 4


Ford Motor Company
presents...

Bogart

**THE MAN AND
THE LEGEND**

Narrated By Charlton Heston

A TELEVISION SPECIAL
ON
ABC TELEVISION
SUNDAY, APRIL 23
8:00-9:00 PM PST



Bogie-mania has swept across the nation from coast to coast. Today, some ten years after his death, Bogart Film Festivals and a half-dozen books have captured an entirely new generation of movie goers, as well as fans who have witnessed the making of a legend.

WHY THIS BOGART CRAZE?

HOW DID BOGIE BREAK ALL THE HOLLYWOOD STANDARDS TO BECOME A SUPER STAR?

WHAT MADE BOGART THAT RARE, ONE OF A KIND ORIGINAL?

BOGART . . . the man and the legend . . . explores these and many other provocative facets of Bogie's life, both on and off the screen. TV and Motion Picture greats • Ingrid Bergman • Peter Ustinov • Jean Paul Belmondo • George Raft • Edward G. Robinson • Bette Davis appear, as do old cronies and many Hollywood celebrities who were part of Bogart's exclusive and much publicized "RAT PACK."

Exclusive film from the private libraries of Hollywood stars, never before seen by the general public, reveals a unique inside look into the mystique of the Bogie-mania.

Excerpts from 76 Bogart films, like "Petrified Forest" in which audiences and critics first discovered Bogie's talents in the role of Duke Mantee, and such all-time classics as "Dead End," "The Maltese Falcon," "Casablanca," "The African Queen," and "To Have And Have Not" provide a fascinating kaleidoscope of Bogart's productive career.

The Ford Motor Company, sponsors of "The FBI", will pre-empt the Sunday night series on April 23rd (8:00-9:00 PM, PST—Check your local TV guide for time and channel) to present this in depth profile of BOGART . . . the man and the legend.

**DON'T
MISS
IT!!!**



Ford Motor Company's Automotive Research Center

TEN SAFETY

1. BRAKES

Ford-built brakes are designed to provide long trouble free service. To get the maximum service life, Ford recommends the fluid level be checked, and the entire brake system checked for leaks every 6,000 miles. Additionally, at 30,000 miles, Ford recommends the brake lines and linings (all four wheels) be inspected. During a safety check . . .

HERE ARE THE THINGS TO LOOK FOR:

- Low or excessive pedal travel
- Pull to one side
- Insufficient braking
- Parking brake doesn't hold

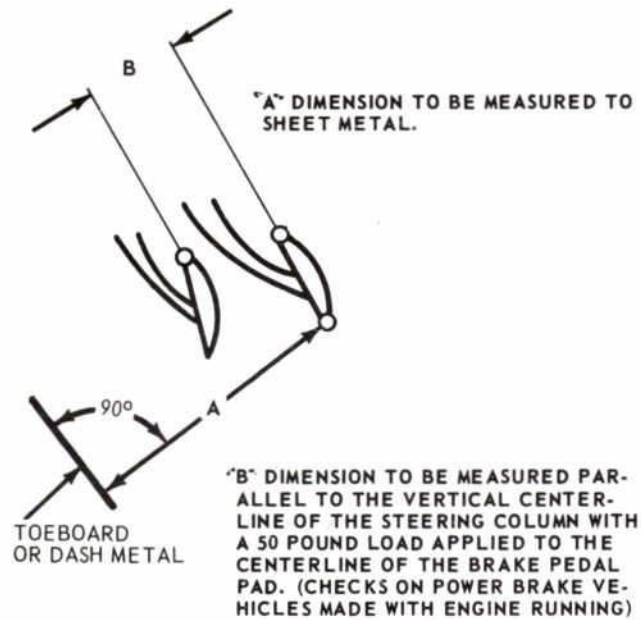


Figure 2—Pedal Free Height and Pedal Travel Specifications for 1967 Ford-built Passenger Cars

CHECKING PEDAL TRAVEL

Depress the brake pedal (with the engine running for power brakes) and observe the amount of pedal travel. The chart with Figure 2 shows pedal travel for all 1967 Ford-built passenger cars. Subtracting pedal travel from pedal free height, it's important to note that there is always at least 2-3/16 inches (usually more) between the pedal and floor board when the brakes are fully applied. Generally, these dimensions are typical for past models also. The important thing to remember is that whenever the pedal gets within an inch or two of the floor board, or it takes more than one inch pedal travel before braking action *starts* to take effect, then one of the following conditions probably exists (there are others, but these are the most common) and it should be corrected before testing the brakes for stopping ability.

VEHICLE	TYPE	PEDAL FREE HEIGHT		PEDAL TRAVEL
		A		B
		MAX.	MIN.	MAX.
FORD-MERCURY	NON-POWER DRUM	7.47	6.53	2.90
FORD-MERCURY	POWER DRUM	5.08	3.92	2.33
FORD-MERCURY	POWER DISC	4.51	3.32	2.33
FORD-MERCURY	NON-POWER DISC	7.47	6.53	2.08
FALCON-MERCURY INTER.-F'LANE	NON-POWER DRUM	8.03	6.81	2.74
FALCON-MERCURY INTER.-F'LANE	POWER DRUM	5.04	3.74	1.82
FALCON-MERCURY INTER.-F'LANE	POWER DISC	6.39	4.90	2.08
FALCON-MERCURY INTER.-F'LANE	NON-POWER DISC	8.03	6.81	2.08
MUSTANG-COUGAR	NON-POWER DRUM	6.98	6.03	2.68
MUSTANG-COUGAR	POWER DRUM	5.61	4.60	1.82
MUSTANG-COUGAR	POWER DISC	5.61	4.60	1.82
THUNDERBIRD	POWER DISC	5.24	4.35	2.34
LINCOLN	POWER DISC	6.50	5.50	2.34

DISC OR DRUM BRAKES EXCESSIVE BRAKE PEDAL TRAVEL AND/OR LOW PEDAL

MOST PROBABLE CAUSE

1. Air in hydraulic system.
2. Improper brake fluid.
3. Fluid leakage, master cylinder reservoir empty or insufficient fluid in hydraulic system.
4. Loose front wheel bearings (disc brakes).

ACTION INDICATED

Hold brake pedal in fully applied position. The pedal should remain in position for at least one minute.

IF O.K.

Check master cylinder for signs of percolation. (See NOTE 1).

IF O.K.

Check for source of leak. Add fluid to system. (See NOTES 1 and 2).

IF O.K.

Raise front wheels off the floor and check for looseness.

IF DEFECTIVE

Bleed the system.

Drain brake system and flush with clean brake fluid. Fill with specified fluid and bleed.

Repair or replace damaged or worn parts. Add specified fluid, and bleed brake system as required.

Adjust wheel bearings to specifications.

CHECKS TO CHECK ACCIDENTS

DISC OR DRUM BRAKES (continued)

EXCESSIVE BRAKE PEDAL TRAVEL AND/OR LOW PEDAL

MOST PROBABLE CAUSE	ACTION INDICATED	IF DEFECTIVE
5. Power brake master cylinder push rod improperly adjusted.	Check push rod length. IF O.K.	Adjust to specified length.
6. Brake automatic self-adjusters not operating properly.	Check self-adjuster operation. Make several firm reverse brake stops to check adjustment. IF O.K.	Repair or replace automatic self-adjuster as required and adjust brakes.
7. Brake linings worn below specifications.	Remove brake drums and/or calipers. Inspect drums, linings and/or calipers. (See NOTE 5). IF O.K.	Replace brake linings in sets (4). Replace all worn or damaged parts, adjust brakes.
8. Caliper shoe out of flat more than 0.005 inch.	Check the metal face of shoe for out of flat condition. IF O.K.	Install new shoe and lining on rotors of both front wheels.
9. Defective wheel cylinder.	Disassemble, clean and inspect for damage or wear. (See NOTE 5). IF O.K.	Repair or replace all worn or damaged parts.
10. Master cylinder faulty.	Disassemble, clean and inspect for damage or wear. IF O.K.	Repair or replace all worn or damaged parts.

CHECKING BRAKING ABILITY

Select a smooth, dry pavement (with as little traffic as possible) and accelerate to 20 mph, then, make a sudden stop. The brakes should stop the car quickly and without swerving or pulling to one side. If the brakes pull to one side, one of the following conditions probably exists (there are more, but these are the most common), and it should be corrected.

DISC OR DRUM BRAKES VEHICLE PULLS TO ONE SIDE—BRAKES APPLIED

MOST PROBABLE CAUSE	ACTION INDICATED	IF DEFECTIVE
1. Wet brake linings or drums.	This condition arises only during wet weather. IF O.K.	Make a few hard stops to dry out linings and drums.
2. Tire pressure unequal or tire tread worn.	Inspect tires. IF O.K.	Inflate all tires to specified pressure. Replace worn tires.
3. Improperly adjusted or worn front wheel bearings. Or front suspension misaligned.	Check front wheel bearings. Check front end alignment. IF O.K.	Replace excessively worn or damaged wheel bearings. Align front wheels.
4. Restricted brake line.	Check all brake lines and hoses for obstructions or kinks. IF O.K.	Remove all obstructions or kinks. Replace damaged or worn hoses and lines.
5. Brake automatic self-adjusters not operating properly.	Check self-adjuster operation. IF O.K.	Make several firm reverse stops to ensure adjustment at all four wheels.
6. Wheel cylinder leaking.	Disassemble, clean and inspect for damage or wear. IF O.K.	Repair or replace all damaged or worn parts.
7. Contaminated, glazed, dirty or greasy linings.	Check condition of linings. Check for source of contamination. IF O.K.	Clean linings with compressed air. Replace linings in sets of 4 only if contamination is excessive. Correct source of contamination.
8. Wheel cylinder or caliper piston(s) seized.	Check suspected cylinder for seizure by having someone apply brakes very lightly and observing action. IF O.K.	Replace wheel cylinder if caliper or wheel cylinder is seized.
9. Excessive rotor runout.	Remove front wheel bearing play, and measure rotor runout with a dial indicator. IF O.K.	Refinish rotor or replace rotor, if required.
10. Caliper linings worn below specification.	Measure the shoe and lining at each side, and in the middle of the assembly with a micrometer. IF O.K.	Replace shoe and lining if worn below specifications.



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Ford Motor Company's Automotive Research Center

If the brakes do not pull to one side, but braking action is insufficient, then, one of the following conditions probably exists (there are more, but these are the most common), and it should be corrected.

DISC OR DRUM BRAKES INSUFFICIENT BRAKING WITH MAXIMUM PRESSURE ON BRAKE PEDAL

MOST PROBABLE CAUSE

ACTION INDICATED

IF DEFECTIVE

1. Excessively worn tires.	Check condition of tires.	Replace excessively worn tires. Check wheel alignment if wear is uneven.
	IF O.K.	
2. Restricted brake line(s) or hose(s).	Check brake lines and hoses for obstructions or kinks.	Remove any obstructions or kinks. Replace all damaged or worn lines and hoses.
	IF O.K.	
3. One section of dual brake system is inoperative.	Check operation of brake system for source of malfunction. Check operation of brake warning light.	Make necessary repairs. Replace warning lamp switch if defective. Adjust brakes and bleed system.
	IF O.K.	
4. Drum brake automatic self-adjusters not operating properly.	Check self-adjuster operation. (See NOTE 4).	Correct any malfunction. Make several firm reverse brake stops to insure adjustment at all four wheels.
	IF O.K.	
5. Contaminated, glazed, dirty or greasy linings.	Check condition of linings. Check for source of contamination.	Clean linings with compressed air. Replace linings in sets of 4 only if contamination is excessive. Correct source of contamination.
	IF O.K.	
6. Caliper linings worn below specifications.	Measure the shoe and lining at each side, and in the middle of the assembly with a micrometer.	Replace shoe and lining if worn below specifications.
	IF O.K.	
7. Worn brake drum linings.	Check for linings worn below specifications.	Refinish or replace brake drums if required. Install shoe and lining assemblies in sets (4). Adjust brakes.
	IF O.K.	
8. Faulty caliper assembly.	Disassemble caliper assembly. Clean and inspect for damaged or worn parts.	Repair or replace all worn or damaged parts.
	IF O.K.	
9. Drum brake wheel cylinder malfunction.	Disassemble, clean and inspect wheel cylinder for damaged or worn parts.	Repair or replace worn or damaged parts.
	IF O.K.	
10. Master cylinder faulty.	Disassemble, clean and inspect master cylinder for damaged or worn parts. (See NOTE 3).	Repair or replace all damaged or worn parts.

NOTES

NOTE 1. Brake fluid percolation is caused by the use of sub-standard brake fluid with a boiling point lower than that specified by the Ford Motor Company. Rotunda Brake Fluid or equivalents meet or surpass Ford specifications, and should be used to fill the reservoir to within $\frac{1}{4}$ to $\frac{1}{2}$ inch from the top, as follows:

- For 1965-66 models with disc brakes, and all 1967 models with disc or drum brakes: USE—Rotunda Extra Heavy Duty Brake Fluid (high temperature type colored blue), Part No. C6AZ-19542-A, or B.
- For 1966 and prior models with drum brakes: USE—Rotunda Super Duty Brake Fluid, Part No. B7A-19542-B or C, or B7AZ-19542-A

NOTE 2. If brake fluid leaks are noted at the brake master cylinder reservoir cover, remove the cover and inspect the cover diaphragm and seal installation.

NOTE 3. Contaminated brake fluid can cause swelling of the rubber hoses, and the cups in the master cylinder and wheel cylinders.

NOTE 4. On self-adjusting brakes, the self-adjusting screws have right and left threads. Interchanging brake adjusting screws from one side to the other will retract instead of expand the brake shoes. Adjusting screws are identified with "R" and "L" stamped on the end of each screw to aid in correct assembly.

NOTE 5. If the vehicle has 30,000 or more miles of operation on the brake linings, or signs of overheating are present when relining brakes, the wheel cylinders should be disassembled and inspected for wear and contamination. Wheel cylinder cups should be replaced. Linings that are worn within $\frac{1}{32}$ inch of the rivet heads (or brake shoe) must be replaced.

NOTE 6. Caliper shoe and lining knock-back after violent cornering or rough travel is inherent to disc brakes. The condition is not often encountered under normal road driving conditions. Correct by pumping the brake pedal lightly to properly position the caliper pistons after a violent cornering action.

CHECKS TO CHECK ACCIDENTS

CHECKING PARKING BRAKE

Apply the parking brake firmly. Start the engine, engage the transmission and check to see if the parking brake holds the car against engine pull. If parking brake does not hold, in-

spect for cause. In most cases this will just be a matter of adjusting the parking brake cable. Be sure the brake shoes return to the fully released position when the parking brake is released.

2. LIGHTS

Of the ten safety check items, statistics show that lights are most often found to be faulty in one way or another. When checking lights . . .

HERE ARE THE THINGS TO LOOK FOR:

Front Lights

Check parking lights, turn signal lights, and headlight high and low beam operation. Also check for correct headlight alignment. If headlights are part of vacuum operated doors, be sure doors open and close correctly.

Rear Lights

Check to see that all rear lights operate. This includes license plate and tail lights, stoplights, turn signal lights, and back-up lights.

Interior Lights

Check to see that all interior lights are in working order. If car is equipped with emergency warning lights, be sure the warning flasher works properly.

Diagnosis Guide

Diagnosing lighting problems generally is a matter of determining if (1) a bulb is burned out, (2) if a wire is shorted or grounded, (3) if a connection is loose, or (4) if a switch is faulty. Normal trouble-shooting procedures will usually determine which problem exists.

Headlight Alignment

If a headlight needs alignment, it should be made with a half-full tank of gas, a driver and one passenger, no loads, empty trunk except for a spare tire and jack equipment, and the tires at the recommended pressure. Also, level the vehicle by jouncing all four corners. Figure 3 shows typical headlight adjustment locations.

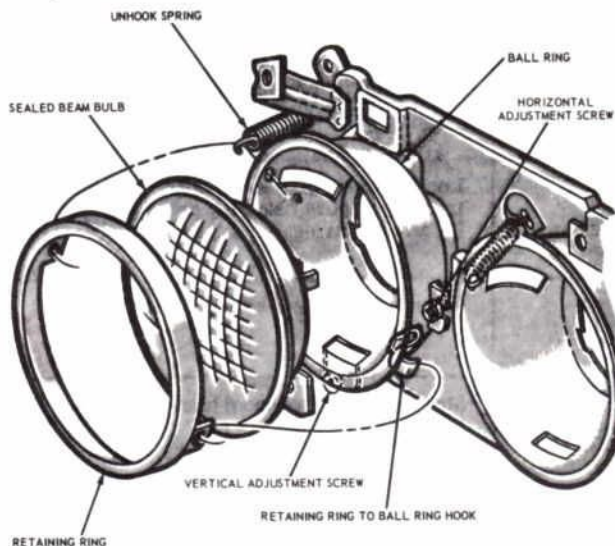


Figure 3—Headlight Adjustment—Typical

3. STEERING

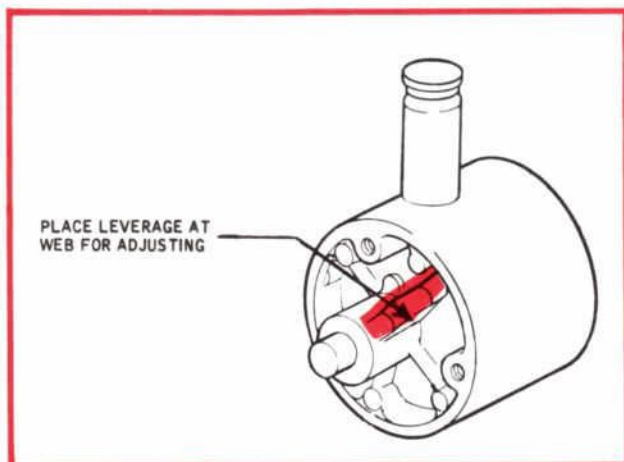


Figure 4—Power Steering Belt Tension Adjustment Lug

Steering is an extension of the suspension system. Hence, for a vehicle to steer properly, tire pressure and wheel alignment must be within specifications and ball joints must be in good shape. If the vehicle is equipped with power steering, Ford recommends checking the drive belt and fluid level every 6,000 miles. Steering arm stops should be lubricated every 6,000 miles and the suspension and steering system every 36,000 miles. During a Safety Check . . .

HERE ARE THE THINGS TO LOOK FOR:

1. Power steering drive belt condition
2. Power steering fluid level
3. Excessive looseness in linkage

Checking Pump Belt

Check to see if the belt is cracked, glazed or worn. Also check belt tension. Used belts (run for more than 15 minutes) should be adjusted to 90-120 lbs. New belts (run for less than 15 minutes) should be adjusted to 120-150 lbs.



TEN SAFETY

Ford Motor Company's Automotive Research Center

Steering (continued)

CAUTION:

When adjusting the power steering belt tension, do not pry against the reservoir. Obtaining belt tension in this manner may damage the reservoir resulting in leaks. Instead, pry upwards on the 1/2 inch boss (Fig. 4) with an open end wrench.

Checking Fluid Level

Run the engine long enough to bring the engine to normal operating temperature. After making sure the reservoir is filled to the proper mark, turn the steering wheel several times all the way to the left and then to the right to expel or bleed air out of the system. **DO NOT HOLD THE WHEELS AGAINST THEIR STOPS.** Check the fluid level again. The fluid should be at the "F" mark on the dip stick, or to the bottom of the filler neck on a pump with a straight filler tube (Fig. 5). If fluid level is low, add Rotunda automatic transmission fluid, Ford Part No. C1AZ-19582-A or equivalent. **DO NOT OVERFILL THE RESERVOIR.**

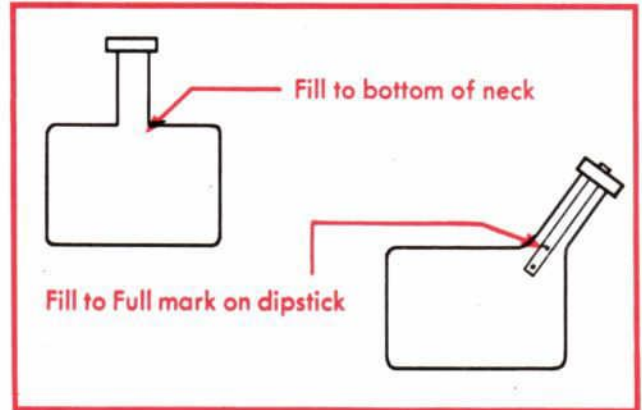


Figure 5—Full Marks—Power Steering Reservoir

Checking For Looseness

Turn the steering wheel back and forth several times and note if the steering has excessive play. If so, check steering tie rod linkage ball joints and suspension ball joints. If the ball joints require lubrication use Rotunda Multi-Purpose Long-Life Lubricant, Ford Part No. C1AZ-19590-B, or equivalent.

4. TIRES

Tires are important safety-check items because they greatly affect performance, ride and handling qualities.

HERE ARE THE THINGS TO LOOK FOR:

1. Cuts, breaks or bruises.
2. Excessive or uneven tread wear.
3. Improper inflation.



Cuts and Bruises

Check sidewall and tread for cuts, bruises, foreign objects, etc. Repair or replace the tire as required.

Excessive or Uneven Tire Wear

Abnormal tire wear usually is readily noticeable to the eye. Here are some of the more common types:

Fig. 6—Spotty Wear occurs along the edge of the tire in small circular areas. It's caused by a combination of conditions, including tread design, inflation pressure and misalignment.



Fig. 7—Toe-in or Toe-out Wear produces a feather-like edge along the edges of the treads due to a scrubbing action on the road. Excessive Toe-in produces a feather edge on the inner edge of the tread. Toe-out produces a feather edge on the outer tread edge.

CHECKS TO CHECK ACCIDENTS



Fig. 8—Camber Wear resulting from out-of-spec camber adjustment, produces excessive wear on the inner or outer shoulder of the tire, *usually one side only*.



Fig. 9—Cornering Wear also produces excessive wear on the inner and outer shoulder of the tire due to fast driving on curves and around corners, *usually on both inner and outer shoulders*.

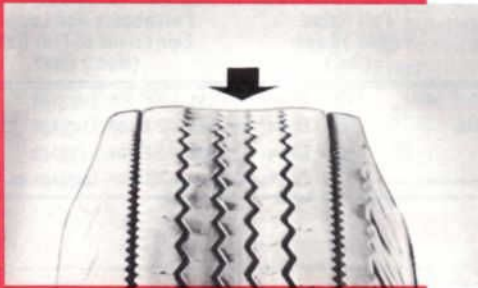


Fig. 10—Overinflation Wear occurs at the center of the tread area. Causes early failure in the center of the ribs or sidewall areas.



Fig. 11—Underinflation Wear occurs at both shoulders of the tire. Car weight usually distorts the normal contour of the tire so that it bellies, or bulges out. Leads to excessive heat, broken cords, wheel-rim bruises and premature tire failure.

Inflation Pressures

Tire pressures should be checked frequently, and while the tire is "cold" (preferably after the car has been parked at least one hour or not driven more than three miles). If not possible to check the tires "cold", then, assume a 2-4 psi increase over "cold" specifications. Operation at high speeds or heavy loads will increase tire pressure considerably. An increase of 8 psi over "cold" pressures is not unusual.

Therefore, never bleed air from a "hot" tire because when the tire cools off pressures will be less than specified.

Pressures lower than those recommended will reduce the allowable full rated load carrying capacity, and may affect handling. Overinflated tires reduce comfort by magnifying rather than absorbing road shocks. Overinflated tires are also more vulnerable to damage from road surface impacts.



TEN SAFETY

Ford Motor Company's Automotive Research Center

1967 PASSENGER CAR TIRE PRESSURE SPECIFICATIONS

TIRE INFLATION NOTES

The following notes apply to the tire inflation specifications for Ford Motor Company vehicles unless otherwise shown.

- When towing trailers up to 200 lbs. tongue load, combined weight of driver, passenger, luggage, and trailer tongue load must not exceed the full rated (Max.) load. For heavier tongue loads see your Ford or Lincoln-Mercury Dealer.
- For sustained high speed driving (one hour or more) over 75 mph, cold inflation pressure must be in-

creased 4 psi, but not exceed the maximum of 32 psi for 4-ply rating tires, and 40 psi for 8-ply rating tires. If the 4 psi pressure adjustment for sustained high speed driving with maximum vehicle load requires inflation pressures above the maximum allowable, speeds above 75 mph are not recommended.

- While excessive speed is strongly discouraged, if the car is to be driven at sustained speeds over 90 mph, special high speed tires are required.

TIRE INFLATION AND LOAD RECOMMENDATIONS

FORD

TIRE INFLATION (COLD)

Up To Full Rated Load

	Front	Rear
Pass. Car	24	26
Station Wagon	22	32

FULL RATED LOADS

	Full Rated (Max.) Load (lbs.)	Passengers and Luggage Equivalent of Full Rated (Max.) Load
Sedans & Hardtops (with bench seats)	1100	Driver + 5 Pass. + 200 lbs. Luggage
Convertibles (with bench seats)	950	Driver + 4 Pass. + 200 lbs. Luggage
Bucket Seat Models	800	Driver + 3 Pass. + 200 lbs. Luggage
Station Wagons	1200	Driver + 5 Pass. + 300 lbs. Luggage or Driver + 7 Pass.

FAIRLANE

TIRE INFLATION (COLD)

Up To Full Rated Load

	Front	Rear
Sedans and Hardtops		
200 & 289 CID	24	26
390 CID	26	26
390 CID 4V GT	28	28
Station Wagons		
200 & 289 CID	22	32
390 CID	22	34
Convertibles		
All except 390 CID GT	24	26
390 CID 4V GT	28	28
Ranchero	22	32

FULL RATED LOADS

	Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
Sedans & Hardtops (with bench seats)	1100	Driver + 5 Pass. + 200 lbs. Luggage
Convertibles (with bench seats)	950	Driver + 4 Pass. + 200 lbs. Luggage
Bucket Seat Model	800	Driver + 3 Pass. + 200 lbs. Luggage
Station Wagons	1200	Driver + 5 Pass. + 300 lbs. Luggage or Driver + 7 Pass.
Ranchero (Standard suspension)	850	Driver + 1100 lbs. Cargo

FALCON

MODEL	Recommended Tire Inflation (Cold) Up To Full Rated Load		Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
All models except Station Wagon	24	26	1075	Driver + 5 Pass. + 175 lbs. Luggage
Station Wagons	22	32	1200	Driver + 5 Pass. + 300 lbs. Luggage

CHECKS TO CHECK ACCIDENTS

1967 TIRE INFLATION AND LOAD RECOMMENDATIONS *(continued)*

MUSTANG

MODEL	Recommended Tire Inflation (Cold) Up To Full Rated Load		Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
All Models (except GT)	24	24	775	Driver+3 Pass.+175 lbs. Luggage
GT Models	28	28		

T-BIRD

MODEL	Recommended Tire Inflation (Cold) Up To Full Rated Load		Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
All Tudor	24	24	750	Driver+3 Pass.+150 lbs. Luggage
Fordor (Without Air Conditioning)	24	26	900	Driver+4 Pass.+150 lbs. Luggage
Fordor (With Air Conditioning)	26	26	900	Driver+4 Pass.+150 lbs. Luggage

LINCOLN-CONTINENTAL

MODEL	Recommended Tire Inflation (Cold) Up To Full Rated Load		Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
Sedan and Coupe	24	24	1100	Driver+5 Pass.+200 lbs. Luggage
Convertible	26	26	1025	Driver+5 Pass.+125 lbs. Luggage

MERCURY—FULL SIZE

MODEL	Recommended Tire Inflation (Cold) Up To Full Rated Load		Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
Sedans & Hardtops	26	26	1100	Driver+5 Pass.+200 lbs. Luggage
Convertibles without A/C	26	26	1100	Driver+5 Pass.+200 lbs. Luggage
Convertibles with A/C	26	26	1100	Driver+5 Pass.+300 lbs. Luggage or Driver+7 Pass.
Station Wagons	24	32	1200	Driver+5 Pass.+300 lbs. Luggage or Driver+7 Pass.

MERCURY—INTERMEDIATE

MODEL	Recommended Tire Inflation (Cold)		Full Rated (Max.) Load (lbs.)	Passenger & Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
Sedans & Hardtops—200 & 289 CID	24	26	1100	Driver+5 Pass.+200 lbs. of Luggage
390 CID Sedans without A/C	26	26		
390 CID Sedans with A/C and 390 CID Hardtops	26	26	950	Driver+4 Pass.+200 lbs. of Luggage
390 4V GT Models	28	28		
Station Wagons—200 & 289 CID	22	32	800	Driver+3 Pass.+200 lbs. of Luggage
Station Wagon—390 CID	22	34		
Convertibles—All except 289 CID with Bench Seat	24	26	1200	Driver+5 Pass.+300 lbs. of Luggage or Driver+7 Pass.
289 CID with Bench Seat and all 390 CID except GT models	24	26		
390 4V GT Models	28	28		



Ford Motor Company's Automotive Research Center

TEN SAFETY

1967 TIRE INFLATION AND LOAD RECOMMENDATIONS (continued)

COUGAR

MODEL	Recommended Tire Inflation (Cold) Up To Full Rated Load		Full Rated (Max.) Load (lbs.)	Passenger and Luggage Equivalent of Full Rated (Max.) Load
	Front	Rear		
All except GT	24	24	775	Driver + 3 Pass. + 175 lbs. Luggage
GT Models	28	28		

5. EXHAUST

The exhaust system safety-check is vital because a faulty exhaust system may allow carbon monoxide gas to seep into the vehicle causing drowsiness to the driver and a safety

hazard. Ford recommends the exhaust control valve (Fig. 12), which affects engine warm-up, be checked every 6,000 miles and lubricated if required for free operation. The complete exhaust system can also be checked at this time.

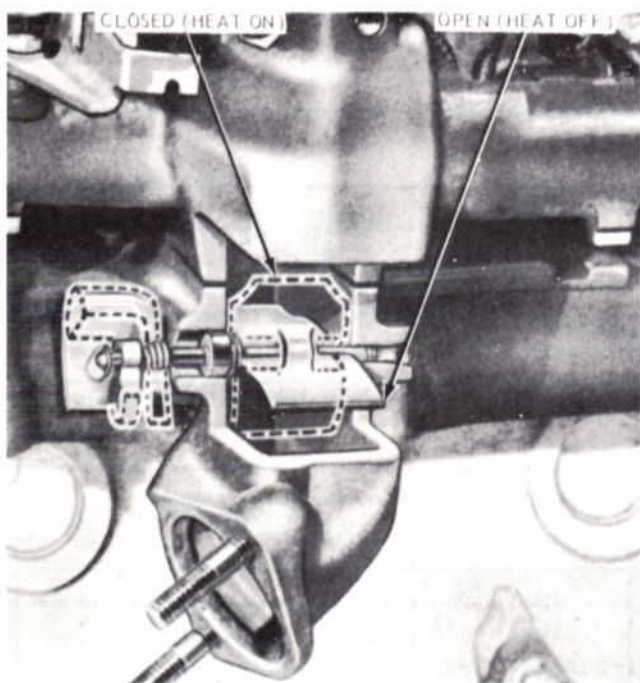


Figure 12—Exhaust Control Valve

HERE ARE THE THINGS TO LOOK FOR:

1. Noise and Leaks
2. Misalignment

Noise and Leaks

External leaks in the exhaust system are usually accompanied by noises or greyish-white smoke emitted from under the car. Small leaks are most often inaudible and not visible. A visual inspection usually shows the location of the leak. Look for holes, ruptured joints and corroded areas in the muffler, inlet pipe and outlet pipe. Examine joints and connections for greyish-white deposits that could be caused by exhaust gas leakage.

Misalignment

Misalignment is usually indicated by vibration, grinding, rattling, or binding. These conditions should be corrected since they not only divert driver attention, but usually lead to leakage. If re-alignment is necessary, start at the front and work towards the rear of the vehicle.

6. GLASS

The ability to see is, of course, an important factor to safe motoring. Although no periodic maintenance is recommended by Ford, owners should be advised to keep the windshield, rear window and all side glass in good repair.

HERE ARE THE THINGS TO LOOK FOR:

1. Check all glass for cracks
2. Check all glass for discoloration and cloudiness
3. Check all side windows for easy operation

7. WIPERS AND WASHERS

Wipers and washers present no special safety problem . . . until it's time to use them. Then they are vitally important if the driver is to have adequate visibility.

HERE ARE THE THINGS TO LOOK FOR:

1. Wiper operation
2. Proper wiping action
3. Washer operation

CHECKS TO CHECK ACCIDENTS

Wiper Operation

Squirt the windshield with water and operate the wiper for a few cycles. Also check park position which may affect wiper travel.

Wiping Action

This can be checked while wiper operation is checked. Inspect the rubber blades to see if they are deteriorated. This is usually evident by streaks left on windshield. Check to see that wiper arms hold the blades on the windshield with adequate tension.

Washer Operation

Inspect during the wiper operation check. If the washer fails to work, the problem in most instances is caused by an accumulation of foreign material on the strainer. Figure 13 illustrates typical strainers and how to clean them. Hoses and jets should also be inspected for clogging materials.

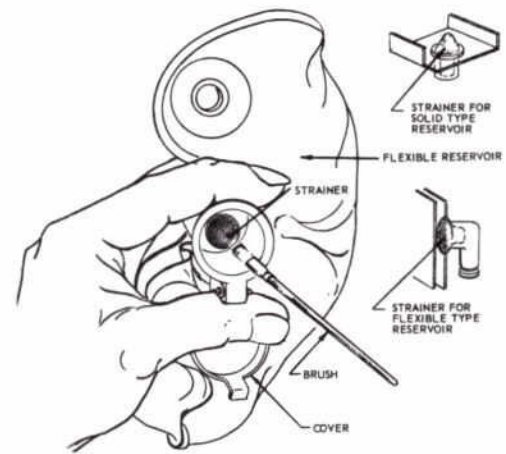


Figure 13—Windshield Washer Strainers

8. MIRRORS

Mirrors are installed on vehicles for one reason. To enable the driver to see behind. They are considered an important safety item and should be thoroughly inspected.

HERE ARE THE THINGS TO LOOK FOR:

1. Looseness
2. Cracks or discoloration

Looseness

Loose mirrors make it difficult if not impossible to see what's

happening behind the vehicle. If they are loose, tighten them. If they can not be tightened, recommend they be replaced.

Cracks or Discoloration

Likewise, broken or discolored mirrors impair the driver's rear vision. Broken mirrors should definitely be replaced. Discolored mirrors should be replaced if they can't be cleaned.

9. HORN

Horns are something like wipers and washers, they're used sparingly but when you need them it's most important they work properly. This is especially important with horns, which should be in good working order to warn other motorists, children and pedestrians that danger may exist from an approaching vehicle.

HERE IS WHAT TO LOOK FOR:

1. Horn operates

Horn Test

The only test for horns is the current draw. Connect a voltmeter and ammeter to the horn and to a voltage supply as shown in Figure 14. The normal current draw for horns

at 12 volts is 4.0 to 5.0 amperes. If not within specifications, turn the self-locking adjusting nut until the current draw is within limits.

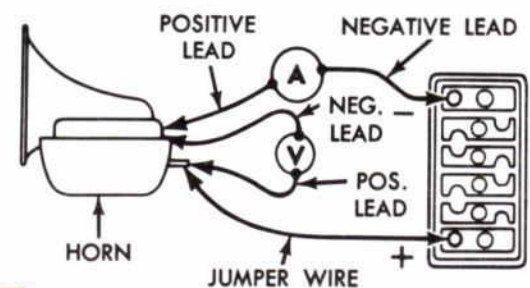


Figure 14—Horn Current Draw Test

10. SEAT BELTS

This is the one safety-check item that's not necessary for the mechanical operation of the vehicle. Seat belts are strictly a protective device for the driver and passengers . . . a safety item that has proved its value at reducing injury in case of an accident.

HERE ARE THE THINGS TO LOOK FOR:

1. Buckle operation
2. Frayed or broken belt strands
3. Belt anchorage

Buckle Operation

Check the belt buckle to see that it fastens easily. Give a

quick firm pull on the belt to check its holding power.

Frayed or Broken Belt Strands

Inspect the entire length of each belt for broken or frayed belt fibre strands. This is the first sign of potential failure. Belts with broken or frayed strands should be replaced.

Belt Anchorage

Inspect belt anchorages for looseness or defects. If the anchorage bolt is loose, it of course can be tightened. If there is any doubt about the ability of the anchorage to hold a passenger firmly in his seat during an impact, recommend the anchorage be repaired or replaced.

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