

Shop Tips

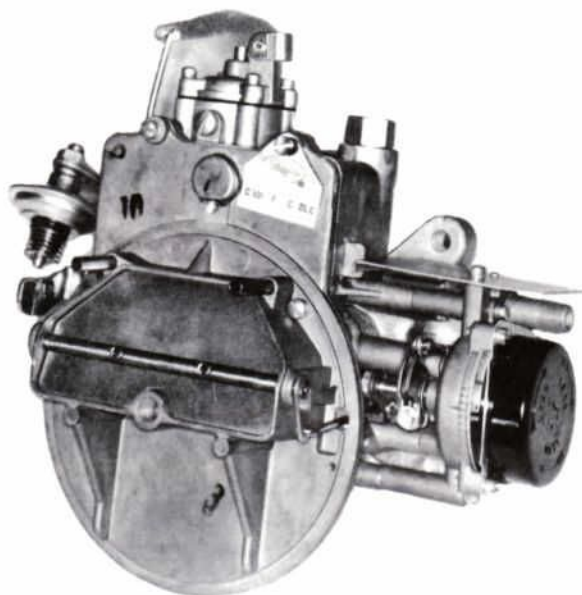
MARCH, 1964

FROM
FORD

VOL. 2, NO. 3

Technical parts and service information published by Ford Division to assist servicemen in Service Stations, Independent Garages and Fleets.

FEATURING!



PARTS IDENTIFICATION

(See page 2)

Be sure to 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: Ford Division of Ford Motor Company, Parts and Service Promotion and Training Dept., P. O. Box 658, Dearborn, Michigan, 48121.

IN THIS ISSUE

Article	Title	Page
1	Parts Identification—All Car and Truck Lines.	2
2	Brake Pedal Interference with Low and Reverse Gear Shift Lever—1961-64 Econoline Trucks, Falcon Bus and Club Wagons.....	4
3	High Oil Consumption—All 1962-64 Passenger Car Engines.....	4
4	Ignition Switch Diagnosis—All 1963-64 Car Lines.....	4
5	Auxiliary Leaf Springs—Econoline and F-100 Trucks.....	4
6	Uneven Rear Wheel Brake Lining Wear—1962-63 Thunderbird.....	5
7	Speedometer Cable Pumping Transmission Lubricant Into Instrument Panel—All 1962-64 Car Lines (Except Thunderbird) ..	5
8	Premature Front Wheel Bearing Failure—All Medium, Heavy and Extra Heavy Duty Trucks.....	5
9	New Parking Brake Handle—1961-64 Econoline, Falcon Station Bus and Club Wagons.....	5
10	Shift Lever and Socket Wear and Breakage—1961-63 F 100-250 Trucks with Three-Speed Standard Transmission..	5
11	Inoperative Horn Resulting From The Steering Column Slipping Down —1962-63 F 100-250 Trucks.....	5
12	Gasoline Leakage Into Vehicle from Fuel Filler Pipe Attachment—1963 Fairlane Wagon.....	5
13	Poor Cold Engine Starting—260 and 289 C.I.D. 2V Engines—1964.....	6
14	Miniature Bulbs and Turn Signal Flasher Usage—1963-64 All Vehicles.....	6
15	Loose Gas Tank Caps—Fuel Spillage—1964 Thunderbird—All Models.....	6
16	Get In On Ford's Big Spring Deal On Genuine FoMoCo Distributor Point Sets....	7
17	Another Handy Reference Guide from Ford..	8

From your Ford dealer
Distributed By

BILL BOYER FORD
MPLS., MINN. FE. 2-7571

Representative



1 PARTS IDENTIFICATION

Here is important information concerning the codes used for identification of major assemblies used in 1964 and earlier Ford cars and trucks. Many of these items are coded with identification numbers or model numbers in order to make it easier to identify them with their corresponding service part numbers. The identification code number is stamped on the assembly itself or on an attached metal tag. It is important to furnish this information to your Ford Dealer when ordering service parts for these assemblies as it will be helpful in providing you with the exact service part needed. This identification number is cross-referenced with its corresponding Ford service part number in the Ford Dealers' Master Parts Catalog. Service men should be careful not to lose or destroy the identification tag should it be removed to service these assemblies. Following are illustrated examples of some typical identification tags showing the information they contain and their location.

TRANSMISSION IDENTIFICATION

Identification tags on transmissions manufactured by the Ford Motor Company are located in different areas on different models, but they are always located in a conspicuous place either on the transmission case or under one of the servo cover bolts. The information contained on Ford truck transmission tags is also basically the same as for passenger cars. (See figures 1 & 2.)

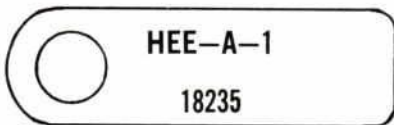


Figure 1—Standard 3-Speed Transmission Identification Tag

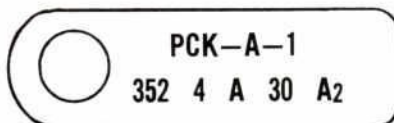


Figure 2—Automatic Transmission Identification Tag

CARBURETOR IDENTIFICATION

The carburetor identification tag is attached to the carburetor itself by a mounting bolt on the carburetor air horn. (See figure 3.)



Figure 3—Carburetor Identification Tag

ENGINE IDENTIFICATION

The engine identification tag is attached to the engine under the coil bracket mounting bolt. (See figure 4.)

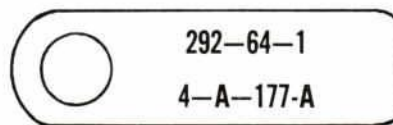


Figure 4—Engine Identification Tag

STEERING GEAR IDENTIFICATION

The steering gear identification tag is attached to the steering gear housing as shown in figure 5. The location of the tag is the same on all passenger car models except the Thunderbird.

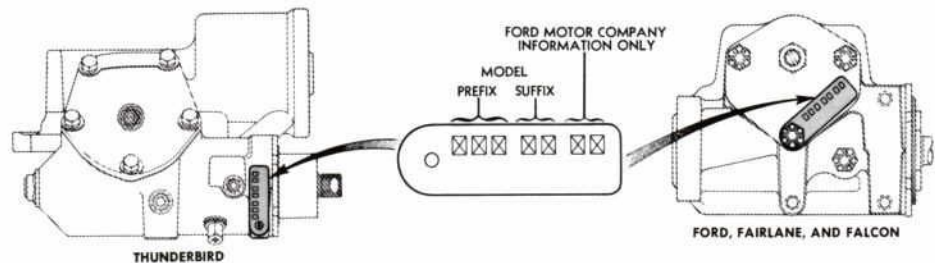


Figure 5—Steering Gear Identification Tag

REAR AXLE IDENTIFICATION

The identification tag for Ford-built rear axle assemblies is attached to the center bolt on the left side of the carrier where the carrier housing bolts to the banjo housing. (See figure 6.) On truck rear axle assemblies manufactured by suppliers to Ford, the identification tag and location may differ. For example, the Timken rear axle has a vendor model number, ratio code and serial number, and is located on the rear axle housing. (See figure 7.)

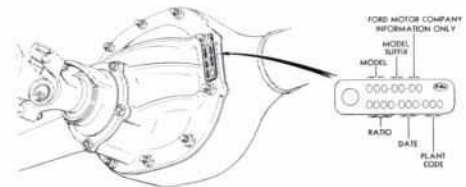


Figure 6—Truck Rear Axle Identification Tag

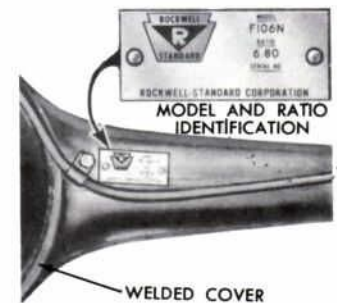


Figure 7—Timken Axle Identification Tag

... All Car and Truck Lines

Upon customer request, Ford also manufactures many vehicles which have special equipment installed at the time of assembly. These vehicles are designated Domestic Special Order and have a "D.S.O." number on the warranty or rating plate to indicate the special equipment that has been installed.

The service replacement parts for most "D.S.O." vehicles are usually not stocked at Ford parts depots and must be special ordered direct from the manufacturer who made the special equipment. Because of their special nature, it is important, when ordering service parts, to provide your local Ford Dealer's Parts Department with the D.S.O. number which identifies the vehicle as a special vehicle requiring special parts.



Figure 1—Truck Rating Plate With D.S.O. Number



Figure 2—Truck Rating Plate Without D.S.O. Number

All "D.S.O." vehicles are easily identified by the D.S.O. number which is found in the lower right hand corner of the truck rating plate or passenger car warranty plate. (See figure 1.) On certain plates you may find a D.S.O. number such as 11-, without a second set of digits. (See figure 2.) This is not a special vehicle. This number refers only to the District in which a standard vehicle was delivered.



Remember, it is important to supply your dealer with the proper D.S.O. number since it provides positive identification of the special assemblies or components used in the vehicle.

In addition, to simplify the identification of special parts used in "D.S.O." vehicles, the Ford assembly plants now place a blue and a yellow envelope in the glove compartment of each new vehicle. Each envelope contains a list of special equipment parts for that particular vehicle. (See figure 3.) This list gives a production number for each special part installed and is cross-referenced, whenever possible, to the proper service parts number in the Ford Dealer's Master Parts Catalog. The blue envelope is to be retained by the owner and kept in the glove compartment of the vehicle, while the yellow envelope is retained by the Ford

Dealer who delivered the vehicle for a permanent record of all special parts used in that vehicle. D.S.O. numbers have been used on truck rating plates since 1957 and on passenger car warranty plates since 1962. However, the envelopes containing special equipment parts lists have been used since January 1962 only.

Whether or not a special parts list is available with the vehicle, you can be assured of receiving prompt handling and the right service parts when you give your dealer the D.S.O. number that is shown on the warranty or rating plate, when you order parts for special equipment.

PART NUMBER		DESCRIPTION
BASE	SUFFIX	
AA	9161201AN	KEY
AA	9161213A	BOLT
AA	9161218A	RETIF
SPECIAL PARTS		
TE	63160	DAMPER ASSY
TE	75017	MJMD ASSY
CT	101456	ARM

Ford Motor Company		23-50 PARTS
SPECIAL EQUIPMENT PARTS LIST		
THIS LIST CONTAINS VALUABLE SPECIFICATION INFORMATION ON THE EQUIPMENT INSTALLED ON THIS VEHICLE. IT IS MOST IMPORTANT THAT THIS LIST BE RETAINED IF SERVICING OF THIS EQUIPMENT BE NECESSARY.		
SPECIAL ORDER NO.		11-0806
ASSEMBLY PLANT		LOUISVILLE
TOTAL UNITS		0001

Figure 3—Special Equipment Parts List for D.S.O. Vehicles

2 BRAKE PEDAL INTERFERENCE WITH LOW AND REVERSE GEAR SHIFT LEVER—1961-64 Econoline Trucks, Falcon Bus and Club Wagons

NOTE: This article contains an important addition to Article 18 in January "Shop Tips" entitled: "Steering Gear Shaft and Column Alignment".

In order to reduce the possibility of the brake pedal stop contacting the low and reverse gear shift lever in 1961-64 Econoline Trucks, Falcon Buses and Club Wagons, the following step should be added to the procedure outlined for 1961-64 models.

Align the transmission gear shift tube to the center of the steering column support assembly and position the centerline of the lower end of the shift tube $1\frac{1}{16} \pm \frac{1}{16}$ " from the steering gear box mounting surface. Tighten the transmission gear shift tube lower mounting bracket and the steering column mounting bracket attachments.

The $1\frac{1}{16} \pm \frac{1}{16}$ " dimension should be maintained whenever any work is performed on the steering column assembly.

3 HIGH OIL CONSUMPTION—All 1962-64 Passenger Car Engines

In instances of high oil consumption in 1962-64 Falcon, Fairlane, Ford or Thunderbird engines, it is recommended that new valve stem seals be installed on all valves and the specific oil consumption be re-evaluated before any attempt is made to replace piston rings. This procedure applies only to engines where it has been determined there is no leaking oil condition from any area.

Listed below are Ford Part Numbers and applications for new valve stem seals for 1962-64 passenger car engines:

FORD PART NUMBER	ENGINE SIZE	MODEL YEAR
C2OZ-6571-A	221—260 C.I.D.	1962-1963
C3AZ-6571-B	260 C.I.D.	1964
C3AZ-6571-B	289 C.I.D.	1963-1964
C3DZ-6571-B	144—170—200 C.I.D.	1962-1964
C4TZ-6571-C	352—390 C.I.D.	Dec. 1964 (Intake)
C4TZ-6571-D	352—390 C.I.D.	Dec. 1964 (Exhaust)
C2AZ-6571-B	352—390 C.I.D.	Past Model

4 IGNITION SWITCH DIAGNOSIS—All 1963-64 Car Lines

In some instances where the ignition switch may appear to be defective, the electrical problem may not lie in the switch itself, but in some other area of the vehicle. In order to aid servicemen in their diagnosis of this problem, a continuity checking procedure is outlined below. This continuity check should be completed before assuming that the ignition switch is defective.

After disconnecting the battery and removing the ignition switch from the instrument panel, a self powered continuity checker should be used in the following manner: (See figure 1 for terminal identification).

1. Attach one lead of the checker to the "Battery" terminal.

2. The remaining lead will be used as follows:
 - A. With the key at the "Off" position, there should be no continuity at any of the three remaining terminals ("Accessory", "Ignition", or "Start".)
 - B. With the key at the "Accessory" position, there should be continuity at the "Accessory" terminal only.
 - C. With the key at the "On" position, there should be continuity at the "Accessory" and "Ignition" terminals only.
 - D. With the key held at the "Start" position, there should be continuity at the "Start" and "Ignition" terminals only.

NOTE: A check for internal groundings of the switch to the metal housing must be made in conjunction with the above tests. If the switch performs these tests satisfactorily, it should be reinstalled, and investigation in other areas should be undertaken to isolate the electrical problem.

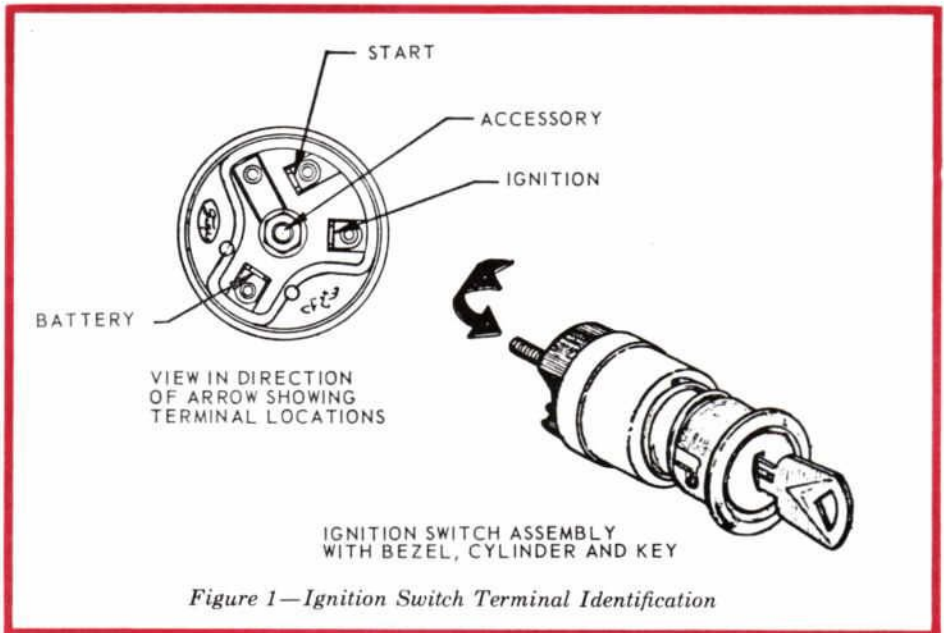


Figure 1—Ignition Switch Terminal Identification

5 AUXILIARY LEAF SPRINGS—Econoline and F-100 Trucks

Installation of auxiliary leaf springs of the type which mount on the front or rear half of the main spring leaf have been observed on some Econoline and F-100 Trucks.

This type of auxiliary leaf spring can create distortion of the main springs after the vehicle has been in service for some time, and cause changes to the rear axle to drive-line angle from the recommended original specifications.

Under these adverse operating conditions premature failure of U-joints and/or rear axle pinion and ring gears can result. Therefore, the installation of this type auxiliary leaf springs on the vehicles is not recommended.

6 UNEVEN REAR WHEEL BRAKE LINING WEAR—1962-63 Thunderbird

Uneven rear brake lining wear may be encountered on some Thunderbirds built prior to September, 1963. This wear condition could be caused by rear brake hold-down springs.

To correct this problem the rear brake hold-down springs were changed, effective September 9, 1963, from an eighteen pound load to a twenty-four pound load. In the event of premature rear brake lining wear, or if an uneven lining wear pattern is observed during inspection, it is recommended that the shoe hold-down springs be changed as follows:

Remove	Install	Part Name
C3SZ-2068-A (18#)	C3SZ-2068-B (24#)	Rear Brake Shoe Hold-Down Spring— 4 per vehicle

7 SPEEDOMETER CABLE PUMPING TRANSMISSION LUBRICANT INTO INSTRUMENT PANEL—All 1962-64 Car Lines (Except Thunderbird)

In some instances, transmission lubricant could be pumped into the speedometer head by the "spiraling" action of the "right lay" speedometer cable core.

All cars built after January, 1964, except Thunderbird, were manufactured with a "left lay" speedometer core (reverse spiral). In models built prior to January, 1964, the following correction can be made:

1. Remove the instrument cluster.
2. Clean all transmission lubricant out of the instrument cluster.
3. Remove the "right lay" speedometer core.
4. Obtain a "left lay" speedometer cable core kit. (Ford Part Number B9AZ-17262-A.)
5. Cut the "left lay" core to the proper length and attach a square tip using old core as the required length.
6. Lubricate the "left lay" core with a thin film of lubricant (Ford Part Number B5A-19581-A), and insert it into the speedometer cable casing.
7. Install the instrument cluster assembly in the instrument panel.

Please Note!

On page 3 of the February issue, the part number listed for 1964 Cobra Valve Cover Kits was in error. The correct part number is: C40Z-6A547-A.

8 PREMATURE FRONT WHEEL BEARING FAILURE—All Medium, Heavy and Extra Heavy Duty Trucks

To reduce premature front wheel bearing failure the spindle should be coated with wheel bearing lubricant. Some failures have occurred because of the high friction developed when the wheel bearing hub turned on a non-lubricated spindle surface. This lubricating procedure is currently being employed in all assembly plants. To help assure a quality bearing installation this procedure should be followed whenever front wheel bearings are installed.

9 NEW PARKING BRAKE HANDLE—1961-64 Econoline, Falcon Station Bus and Club Wagons

A new parking brake handle incorporating an increased cross-section area and a pistol grip, became effective in production during December, 1963.

The new handle is interchangeable with the old handle and may be installed on vehicles built prior to December 9, 1963.

The new handle is available under Ford Part Number C3UZ-2760-A.

10 SHIFT LEVER AND SOCKET WEAR AND BREAKAGE—1961-63 F 100-250 Trucks With Three-Speed Standard Transmission

In some instances, it is possible for the transmission shift lever pin or the shift lever pivot pin to work out of the socket.

To correct the problem, a re-designed shift lever became effective in production early in 1964. The new lever was designed to provide more durability, reduce shift effort and to provide a more positive method of lever attachment.

The lever, Ford Part Number C4TZ-7210-J may be installed on earlier models as follows:

1. Remove the spiral pivot pin and old shift lever assembly from the shift lever socket. If the pivot pin hole in the socket appears to be worn out replace the socket assembly.
2. Install the trunnion spring and trunnions into the new shift lever, and the lever in the socket assembly, being careful that both trunnions snap into position in the pivot pin holes.

11 INOPERATIVE HORN RESULTING FROM THE STEERING COLUMN SLIPPING DOWN—1962-63 F 100-250 Trucks

In some instances, it is possible that the steering column mast jacket may slip down causing the horn to become inoperative due to the loss of electrical contact.

To correct this problem, the following adjustment procedure should be followed:

1. Remove the horn button or horn ring and inspect the steering wheel nut for tightness, making certain that the nut is staked to the shaft.
2. Loosen the steering column clamp and pull the column up until clearance between the wheel and the mast jacket is approximately .030-.050.
3. With the locating tab on the column clamp positioned in the slot in the steering column, tighten the column clamp attaching screws and nuts. On 1962 Trucks, if the steering column clamp cannot be tightened securely to the column, remove the clamp and replace it with a 1963 clamp, Ford Part Number C3TZ-3668-A.

12 GASOLINE LEAKAGE INTO VEHICLE FROM FUEL FILLER PIPE ATTACHMENT—1963 Fairlane Wagon.

Occasionally, gasoline fumes or leakage into the vehicle may occur on early model 1963 Fairlane Wagons.

This problem can be further recognized if it can be determined that the fuel tank filler pipe attaching collar has been installed from the inboard side of the quarter panel.

To help correct this problem, the following corrective procedure should be followed:

1. Remove the attaching screws from the fuel filler pipe assembly which is attached to the quarter panel.
2. Enlarge the four existing attaching holes in the quarter panel to $\frac{1}{4}$ " diameter.

NOTE: Keep the fuel tank filler pipe assembly clear of the quarter panel when enlarging the holes. Also take proper precaution to prevent fumes from igniting during the drilling operation.

3. Install two gaskets, Ford Part Number C3OZ-9076-B, between the fuel tank filler pipe retainer flange and the quarter panel flange.
4. Reinstall the original attaching screws.

13 POOR COLD ENGINE STARTING—260 and 289 C.I.D. 2V Engines—1964

Poor cold-engine starts, due to low engine idle speeds, may be caused by the fast idle adjusting screw riding over the top of the high step on the fast idle cam, or the fast idle cam falling down beyond the unloader tang. This condition can be readily diagnosed by running the engine at about 2000 R.P.M. Rotate the fast idle cam adjusting lever upward and allow the engine to return to idle. A low idle R.P.M. may indicate the fast idle adjusting screw is not in contact with the cam (refer to Figure 1), while a high idle R.P.M. indicates the adjusting screw is on the high step of the cam.

The cam fall-down problem can be corrected by bending the dechoke arm on the fast idle throttle lever inward (toward the throttle shaft). The arm should be bent inward sufficiently (eight degrees minimum) to prevent the cam fall-down as well as unloading the choke. (Refer to Figure 2.)

Check the dechoke plate clearance. This is the distance between front edge of the choke plate and the air horn at wide throttle with a cold choke (plate initially closed). This should be $\frac{1}{16}$ in. minimum. If necessary, bend the dechoke arm toward the fast idle cam hub to increase the dechoke clearance.

Set the fast idle R.P.M. to the following specifications (with the screw on the kick-down step of the fast idle cam as noted by the arrow mark).

260-2V and 289-2V Engines:

Automatic Transmissions—
1600 R.P.M.

Standard Transmissions—
1300 R.P.M.

14 MINIATURE BULBS AND TURN SIGNAL FLASHER USAGE—1963-64 All Vehicles

Indications have shown some confusion exists in the proper use of miniature bulbs and their corresponding turn signal flashers. The new heavy duty bulbs are not being installed as recommended.

Effective in production of all 1963 units and a carryover into 1964, except Thunderbird, new flashers have been installed to meet the requirements of the new heavy duty miniature light bulbs. If earlier model flashers are installed with the new heavy duty miniature bulbs, there is a reduced life expectancy of the flasher due to overload. This is accompanied by an increase in the flashing rate.

If a 1964 flasher is used on earlier models, the effect is a reduction in flashing rate and it is possible when headlamps and other accessories are on, that the turn signals may stop blinking altogether. Therefore, use the chart below for replacement of turn signal flashers and miniature bulbs on 1963-64 vehicles.

If the customer prefers to incorporate the quality improvement of the new heavy duty bulbs and flasher on earlier vehicles all of the old style bulbs (particularly in 1034) must be replaced with the new heavy duty bulb 1157. This also requires the mandatory replacement of the past model Silver Flasher with the current models as shown on the chart.

Do not mix any combination of old and new bulbs or old and new flashers. Use old style bulbs and flashers on past models, 1962 and earlier.

Part Name	1963-64 Truck, Tractors Trailer Units	1963-64 Ford Falcon Fairlane	1963-64 Econoline Parcel Delivery All Truck Models Except Tractor Trailers	1963 Thunderbird	1964 Thunderbird
Flasher	COAF-13350-A Color Gold 536	C3AZ-13350-A Color Blue AP256-S or 224	C3TZ-13350-A Color Blue H.D. AP256 or 225	C3AZ-13350-A Color Blue AP256-S or 224	C4SB-13350-A1 Color Gold
Front Turn Signal & Parking Lamp	1157 1157-A (Amber)	1157 1157-A (Amber)	1157 1157-A (Amber)	1157 1157-A (Amber)	1157 1157-A (Amber)
Rear Lamp Stop & Turn Signal	1157	1157	1157	1157	1157
Back-Up Lamps	1156	1156	1156	1156	1156
Rear License Lamp	1155	1155	1155	1155	1155
Inst. Panel and Cluster	1895	1895	1895	1895	1895
Courtesy Lamp or Luggage Compt. Lamp	631	631	631	631	631

REFERENCE CHART	
1963-1964 HEAVY DUTY MINIATURE BULBS	1962 AND EARLIER MODEL BULBS
1157	1034
1157-A	1034
1156	1073
1155	67
1895	57
631	89

Emergency Warning System—Two COAF-13350-A Flashers are used—one for turn signal, one for emergency warning. Heavy Duty miniature bulbs 1157 are also required.

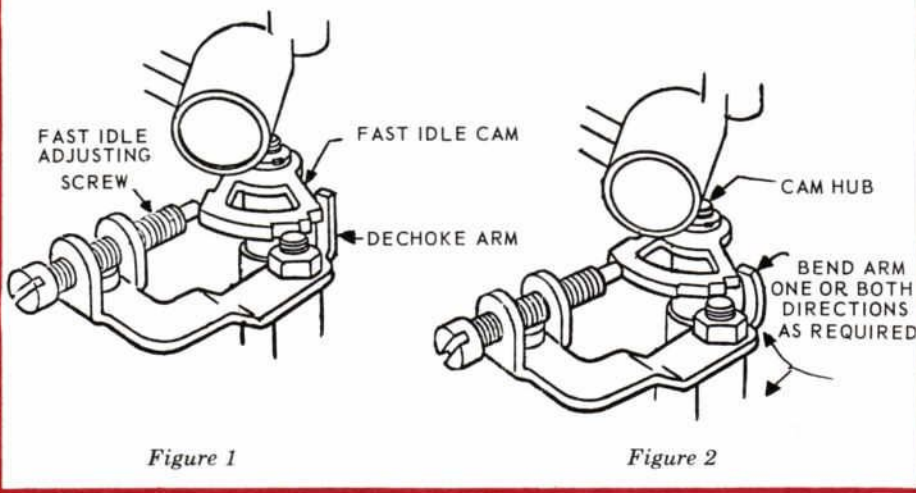


Figure 1

Figure 2

15 LOOSE GAS TANK CAPS—FUEL SPILLAGE—1964 Thunderbird—All Models

Some early model 1964 Thunderbirds may have loose fuel tank filler caps which can cause fuel spillage on hard right turns with a full tank of fuel. Production has revised the fuel filler neck flange dimensions to improve fit of cap. However, the addition of a thicker cap gasket on these earlier models will correct this problem. If necessary, add gaskets Ford Part Number C4SZ-9035-A (.048 thick) and/or C4SZ-9035-B (.063 thick) singly or in combination. Do not use an adhesive to attach the additional gaskets to the filler cap.

GET IN ON FORD'S BIG SPRING DEAL ON GENUINE FoMoCo DISTRIBUTOR POINT SETS

Now many local Ford Dealers' Parts Departments offer you a chance to cash in on big . . . Big . . . BIG savings with a special discount offer on Genuine FoMoCo Distributor Point Sets. Now you can get eleven sets for the price of ten, a big 10% discount, and this is one offer you won't want to miss with spring tune-up-time just around the corner. Not only can you save money on this offer, but you also get top quality FoMoCo points. See the special coupon on the back cover, and for additional coupons or information, contact your local Ford Dealer's Parts Department. You'll like what he has to offer because Ford parts are made right—to fit right—to last longer.



DISTRIBUTOR POINT SET APPLICATION CHART

FORD PART NUMBER	YEAR	MODEL APPLICATION
B7A-12171-B	1957	Ford, Thunderbird 8 Cylinder 312 C.I.D.
B7A-12171-C	1957	Ford, Thunderbird 8 Cylinder 312 C.I.D.
B8Q-12171-A	57/64	Ford Passenger Car & Truck 8 Cylinder; 62/64 Mercury; 61/64 Lincoln; 63/64 Comet; 63/64 Meteor
C3DZ-12171-A	1963	Ford 8 Cylinder 427 C.I.D. (with 4/B or 8/B Carburetor)
FAA-12171-A	49/64	56/64 Ford Passenger Car & Truck 6 Cylinder; 49/53 & 61/62 Mercury; 60/64 Comet; 62/63 Meteor; 58/60 Edsel
FAB-12171-A	52/55	54/55 Ford Passenger Car 8 Cylinder 239, 272 C.I.D.; 52/53 Truck 8 Cylinder 279, 317 C.I.D.
FAB-12171-B	52/57 & 60	54/55 Ford Passenger Car 8 Cylinder 239, 272 C.I.D. (H/D); 55/56 Ford, Thunderbird 8 Cylinder All; 60 Ford 8 Cylinder 352 C.I.D. Special with 4/B Carburetor; 52/55 Truck 8 Cylinder 239, 256, 279, 317 C.I.D. (H/D); 54/57 Truck 8 Cylinder All; 54/56 Mercury; 52/56 Lincoln
FDS-12171-A	60/64	Ford 8 Cylinder 352 C.I.D. Special with 4/B Carburetor; 60/64 Ford 8 Cylinder 352, 390, 406, 427 C.I.D. Special with 4/B, 6/B or 8/B Carburetor; 63/64 Fairlane 8 Cylinder 289 Special with 4/B Carburetor
7RA-12171	49/55	49/55 Ford Passenger Car & Truck; 49/53 Mercury; 50/51 Lincoln

ANOTHER HANDY REFERENCE GUIDE FROM FORD

If you found Ford's Spark Plug Application Guide a handy addition to your service operation, you'll also want to have a copy of the new Rotunda Oil Filter Application Guide. This is another in a series of reference charts designed to save you time in determining applications for Genuine FoMoCo and Rotunda parts. This chart has been updated to include the latest applications for most popular makes of cars and trucks.

If you haven't already obtained yours, contact your local Ford Dealer's Parts Department for your free chart. If you haven't obtained a Spark Plug Chart, ask for one of those at the same time.



BUY NOW

FOR BIGGER SPRING TUNE-UP PROFITS !

SPECIAL FORD DISCOUNT COUPON FOR WHOLESALE ACCOUNTS

● Use coupon to order any selection of Genuine FoMoCo Distributor Point Sets that meets your needs. Many sets have Lincoln-Mercury as well as Ford application. During March and April, 1964, for each 10 Genuine FoMoCo point sets purchased during this period, you will receive one additional Genuine FoMoCo distributor point set of your choice FREE. This offer is based on your purchase of any ten Genuine FoMoCo distributor point sets at our competitive trade discounts.

PART NUMBER*	MODEL INFORMATION	NO. PCS.	DEALER INVOICE	
			NO.	DATE
7RA 12171	49/55 All Pass.			
FAA 12171-A	56/64 6 cyl. Fords, L-M			
FAB 12171-B	55/56 8 cyl. Fords			
B8Q 12171-A	57/64 8 cyl. Fords			
B7A 12171-B	57 Ford			
B7A 12171-C	57 Ford			
FAB 12171-A	52/55 Ford			
FDS 12171-A	60 Ford			

I HAVE RECEIVED _____ DISTRIBUTOR POINT SETS FREE FOR MY PURCHASE OF _____
DISTRIBUTOR POINT SETS AT THE REGULAR TRADE DISCOUNT.

Wholesale Firm Name _____

Address _____ City _____ Zone _____ State _____

AUTHORIZED SIGNATURE for
Wholesale Account _____

(WHOLESALE CUSTOMER—DO NOT WRITE BELOW THIS LINE)

Dealer Name _____ Parts Code No. _____

Address _____

GET ONE FREE

GENUINE FoMoCo DISTRIBUTOR POINT SET WITH EACH 10 YOU PURCHASE

OFFER GOOD ONLY THROUGH MARCH and APRIL

*Take this coupon to a
Participating Ford Dealer's
Parts Department*

FOR USE BY WHOLESALE PARTS CUSTOMERS ONLY