

SHOP TIPS

Autolite



VOL. 8, NO. 10

JUNE, 1970



Trailing Time...

ALSO... THE NEW CAPRI

Features and Specifications

SEE CENTER INSERT FOR TIMELY PROMOTIONS!



DISCOVER AMERICA

VACATION TIME



Figure 1—Trailer Towing in Comfort, Luxury and Style

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

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RECREATIONAL VEHICLES ESTABLISH IMPRESSIVE RECORDS

Each year the number of travel trailers, camping trailers, motor homes and truck campers has increased upwards. Back in 1961, output of these recreational vehicles was pegged at 83,500 units.

But look what has happened in just a few short years!

For 1968 (latest figures available) production jumped 380% over 1961 as manufacturers turned out a record 470,730 such vehicles.

Each year, more and more families are taking advantage of recreational vehicle travel and living by getting away at every opportunity . . . and especially at vacation time. Proof of this statement is the fact that nearly 3,000,000 such vehicles are in use today . . . and this huge market continues to grow in number every year.

What does this mean to you?

For one thing, you'll be called upon to provide sound advice on selecting and using trailer towing equipment. Your present customers will be coming to you for *information* about their trailers or trailer needs. Questions will be asked such as, "Do I need adjustable air springs?" or "Should I get a transmission oil cooler?" They'll also need your *services* and your *products* to keep their trailers running properly and safely . . . oversize tires in some instances . . . replacement of burned out lamp bulbs . . . cooling system inhibitors . . . wheel bearing repacks on the trailer (and their cars, too) . . . and, of course, a good visual inspection of the trailer underbody, springs, electrical wiring system and connectors to name just a few.

And trailer towing enthusiasts are good prospects for accessories such as: fire extinguishers . . . trailer towing mirrors . . . new trailer wiring connectors and trailer wiring harness looms with built-in relays to prevent circuit overloading . . . reflector flare kits . . . and for those that are about to buy a trailer, they'll need the recommended trailer hitch. The charts on pages 6 through 9 covering 1970 Ford Motor Company passenger cars will give you this information. Additional trailer towing data to assist you and your men, is included in this issue of *Shop Tips*.

Means Trailer Towing Time!

HELPFUL TRAILER TIPS

The purpose of this issue of *Shop Tips* is to provide sound advice on selecting and equipping Ford and Lincoln-Mercury Division vehicles for trailer towing, and to reveal a few professional trailer towing "tips" to help make trailering more trouble free and enjoyable for you and your customers.

On the following pages, you will find helpful explanations and charts based on sound, factory-tested engineering principles. From these you will be able to determine which Ford, Mercury or Lincoln cars are best suited for different types of trailering, and the equipment recommended for different trailer load weights.

It is a simple matter to determine the proper trailer towing equipment. First determine the loaded weight of the trailer and its weight class and then select the towing equipment specified for the Ford, Mercury or Lincoln car being considered. Trailer towing equipment requirements depend on the size of the towing vehicle and the gross weight of the trailer and its tongue load. Gross trailer weight is the weight of the trailer *fully* loaded. Tongue load refers to the amount of weight transferred from the trailer to the rear end of the car at the hitch.

TRAILER CLASSIFICATIONS

Trailers are classified by the Society of Automotive Engineers into three classes as shown in the following chart:

	CLASS I	CLASS II	CLASS III
	Light Weight	Medium Weight	Heavy Weight
Gross Trailer Weight Limits	Up to 2000 lbs.	2000-3500 lbs.	3500-5000 lbs.
Tongue Loads	Up to 200 lbs.	200-500 lbs.	Up to 700 lbs.

NOTE: A Class I trailer becomes a Class III trailer when it has more than 25 square feet of frontal area!

The above specifications are in accordance with Standard specifications established by the Society of Automotive Engineers.

Whenever planning to tow—boat, camper or travel trailer—get off to a good start by recommending or ordering factory-installed equipment and options that make Ford, Mercury and Lincoln cars the finest for carefree recreation travel.

THE TWO TYPES OF TRAILER HITCHES

Two different types of trailer hitches are available, although both types are not available for every model car. The Non-Equalizing Trailer Hitch, and the Load-Equalizing Hitch (Weight Distributing Hitch). These trailer hitches are designed to meet different towing requirements as described below.

NON-EQUALIZING TRAILER HITCHES

Non-Equalizing Trailer Hitches are basically simple bolt-on structures with an L-shaped reinforcing plate. They are approved for towing Class I trailers with gross weights up to 2000 lbs. and tongue loads up to 200 lbs. These hitches may be obtained and installed at Ford and Lincoln-Mercury Dealerships.

LOAD-EQUALIZING TRAILER HITCHES

Load-Equalizing Trailer Hitches are recommended for towing Class II and III trailers. Reliable hitch installers are qualified to fabricate and install them.

TRAILER TOWING CAPABILITY

The following chart shows the trailer classes each Ford, Mercury or Lincoln car can be equipped to tow, and the type of hitch required.

FORD DIVISION	TRAILER CLASSIFICATION		
	CLASS I* (a)	CLASS II** (a)	CLASS III** (a)
Full-Size Ford	X	X	X
Thunderbird	X	X	X
Torino	X	X	
Mustang	X		
Maverick	X		
Falcon	X		
Ranchero	X	X	
Bronco	X	X (b)	

LINCOLN-MERCURY DIVISION	TRAILER CLASSIFICATION		
	CLASS I* (a)	CLASS II** (a)	CLASS III** (a)
Mark III	X	X	X
Lincoln-Continental	X	X	X
Full-Size Mercury	X	X	X
Montego and Cyclone	X	X (c)	
Cougar	X		

* Non-Equalizing Trailer Hitch is sufficient (an Autolite accessory).

** Load-Equalizing Trailer Hitch required. Reliable hitch installers are qualified to fabricate and install them.

a. Tongue Loads over 200 lbs. Require load-equalizing hitch.

b. Tongue Loads over 350 lbs. Require a load-equalizing hitch.

c. Maximum Tongue Load for Montego and Cyclone is 350 lbs.



SAFE TRAILERING CALLS FOR THE RIGHT EQUIPMENT

As shown in the Trailer Classification Chart, Ford Motor Company cars can tow trailers of Class I size with very little special equipment.

In most cases, all that is needed is a Ford Hitch and a Ford Wiring Kit (which includes a four-wire connector plug and a heavy-duty turn signal flasher).

Recommendations for larger trailers include: increased wheel and tire sizes, heavy-duty suspension, air lift springs and a load-equalizing trailer hitch. Automatic transmissions are preferred over manual transmissions for towing.

Other details are listed in the charts on pages 6 through 9. **NOTE:** Under severe conditions of temperature, load or grade, it may be necessary to install a transmission oil cooler. This accessory kit is released for all 1970 models and is available from Ford and Lincoln-Mercury Dealers.

Although many varieties of coupling devices are available, each with special applications, Ford recommends the use of *frame hitches only*.

TRAILER HITCHES (See Figures 2 and 3.)

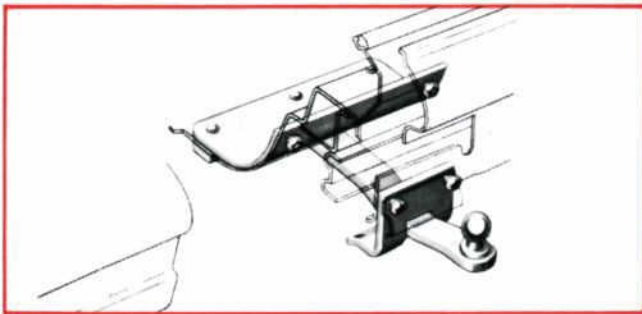


Figure 2—Typical Non-Equalizing Hitch

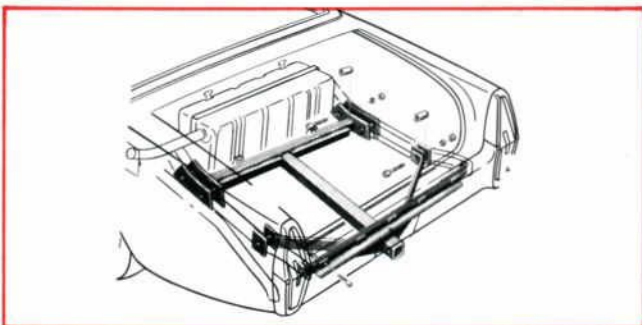


Figure 3—One Type of Load-Equalizing Hitch

For trailers with static tongue loads under 200 pounds, the connection can be a simple hitch attached to the frame. For heavier loads the hitch must spread the load between the

trailer and towing vehicle. Then it is necessary to install a load-equalizing hitch that attaches to the frame and distributes part of the load back to the trailer wheels. This type of hitch equalizes the tongue load (weight resting on the car hitch) to the trailer and car wheels, keeping both level for easier handling, safer and more comfortable driving.

NOTE: Axle hitches are not recommended.

SAFETY CHAINS

Safety chains always should be crossed under the tongue to prevent the tongue from dropping to the ground in the event of a coupling failure. The following coil-steel welded chains are recommended:

TRAILER CLASS	TRADE SIZE
I	3/16 inch
II	1/4 inch
III	5/16 inch

Mighty useful accessories for those towing larger trailers are Air Lift Spring Kits or Autolite "Super-Flex" shock absorbers. (Figures 4 and 5.)

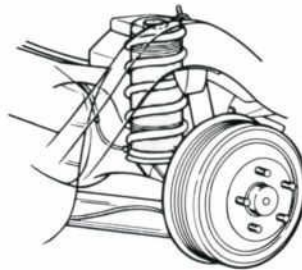


Figure 4—Adjustable Air Springs—Ford Basic Number, 5A589

The butyl air cells, inserted inside the rear coil springs, provide an efficient means of obtaining variable support. The air cells keep headlamp beam alignment normal, prevent overtaxing the springs and help maintain proper rear-end ramp clearance.

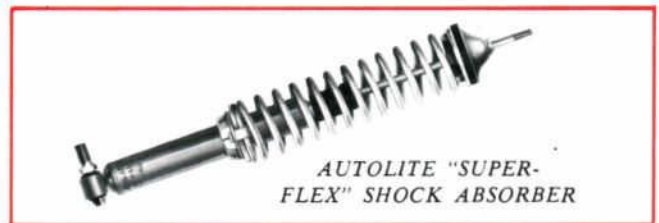


Figure 5—Severe Load Requirement Shock Absorbers

SUPER-FLEX LOAD BOOSTERS

The industry's only automatic three-stage Heavy Duty shock absorber for severe load requirements. It provides normal shock absorber ride—no "tail up" look during normal use. Provides full overload protection for almost a half-ton of extra weight. See figure 5.

Means Trailer Towing Time!

Continued

SUGGESTED SERVICES

Ford Motor Company cars are built to operate under a wide range of conditions and boast trend-setting extended-interval maintenance requirements.

However, extreme usage situations arise when the car owner loads his car with family and vacation gear, attaches a trailer, and travels for long periods at superhighway speeds. Under these conditions, a few special services are advisable to provide a safe, trouble-free trip.

Here's where you can provide your most valuable service and gain new opportunities for added services and products.

ENGINE—FOR PEAK PERFORMANCE

To obtain peak performance and top efficiency the engine should be in top running condition, especially for vacation travel time.

If the car will soon be due for a scheduled tune-up, recommend one. And recommend that the motorist replace with top-quality Autolite original equipment parts—spark plugs, wire and cables, distributor parts, PCV valves, oil, air and fuel filters. Remember, all Ford Motor Company passenger car Owner Manuals recommend *more frequent service* intervals than normally scheduled when the vehicle is operated in extremely dusty areas or for extended periods of idling . . . *trailer towing*, or short runs which prevent the engine from reaching normal operating temperatures.

These services are:

- Change Motor Oil and Filter
- Clean Crankcase Breather Cap
- Replace Carburetor Air Cleaner
- Check PCV Valve

COOLING SYSTEM—A VITAL CHECK

All Ford Motor Company vehicles are filled with Ford Permanent Anti-Freeze at the factory. If any other type has been used since the original fill and has been in the car more

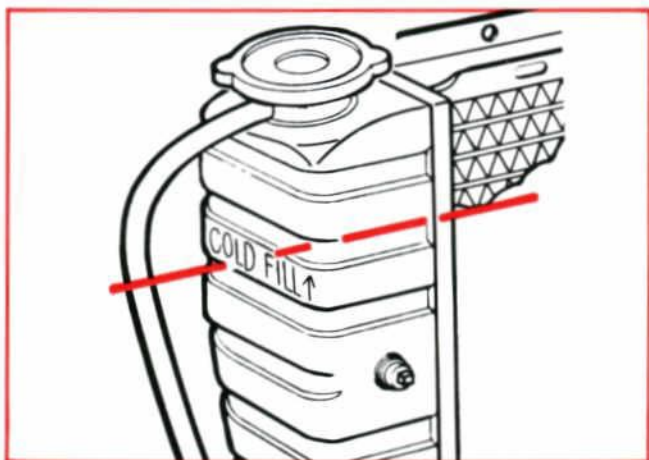


Figure 6—Cross Flow Radiator Fill to Cold Fill Mark

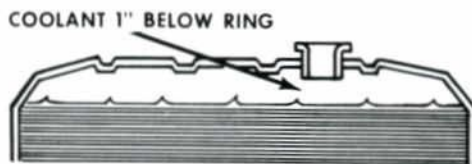


Figure 7—Vertical Flow Radiators Fill to 1" Below Ring.

than one year, recommend a complete drain and flush. Be sure to add rust inhibitor.

The coolant level should be maintained as shown in figures 6 and 7.

The cooling system should maintain a pressure of 12-15 psi. If not, or if coolant must be added often, check the cap, radiator filler neck, hose connections, and other areas for leakage.

To avoid injury when checking a hot engine, muffle the radiator cap in a thick cloth and turn it counterclockwise only until the pressure starts to escape. After the pressure has been completely released, finish removing the cap. Coolant should be added gradually with the engine running.

TIRES—SPECIAL ATTENTION NEEDED

Tires probably require more special attention by vacationing trailerists than any other item, because of the increased loads carried.

Load carrying capabilities can be improved by installing recommended tires or by increasing tire pressure (up to recommended limits). Underinflated tires can result in steering and stability problems due to weak sidewalls. Tire pressures are listed on a chart attached to the inside of the glove compartment.

The tires specified as standard equipment on all Ford-built cars can be used under widely ranging conditions. However, the exception is when extremely heavy loads are carried, in which case oversize tires may be required.

ELECTRICAL SYSTEM—TO AVOID FAILURE

Extensive use of power-draining accessories during outdoor vacations makes a check of the electrical system another vital part of your pre-vacation services.

The battery top should be clean and dry and filled to correct level. If wet, dirty, or acid-soaked, the battery will constantly discharge. Check cables for looseness or corrosion. A battery capacity check is also most important.

Capacity is a measure of the battery's ability to furnish current and maintain minimum necessary voltage. If the battery passes the capacity test, it is in satisfactory condition. However, if the specific gravity is below 1.230, it should be recharged to bring the battery to peak performance.

FAN BELTS—CHEAP INSURANCE

Check each fan belt for signs of fraying or cracks. If any belt appears to be of doubtful condition, replace it with a new Autolite belt. This is important, because if one belt flips or breaks it may damage other belts or the radiator. Check belts for proper tension.



VACATION TIME

1970 FORD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT		CLASS II—MEDIUM		CLASS III—HEAVY	
Maximum Tongue Load (lbs.) (a)	200		200-500		500-600	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000		2000-3500		3500-5000	
EQUIPMENT	Minimum	Recommended	Minimum	Recommended	Minimum	Recommended
Engine	240 Six	302 V-8	351-2V V-8	390-2V V-8	390-2V V-8	429 V-8
Cooling	Standard	Extra (d)	Standard	Extra (d)	Extra (d)	Extra (d)
Transmission	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise O-Matic	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (b)	2.80:1	2.80:1	3.25:1	3.25:1	3.25:1	3.25:1
Springs, Shocks	Standard	Standard	H.D. (d)	H.D. (d)	H.D. (d)	H.D. (d)
Steering	Standard	Power	Power	Power	Power	Power
Brakes	Standard	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)
Tires, Wheels:						
Passenger	Standard	Standard	Standard	H78 x 15	H78 x 15	H78 x 15
Station Wagon	Standard	Standard	Standard	Standard	Standard	Standard
Alternator	Standard	Standard	Standard	55 Amp. (d)	55 Amp. (d)	65 Amp.
Battery	Standard	Standard	Standard	55 Amp. Hr.	70 Amp. Hr. (d)	80 Amp. Hr.
Trailer Hitch (c)	Non-Equalizing	Non-Equalizing	Load-Equalizing	Load-Equalizing	Load-Equalizing	Load-Equalizing

a. Tongue loads over 200 lbs. require load-equalizing hitch.
b. Traction-Lok differential available.

c. Accessory item.
d. Included in Trailer Towing Package.

1970 TORINO TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT		CLASS II—MEDIUM	
Maximum Tongue Load (lbs.)	200		200-350	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000		2000-3500	
EQUIPMENT	Minimum	Recommended	Minimum	Recommended
Engine	250 Six	302 V-8	351-2V V-8	351-4V V-8
Cooling	Standard	Standard	Extra (d)	Extra (d)
Transmission	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (c)	3.00:1	3.00:1	3.25:1	3.25:1 (a)
Springs, Shocks	Standard	Standard	H.D. (d)	H.D. (d)
Ride Control	—	Manual (b)	—	—
Steering	Standard	Standard	Power	Power
Brakes	Standard	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)
Tires, Wheels:				
Passenger	Standard	Standard	Standard	Standard
Station Wagon	Standard	Standard	Standard	Standard
Alternator	Standard	Standard	55 Amp. (d)	55 Amp. (d)
Battery	Standard	Standard	55 Amp. Hr. (d)	55 Amp. Hr. (d)
Trailer Hitch	Non-Equalizing (b)	Non-Equalizing (b)	Load-Equalizing	Load-Equalizing

a. 3.00:1 with air-conditioning.
b. Accessory item.

c. Traction-Lok differential available.
d. Included in Trailer Towing Package.

Means Trailer Towing Time!

Continued

1970 THUNDERBIRD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	CLASS II—MEDIUM	CLASS III—HEAVY
Maximum Tongue Load (lbs.) (a)	200	200-350	350-600
Fully-Loaded Trailer Weight (lbs.)	Up to 2000	2000-3500	3500-5000
EQUIPMENT (*)	Minimum	Minimum	Minimum
Engine	429-2V V-8	429-2V V-8	429-4V V-8
Cooling	Standard	Extra	Extra
Axle Ratio (b)	2.80:1	3.00:1 (b)	3.00:1 (b)
Springs, Shocks	Standard	H.D.	H.D.
Ride Control (c)	Automatic	—	—
Trailer Hitch (c)	Non-Equalizing	Load-Equalizing (a)	Load-Equalizing (a)

* Standard 1970 Thunderbird equipment includes Cruise-O-Matic transmission, power steering, power front disc/rear drum brakes, tires and wheels, heavy-duty alternator and battery adequate for trailer Classes I—Light through III—Heavy.

a. Tongue loads over 200 lbs. require load-equalizing hitch.

b. Traction-Lok differential available.

c. Accessory item. Automatic ride control not recommended with load-equalizing hitch.

1970 MUSTANG-MAVERICK TOWING RECOMMENDATIONS

1970 MUSTANG			1970 MAVERICK		
SAE TRAILER CLASS	CLASS I—LIGHT		SAE TRAILER CLASS	CLASS I—LIGHT	
Maximum Tongue Load (lbs.)	200		Maximum Tongue Load (lbs.)	200	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000		Fully-Loaded Trailer Weight (lbs.)	Up to 2000	
EQUIPMENT	Minimum	Recommended	EQUIPMENT	Minimum	Recommended
Engine	250 Six	302 V-8	Engine	200 Six	200 Six
Cooling	Standard	Extra	Cooling	Standard	Standard
Transmission	Cruise-O-Matic	Cruise-O-Matic	Transmission	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio	2.79:1	3.00:1	Axle Ratio	3.08:1	3.08:1
Springs, Shocks	Standard	Standard	Springs, Shocks	Standard	Standard
Steering	Standard	Power	Steering	Standard	Power
Ride Control (b)	—	Manual	Ride Control (b)	—	Manual
Brakes	Standard	Fr. Pwr. Disc	Brakes	Standard	Standard
Tires, Wheels	Standard	Standard	Tires, Wheels	Standard	Standard
Alternator	Standard	Standard	Alternator	Standard	42 Amp.
Battery	Standard	Standard	Battery	Standard	55 Amp. Hr.
Trailer Hitch (b)	Non-Equalizing	Non-Equalizing	Trailer Hitch (b)	Non-Equalizing	Non-Equalizing

1970 FALCON TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	
Maximum Tongue Load (lbs.)	200	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000	
EQUIPMENT	Minimum	Recommended
Engine	200 Six	302 V-8
Cooling	Standard	Standard
Transmission	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (a)	3.08:1	3.00:1
Springs, Shocks	Standard	Standard
Steering	Standard	Power
Ride Control (b)	—	Manual
Brakes	Standard	Fr. Pwr. Disc
Tires, Wheels:		
All Models	Standard	Standard
Alternator	Standard	42 Amp.
Battery	Standard	55 Amp. Hr.
Trailer Hitch (b)	Non-Equalizing	Non-Equalizing

a. Traction-Lok differential available.

b. Accessory item.

VACATION TIME . . . Means Trailer Towing Time!

Continued

1970 MARQUIS-MARAUDER-MONTEREY TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT		CLASS II—MEDIUM		CLASS III—HEAVY	
Maximum Tongue Load (lbs.)	200		500		700	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000 (a)		2000-3500		3500-5000	
EQUIPMENT	Minimum	Recommended	Minimum	Recommended	Minimum	Recommended
Engine	390-2V	390-2V	390-2V	429-2V or larger	390-2V	429-2V or larger
Cooling	Standard	Extra Cooling	Extra Cooling	Extra Cooling	Extra Cooling	Extra Cooling
Transmission	Select-Shift	Select-Shift	Select-Shift	Select-Shift	Select-Shift	Select-Shift
Axle Ratio	2.75:1	2.75:1	3.25:1	3.25:1 (b)	3.25:1	3.25:1 (b)
Springs, Shocks	Standard	Standard	Special Suspension (d)	Special Suspension (d)	Special Suspension (d)	Special Suspension (d)
Steering	Standard	Power	Power	Power	Power	Power
Brakes (1)	Standard	Power Disc (c)	Power Disc	Power Disc	Power Disc	Power Disc
Tires, Wheels:						
Passenger	Standard	H78x15 (e)	Standard	H78x15 (e)	H78x15 (e)	H78x15 (e)
Station Wagon	Standard	Standard	Standard	Standard	Standard	Standard
Alternator	Standard	Standard	Standard	55 Amp.	55 Amp.	65 Amp. (g)
Battery	Standard	Standard	Standard	80 Amp. Hr. (f)	80 Amp. Hr.	80 Amp. Hr. (f)
Trailer Hitch	Non-Equalizing (3)	Non-Equalizing (3)	Load-Equalizing	Load-Equalizing	Load-Equalizing	Load-Equalizing
Automatic Ride Control (2)	Optional	Optional	Not Recommended	Not Recommended	Not Recommended	Not Recommended

- Trailer brakes are required for all trailers over 1500 lbs. in all states and for over 1200 lbs. in some states. Do not connect hydraulic brake lines from car system to trailer brake system.
- Available as an option on Lincoln Continental—not recommended with the load-equalizing hitch.
- Dealer installed accessory item.
- No special equipment required for towing trailers weighing less than 1000 lbs.
- 3.00:1 ratio standard with air conditioning on 429-4V V-8.
- Power Brakes (front disc and rear drum) are recommended for towing gross loads excess of 1000 lbs.

- Cross Country Ride Package (L.P.D.) includes higher rate front and rear springs and shock absorbers; available for all models. Competition Handling Package (R.P.D.) includes heavy-duty shocks, larger diameter stabilizer bar and heavy-duty springs; available only for Marauder and Marauder X-100. Requires H70x15 belted tires.
- Recommended over G78x15 belted tires; standard on Marquis, Marquis Brougham and all station wagons. On Marauder X-100, the larger H70x15 tires are standard.
- 80-amp. hr. heavy-duty battery is standard with 429-4V engines.
- 65-amp. alternator not available with Whisper-Aire Conditioning.

1970 MONTEGO-CYCLONE TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT		CLASS II—MEDIUM	
Maximum Tongue Load (lbs.)	200		350	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000 (a)		2000-3500	
EQUIPMENT	Minimum	Recommended	Minimum	Recommended
Engine	250-1V	302-2V or larger	351-2V	351-2V or larger (e)
Cooling	Standard	Standard	Extra Cooling (e)	Extra Cooling (e)
Transmission	Select-Shift	Select-Shift	Select-Shift	Select-Shift
Axle Ratio	3.25:1	3.00:1	3.25:1	3.25:1 (c)
Springs, Shocks	Standard	Standard	Cross Country Ride Package (e) (f)	Cross Country Ride Package (e) (f)
Steering	Standard	Power	Power	Power
Brakes (1)	Standard	Power Disc (b)	Power Disc (e)	Power Disc (e)
Tires, Wheels:				
Passenger	Standard	Standard	Standard	Standard
Station Wagon	Standard	Standard	Standard	Standard
Alternator	Standard	Standard	55 Amp. (e) (g)	55 Amp. (e) (g)
Battery	Standard	Standard	70 Amp. Hr. (e) (h)	70 Amp. Hr. (e) (h)
Trailer Hitch	Non-Equalizing (3)	Non-Equalizing (3)	Load-Equalizing	Load-Equalizing
Automatic Ride Control (2)	Adjustable Air Spring (d)	Adjustable Air Spring (d)	Not Recommended	Not Recommended

- Trailer brakes are required for all trailers over 1500 lbs. in all states and for over 1200 lbs. in some states. Do not connect hydraulic brake lines from car system to trailer brake system.
- Available as an option on Lincoln Continental—not recommended with the load equalizing hitch.
- Dealer installed accessory item.
- No special equipment required for towing trailers weighing less than 1000 lbs.
- Power Brakes (front disc and rear drum) are recommended for towing gross loads excess of 1000 lbs.
- 3.00:1 with air conditioning.

- Adjustable air springs are recommended for Class I towing with non-equalizing hitch.
- Included in Trailer Towing Package (or as individual items) available for Montego models only. Available as an individual option for Cyclone models.
- No-cost option on Cyclone GT with 351-2V or 351-4V engine. Not available with 429 engines on Cyclone GT, Cyclone and Cyclone Spoiler, where Competition Handling Package is standard. Both suspension packages are suitable for medium weight towing.
- Standard on Cyclone GT, Cyclone and Cyclone Spoiler with CJ 429 and Super CJ 429 engines. Optional with other engines.
- 80-amp. hr. heavy-duty battery is standard with 429-V4 engines.

FREE . . .

wall-mounted DISPLAY RACK
with purchase of Wire
Starter Pack



BE THE "ELECTRICAL CONTACT" FOR YOUR CUSTOMERS!

WIRING COMPONENTS

Start a wiring service for your customers with this excellent combination of wire and cable—Autolite's Wire Starter Pack—WX-9500.

Four spools of color-coded plastic-insulated primary wire and one spool of copper ignition cable are included in the pack. An attractive wall-mounted display rack which holds up to five spools of Autolite cable or wire is included FREE with each kit ordered.

WIRE STARTER PACK

Part No. WX-9500 consists of:

- 100-ft. 7CN Copper Ignition Cable
- 100-ft. 512G Plastic Insulated Primary 12 ga. Green
- 100-ft. 514B Plastic Insulated Primary 14 ga. Black
- 100-ft. 514R Plastic Insulated Primary 14 ga. Red
- 100-ft. 516BL Plastic Insulated Primary 16 ga. Blue and One 9564 Display Rack



VINYL ELECTRICAL TAPE

Strong All-Weather Tape in a Variety of Sizes and Packages

Autolite electrical tape is easy to handle in hot or cold weather . . . capable of withstanding temperatures of 10° F. to 176° F. . . and still remains workable. This encompasses the temperature ranges of both standard tapes and specialized low-temperature tapes currently available. The .007" thickness makes Autolite electrical tape pliable and easy to use, while retaining all the electrical insulation properties that have made vinyl tapes so popular. A new adhesive compound unrolls smoother and provides a tighter bond to wire.

Packaged to Sell . . .

Autolite vinyl tape can be purchased in a variety of packages, each designed to provide maximum sales appeal. Available in 1/2-inch and 3/4-inch widths and in lengths from 150-inches to 66-feet. Packages include dispensers, fibre cans containing five rolls, metal cans containing single rolls, twelve-roll merchandisers and twelve-roll "Bubble-Pack" display cartons.

Part No.	Package
WA-1	Fibre can containing five rolls 3/4" x 44'
WA-2	Fibre can containing five rolls 3/4" x 20'
WA-3	Display carton containing 12 rolls 1/2" x 150"
WA-4	Display carton containing 12 rolls 3/4" x 20'
WA-5	Package of 12 plastic dispensers, each containing 1 roll 3/4" x 66'
WA-6	Package of 12 individual metal cans, each containing 1 roll 3/4" x 66'
WA-7	Display carton of 12 "Bubble Packs," each containing 1 roll 3/4" x 20'
WA-8	Display carton of 12 "Bubble Packs," each containing 1 roll 3/4" x 66'

Ask For Details At Our Parts Counter!

ANNOUNCING THE NEW AUT



NEW PACESSETTER FAN BELTS

Autolite Pacesetter V-Belts are specifically designed to handle the increased demands of modern high-powered engines and belt driven accessories for an unusually long, trouble-free life. Premium quality Neoprene body and Polyester cords are securely bonded together to form a unit that is much stronger than rayon or cotton-corded belts.

1. Featuring a die-cut edge design for cooler running and better traction with less noise.
2. Polyester cords resist stretching, so slipping is minimized and the belt keeps in contact with the pulley for full power delivery.
3. Neoprene compound provides extra resistance to grease, hot oil, dirt, heat and water, the agents that weaken ordinary V-belts.

NEW HI-TRAC RACING BELTS

Autolite Hi-Trac Racing Belts designed to give greater performance and longer life for high performance, muscle and racing cars, have been proven on the test track and on the racing circuits. They feature:

1. Die-cut edge design, with special construction of Polyester cord and multiple layers of Neoprene and cotton cord.
2. Polyester cords add strength, resist stretching and minimize slipping.
3. Neoprene resists high temperatures which build up in engine compartments under sustained racing conditions. Also resists hot oil . . . even live steam!
4. Special construction prevents belt flip-over caused by high engine RPM's which create extreme centrifugal forces. Because the bottom section of the Hi-Trac Belt is lighter in weight than ordinary belts, there is less centrifugal force and the belt stays in the pulley groove even at maximum engine speeds.

NEW FLEX-FIT FRACTIONAL HORSEPOWER BELTS

Autolite Flex-Fit Fractional Horsepower V-Belts offer premium features for all small horsepower drive applications.

1. Tension section constructed of a blend of natural and synthetic rubbers provides maximum flexibility.
2. Scientifically designed bonding process creates a permanent and flexible bond between the rayon cord and the special rubber compound for superior performance.
3. Special compound formulation assures ultimate power delivery and easy compression while providing proper crosswise rigidity.
4. Special bias-cut, rubber-impregnated fabric cover gives superior protection to the belt core and minimizes squeaks and squeals for more efficient service.

NEW PACESSETTER MOLDED RADIATOR HOSE

Autolite Pacesetter Molded Radiator Hose is easy to install . . . time saved can be spent on other profitable repairs . . . and features:

1. 100% Neoprene to resist oil, ozone, cooling system chemicals and high engine temperatures.
2. Center layer of reinforcing braid to add strength and resist buckling and straining at connections.
3. Cut-off marks on the hose to show exactly where to cut hose to fit additional applications.

NEW PACESSETTER FLEXIBLE HOSE

With relatively few parts numbers, the newly designed Autolite Pacesetter Flexible Hose covers applications that would require a significantly larger inventory of molded hose. This broad coverage means easier stocking, and less inventory space and dollars are required to maintain the coverage you need to meet customer demands. This hose is specifically designed with materials that permit it to be permanently and completely shaped after only a few hours' use, thereby relieving any stress on radiator fittings.

1. 100% Neoprene to resist oil, grease and heat.
2. A reinforcing layer of fabric braid to prevent splitting, bursting, ballooning and collapsing.
3. A spring steel wire coil molded into the hose.
4. V-shaped convolutions for ease of installation .

AUTOLITE V-BELT and HOSE LINE

ALSO A UNIQUE NEW SALES NUMBERING SYSTEM...

... tells immediately the size of the part and its intended use.

PACESETTER AND HI-TRAC FAN BELTS

The Autolite V-Belt numbering system is explained in detail on the back of Pacesetter and Hi-Trac Belt sleeves.

First Letter Prefix:

- designates the V-belt line.

Second Letter Prefix:

- designates the top width of the belt.

Numbers:

- first two numbers designate the amount of whole inches of outside circumference of the belt.
- third number designates the remaining fraction of an inch (expressed in eighths of an inch) of outside circumference of the belt.

Letter Suffixes:

- designate special types of V-belts.

For example:

JA-451-R—"J" designates the V-belt line; "A" designates a top width of $1\frac{3}{32}$ "", 45 designates an outside circumference of 45"; 1 designates the remaining $\frac{1}{8}$ " fraction of outside circumference and R designates racing belt.



FLEXIBLE RADIATOR HOSE

First Letter Prefix:

- designates the hose line.

Second Letter (and Third when used) Prefix:

- designates the inside diameter(s) at end opening(s).

Numbers:

- first two numbers designate the amount of full inches of hose length.
- third number designates the remaining fraction of an inch (expressed in eighths of an inch) of hose length.

For example:

KAB-194—"K" designates the Hose line; "A" designates the inside diameter at one end opening of $1\frac{1}{4}$ "; "B" designates an inside diameter of $1\frac{1}{2}$ " at the other end opening; 19 designates a hose of 19" and 4 designates the remaining $\frac{4}{8}$ " fraction of hose length.

SPECIAL PURPOSE HOSE

First Letter Prefix:

- designates the hose line.

Second and Third Letter Prefixes:

- designate the particular type of hose.

For example:

KCV-1—Autolite Positive Crankcase Ventilation (PCV) Hose

KDV-1—Autolite Distributor Vacuum Hose

KFL-1—Autolite Fuel Line Hose

KH-5—Autolite Heater Hose

KK-3—Autolite Power Brake Hose

KW-5A—Autolite Windshield Wiper/Washer Hose

NEW PACEMAKER TEAR TAB REDEMPTION PROGRAM...

PACEMAKER '70 ... that makes the industry's best Incentive Program even better.



All Autolite V-Belts and Radiator Hoses feature either a sleeve tear tab or hose label tear tab. Ten sleeve tabs and hose labels have the equivalent value of one Pacemaker Prize Point and can be redeemed for exciting merchandise. Combine these tear tabs with the other Pacemaker Prize Points you get with Autolite Shock Absorber End Flaps and Electrical Tune-Up Kits! Take advantage of Autolite's continuous bonus programs and receive additional Pacemaker Prize Points . . . choose from more than 1,800 valuable nationally-known brand-name merchandise items . . . for yourself, for your wife and children, for the home.

ASK AT OUR PARTS COUNTER FOR COMPLETE DETAILS TODAY!

Comebacks can be beautiful...!

A "Comeback" can be beautiful when a regular customer reports, "It runs great!" ... or comes back for other services.

If it's a Ford-built car or truck, there's one easy way to be sure the job is always right. Replace with Authorized Remanufactured Ford Parts. Every replacement part is remanufactured to Ford standards of reliability ... not just "rebuilt." They're 100% performance tested, not just spot checked ... and they carry a *new-part warranty*.

Use the "Beautiful Comeback" parts now available at our parts counter.

NATIONAL WARRANTY

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

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

Remanufactured



Engines · Parts



VACATION TIME . . . Means Trailer Towing Time!

Continued

1970 CONTINENTAL MARK III AND LINCOLN CONTINENTAL TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	CLASS II—MEDIUM	CLASS III—HEAVY
Maximum Tongue Load (lbs.)	200	500	700
Fully-Loaded Trailer Weight (lbs.)	Up to 2000 (a)	2000-3500	3500-5000
EQUIPMENT			
Engine	460-4V Standard	460-4V Standard	460-4V Standard
Cooling	Standard	Standard	Standard
Transmission	Select-Shift Standard	Select-Shift Standard	Select-Shift Standard
Axle Ratio	2.80:1	3.00:1 (b)	3.00:1 (b)
Springs, Shocks	Standard	Standard	Cross Country Ride Package (c)
Steering	Power Standard	Power Standard	Power Standard
Brakes (1)	Power Disc Standard	Power Disc Standard	Power Disc Standard
Tires, Wheels: Passenger Station Wagon	Standard —	Standard —	Standard —
Alternator	Standard	Standard	Standard
Battery	Standard	Standard	Standard
Trailer Hitch	Non-Equalizing (3)	Load-Equalizing	Load-Equalizing
Automatic Ride Control (2)	Optional	Not Recommended	Not Recommended

- Trailer brakes are required for all trailers over 1500 lbs. in all states and for over 1200 lbs. in some states. Do not connect hydraulic brake lines from car system to trailer brake system.
- Automatic Ride Control is not recommended with the load-equalizing hitch. Available as an option on Lincoln Continental.
- Dealer installed accessory item.

- No special equipment required for towing trailers weighing less than 1000 lbs.
- The optional high torque rear axle with 3.00:1 ratio is a no extra cost option when factory installed.
- Cross Country Ride Package includes heavy-load front and rear springs and heavy-duty shock absorbers. (available as a L.P.O.)

1970 COUGAR TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	
Maximum Tongue Load (lbs.)	200	
Fully-Loaded Trailer Weight (lbs.)	Up to 2000 (a)	
EQUIPMENT	Minimum	Recommended
Engine	351-2V	351-2V or larger
Cooling	Standard	Extra Cooling
Transmission	Select-Shift	Select-Shift
Axle Ratio	2.75:1	3.00:1
Springs, Shocks	Standard	Standard
Steering	Standard	Power
Brakes (1)	Standard	Power Disc (b)
Tires, Wheels: Passenger Station Wagon	Standard —	Standard —
Alternator	Standard	Standard
Battery	Standard	Standard
Trailer Hitch	Non-Equalizing (3)	Non-Equalizing (3)
Automatic Ride Control (2)	Adjustable Air Spring (c)	Adjustable Air Spring (c)

- Trailer brakes are required for all trailers over 1500 lbs. in all states and for over 1200 lbs. in some states. Do not connect hydraulic brake lines from car system to trailer brake system.
 - Available as an option on Lincoln Continental—not recommended with the load-equalizing hitch.
 - Dealer installed accessory item.
- No special equipment required for towing trailers weighing less than 1000 lbs.
 - Power Brakes (front disc and rear drum) are recommended for towing gross loads excess of 1000 lbs.

- Adjustable air springs are recommended for Class I towing with non-equalizing hitch.

NOTE: Use of axle-attached hitches is not recommended. Clamp-on trailer hitches, which attach to the bumper face bar at two jack points, rather than at the center, are generally satisfactory for light utility trailers in Class I. Included in this category are the hitches such as those furnished by many trailer rental companies.

THE CAPRI . . . Features

CAPRI...

*The Four Passenger Personal Sports Car
Imported By Lincoln-Mercury*



Figure 1—The Exciting Capri Two-Door Sedan

INTRODUCTION

Already a best seller after one year in Europe, the Capri profile gives the appearance of a high-powered GT coupe, with emphasis on American car luxury. A touch of sportiness is added by two simulated air louvers ahead of the rear wheels.

Test drivers, in proving ground trials and using regular fuel, obtained 29 miles per gallon in simulated open road driving conditions and averaged 24 miles per gallon in simulated normal driving conditions.

Top speed has been clocked at just slightly less than 90 miles per hour (88.9 mph) from the 97.6 cubic inch, four cylinder water-cooled engine that develops 70.5 horsepower at 5000 rpm.

Dual horizontal headlights in bright metal housings, vent-

less side glass and styled steel "Sports Road" wheels are standard.

The interior is designed with comfort and convenience uppermost in mind. Front bucket seats are foam padded and for ease of entrance and exit, the front seat backs fold forward to a flat position.

A full-width bench seat is provided for rear passengers. However, twin bucket seats are optionally available with a deeply padded center fold-down arm rest.

The body and frame are welded together, forming a single strong unitized unit. As a result, this new body construction has two outstanding characteristics . . . a quiet interior and an energy absorbing front and rear design.

and Specifications

GENERAL INFORMATION

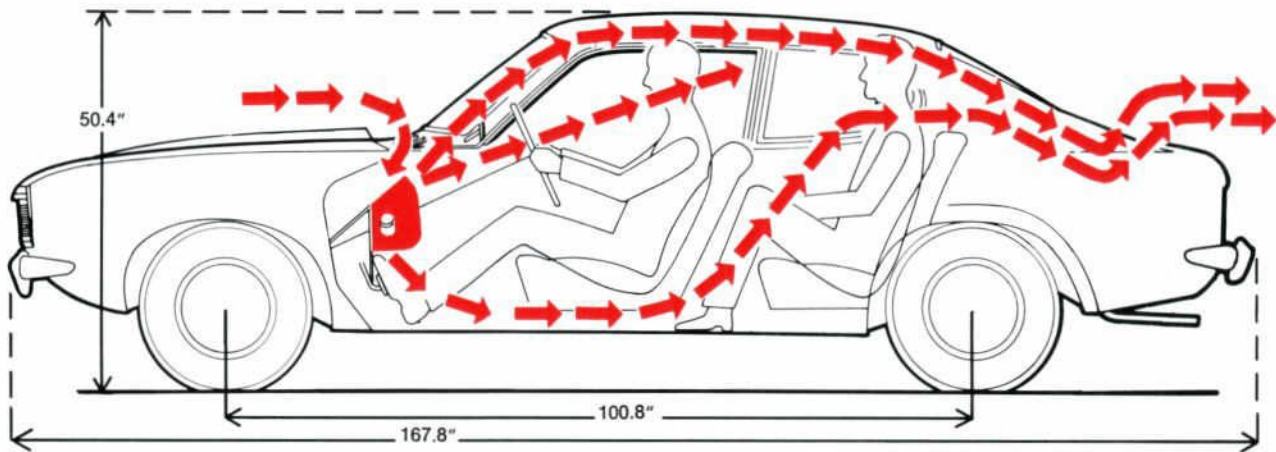


Figure 2—Fresh Air Ventilation System with Air Extractors. Note Body Dimensions Listed

HEATING AND VENTILATION

As shown above, figure 2, the Capri has a high level fresh air ventilation system with air extractors and a high output heater/defroster.

This fresh air (Flow Thru) system includes rotating inlets at the instrument panel ends and an outlet grille for the used air in the low pressure area behind the rear window. Air flow is varied by controls on the panel inlets.

LIFEGUARD DESIGN SAFETY FEATURES

The Capri comes equipped with a number of major safety features. They are: Theft guard column mounted ignition and steering wheel lock . . . Dual hydraulic brake system with warning light and corrosion resistant brake lines . . . Energy absorbing steering column and steering wheel . . . Inside yield-away day/night rear view mirror . . . Energy absorbing instrument panel and padded front seat back tops . . . Emergency flasher system and back-up lights . . . A three-point restraint system, shoulder belt and mini-buckle for front seat passengers and lap belts for rear passengers . . . and many other safety features such as recessed interior door handles and side marker lights and reflectors.

GENERAL SPECIFICATIONS

ENGINE

Compression Ratio	8.0:1
Compression Pressure	165 lb./sq. in. @ 300 rpm
Bore and Stroke	3.1881" x 3.056"
Cubic Inch Displacement	97.51 (1600 cc)
Location of No. 1 Cylinder	Next to Radiator
Firing Order	1-2-4-3
Dwell Angle at Idle Speed	39 degrees
Distributor Point Gap	.025"
Air-Fuel Ratio	13.4—13.9
Engine Idle Manifold Vacuum	16 in. Hg.
Oil Pressure	35-40 lb./sq. in.
Belt Tension	30-40 lb.
Belt Free Travel	½"

ENGINE OIL

SAE Grade	Use Between
5W-20, 5W-30	-40° F. to +32° F.
10W-30	-10° F. to +70° F.
10W-40	-10° F. to +90° F.
10W-50	-10° F. to +120° F.
20W-40	+25° F. to +90° F.
20W-50	+32° F. to +120° F.

COOLING SYSTEM CAPACITY (With Heater) . . . 12.5 U.S. Pints

THE CAPRI... Features

ENGINE DESIGN AND SERVICE FEATURES

ENGINE MECHANICAL

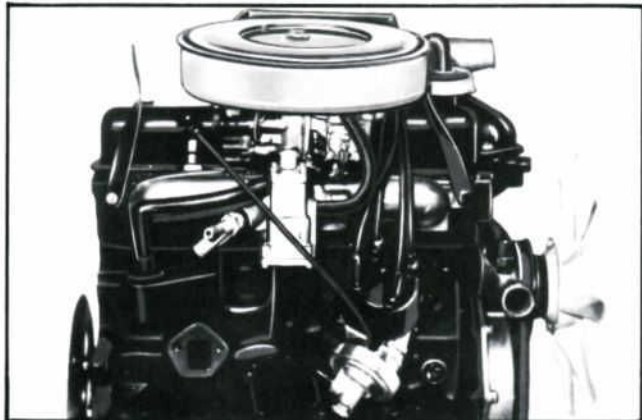


Figure 3—Side View of 97.6 Cubic Inch (1600 cc) Engine

This four stroke cycle engine uses a 5 main bearing cast iron crankshaft. Solid skirt aluminum alloy pistons have two compression rings and one oil control ring above the piston pin bore. See figure 3.

Exhaust valves have a stellite coating on their seat face. Intake valves have an aluminum coating. If burned or pitted, the intake valves must be replaced. They must not be ground. However, the stellite coated exhaust valves can be safely ground.

Self locking tappet screws permit valve adjustment, either with the engine hot or cold... operating or not.

Pistons are unique in that the top of the piston is bowl shaped. In other words, the combustion chamber is machined in the piston crown.

Valve Face Angle	45° to 45° 15 minutes
Valve Stem to Rocker Arm Clearance	Hot Intake .010" Exhaust .017"
	Cold Intake .008"-.010" Exhaust .018"-.020"

ENGINE IGNITION

An Autolite dual diaphragm distributor is standard. Most of the components on the distributor are the same as the ones found on Ford's American-made cars. Ignition timing marks on the Capri differ slightly from domestic engines as shown in figure 4. Initial timing should be set 6 degrees before top dead center (BTDC).

The coil is rated at 8 volts with a resistance wire lead in series with the ignition switch. During starting, this resistance wire is bypassed so that full battery voltage is applied to the coil.

Spark plugs are Autolite Powertip AG 22 and can be easily removed and installed with a common 13/16" deep socket.

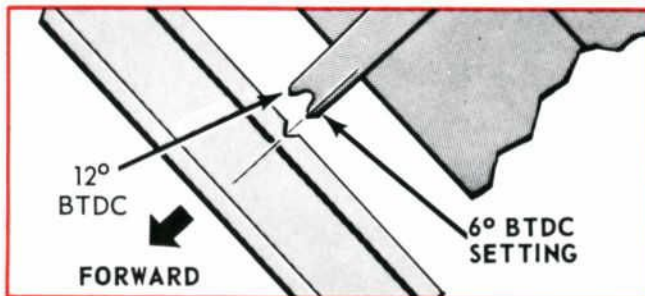


Figure 4—Ignition Timing Marks

ENGINE FUEL SYSTEM

The carburetor is an Autolite, Model 1-V (single barrel) with an automatic choke.

For exhaust emission control purposes a limiter idle mixture screw is used. To adjust idle speed the engine must be at normal operating temperature and running at 830 to 870 rpm with the idle mixture screw adjusted to give 2 to 3 percent carbon monoxide emission. See figure 5.

To change or clean the carburetor fuel filter screen the upper carburetor casting must be removed, along with the float and needle valve body assembly.

A single action diaphragm type fuel pump is operated by means of an arm actuated by the camshaft. Unlike many American-made fuel pumps, the Capri fuel pump can be disassembled and repaired when necessary. At periodic intervals the sediment bowl should be removed and the screen cleaned of dirt with a low pressure air hose.

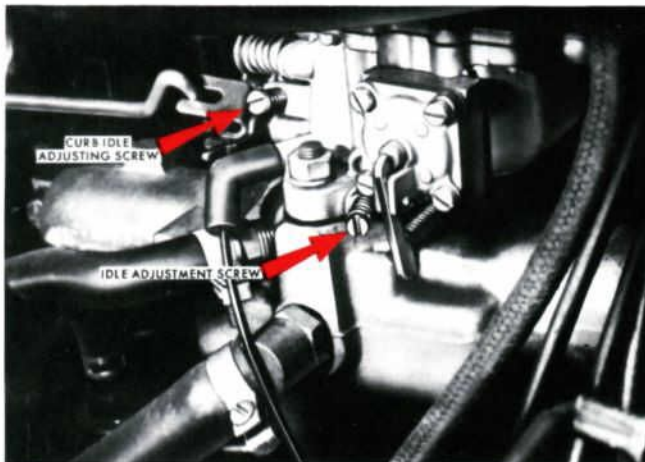


Figure 5—Slow Running Idle Adjustment Screws

TRANSMISSION/CLUTCH

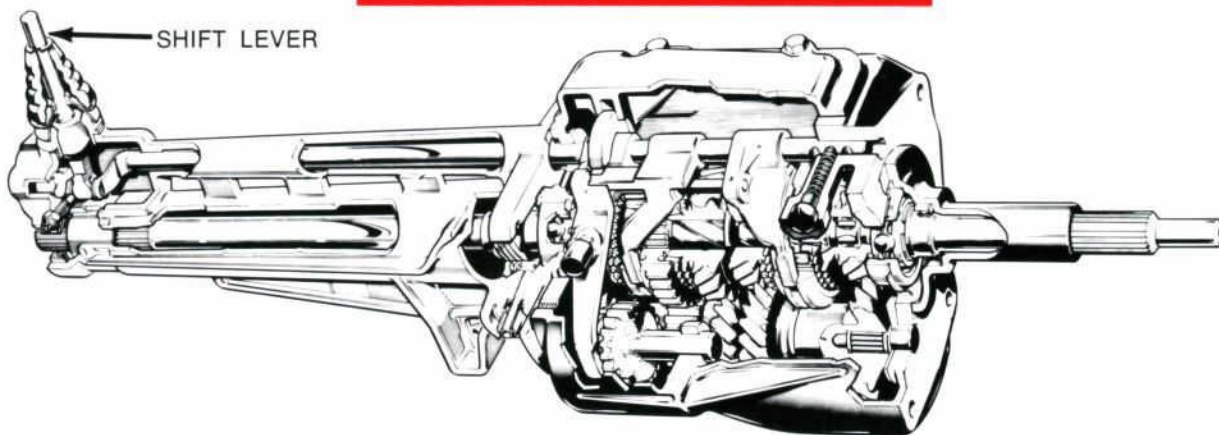


Figure 6—The Four-Speed Fully Synchronized Transmission

The Capri is equipped with a four-speed manual transmission that operates through a 7½ inch single plate clutch. It is fully synchronized in all forward gears. See figure 6.

One of the special features is the single rail shift mechanism. Unlike other manual transmissions for passenger cars, this shift system is completely enclosed. Therefore, the mechanism is always completely lubricated. Transmission lubricant capacity is approximately 27/8 U. S. pints.

GEAR RATIOS

FIRST	.....	3.543 to 1
SECOND	.....	2.396 to 1
THIRD	.....	1.412 to 1
FOURTH	.....	1 to 1
REVERSE	.....	3.963 to 1

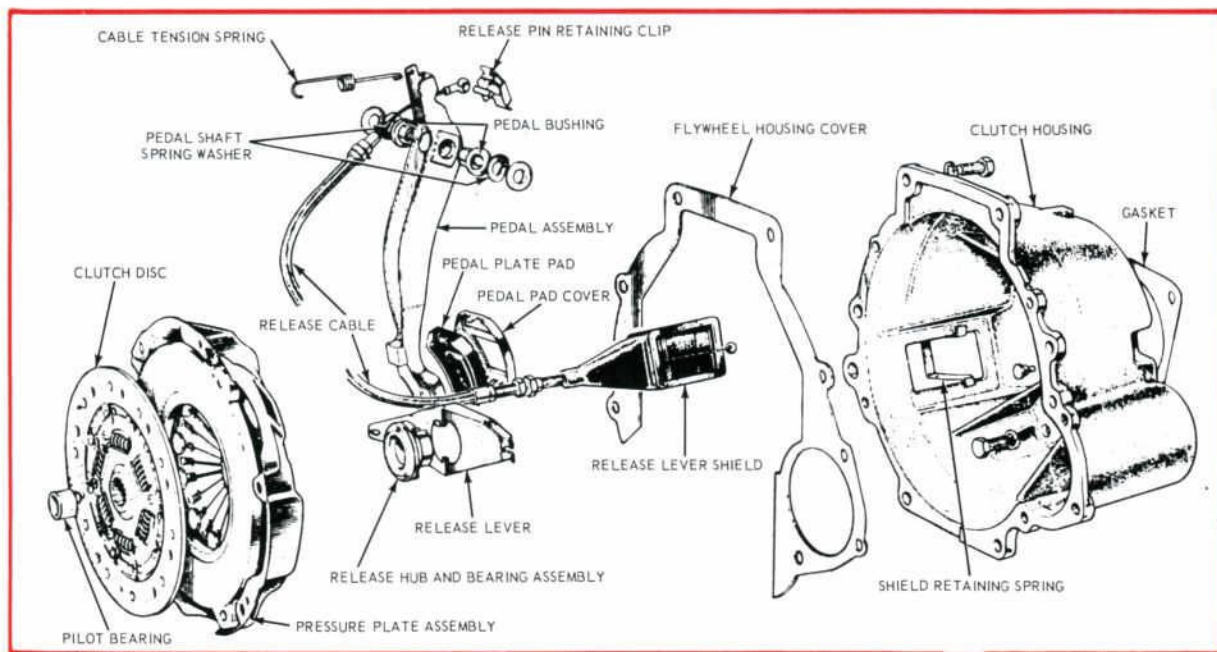


Figure 7—Clutch Components

The clutch is operated by a release cable connected to the top of the clutch pedal by a spring clip. The other end of the cable has a ball type end connected to the clutch release fork by a slotted design. See figure 7, above.

A diaphragm spring operated pressure plate is used with a conventional clutch disc. Clutch cable adjustment is provided for at the clutch housing. Clutch free play measured at the pedal after adjustment service should be ½ to ¾ inches.

THE CAPRI . . . Features and Specifications

Continued

STEERING/SUSPENSION

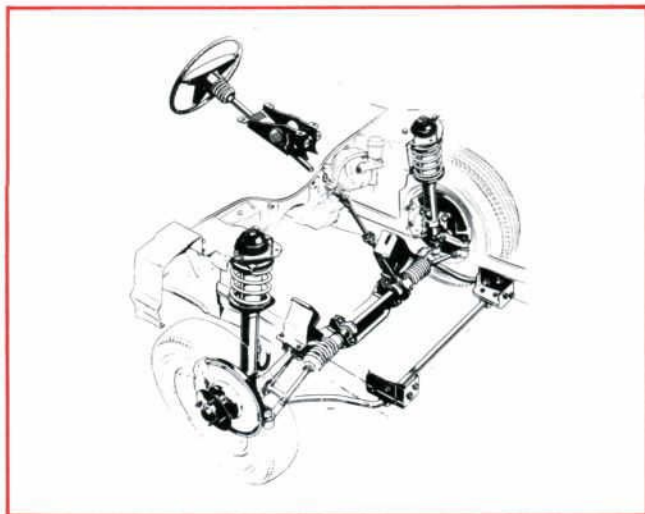


Figure 8—Steering Gear and Linkage

An extremely unique steering system is used with the Capri . . . one that is different from any American-made car.

This steering arrangement uses a rack and pinion gear assembly mounted in rubber insulators on brackets attached to the front crossmember. See figure 8, above.

Movement of the steering wheel is transmitted through a universal joint and a flexible coupling to the pinion shaft.

Rotation of the pinion causes the rack to move back and forth. Connecting rod attached to the ends of the rack transmit this movement to the spindle arms and thus cause the road wheels to turn. No cross linkage or idler arms are required.

Three tenths (0.3) U. S. pint of oil S.A.E., EP 90 Hypoid is put into the steering gear housing during manufacturing and normally no further lubrication is required.

The connecting rods are adjustable for length to permit toe-in setting changes, but there are *no provisions* made to change *caster, camber or kingpin inclination*.

NOTE: When the car is jacked up with the front wheels off the ground, NEVER move them quickly from lock to lock as this will cause hydraulic pressure to build up within the steering gear and may burst or blow off the bellows.

The independent front suspension uses constant rate coil springs mounted on the top end of struts. The long tubular struts are rubber-mounted at the top to a spring tower in the inner fender and at the bottom to the wheel spindle. Hydraulic shock absorbers are incorporated in the struts.

Rear suspension is conventional in that it uses three leaf, semi-elliptic springs with a rubber mounting to the axle. Rear shock absorbers are stagger-mounted at the bottom . . .

BRAKE SYSTEM

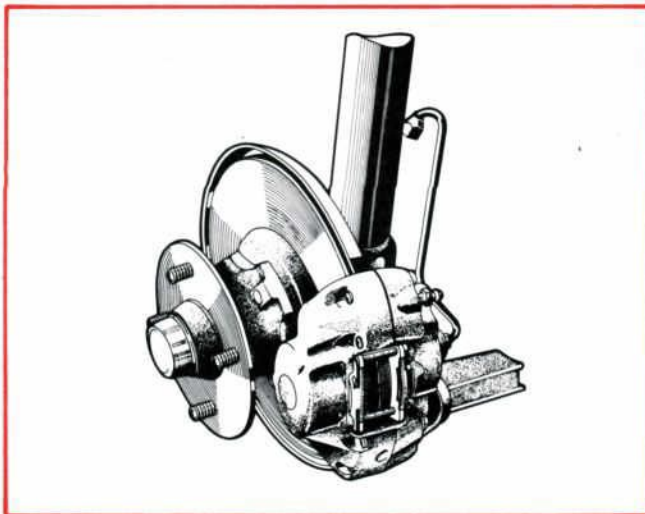


Figure 9—Front Wheel Disc Brake

one ahead and one behind the rear axle.

Power assisted brakes are standard on the Capri. The fronts are disc and the rears are the drum type. Both front and rear brakes are self-adjusting. A dual type master cylinder is used with the hydraulic brake system similar to American-made automobiles.

Each cast iron caliper assembly has two pistons mounted at the rear of each front wheel spindle. The caliper is held in a fixed position . . . opposite to the floating caliper now used in American-made Ford passenger cars. See figure 9.

Capri rear brake cylinders use only one piston and the cylinders are located in a vertical position to the backing plate.

Three bleed screws are provided to bleed the brake system; one for each of the front disc brakes and one in the left rear wheel cylinder for the rear brakes.

A pressure differential valve in the brake system is used to indicate a brake system failure. If this occurs in either the primary or secondary brake system, the piston in the pressure differential valve will move to the low pressure (failed) side, closing the switch and lighting the warning lamp located on the instrument panel.

The big difference between this system and the dual acting system on American-made cars is the method of centering the valve in its neutral positions. To center this valve, remove the dust cover at the bottom of the valve body and insert a centering tool (small screwdriver) through the bottom opening in the valve body and move the piston to the neutral position. Then after the brake failure has been corrected, bleed the system.

TUNE-UP SPECS

Engine
CID 97.6
(1600 cc)
with
IMCO

Curb Idle RPM	Fast Idle RPM	Autolite Spark Plugs		Distributor		Initial Ignition Timing
		Gap	No.	Point Gap	Dwell	
830-870	1775	.025"	AG22	.025"	38° to 40°	6° BTDC

CAPRI Battery Information

INSTALLATION OF AUTOLITE GROUP 24 F BATTERY

The Capri is equipped with an European-made Ford Motor Company battery that has positive and negative terminals which are different in design from the conventional tapered lead posts.

For replacement, any of the Autolite Group 24 F batteries can be installed when the following minor modifications are made.

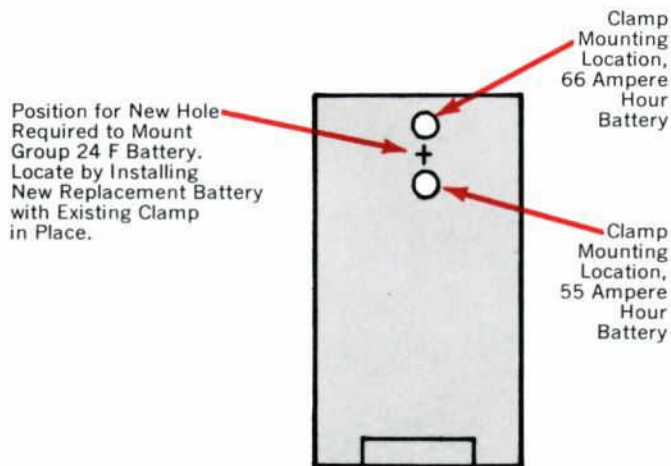


Figure 1—Plan View of Battery Tray

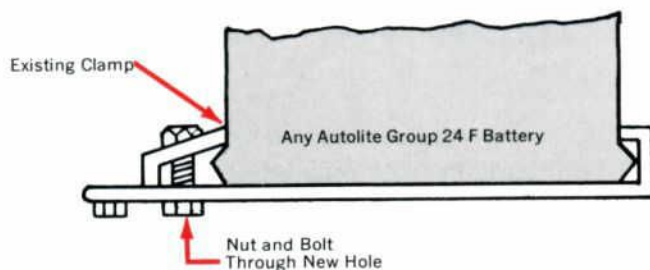


Figure 2—Side View of Battery Tray

NOTE: Autolite Battery is $\frac{1}{4}$ Inch Longer than Capri Original Equipment 55 Ampere Hour Battery

MODIFICATION STEPS

1. A new hole must be drilled into the battery tray approximately half-way between the two existing clamp nuts which are welded to the underside of the tray. See figure 1.
2. A nut and a $\frac{5}{16}$ x 18 hex bolt two inches long is required to secure the battery holddown clamp in its new position. See figure 2.

Enlarge the Hole in Cable Terminal to Fit the Terminal Adaptor Clamp that is to be Installed on the Outboard Side of Battery

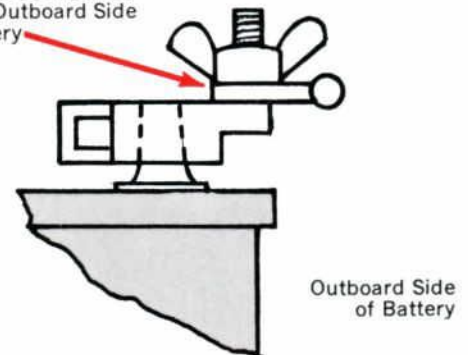


Figure 3—Adaptor Clamp Assembly (Autolite Part No. 5433)

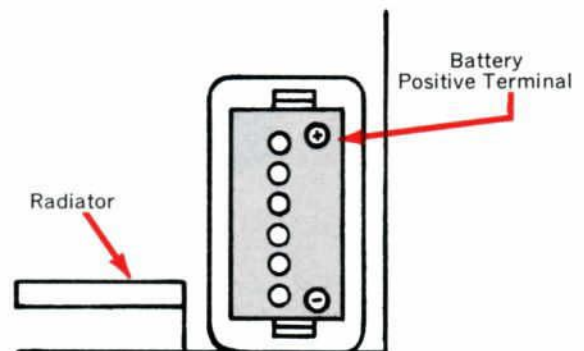


Figure 4—Top View of Battery Installed Correctly

3. Wing nut adaptor terminal clamps, that are currently released by the Autolite-Ford Parts Division are required. They must be positioned with the vertical stud at the outboard side of the battery. Existing holes in the terminal end of the battery cables must be enlarged to fit the terminal adaptor clamps. See figure 3.

NOTE: When the Autolite replacement battery is correctly installed as described (see figure 4), there will be approximately a one-inch clearance to the hood line.

YOUR SOURCE FOR GENUINE FORD AND AUTOLITE ORIGINAL EQUIPMENT PARTS



Wheel Cylinder
Repair Kit

Wheel Cylinder
Assembly



Brake Shoes



Master Cylinder
Assembly



Master Cylinder
Repair Kit

Our dealership can supply you with the right brake parts for original equipment performance!

The surest way to keep original equipment performance is to *always* install Ford parts in Ford vehicles. They are of the same high quality as factory-installed parts. They fit right to last longer and give lasting customer satisfaction. Take Ford brake parts for example. Specially selected brake lining materials dissipate heat faster to resist brake fade and provide longer wear. *All* Ford brake parts are of the same dependable quality as those installed in original equipment. Thorough checks of brake systems on cars in for service often reveal the need for repairs or replacements. We can supply you with the *right* brake parts for Ford vehicles and we can also serve *all* your other Ford parts requirements.

Call us today...
we're headquarters for Ford parts!