

# SHOP TIPS

Autolite



VOL. 9, NO. 10

JUNE, 1971

## *Helpful Hints for Trailer Towing*



SEE CENTER INSERT  
FOR TIMELY PROMOTIONS



# HELPFUL HINTS FOR

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.

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### IMPORTANT

The laws of several states now provide that the implied warranty of fitness for intended purpose may not be disclaimed by an express written warranty.

Salesmen selling vehicles or parts to be used for towing or hauling of other accessories such as campers are obligated to advise customers of the suitability of the product sold for the purposes intended. If a salesman sells a hitch to a customer who has made known the type of towing intended, the salesman must advise the customer of the limits of the particular hitch being sold.

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

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

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Livonia, Michigan



## INTRODUCTION

Recreation has taken the fancy of more and more families in the country. An increasing number of people are taking to the road to visit other sections of North America.

People on the move have changed their methods of travel. The days of loading up the trunk and putting what won't fit on the car-top carrier have lost favor with a great number of the wandering folk. Luxury, comfort and style is the goal of today's travelers. The producers of recreational equipment recognized the need for sophisticated travel equipment and began to improve and develop new products.

Ford's engineers accepted their task in stride and designed equipment that would safely haul trailers; also, new methods of cooling engines and transmissions were developed and made available to the travel-minded customer. Suspension systems were developed to make trailer towing a smoother operation. Even the frames of certain models were revised to maintain a luxury ride while pulling a boat or trailer through the back-country.

This season, you may be called upon to offer advice on selecting and using the latest trailer towing equipment. You should be prepared to answer questions such as, "Do I need a transmission oil cooler?" or, "Is my suspension adequate for my larger trailer?"

Be prepared to accommodate your customers with the correct answers and the proper products to solve their trailering problems. Remember, service and sales from you play an important role in keeping your customers' trailers running properly and safely. Keep a stock of Autolite wire and cable service items on hand to take care of emergency on-the-spot repairs. Another point to remember, trailer lights may require a larger capacity turn signal flasher and may even overload the car wiring. Suggest having a Ford Trailer Wiring Harness, C7AZ-15A416A installed. Check your supply of Autolite Heavy Duty flashers.

Trailer towing enthusiasts are also good prospects for items such as: fire extinguishers . . . trailer towing mirrors . . . reflector flare kits . . . compass . . . hitches . . . hitch ball . . . and for those who are about to buy a trailer, information about the proper trailer hitch. This issue of *Shop Tips* has information covering passenger car trailering requirements. If additional information is needed, we'll be glad to be of assistance.



# TRAILER TOWING

## TRAILER CLASSIFICATIONS

Trailers vary in size and in weight. The Society of Automotive Engineers divided these weights into three classifications, as shown in the chart below:

	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:** If a trailer in the Class I weight category has a frontal area of more than 25 square feet, it should be considered in the Class II category. The reason is the increased area creates greater wind resistance and puts a greater strain on the towing vehicle.

The gross weight of a trailer is measured when the trailer is fully loaded. This includes a full supply of water in the storage tanks and as much gear as the owner plans to take on a trailering trip.

The tongue weight is the weight on the ball of the hitch.

Each class of trailer requires the towing vehicle to be properly equipped. This issue of *Shop Tips* is designed to help you advise your customers on selecting and equipping Ford and Lincoln-Mercury Division vehicles for trailer towing. The explanations and charts found on the following pages are based on factory-tested engineering principles. From the information listed, you will be able to determine which Ford, Mercury or Lincoln cars are best suited for the different types of trailer towing.

Remember, optional trailering equipment offered for Ford, Mercury and Lincoln vehicles is specifically designed for the job and is often installed while the car is still in the process of being assembled. A vehicle's power train, for example, is made up with components that are interrelated and the proper combination of engine, transmission, driveshaft and rear axle requires very careful consideration. It is safer to pull a Class I trailer with a vehicle equipped to handle Class III trailers than it is to try to make an attempt at towing a Class III trailer with a vehicle equipped for Class I loads.

Options, like Ford's Traction-Lok rear axles, can be of vital importance when maximum traction is necessary—pulling large boats up ramps or towing a trailer on a muddy road.

## SELECTING A HITCH

Two types of trailer hitches are recommended for trailer towing. For Class I trailer hauling, gross weights up to 2000 lbs. and tongue loads up to 200 lbs., a simple non-equalizing ball hitch can be used. These hitches are available as accessories and may be obtained and installed at our dealership.

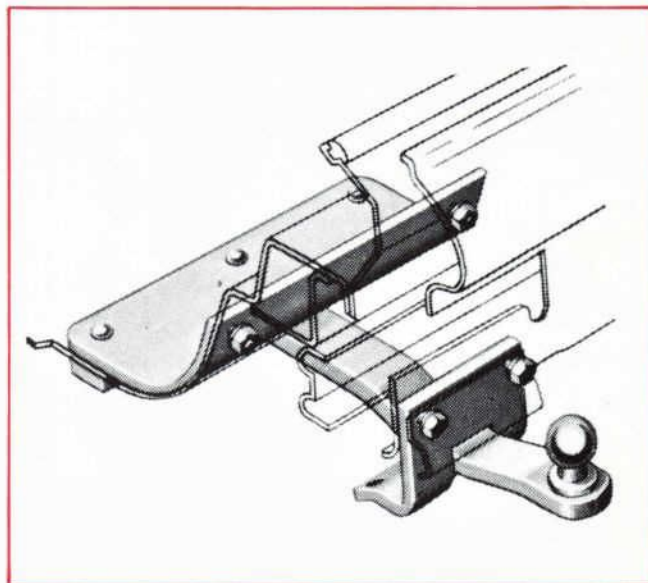


Figure 1—Typical Non-Equalizing Hitch

When hitch loads exceed 200 lbs. on passenger cars and 350 lbs. on light trucks, a load equalizing hitch must be used. This type of hitch attaches to the frame or underbody of the vehicle and distributes the trailer tongue load to the towing vehicle's front and rear wheels and to the trailer wheels. The result is more equal distribution of the load to help keep both the trailer and the car level for safer driving and easier handling. See Figure 2.

**NOTE:** AXLE HITCHES ARE NOT RECOMMENDED FOR ANY SIZE TRAILER DUE TO THE UNUSUAL WAY IN WHICH THEY STRESS SUSPENSION COMPONENTS.

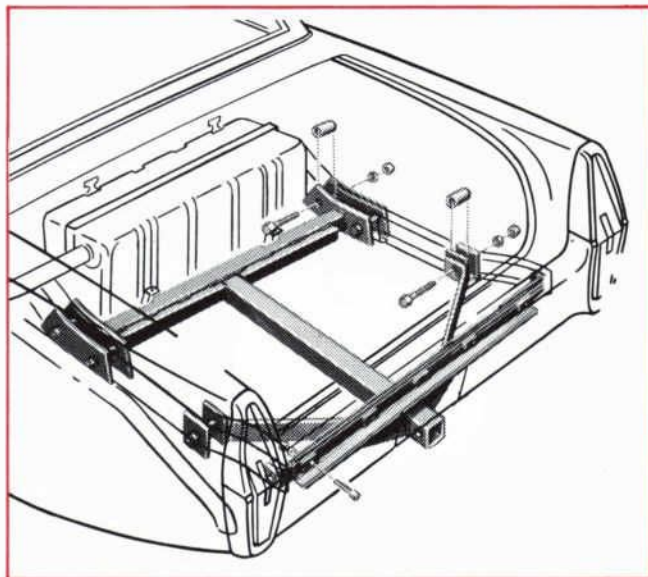


Figure 2—One Type of Load-Equalizing Hitch



# HELPFUL HINTS FOR

## 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		

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	
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.

In many cases, all that is needed is a Ford non-equalizing hitch, a four-wire connector plug and a heavy-duty turn signal flasher for towing Class I trailers.

Class II and Class III trailers require additional equipment for safe and efficient towing. Refer to the charts on the following pages for recommended equipment suggested for each car line.

## SAFE TRAILERING EQUIPMENT

### SAFETY CHAINS

The use of safety chains between the trailer and the towing vehicle should not be taken lightly. Many states make the use of safety chains mandatory. The reason is obvious—any failure in the connection between the towing vehicle and the trailer would allow a trailer not connected to the towing vehicle with the proper size safety chain to wander across to other lanes of traffic. This could prove to be a very dangerous hazard to other unsuspecting drivers on the road.

Safety chains always should be crossed under the tongue of the trailer to prevent the tongue from dropping to the ground in the event of a coupling failure. The following coil-steel welded chain sizes are suggested as the minimum for each Class size of trailer:

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

### ADJUSTABLE AIR SPRINGS

Butyl air cells are factory or dealer installed accessories. They are inserted inside the rear coil springs to provide an efficient means of obtaining variable support. The air cells keep headlamp beam alignment normal, prevent overtaxing the springs, and help maintain rear-end ramp clearance.

Air level ride control mounts on the dash.

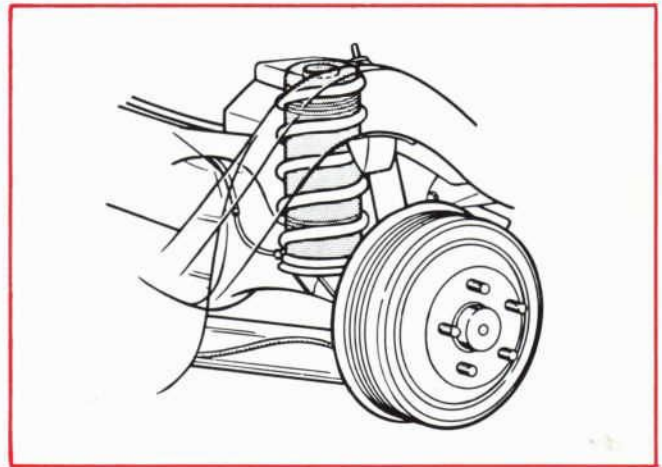


Figure 3—Adjustable Air Springs

### SUPER-FLEX LOAD BOOSTERS

Autolite offers the industry's only automatic three-stage heavy duty shock absorber for severe load requirements. It is designed for heavy loads at the rear wheels without giving the vehicle the appearance of having a "tail-up" look. The first phase is the piston. It handles the normal shock absorber ride. The second phase brings the steel spring into play in conjunction with the piston for extra-heavy loads. The third phase is the Buna-N rubber spring that prevents "bottoming out" under heavy impact. Figure 4.

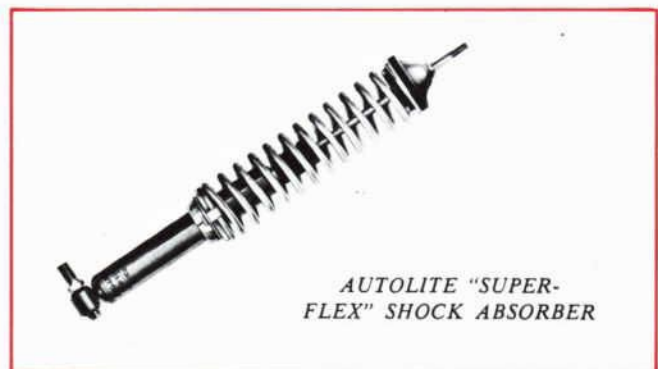


Figure 4—Severe Load Requirement Shock Absorber



# TRAILER TOWING

Continued

## SERVICING SUGGESTIONS

Ford, Mercury and Lincoln cars are designed and built to operate under a wide range of conditions. Extreme usage situations, however, place added demands on the vehicle. Long periods of travel at superhighway speeds demand an engine in top running condition, brakes in proper adjustment and a cooling system operating at peak efficiency.

Suggest a complete tune-up to the customer before a trailering trip. Recommend that the motorist replace with top-quality Autolite original equipment parts—spark plugs, wire and cables, distributor parts, PCV valves, air and fuel filters. Remember, all Ford-built passenger car Owner Manuals recommend *more frequent service* intervals than normally scheduled when the vehicle is operated in extremely dusty areas, for extended periods of idling, *trailer towing*, or short runs which prevent the engine from reaching normal operating temperatures.

### COOLING SYSTEM— INSPECT CAREFULLY

Check the coolant level in the radiator and look for excessive rust or oiliness in the solution. "Ford's recommendations" are to drain and refill with fresh permanent type anti-freeze (which meets Ford specifications) and water mixture every 24 months. Cross flow radiators should have the coolant level at the COLD FILL mark.

Vertical flow radiators should have the coolant level ONE INCH below the ring . . . bottom of filler neck. The use of alcohol or menthanol type anti-freeze is NOT RECOMMENDED.

#### **WARNING:**

*USE EXTREME CARE WHEN REMOVING THE RADIATOR CAP. TURN THE CAP SLOWLY TO THE PARTIALLY OPEN STOP POSITION TO RELIEVE INTERNAL PRESSURE BEFORE REMOVING CAP.*

### COOLANT RECOVERY SYSTEM

The Coolant Recovery System is a simple method for preventing coolant loss due to overheating from increased engine loads, high temperatures or hilly terrain. If pressures within the cooling system exceed the rated specifications, the coolant passes through a check valve in a special radiator cap and into a reservoir tank. When the engine is stopped and begins to cool down, the coolant in the reservoir is drawn back into the cooling system.

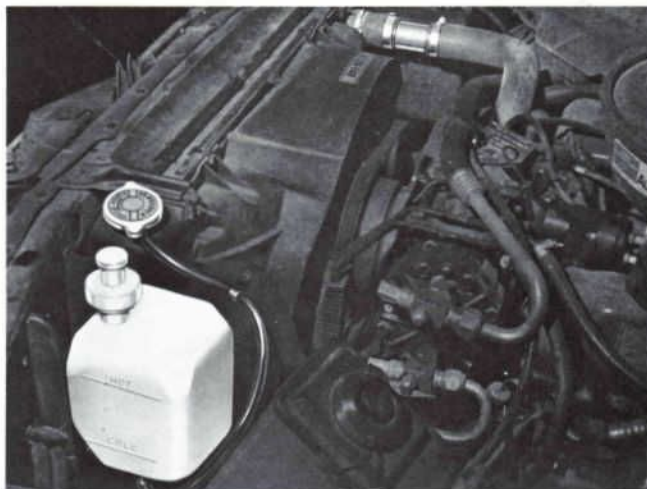


Figure 5—Typical Installation of the Coolant Recovery System—  
Ford Part Number D0AZ-8522-A

### TIRES—INSPECT CAREFULLY

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

Load carrying capabilities can be maximized by installing recommended tires or by increasing tire pressure (up to recommended limits). Underinflated tires can result in steering and stability problems as well as tire overheating. Tire pressures are listed on a chart attached to the inside of the glove compartment. More recent tires have recommended pressure shown on the tire sidewall. The tires specified as standard equipment on all Ford-built cars can be used under widely ranging conditions. The exception, however, is when extremely heavy loads are carried, oversize tires may be required.

### ELECTRICAL SYSTEM

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

The battery top should be clean and dry and cells filled to the correct level. If wet, dirty, or acid-soaked, the battery will constantly discharge. Check cables for looseness or corrosion. Also, make a battery capacity check.

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, the battery should be recharged to bring it back to peak performance level.

### FAN BELTS AND HOSES

Check each accessory 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 very important, because if one belt flips or breaks it may damage other belts or the radiator. Check all belts for proper tension.

Inspect all hoses for leaks, cracks or deterioration. Autolite hoses are available for all Ford-built vehicles and most other domestic and foreign passenger cars and domestic light trucks.

# HELPFUL HINTS FOR

## 1971 FORD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	CLASS II—MEDIUM	CLASS III—HEAVY
Maximum Tongue Load (lbs.) (a)	200	200-500	500-700
Fully-Loaded Trailer Weight (lbs.)	Up to 2000	2000-3500	3500-5000
<b>EQUIPMENT</b>	<b>Recommended Minimum</b>	<b>Recommended Minimum</b>	<b>Recommended Minimum</b>
Engine	240 Six	400-2V V-8	400-2V V-8
Cooling	Standard	Extra (d)	Extra (d)
Transmission	Cruise-O-Matic	Cruise O-Matic	Cruise-C-Matic
Axle Ratio (b)	2.75:1	3.25:1	3.25:1
Frame	Standard	H.D. (d)	H.D. (d)
Springs, Shocks	Standard	H.D. (d)	H.D. (d)
Steering	Standard	Power	Power
Brakes	Standard	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)
Tires, Wheels:			
Passenger	Standard	H78 x 15 and 6.5 x 15 (d)	H78 x 15 (d)
Station Wagon	Standard	Standard	Standard
Alternator	Standard	55 Amp. (d)	55 Amp. (d)
Battery	Standard	80 Amp. Hr.	70 Amp. Hr. (d)
Trailer Hitch (c)	Non-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.

## 1971 TORINO TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	CLASS II—MEDIUM
Maximum Tongue Load (lbs.) (a)	200	200-350
Fully-Loaded Trailer Weight (lbs.)	Up to 2000	2000-3500
<b>EQUIPMENT</b>	<b>Recommended Minimum</b>	<b>Recommended Minimum</b>
Engine	351 V-8	351-2V V-8
Cooling	Standard	Extra (d)
Transmission	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (c)	3.00:1	3.25:1
Springs, Shocks	Standard	H.D. (d)
Steering	Standard	Power
Brakes	Fr. Pwr. Disc (d)	Fr. Pwr. Disc (d)
Tires, Wheels:		
Passenger	Standard	F78-14
Alternator	Standard	55 Amp. (d)
Battery	Standard	70 Amp. Hr. (d)
Trailer Hitch	Non-Equalizing (b)	Load-Equalizing

a. Tongue loads over 200 lbs. require load equalizing hitch.  
b. Accessory item.

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



# TRAILER TOWING

Continued

## 1971 THUNDERBIRD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT	CLASS II—MEDIUM	CLASS III—HEAVY
Maximum Tongue Load (lbs.) (a)	200	200-350	350-700
Fully-Loaded Trailer Weight (lbs.)	Up to 2000	2000-3500	3500-5000
<b>EQUIPMENT (*)</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>
Engine	429-2V V-8	429-2V V-8	429-4V V-8
Cooling	Standard	A/C Cooling System	A/C Cooling System
Axle Ratio (b)	2.75:1	3.25:1	3.25:1
Springs, Shocks	Standard	H.D.	H.D.
Ride Control (c)	Automatic	—	—
Trailer Hitch (c)	Non-Equalizing	Load-Equalizing (a)	Load-Equalizing (a)

\* Standard 1971 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.

## 1971 MAVERICK TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I—LIGHT
Maximum Tongue Load (lbs.)	200
Fully-Loaded Trailer Weight (lbs.)	Up to 2000
<b>EQUIPMENT</b>	<b>Recommended Minimum</b>
Engine	200 Six
Cooling	Standard
Transmission	Cruise-O-Matic
Axle Ratio	3.00:1
Springs, Shocks	Standard
Steering	Standard
Brakes	Standard
Tires, Wheels:	
All Models	Standard
Alternator	Standard
Battery	Standard
Trailer Hitch (a)	Non-Equalizing

(a) Accessory item.

## 1971 MUSTANG-COMET TOWING RECOMMENDATIONS

1971 MUSTANG		1971 COMET	
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
<b>EQUIPMENT</b>	<b>Recommended Minimum</b>	<b>EQUIPMENT</b>	<b>Recommended Minimum</b>
Engine	351 V-8	Engine	250 Six
Cooling	Standard	Cooling	Standard
Transmission	Cruise-O-Matic	Transmission	Cruise-O-Matic
Axle Ratio	3.00:1	Axle Ratio	3.00:1
Springs, Shocks	Standard	Springs, Shocks	H.D.
Steering	Standard	Steering	Standard
Brakes	Standard	Brakes	Standard
Tires, Wheels	Standard	Tires, Wheels	Standard
Alternator	Standard	Alternator	Standard
Battery	Standard	Battery	55 Amp.
Trailer Hitch (a)	Non-Equalizing	Trailer Hitch (a)	Non-Equalizing

(a) Accessory item.

# HELPFUL HINTS FOR TRAILER TOWING *Continued*

## 1971 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	Recommended Minimum	Recommended Minimum	Recommended Minimum
Engine	400-2V	400-2V	400-2V
Cooling	Extra Cooling	Extra Cooling	Extra Cooling
Transmission	Select-Shift	Select-Shift	Select-Shift
Axle Ratio	3.25:1	3.25:1	3.25:1
Springs, Shocks	Standard	Special Suspension (d)	Special Suspension (d)
Steering	Power	Power	Power
Brakes (1)	Power Disc (c)	Power Disc	Power Disc
Tires, Wheels:			
Passenger	H78x15 (e)	Standard	H78x15 (e)
Station Wagon	Standard	Standard	Standard
Alternator	Standard	55 Amp.	55 Amp.
Battery	Standard	80 Amp. Hr. (f)	80 Amp. Hr.
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.
- 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.O.) includes higher rate front and rear springs and shock absorbers; available for all models. Competition Handling Package (R.P.O.) 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.

## 1971 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	Recommended Minimum	Recommended Minimum
Engine	302-2V or larger	351-2V or larger (e)
Cooling	Standard	Extra Cooling (e)
Transmission	Select-Shift	Select-Shift
Axle Ratio	3.00:1	3.25:1 (c)
Springs, Shocks	Standard	Cross Country Ride Package (e) (f)
Steering	Power	Power
Brakes (1)	Power Disc (b)	Power Disc (e)
Tires, Wheels:		
Passenger	Standard	Standard
Station Wagon	Standard	Standard
Alternator	Standard	55 Amp. (e) (g)
Battery	Standard	70 Amp. Hr. (e) (h)
Trailer Hitch	Non-Equalizing (3)	Load-Equalizing
Automatic Ride Control (2)	Adjustable Air Spring (d)	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.



# now is the time for Spring cooling system "tune-ups"

***Autolite has everything you'll  
need to do the complete job!***

Winter weather is rough on cooling systems. Every part in a cooling system is constantly under the stress of delivering maximum performance under widely varying operating conditions. Some parts fail due to wear . . . others lose their original efficiency. Only a thorough cooling system tune-up can reduce potential cooling system problems. Cooling system service can be profitable if such problems are detected and corrected.

Be sure your customers will have their cars ready for the demands of warm weather driving ahead. Cash in on their needs by making an inspection of their cooling system. Autolite can supply everything needed, including:

**1 Pacesetter Flexible Radiator Hose**—Constructed of 100% Neoprene and reinforced with a steel wire coil and a fabric braid to prevent splitting, bursting and ballooning. Easy to install and it permanently shapes after a few hours of use to relieve stress on fittings.

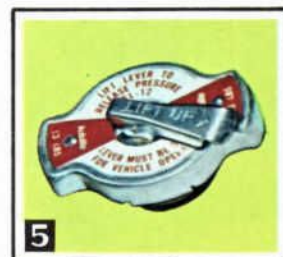
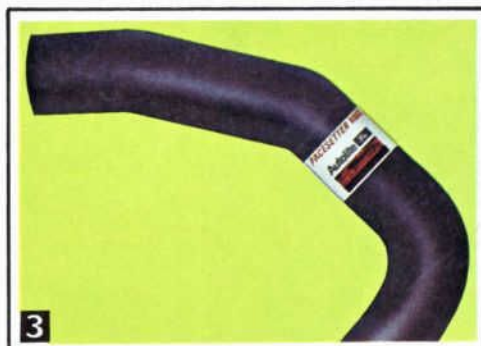
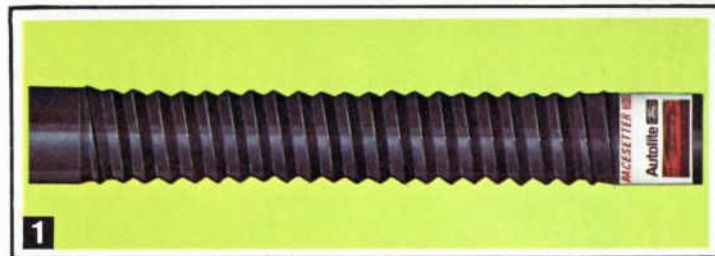
**2 Pacesetter V-Belts**—Constructed of a premium quality Neoprene body and Polyester cords for greater strength and full power delivery. Highly resistant to grease, hot oil, dirt, heat and water.

**3 Pacesetter Molded Curved Radiator Hose**—Fabricated of the highest quality, extra strength material to resist oil, ozone, cooling system chemicals and high temperatures.

**4 Autolite Thermostats**—Precision design provides quick warm-ups and controlled coolant temperatures. Also available in air bellows for air-cooled engines and other heavy-duty designs.

In addition to these items, Autolite can supply all your other cooling system repair parts needs including heater hose and water outlet gaskets. Autolite also offers oil breather caps and fuel caps . . . items often required for carefree motoring in spring and summer travel.

Autolite's broad coverage means fewer part numbers . . . ordering, stocking and servicing are simplified for you.



***VISIT OUR PARTS COUNTER AND STOCK UP NOW!***



# Autolite Service Center Program

The most  
comprehensive  
sales and service  
program in the  
automotive parts  
market!





# What is the Autolite Service Center Program?

The most comprehensive . . . profitable . . . modern . . . informative sales and service program in the automotive parts market! You can become an Autolite Service Center simply by purchasing Autolite parts in a minimum of 3 product lines totalling at least \$400 or \$200 at normal stocking dealer prices. **And, you get FREE these outstanding Autolite Service Center exclusives, designed to improve your service operation and increase your profits:**

## FREE with a \$400 Purchase

- Service Control Center
- Wall Chart Rack
- Illuminated Clock Sign
- Service Information Plan

## FREE with a \$200 Purchase

- Wall/Bench Merchandiser
- Wall Chart Rack
- Illuminated Clock Sign
- Service Information Plan

Of course, Autolite Service Centers begin with merchandise . . . highest quality reliable automotive replacement parts that guarantee customer satisfaction. Because Autolite can provide you a complete line of profit-building parts under one name, you get maximum market coverage with minimum investment.

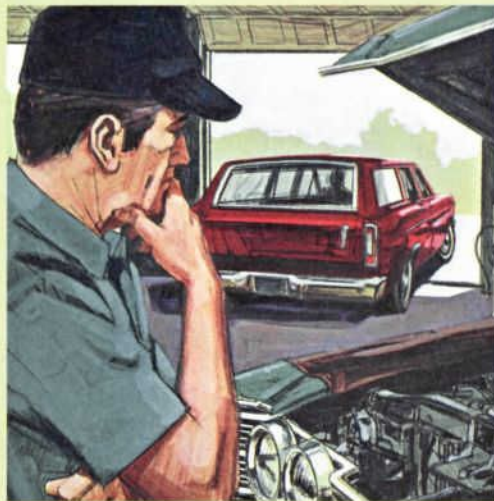
**Become an  
Autolite Service Center . . . and profit!**

Ask at our parts counter for full details





# What if none of your customers ever came back?



You'd be in trouble, of course...

One sure way to keep your Ford or Lincoln-Mercury customers coming back is to always install Ford Authorized Remanufactured Parts when replacements are needed. It's a lot faster than making tear-down repairs and you can always assure your customer you've given him the very best. Every Ford Authorized Remanufactured Part is backed by a name famous for quality . . . Ford.

*See us when you need a replacement part, for any Ford-built car or truck, available at our parts counter.*

## BETTER BUSINESS BUILDERS

**ELECTRICAL PARTS** • Alternators • Armatures • Generators • Distributors • Voltage Regulators • Starters

**ENGINES** • Complete Assemblies • Short Block Assemblies

**ENGINE COMPONENTS** • Cylinder Heads • Water Pumps • Carburetors • Rocker Arm Kits • Crankshaft Kits • Fuel Pumps • Power Steering Pumps

**POWER TRAIN COMPONENTS** • Clutch Discs • Pressure Plates • Brake Shoes • Torque Converters • Transmissions • Power Brake Boosters

### 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



# HELPFUL HINTS FOR TRAILER TOWING *Continued*

## 1971 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
<b>EQUIPMENT</b>			
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	Standard	Standard	Standard
Station Wagon	—	—	—
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.)

## 1971 COUGAR TOWING RECOMMENDATIONS

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

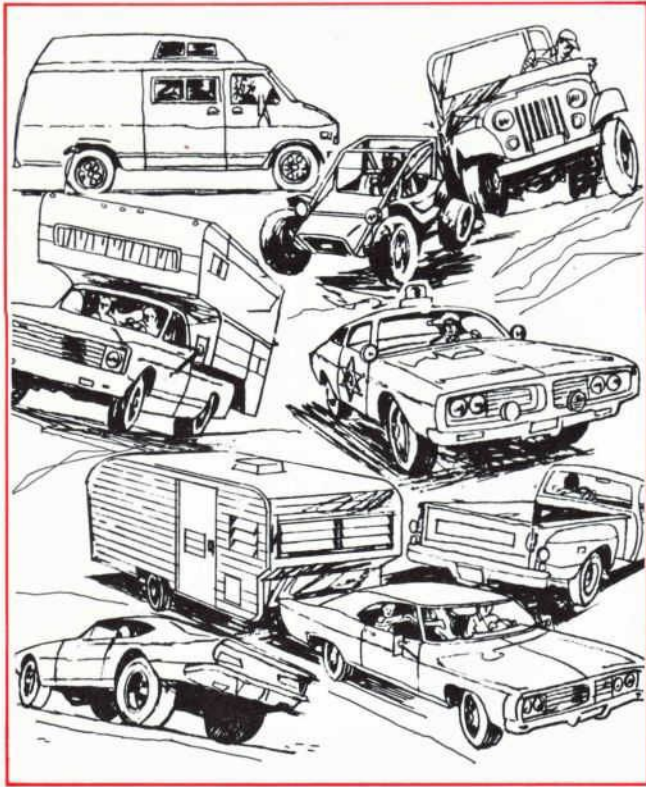
- Adjustable air springs are recommended for Class I towing with non-equalizing hitch.

**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.



# IS ADD-ON TRANSMISSION OIL COOLING SEASONAL?

## WHO NEEDS IT?



Every vehicle on or off the road with an automatic transmission that is pulling or carrying extra loads can use added transmission oil cooling. When extra loads are added—trailer towing, for example—the need for extra cooling capacity is critical. Typical installations for transmission oil cooling kits include passenger cars, recreational vehicles, sales fleets, police and taxi fleets, auto rental fleets, short and long haul trucks, campers, pickups, special purpose trucks, busses, hot rods, dune buggies, racing and street stocks, sports cars, etc.

## WHY ADD-ON TRANSMISSION OIL COOLING?

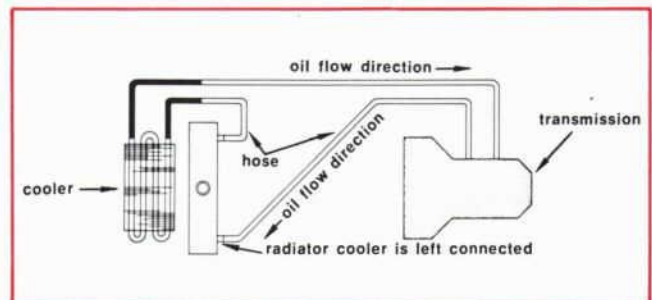
Hot transmission oil causes costly trouble. It's the reason for 9 out of 10 transmission failures. It's also the cause of more than 50% of all radiator boil-overs. Severe service driving can cause transmission oil temperatures to soar above 275°F. Beyond this point, oil oxidizes, acids and varnishes form, seals crack and leaks occur. When an additional oil cooling unit is added in series with the factory transmission oil cooling system, they work together to keep the oil at a constant optimum operating level. It's an engineering fact the lower the oil temperature the longer its life. So added transmission oil cooling kits not only guard against excessive heat in the transmission, they also extend the life of the lubricant and seals and they give the motorist improved vehicle operation.

## COMPLETE KIT . . . READY TO INSTALL



The Autolite add-on oil cooling kit comes complete, ready for immediate installation. The kit Part No. C9AZ-7K177-A, as shown here, contains an oil cooler, hose, clamps, hydraulic fittings, mounting straps and brackets, installation hardware, and instructions.

## TYPICAL ADD-ON OIL COOLING KIT INSTALLATION



The Autolite add-on transmission oil cooling kit is installed in series with the factory transmission oil cooler located in the bottom or side of the radiator. Note that the factory cooler is left connected to the transmission oil line, therefore receiving an oil cooling "boost" from the extra kit added in series.



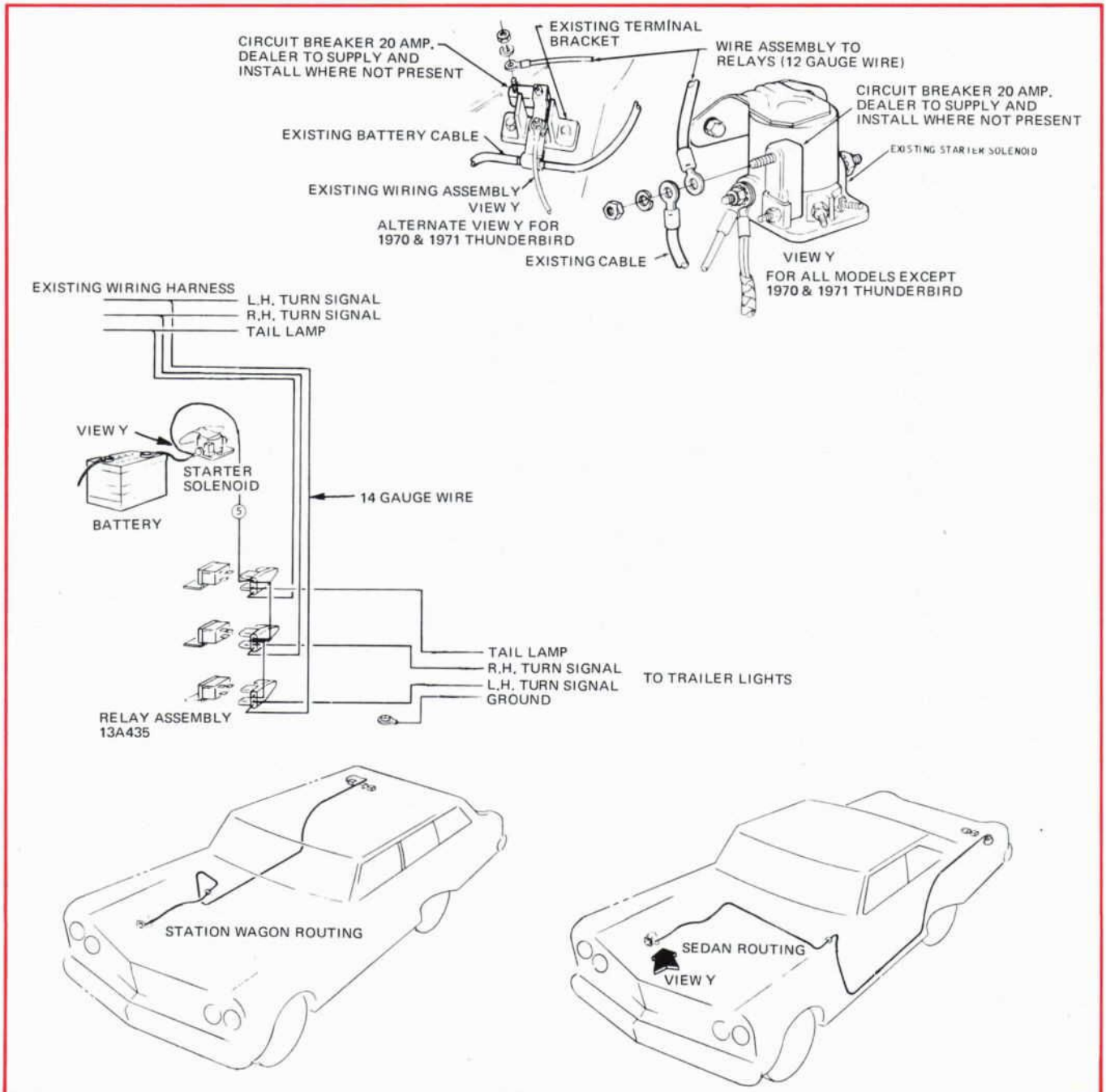
# TECHNICAL SERVICE BRIEFS

## TRAILER LIGHT CONNECTIONS ALL FORD-BUILT CAR LINES

Improper installation of a trailer light system can overload the vehicle lighting system and damage system components. Relays should be used to prevent overloads. A relay package can be fabricated using trailer light relays, 12 and 14 gauge wire, and standard terminals as shown below. There is also a universal Trailer Wiring Kit available from Autolite which

includes all the necessary relays and wiring for trailer light connection.

**NOTE:** The optional trailer towing package available on the 1971 Ford, Mercury and Lincoln car lines includes relays and wiring for trailer light connection.



Typical Trailer Light Connection

## CARBURETOR—DIAGNOSIS GUIDE (PINTO—1971)

This guide is provided for your assistance in diagnosis and correction of the following conditions as they pertain to the 1971 Pinto Carburetor.

1. Rough idle
2. Hesitation on acceleration
3. Surge
4. Hard hot start
5. Hard cold start
6. Dieseling

The following are definitions of these conditions and their most common causes as related to carburetor.

1. Rough idle—erratic operation at idle.

Check for fuel inlet needle seat and, if required, torque to 15-30 inch-pounds.

Check for loose idle jet retainer and, if required, torque to 10-15 inch-pounds.

2. Hesitation on acceleration—momentary pause in the rate of acceleration.

Check for proper float level and idle mixture and speed adjustments.

Check for fuel system contamination that can cause blocked or restricted passages.

3. Surge—change of RPM or slight loss of power during steady throttle on road load conditions.

Check for float level adjustment and blocked or restricted passages.

4. Hard hot start—Excessive cranking time to engine first fire after hot soak period.

Check for float level adjustment and idle mixture and speed adjustment.

**NOTE:** In many cases, lack of proper starting technique is responsible for this condition (see proper procedure below).

### HOT STARTING TECHNIQUES

Turn key to "ON" position (it is important to do this first). Press accelerator pedal  $\frac{1}{4}$  to  $\frac{1}{2}$  way down and hold.

**CAUTION:** Do not pump pedal.

Turn key to "START."

If engine fails to start using above procedures, press the pedal all the way to the floor and hold.

Turn key to "START."

When engine starts, release pedal gradually as engine speeds up.

5. Hard cold start—excessive cranking time to engine first fire.

Check idle mixture adjustment.

Check the choke adjustment and fast speed idle adjustment.

Check accelerator pump diaphragm for leakage.

**NOTE:** In many cases, lack of proper starting technique is responsible for this condition (see proper procedure below).

### COLD STARTING TECHNIQUES

Turn key to "ON" position (it is important to do this first).

Press accelerator pedal *slowly* to the floor.

Release pedal completely.

Turn key to "START."

After engine starts, allow to run a few seconds and then depress and release the accelerator pedal to reduce the engine speeds.

If engine fails to start—repeat procedure.

6. Dieseling—engine continues to run after ignition is turned off.

Check operation of throttle solenoid positioner.

**NOTE:** To assure that decel valve is not affecting idle speed, the decel valve should be bypassed when making idle check.

It is important when diagnosing any engine problems that the basic engine system checks be performed. These basic checks are as follows:

1. Vacuum system leaks
2. Vacuum hose routing
3. PCV valve function and cleanliness
4. Distributor cap, rotor and point condition
5. Dwell time
6. Spark plug and wire condition
7. Initial ignition timing and advance mechanisms
8. Air cleaner element cleanliness
9. Air cleaner hot and cold duct function
10. Linkage operation (choke, pump and throttle)
11. Settings (choke cap, pump linkage)
12. Fuel delivery (pump, lines and filter)

See revised carburetor specifications below:

AUTOLITE MODEL 1-V CARBURETOR			
VEHICLE	ENGINE	TRANSMISSION	CARBURETOR
Pinto	1600cc	Manual	711-BDA, 711-BDB
CARBURETOR NUMBER (9510)		711-BDA	711-BDB
Carburetor Size			
Throttle Bore Diameter		1.42	1.33
Venturi Diameter		1.10	0.97
Air Flow		159	117
Fuel Supply System			
Fuel Pressure		4.25 psi	4.25 psi
Float Setting (Dry)		1.16	1.20
Idle System			
Idle Jet		0.028	0.025
Idle Bleed (1st)		0.055	0.041
Idle Bleed (2nd)		0.047	0.041
Main System			
Main Jet		0.059	0.051
High Speed Bleed		0.055	0.047
Power Jet		0.041	0.028
Power Valve Timing		5-6 in Hg	3.5-5 in. Hg
Pump System			
Pump Stroke		0.085	0.070
Pump Capacity—10 Strokes		2.5-4.5 cc	4-5.5 cc
Choke System			
Bimetal Spring Ident.		BA	BA
Choke Cap Setting		Index	Index
Pulldown Setting		0.120	0.075
Dechoke		0.210	0.210
Link Position		Outer Hole	Outer Hole
Bimetal Tang Location		Center Slot	Center Slot
Tune-Up Specifications			
Idle RPM <sup>①</sup>		900/550	900/550
Fast Idle RPM Kickdown (2nd Step)		1700	1700
① Higher RPM with solenoid energized; lower RPM with solenoid deenergized			



## WEBER MODEL 5200 CARBURETOR, 2000cc ENGINE, PASSENGER CAR

YEAR	VEHICLE	ENGINE DISPLACEMENT	TRANSMISSION		CARBURETOR NO. (9510)	
1971	Pinto	2000cc 2000cc (Air Conditioned) 2000cc 2000cc (Air Conditioned)	Automatic Automatic Manual Manual		D12F-AA, D12F-DA D12F-CA**, D12F-FA** D12F-EA D12F-GA*	
SPECIFICATIONS						
CARBURETOR NUMBER (9510)	D12F-AA	D12F-CA	D12F-EA	D12F-DA	D12F-FA	D12F-GA
Code Tag Color	Aluminum	Red	Green	Aluminum	Red	Black
Carburetor Size						
Throttle Bore Diameter -Primary	32 mm—1.260 in.					
-Secondary	36 mm—1.42 in.					
Venturi Diameter -Primary	26 mm—1.024 in.					
-Secondary	27 mm—1.063 in.					
Air Flow (CFM)	233					
Fuel Supply System						
Float Setting + 1/32 inch	.420					
Float Bumper Spring Clearance	.010—.025 in.					
Idle System						
Idle Jet -Primary	.050 mm—.020 in.	.050 mm—.020 in.	.055 mm—.022 in.	.050 mm—.020 in.	.050 mm—.020 in.	.055 mm—.022 in.
-Secondary	.050 mm—.020 in.					
Idle Bleed -Primary	1.70 mm—.067 in.					
-Secondary	.070 mm—.028 in.					
1st Idle Transfer Port -Primary	1.0 mm—.039 in.					
-Secondary	1.2 mm—.047 in.					
2nd Idle Transfer Port -Primary	0.8 mm—.031 in.					
-Secondary	1.2 mm—.047 in.					
Curb Idle Orifice	1.6 mm—.063 in.					
Main System						
Main Jet -Primary	137	137	135	135	135	135
-Secondary	145					
High Speed Bleed -Primary	1.80 mm—.071 in.					
-Secondary	1.70 mm—.067 in.					
Main Well Tube -Primary	F50					
-Secondary	F6					
Power Jet	1.0 mm—.039 in.	1.0 mm—.039 in.	.046 in.	.046 in.	.046 in.	.046 in.
Power Valve Timing = 1	6 in. Hg.					
Pump System						
Pump Lever Location	Lower Hole					
Pump Capacity—10 Strokes	8—12.5 cc					
Pump Bleed	0.3 mm—.012 in.					
Pump Jet	0.5 mm—.020 in.					
Choke System						
Bimetal Spring Ident.	01	Index	1 Rich	1 Rich	1 Rich	1 Rich
Choke Cap Setting	Index					
Pulldown Setting (±.020)*	.236 in.					
Cam Ident.	One Step					
Dechoke—Min.	.256 in.					
Tune-up Specifications						
Idle RPM** (Air Cond. on)	650	650/500	750	650	650/500	756/500
Fast Idle RPM (Kickdown Step)	1800	1800	1600	1800	1800	1600

\* With .031 inch gage.

\*\* For carburetors equipped with throttle solenoid, set higher idle speed with solenoid energized at the indicated RPM (automatic transmission in drive; manual transmission in neutral) using the solenoid adjustment—set lower idle speed (450-500 RPM) with solenoid de-energized, transmission in neutral using the idle speed screw.

## 1971 PINTO MAINTENANCE CHECK LIST REVISION

The valve clearance adjustment interval on Pinto 2000 cc engines given in the 1971 Shop Manual scheduled maintenance

services (Under Hood, page 50-02-02) has been revised as shown below.

Number of Months or Thousands of Miles	6	12	18	24	30	36	42	48
Valve Clearance—Adjust— 1600 cc engine	X	X	X	X	X	X	X	X
2000 cc engine		X		X		X		X

# NEW AUTOLITE

The following is a listing of new parts recently released by Autolite-Ford Parts Division. Keep this handy for quick reference and ordering convenience.

Autolite Sales No.	Part Description	Application
<b>FILTER</b>		
FA-98	Air Filter	1971 Capri 122 CID
<b>CARBURETOR</b>		
CA-798-A	Carburetor Assy.	1971 Ford Truck 401, 477, 534 CID
CA-848-A	Carburetor Assy.	1971 Ford, Ford Truck 6 Cyl. 240 CID
CA-849-A	Carburetor Assy.	1971 Comet, Maverick 6 Cyl. 170, 200 CID
CA-890	Carburetor Assy.	1971 Econoline 6 Cyl. 240 CID
CE-88	Economizer Assy.	1971 Ford Truck 8 Cyl. 360, 390 CID
CJ-194	Jet-Main #F7	1969-70 Cortina, 1971 Capri
CJ-195	Jet-Secondary #F17	1969-70 Cortina, 1971 Capri
CJ-198	Jet-Main-Primary	1971 Pinto 122 CID
CJ-199	Jet-Main Secondary	1971 Pinto 122 CID
CJ-200	Jet-Idle	1971 Pinto 122 CID
CJ-201	Jet-Metering	1971 Pinto 122 CID
CT-740-A	Tune-Up Kit	1960-67 Chrysler, Dodge, Plymouth 4 Barrel Carter Carb.
CT-747-A	Tune-Up Kit	1965-67 Chrysler, Dart, Dodge, Plymouth, Valiant 4 Barrel Carter Carb.
CT-800-A	Tune-Up Kit	1957-60 Pontiac, 1961-66 Buick 4 Barrel Carter Carb.
CT-849-A	Tune-Up Kit	1969-70 Oldsmobile, Toronado 350, 400, 455 CID, 4 Barrel Rochester Carb.
CT-859	Tune-Up Kit	1970 Camaro, Chevrolet, Chevelle, Corvette, Monte Carlo, Nova 396, 400, 454 CID 4 Barrel Rochester Carb.
CT-860	Tune-Up Kit	1970 Camaro, Chevelle, Chevrolet, Corvette, Monte Carlo, Nova 8 Cyl. 350 CID 4 Barrel Rochester Carb.
CT-861	Tune-Up Kit	1970 Camaro, Chevelle, Chevrolet, Corvette, Monte Carlo, Nova 8 Cyl. 307 CID 2 Barrel Rochester Carb.
<b>SHOCK ABSORBERS</b>		
AD-45	Bushing	1971 Capri-Rear Upper
AD-46	Bushing	1971 Capri-Rear Lower
AD-48	Bushing	1966-70 Cortina-Rear Lower
<b>P.C.V. VALVES</b>		
EV-60	P.C.V.	1971 Capri
EV-61	P.C.V.	1971 American Motor 304, 360, 401 CID
EV-62	P.C.V.	1971 All Chrysler Vehicles
<b>RUBBER GOODS (V-BELTS &amp; HOSE)</b>		
KHM-79	Heater Hose-Formed	1971 Maverick 8 Cyl. w/A.C.
KHM-80	Heater Hose-Formed	1971 Ford, Mercury 429 CID
KM-399	Hose-Radiator-Upper	1971 Mark III
KM-400	Hose-Radiator-Upper	1966-67 Cortina
KS-9-A	Hose-Radiator 1-5/8 K.D. 3' long	1970 Ford Truck L, LT, LTS, LN, LNT 8000 w/6V 53N Diesel, All Other Makes 1928-71

Autolite Sales No.	Part Description	Application
<b>GENERAL SERVICE PARTS</b>		
<b>Oil Breather Caps</b>		
EC-12-A	Oil Breather Cap	1971 Pinto 122 CID
EC-17	Cap-Oil Separator	1968-71 360, 390, 428 CID Comet, Fairlane, Ford, Ford Truck, Mercury, Thunderbird
<b>Radiator Pressure Caps</b>		
RS-34	Radiator Pressure Cap	1966-70 All Ford Vehicle with Coolant Recovery Kit
<b>Thermostats</b>		
RT-178	Thermostat	1971 Capri 122 CID
<b>SPARK PLUG</b>		
ARF-2	Spark Plug	1971 Chevrolet Truck & G.M.C. 427 CID
ARF-22	Spark Plug	1971 Vega
<b>WIRE &amp; CABLE</b>		
WB-310-BL	Primary Wire 10 Gauge— Blue 100' Spool	Universal
WB-310-G	Primary Wire 10 Gauge— Green 100' Spool	Universal
WB-310-R	Primary Wire 10 Gauge— Red 100' Spool	Universal
WB-310-Y	Primary Wire 10 Gauge— Yellow 100' Spool	Universal
WB-312-BL	Primary Wire 12 Gauge— Blue 100' Spool	Universal
WB-312-BLM	Primary Wire 12 Gauge— Blue 1000' Roll	Universal
WB-312-BM	Primary Wire 12 Gauge— Black 1000' Roll	Universal
WB-312-G	Primary Wire 12 Gauge— Green 100' Spool	Universal
WB-312-GM	Primary Wire 12 Gauge— Green 1000' Spool	Universal
WB-312-R	Primary Wire 12 Gauge— Red 100' Spool	Universal
WB-312-RM	Primary Wire 12 Gauge— Red 1000' Spool	Universal
WB-312-Y	Primary Wire 12 Gauge— Yellow 100' Spool	Universal
WB-312-YM	Primary Wire 12 Gauge— Yellow 1000' Spool	Universal
WB-314-BL	Primary Wire 14 Gauge— Blue 100' Spool	Universal
WB-314-BLM	Primary Wire 14 Gauge— Blue 1000' Spool	Universal
WB-314-BM	Primary Wire 14 Gauge— Black 1000' Spool	Universal
WB-314-G	Primary Wire 14 Gauge— Green 100' Spool	Universal
WB-314-GM	Primary Wire 14 Gauge— Green 1000' Spool	Universal
WB-314-R	Primary Wire 14 Gauge— Red 100' Spool	Universal
WB-314-RM	Primary Wire 14 Gauge— Red 1000' Spool	Universal



# PARTS RELEASED

Autolite Sales No.	Part Description	Application
WB-314-W	Primary Wire 14 Gauge—White 100' Spool	Universal
WB-314-WM	Primary Wire 14 Gauge—White 1000' Spool	Universal
WB-314-Y	Primary Wire 14 Gauge—Yellow 100' Spool	Universal
WB-314-YM	Primary Wire 14 Gauge—Yellow 1000' Spool	Universal
WB-316-BL	Primary Wire 16 Gauge—Blue 100' Spool	Universal
WB-316-BLM	Primary Wire 16 Gauge—Blue 1000' Spool	Universal
WB-316-BM	Primary Wire 16 Gauge—Black 1000' Spool	Universal
WB-316-G	Primary Wire 16 Gauge—Green 100' Spool	Universal
WB-316-GM	Primary Wire 16 Gauge—Green 1000' Spool	Universal
WB-316-R	Primary Wire 16 Gauge—Red 100' Spool	Universal
WB-316-RM	Primary Wire 16 Gauge—Red 1000' Spool	Universal
WB-316-Y	Primary Wire 16 Gauge—Yellow 100' Spool	Universal
WB-316-YM	Primary Wire 16 Gauge—Yellow 1000' Spool	Universal
WB-318-BL	Primary Wire 18 Gauge—Blue 100' Spool	Universal
WB-318-G	Primary Wire 18 Gauge—Green 100' Spool	Universal
WB-318-R	Primary Wire 18 Gauge—Red 100' Spool	Universal
WB-318-Y	Primary Wire 18 Gauge—Yellow 100' Spool	Universal
WC-8095	Cable Assy.—Battery to Starter	1964-66 Ford Truck H, HT950 Diesel 672, 743, 855 CID
WC-8105	Cable Assy.—Relay to Starter	1971 Ford Post Office Truck
WR-3824	Spark Plug Ignition Cable Set	1966-67 Volkswagen—Fastback & Squareback Models
WR-3826	Spark Plug Ignition Cable Set	1967-70 Camaro, 1964-65 Checker, 1964-70 Chevelle, 1962-70 Chevrolet, 1962-69 Chevy II, 1966-70 Olds F-85, Tempest 6 Cyl.
WR-3827	Spark Plug Ignition Cable Set	1967-70 Buick, 1968-70 Buick Special, 1969 Jeep Wagoneer & Gladiator 8 Cyl.
WR-3828	Spark Plug Ignition Cable Set	1965-69 Barracuda, Dart, Dodge, Plymouth, Valiant 273, 318, 340 CID
WR-3829	Spark Plug Ignition Cable Set	1967 Camaro 302 CID, 1964-65 Checker 283 CID, 1957-70 Chevrolet 283, 307, 327, 350 CID, 1955-70 Corvette 265, 283, 327, 350 CID, Monte Carlo 350 CID, 1965-66 Studebaker 8 Cyl.

Autolite Sales No.	Part Description	Application
WR-3830	Spark Plug Ignition Cable Set	1967-69 Camaro 302, 307, 327, 350 CID, 1970 Camaro 8 Cyl. exc. 396 CID, 1964-68 Chevelle 8 Cyl. exc. 396 CID, 1969-70 Chevelle 8 Cyl. 307, 350 CID, 1964-68 Chevy II 8 Cyl., 1969 Chevy II 307, 350 CID
WR-3831	Spark Plug Ignition Cable Set	1967, 69 Barracuda, 1969 Dart 383 CID, 1963 Dodge Polara 383 CID, 1965 Dodge Coronet 361, 383 CID, 1969 Dodge 383, 440 CID, 1964-69 Plymouth 361, 383, 426, 440 CID
WR-3832	Spark Plug Ignition Cable Set	1960-61 Chrysler 413 CID, 1965-68 Chrysler 8 Cyl., 1961 Dart 383 CID, 1960-61 DeSoto 361 CID, 1965-66 Dodge 383, 413, 440 CID, 1967-68 Imperial, 1960-61 Plymouth 383 CID, 1965-67 Plymouth 361, 383 CID
WR-3833	Spark Plug Ignition Cable Set	1965-67 Pontiac, Tempest 8 Cyl.
WR-3834	Spark Plug Ignition Cable Set	1968, 70 Pontiac, 1968-70 Tempest
WR-3835	Spark Plug Ignition Cable Set	1963-70 Cadillac
WR-3836	Spark Plug Ignition Cable Set	1967 Buick, Buick Special, 1961-63 Pontiac, 1963 Tempest
WR-3837	Spark Plug Ignition Cable Set	1965-67 Oldsmobile, 1961-67 Olds F-85

## ELECTRICAL PARTS

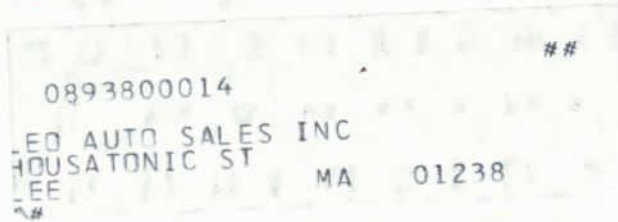
DA-1117	Distributor Assy.	1971 Ford Truck 8 Cyl. 401, 477, 534 CID
DHE-156	Cap-Distributor	1971 Capri, Pinto 98 CID
DH-163	Cap-Distributor	1968-70 Jeep 6 Cyl. 225 CID
DRE-91	Rotor	1971 Pinto 98 CID
DWC-43	Lead-Primary	1970 Barracuda, Belvedere, Challenger, Coronet 8 Cyl., 426, 440 CID
GE-30	Bearing Alternator	1971 Ford Truck 330, 361, 391 CID & Cat. Diesel
GP-405	Pulley-Generator	1957-62 Ford Truck 272, 292 CID
MM-277-A	Motor Assy.-Heater	1971 Cougar, Montego, Mustang, Torino
MM-282-A	Motor Assy.-Heater & A/C	1970 Ford Truck W900
MM-291	Motor Assy.-Heater	1971 Comet, Maverick, Pinto
MME-295	Motor Assy.-Heater	1971 Capri
MM-298	Motor Assy.-A/C Blower	1966-71 Ford Truck
SF-115	Flasher-Turn Signal	1971 Ford Post Office Truck
SF-116	Flasher-Emergency Warning	1971 Ford Post Office Truck
SW-952-A	Headlamp Switch	1971 Pinto
SW-979-A	Ignition Starter Switch	1971 Pinto
SW-989	Stoplight Switch	1971 Cougar, Mustang w/o P.B.
SWE-1016	Headlight Switch	1966-68 Cortina
SW-1041	Switch Assy.-Distributor Modulator Ambient	1970 Cougar, Mustang 302, 351 CID
SW-1042	Switch Assy.-Distributor Modulator Ambient	1970 Ford, Mercury, Montego, Torino 240, 302, 351, 390 CID
SWE-1053	Oil Pressure Switch	1971 Capri 122 CID
SW-1055	Door Jamb Switch	1971 Ford, Lincoln, Mark III, Thunderbird w/Auto Seat Back Release



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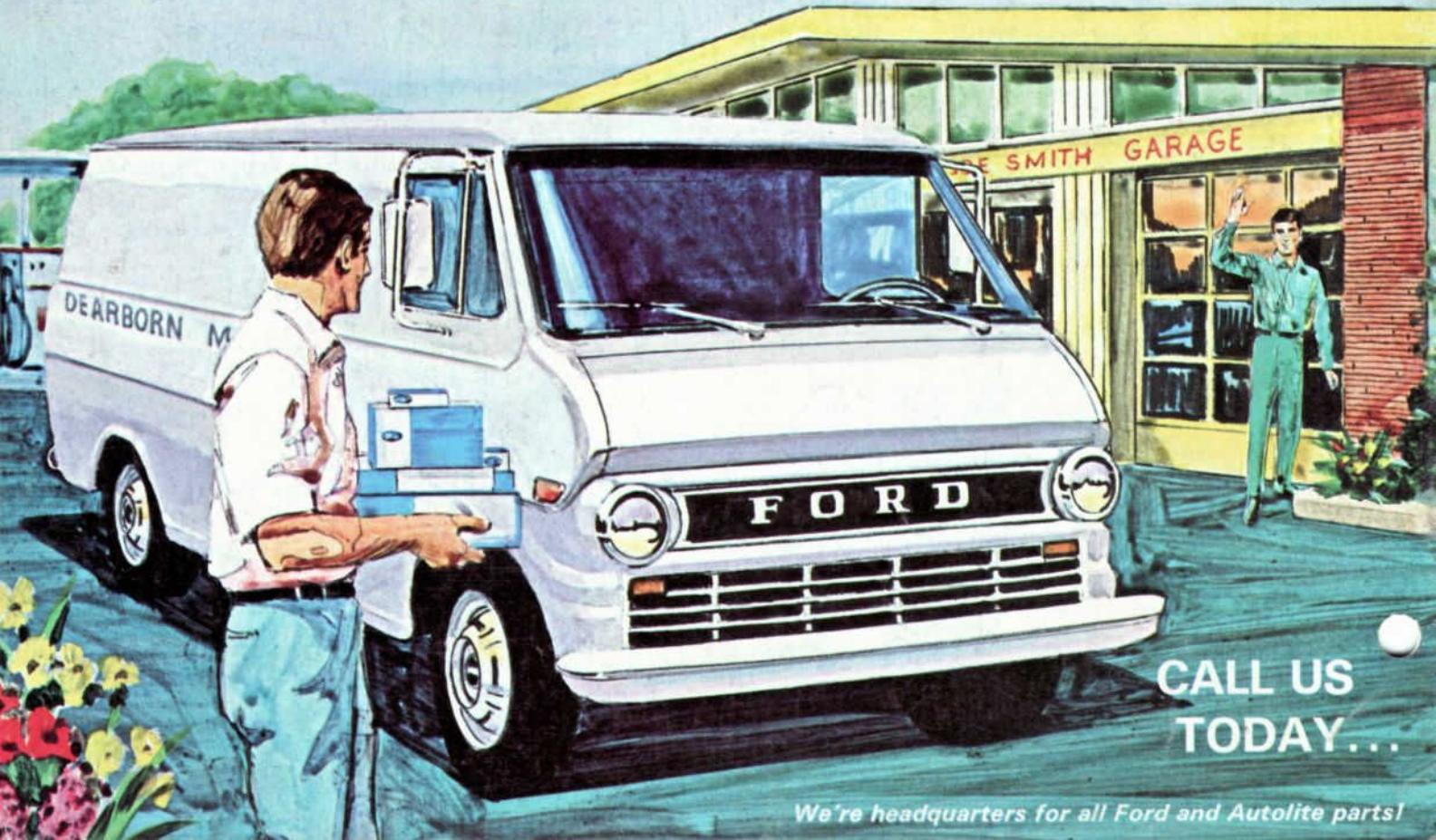
YOUR SOURCE FOR GENUINE FORD AND AUTOLITE ORIGINAL EQUIPMENT PARTS

## When you need Ford replacement engine parts... we can deliver the best!

One call will do it... when it comes to Ford replacement engine parts. All Ford original equipment engine parts—rings, bearings, rocker arm assemblies and others, even to the smallest gasket—belong to a "matched set" of parts that fit together perfectly. Ford replacement parts after all are designed, engineered and precision-made *specifically* for Ford-built vehicles. Made to give like-new dependability, they're a great way to assure your customers' satisfaction.

Ford replacement parts for engines are on hand at our dealership... ready to meet your needs *now!* We can supply all your *other* Ford original-equipment parts requirements, too.

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